

ANNUAL REPORT

OF THE

POSTMASTER-GENERAL

OF THE

UNITED STATES

FOR THE

FISCAL YEAR ENDING JUNE 30, 1890.



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# REPORT OF THE POSTMASTER-GENERAL.

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POST-OFFICE DEPARTMENT,  
*Washington, D. C., November 29, 1890.*

To the PRESIDENT :

My first annual report covered less than four months of your administration. This, therefore, is the first statement of a full year's work which I have had the privilege of submitting. I beg to outline, in the first place, some of the things accomplished, or partly accomplished, and then to add certain recommendations for the further improvement of the postal service.

Bills have been passed by Congress to provide for a new post-office building for the city of Washington; to establish sea post-offices for the distribution of foreign mails in transit and their immediate dispatch inland at New York; to provide fifteen days' leave for post-office clerks; to experiment with the free delivery in small towns to see what can be done towards its quicker extension everywhere; to add necessary officers and provide for leaves of absence in the Railway Mail Service; and to exclude lottery literature from the mails. A bill to establish a limited post and telegraph has been unanimously reported by the Senate Committee on the Post-Office and Post-Roads and numerous arguments in its behalf have been heard by the House committee. Bills have been advanced a stage or further to permit the Department to forward matter on which postage has not been prepaid; to reduce the limit to which the free-delivery service may be extended down to towns of a population of 5,000, or to offices whose revenue is \$7,000; to provide supervisors of postal districts and additional officers to make the departmental service more efficient; to fix a penalty for the burglary of post-offices; and to reclassify mail matter, so that a million dollars a year may be saved to the postal revenue.

Bills passed,  
advanced, or  
placed upon the  
Calendar.

The suggestion of the Department that \$500,000 would suffice for the inauguration of the eight-hour system in post-offices by promotions and by the employment of additional men in preference to the payment of extra wages for more than eight hours of service per day met with small favor; and the bill which proposed to appropriate \$2,000,000 or more, without, as I believe, accomplishing any more than the \$500,000 could be made to accomplish, was allowed by its friends to remain upon the Calendar. A bill better to classify the clerks in the Railway Mail Service is also on the Calendar. The postal-shipping bill occupies the same position of advantage.

Administrative  
changes for the  
better.

In the administrative methods of the Department itself some changes for the better have been made. A new series of smaller stamps, criticised, and justly criticised, at first, so far as the two-cent stamp was concerned (though the Department employed the same engravers and materials as formerly), are now, it is believed, quite acceptable to the public. Over two hundred thousand dollars has been saved on the contract for postal-cards, which, though they were properly criticised at first, were quickly brought up to the required standard by the contractor. Four hundred thousand dollars has been saved on the contract for stamped envelopes. Two hundred thousand dollars or more has been saved on certain lettings of contracts for carrying the mails, and at the same time the mail routes have been extended over almost 2,000,000 miles of railway and steam-boat and stage lines. The same number of inspectors have treated 87,736 cases during the year, against 66,364 treated last year, or an average of 1,213 per man this year, against 938 last year. The total number of cases on hand July 1, 1890, was 21,637, against 28,040 on hand July 1, 1890. This means an increase of 33 per cent. in cases treated, and a decrease of 22 per cent. in cases on hand. The anti-lottery legislation has entailed much extra labor upon the inspector force, but, on the other hand, the temptation to thieving among employes of the Department has been much diminished by the same means. The past year has been made very disagreeable to the "green-goods" swindlers.

Negotiations with the German authorities looking to the establishment of sea post-offices have been successful. A commission of expert accountants has been appointed thoroughly to examine the postal system and establish a uniform and simpler system of accounts for post-offices. Accurate counting and weighing of mail matter at all the post-offices of every grade have been made, and exact data

gathered thereby touching the amount of free matter and matter of each class carried by the Department; and estimates indicating the effect of a reduction of letter postage to one cent are included. A commission of postmasters has examined nine hundred models, designs, and suggestions of house letter-boxes to find something which, if universally adopted, would save a quarter part of the time of the carrier force of the Department. Several times postmasters, inspectors, and railway-mail superintendents have been called to Washington in groups to exchange ideas of benefit to themselves and to give the Postmaster-General the encouragement of their experience.

A few figures illustrate how much the business of the Department has grown. The gross revenue is nearly \$5,000,000 larger than it ever was before. Almost five thousand new post-offices, more than in any one year before, have been established upon the petitions of communities which have needed them. A decreasing limit for the extension of the free delivery has permitted the employment of letter-carriers in over fifty towns. Three times as many substations and stamp agencies (which soon pay for themselves) were established as during the previous year. Over 5,000 miles of R. P. O. service, so called (where traveling post-offices distribute the mails for instant dispatch), have been put on. The 58,000 transportation schedules have been examined, and adjusted or extended where it has been possible. Thirty-six per cent. more of city mails have been distributed on trains for instant dispatch than during the previous year. The star-route mileage has increased over 5,000,000 miles and the railroad mileage over 11,000,000. The railway postal clerks have reduced the number of pieces usually sent to the Dead Letter Office by 2,000,000. By encouraging postmasters in free-delivery cities to prepare supplementary directories and by general suggestions to the public through the newspapers to take greater care in the direction of matter, the Dead Letter Office expects a reduction of its labors by at least one-third.

I shall have the honor to advocate this year, as last, with whatever persuasiveness it is possible for me properly to use, certain measures, legislative and administrative, which I believe to be for the benefit of the service. If some of them fail—as it can not be hoped that all will succeed at once—there will at least be the benefit of the inquiries, the discussions, and the collection of opinions. The postal-telegram bill I again respectfully commend to your attention and to the favor of Congress. The recommendation that the

Growth of the  
Department.

Recommendations and needed  
reforms.

postal-savings experiment be fully and fairly tried is again renewed. The discussion of the eight-hour question can not be shirked; I hope the postal clerks will be certain during the next year who their friends are. The questions whether the division of the country into postal districts for the better instruction and encouragement of postmasters, new and old, and whether an additional permanent officer of the very highest order of experience and originality would not be a good thing for the Department, may well be pressed. Within the Department itself many reforms can be worked out, but only slowly, partly because legislation is necessary and partly because even small revolutions are not desired by all. In the matter of simple and uniform accounting the coming year ought to show excellent results. I hope to see the civil-service examinations, especially with reference to the railway mail, improved; for only in proportion as these yield the most efficient civil servants can the benefits of the civil-service system be extended. The whole post-office clerical force needs to be scanned thoroughly with a view to Congressional action looking to its better classification.

I feel that, while the postmasters, the railway-mail people, the contractors, and all the officials and employés of the postal system are perhaps better in touch with the Department than they ever were before, a still better common spirit and purpose can be infused. I believe that the officials and employés all agree with me that the quickest, the most accurate, and the most frequent service is not only desired, but is rightfully expected by the public; and I believe I am not wrong in saying that the organized bodies of business men, as well as the editors and the citizens generally, are more watchful for the shortcomings of the service than ever before, which is surely a very encouraging condition of affairs.

#### A QUICKENED SERVICE.

This one idea has dominated the Department this year: to make the mails go faster, more safely, and more frequently. The fifty-eight thousand six hundred and sixty-eight schedules of the railroads and the star and steamboat routes have been studied, readjusted, and extended. While we are only at the beginning, with an enormous work yet to be done, there is satisfactory progress. The railroad and transportation officials are in most instances ready helpers. Delays in connections are being removed; early trains to accommodate newspaper mails are provided whenever possible, and due care is taken to collect, deliver, and

Quick connections; early trains; loyal service.

close mails according to the particular needs of respective communities. These matters are not suffered to drift to their own level, but are the subjects of careful thought and consultation with committees and communities, and have the personal direction of officers of the Department. The new postmasters are in the main working splendidly, and there is a spirit of loyalty and devotion throughout the ranks of postal employes, notably in the Railway Mail Service, which the best postal authorities declare to be in better shape than it has ever been before. In a number of cities boards of trade and local committees have rendered important aid to the Department in adjusting the service to the better satisfaction of the public.

Mercantile bodies assisting the Department.

I submit a few illustrations of the enlarged service in the West. In fifteen months 1,149,706 miles of mail service were added in the State of Washington alone. Four years ago the service was not so large by 1,000,000 miles. In Wyoming in fifteen months have been added about 80,000 miles of service, and in Idaho in fifteen months about 160,000 miles. The last letting of contracts for star service in the fourth contract section, which embraces the country between Arkansas and California, shows the following:

Increased service in the West.

Annual rate of expenditure :

June 30, 1890 (old service).....	\$2,067,651.24
July 1, 1890.....	1,853,976.89
Decrease.....	213,674.35

Number of miles traveled per annum :

June 30, 1890 (old service) .....	29,444,693.49
July 1, 1890 .....	31,232,515.07
Increase .....	1,787,821.58

The examination of all the postal routes, whether they traverse railways or steam-boat or stage lines, has resulted in many improvements, a few of which I beg to refer to. A morning mail from New York reaches Boston at 12 m. instead of 3.30 p. m., and not only benefits the latter city by so much, but makes earlier connections for New Hampshire and Maine. The fast mail from the west is delivered in Boston a business day earlier than formerly. The New York and Chicago mail is delivered at 10 o'clock a. m. instead of in the afternoon or the next morning. Similar arrangements of schedules and similar benefits to all the intermediate region can be shown between Philadelphia, Pittsburgh, Chicago, and St. Louis. The transcontinental mail referred to last year as saving a day, has been main-

Time saved in many places.

tained successfully, and its benefits have been extended to all the country tributary to the railroads traveled. A fast mail between St. Louis and Kansas City permits a delivery of commercial matter in Kansas City in the forenoon instead of in the afternoon after banking hours, and early schedules out of Kansas City practically advance deliveries throughout the State of Kansas by three hours. Five hours have been gained between Chicago and New Orleans, and it is possible that the schedule may be shortened four hours more. Many western mails out of St. Paul have been advanced two hours. New schedules are under consideration reaching from Boston to New Orleans by which all of the intermediate country will be benefited and business men at either end will gain a day.

Added facilities on one-fifth of R. P. O. lines.

Between September, 1889, and October 23, 1890, the full railway post-office cars have been extended over 5,105 miles of additional railroad routes, and the full railway post-office cars already existing have been enlarged on 12,785 miles of railroad, while the apartment lines have been extended (new) on 4,434 miles and enlarged on 5,723 miles of existing railroad. The efficiency and rapidity of the railway post-office mails have been improved on every line, and on one-fifth of the lines facilities that never before existed have been supplied. Running into and from Chicago, upon all the different railroads centering there, we have fifty-six daily railway post-office lines upon that number of trains—that is, fifty-six incoming and fifty-six outgoing. This is an increase of four lines during the past year. The aim of the railway-mail service is to make schedules that leave the large mailing centers after the close of business and arrive early in the morning so as to deliver before business begins.

City distribution on trains.

The development of city distribution on trains so as to avoid delay after arrivals is indicated by the following enumeration of pieces of mail advanced thereby :

1889 .....	166,718,810
1890 .....	226,429,575
Increase (say 36 per cent) .....	59,710,765

"Nixie" matter sent home.

This improvement will be still further developed this year. Besides, during the past year 4,623,931 pieces of mail were taken from the railway post-office lines imperfectly directed, of which by later treatment 2,186,933 pieces, or 47 per cent., were sent home. This kept out of the Dead Letter Office more than 2,000,000 pieces of mail matter.

The total increased length of mail routes in 1890 was

11,831 mils. The miles traveled increased in 1890 by 16,507,609, and were distributed in part as follows:

	Miles.		Miles.
Texas .....	575,124	Montana .....	156,916
Indian Territory.....	270,070	Wyoming .....	78,985
Virginia* .....	1,588,506	Arizona .....	33,799
Georgia .....	346,176	Utah .....	68,869
Florida .....	164,475	Idaho .....	124,413
South Carolina .....	130,520	Oregon .....	179,270
Mississippi .....	258,037	California .....	164,452
Arkansas.....	105,091	Washington.....	323,283
Dakota.....	199,490		

The star-route mileage traveled has increased 5,383,318 miles. The railroad mileage traveled has increased 11,523,191 miles. The total number of mail routes June 30, 1890, was 27,105, an increase over the previous year of 1,444. The total number of miles traveled per annum was 327,409,493. Increased star and railroad service.

#### THE QUICKEST SERVICE NOT YET ATTAINED.

The swiftest mail is not fast enough in these days for all the needs of commerce and social correspondence. The conviction steadily grows upon me that the post-office should do more than employ fast mails and stage coaches, and that the electric wires should carry letters; that the people who pay in postage rates the cost of the postal system have a right to the use of the postal plants as a means of reducing the cost of telegraphic correspondence and for the instant transmission of postal money-orders. We strain every muscle and nerve trying to gain an hour two on this collection or that delivery. We worry the railroads with importunities for new trains or faster ones that shall save perhaps three or four hours to the business men and the letter writers. All the while its quickest service, by which electric letters under some of the new systems might be transmitted and whole days or whole nights be gained and saved, is kept out of the reach of these who are doing days' work or are just beginning to be capitalists. The people have a right to postal-telegraph service.

There are mail routes of thousands of miles in the new States and thinly settled parts of the older country where every mile entails a certain loss to the Department; but the priceless privilege of communication by post is maintained though every other channel of intercourse is closed. The postal service, with all its long-distance and unprofitable service, burdened with the cost of doing without charge the

\* This large increase was occasioned by the addition of 428 miles of railroad lines

mailing business of all the other branches of the Government, loaded down with the newspaper and book mail which it carries at about one-sixth of the actual cost, is nevertheless nearly self-supporting. It has therefore proved itself able to manage successfully the telegraph business in connection with the postal system and as a part of it.

Public sentiment strongly favors a postal telegraph.

Certain limited classes are against this consolidation, but the masses of the people are strongly for it. It is not possible to take an accurate census of those favoring or opposing it, but any disinterested person may discover the trend of feeling that has set in. That man must be willfully blind who does not see the vast and rising tide of public sentiment against monopoly. Here is a purpose of the people, and no man or set of men can turn it aside. In one form or another the public imperatively demands cheaper telegraphy, and the Post-Office Department can supply it at less cost than any corporation, unless the latter has rent, light, and fuel free, and carriers and clerks without pay. It has been argued that it is not the business of the Government to operate the telegraph; but the Government of this and every other country controls the mail service and stoutly claims that the general welfare is promoted by managing the transmission of correspondence. In pursuing that object it puts on mails at great cost, cheapens postage, and constantly adds facilities for ready communication. The general welfare will be similarly promoted by going one step further and giving the quickest of all modes of communication, namely, cheap telegraphic facilities, as it does mails, at points not profitable for private capital to reach, as well as at all other points. If mails were only run to self-sustaining or profit-making points the extent of the service would be cut off 40 per cent. The postal system is not a scheme for profit. If it were, newspapers and books would pay their proportionate cost and either a large annual surplus would appear in these reports or the free delivery would be extended universally. The postal service is the Government's kind hand, protecting and promoting the correspondence of its people, and communication by telegraph as well as by mail is essential to its best development.

Objections outlined.

An objection urged by the above-referred-to class of persons against the assumption of any telegraph business by the Government is that the telegraph would be in the hands of the party in power, and liable to corrupt use in times of political excitement. This is more specious than sound. The postal service is in the hands of the party in power, and liable to the same abuse. Stringent laws and

penalties hedge around the postal system, jealous eyes watch it, and it is ever open to public observation and inquiry. . The telegraph business, in the hands of private individuals, is not so hedged about, and is much more likely to be used for corrupt purposes.

Another specious objection is that the Government ought not to compete with existing companies. But the people have rights and interests as well as the telegraph companies. In 1866 it was proposed to assume control of the telegraph lines; but it was then held by these companies that they should be permitted to realize some profit on their investments, and by act of Congress five years were allowed for that purpose, since which time the people have paid rates (in many cases and at many points excessive) that have earned over \$100,000,000, which has been divided among stockholders or added to telegraph plants. The companies have been permitted to enjoy these valuable franchises for a quarter of a century instead of five years. Even now it is not proposed to take these properties out of the hands of their owners, but to open to them and to the public the privilege of bidding for telegraph service on a modified scale, which will not, it is practically certain, interfere with the service now existing.

It is sometimes maintained that the telegraphic service can be performed more cheaply by private hands. If this objection is good, it holds against all kinds of Government work. The public revenue ought to be collected by private hands. The laws ought to be administered by contracting parties. A banking firm ought to manage the Treasury, and the postal business should be handled by a syndicate. The question is, what is the best and safest for the public interest, as well as what can the general public afford to use? No one believes that the mail service would have been so widely extended by any private corporation that had to pay dividends to its stockholders. One-cent postage would never come if the post-office business were in the hands of a money-making corporation. It is for the interest of a private company to extend its business only so fast and so far as it is profitable; it is the aim of the Government to extend its service wherever it is actually needed. These further objections are made: Large outlays of money and an increase of Government patronage. Both fall to the ground, because, under the plan proposed, it is not intended to buy or build telegraph lines, but to contract with existing companies, or such as may hereafter be established; and such contracts would provide

The mail service would not have been extended by private corporations.

not only telegraphic lines, but instruments and clerks to operate them, except at small offices, where the postmaster or one of his clerks would also be paid by the telegraph company to act as operator. Therefore, there could be no drafts on the Treasury or additions to the civil list, except as the general service grew—and it is growing every day now. The contracting telegraph company would furnish lines, instruments, and operators, and transmit the messages at rates fixed by the Government, all of which would go to the company, except two cents per message, which would be retained by the Post-Office Department to cover its expense in collecting and distributing.

In brief, this is the plan proposed. There would be no outlay of money, no appointments of clerks, and no financial liability. The persistent misstatement of the facts at the outset led to some misunderstandings on the part of a small portion of the public. The actual plan is surely entitled to a just statement and a fair consideration. If there

Organized capital and labor approve.

is a better one, it will be quickly discovered and adopted. Many boards of trade, chambers of commerce, and trade and labor organizations throughout the country have, during the past year, passed resolutions demanding postal telegraph in this or some other form. The subject was considered by the Committee on the Post-Office and Post-Roads of the House, but was not acted upon beyond granting hearings to the parties interested. The Committee on the Post-Office and Post-Roads of the Senate reported the bill unanimously.

The English system a success.

A few facts from the last official report of the postmaster-general of Great Britain, dated August 11, 1890, controvert the somewhat accepted opinion that the English system of postal telegraphy is a great expense to the Government and a failure. The increase in the number of inland and foreign telegrams was 8.5 and 8.1, respectively. The number of telegrams on the business of railway companies, transmitted without charge by the post-office under obligations incurred when the use of their systems was acquired by the Government, increased nearly 17 per cent. Press telegrams are transmitted at very low rates and at considerable loss to the revenue. In spite of this free and losing business, however, the English postal telegraph was practically self-supporting in 1887-'88, showed a large profit in 1888-'89, and cleared over \$500,000 in 1889-'90. This, to be sure, is making no charge for interest on the outlay; but it may be answered that the full interest on the cost of the plant can not be fairly charged to the expense account, be-

cause, as is universally admitted, the Government paid an excessively high price for the old telegraph lines.

The relation of the receipts and expenditures of the English system during the past three years is given in the following table :

Year.	Receipts.	Expenditures.
1887-'88 .....	£1,992,949	£1,999,033
1888-'89 .....	2,129,965	2,041,361
1889-'90 .....	2,363,836	2,262,310

It is to be observed that the business of the English newspapers, as well as the foreign, railway, Government, and ordinary business, was done, and done acceptably, though at a loss to the revenue; and it may be repeated that this real Government telegraph system, in spite of its large free and under-cost business, pays its way, leaving a gradually increasing surplus to be applied to interest account on the investment, which is unusual in Government works. The telegraph scheme which I advocate could never fail to pay its way from beginning to end, because the very fact that a postal-telegraph stamp had been put upon a telegram would imply that the expense of collecting, transmitting, and delivering the telegram had been paid in advance. The limited plan, in other words, collects as it goes for exactly what it does. To draw another parallel from the English system, which is necessarily not so free from the red tape of Government control as the contract scheme would be in this country, it may be pointed out that the general telegraph business, whether commercial, social, or press, could be handled more expeditiously than under the present entirely private system, because the delay in accounting would disappear with the advent of the postal-telegraph stamp.

The American plan would certainly be successful.

#### SAVINGS-BANKS AT POST-OFFICES.

The Post-Office Department is continually urged to act as the guardian of moneys for people resident in parts of the country where savings-banks do not exist. It is not the large cities that feel this need, though even at the populous centers banking institutions generally do not offer convenient hours for working people and do not care to deal with small sums. It is the large mass of wage-earners outside of large cities that clamor for help to keep hard-earned gains. In some of the States no laws exist to give

Department urged to establish savings-banks.

State protection to savings deposited with private capitalists. It is stated on reputable authority that in one portion of the country containing twelve millions of population there are not as many places of deposit for the saving of small sums as exist in a single city of 80,000 people in a New England State.

To teach economy and thrift as leading up to better citizenship falls short if there is no adequate provision for the safe-keeping of savings. Such places ought to be within an hour's walk of the home of every workingman. They can not be left to private capitalists to provide, because it would not pay them to deal in small sums or perform the necessary labor. The post-offices and the postmasters are in every respect rightly situated to do this work. It would be a great comfort to the people to have these banks that could not be affected in times of financial panic.

Savings banks  
abroad.

Of all the great powers in the world the United States and Germany alone are without postal savings-systems. The last report of the British authorities shows that on the average one person out of every eight in the United Kingdom is a depositor in the postal savings, and, while in England and Wales the average balance to each depositor is almost \$70, in Ireland, where the conditions are harder, the average balance to each depositor is close to \$94, owing doubtless to fewer opportunities to invest or deposit money for safe-keeping.

In Mr. Lacey's report to the Forty-seventh Congress, urging the establishment of postal savings-banks, he quotes as follows from the twenty-sixth report of the postmaster-general of the United Kingdom:

Notwithstanding the dullness of trade and the deficiency of the harvest that characterized the year 1879, it is satisfactory to report a continued excess of deposits over withdrawals and an increase in the balance due to depositors of upwards of a million and a half sterling. Most remarkable, perhaps, is the progress shown in Ireland, considering the severe distress to which many parts of that country have been subject. For the whole of Ireland there was, including interest, an increase in the balance due to depositors of \$457,915, and of this amount the eight counties chiefly affected by the distress contributed no less than \$127,090.

British savings-  
banks.

The postmaster-general of Great Britain states in his last report that the number of savings-bank depositors last year was 8,101,120, an increase of 560,495 persons, and that the total amount of deposits for the year was a fraction under \$100,000,000, nearly \$1,000,000 more than the previous year. In one day over 55,000 persons made deposits amounting to over \$685,000. There were 924,010 new ac-

counts opened in 1889 and 637,128 closed. The total number of open active accounts at the end of the year was 4,507,809, or nearly 300,000 more than the previous year. The report gives interesting data of the growth of the savings-system in the British provinces. In Ceylon the system was established in 1885 and "proved a boon to the poorer population."

An interesting statement in the Bankers' Monthly for October says:

But the greatest extension of savings-banks has been brought about by the introduction of the system of post-office banks. In India, as in England, the use of the already existing machinery of the post-office has not only proved of the greatest advantage in point of economy of administration, but has been of the utmost service in extending the opportunity of profitably exercising thrift into many parts of the country where otherwise it would be impossible to afford such accommodation without incurring a cost too great to be borne by the business of the district. \* \* \* In March, 1888, the totals of accounts and balances in the various savings-banks were as follows:

	Accounts.	Balances.
		<i>Rupces.</i>
3 presidency banks .....	39,403	11,518,734
12 railway banks.....	12,848	2,296,501
176 military banks.....	18,303	1,473,783
8,966 post-office banks.....	261,157	50,468,357
Total .....	331,711	65,777,375

The last French report at hand is that of 1885, which shows the amount of deposits to be over \$53,000,000. In Belgium the depositors at the close of 1888 had \$50,000,000 to their credit. In the Netherlands the deposits were upwards of \$5,800,000. In Sweden at the close of 1887, the depositors, 59 per cent. of whom were minors, had \$766,430 to their credit. Comparison of the deposits in 1887 with those of 1884 shows an increase of over 100 per cent. A report of the postmaster-general of the Hawaiian Kingdom dated February 11, 1890, shows that that country first had postal savings in 1886, and has now 2,641 depositors, with \$909,613 on deposit, against \$477,475 one year before. It would seem as though the United States should not be the last country to offer assistance to the masses of her people struggling to rise by thrift and economy.

I recommend that the Post-Office Department be authorized to establish postal savings-banks under regulations formulated by the Postmaster-General; that the said banks be located as follows: (1) In States having no laws regulating savings-banks; (2) in any other States upon peti-

New plan for  
postal savings-  
banks.

tion of a considerable number of residents of any one locality; and (3) not more numerous than one post-office for every 10 miles of area; that the interest to be paid depositors shall be fixed by the Secretary of the Treasury at the beginning of each year, and be one-half of 1 per cent. less than the average rate paid to depositors by private bankers; that all postal savings received within a State shall be placed on deposit with the national banks of that State, on application, in such amounts and at such interest as the Secretary of the Treasury shall prescribe, and that all such deposits be declared by special enactment preferred claims against the banks holding them.

#### LOTTERIES AND THE MAILS.

Lottery instructions issued.

The new act of Congress concerning lotteries accords with the recommendations of my last annual report. The intent of the law is to shut out all lottery business from the mails. Power is given the Postmaster-General, as the executive of the Department, within the limits of the constitution, to exclude all such matter. Quick action was taken the day after the enactment received your signature to close the mails against this business. Each of the 62,401 postmasters and the inspectors has been officially notified of the terms of the act, and the Department has issued regulations to govern their procedure in executing the law. The two months that it has been in operation are too short a time to produce results, but there is satisfactory progress. The lottery companies can not but see that there is to be no trifling or evasions in dealing with them. The press has aided the Department by its very general approval and the public at large have seconded its efforts to make the law effective. The Attorney-General has directed the prompt prosecution of all who violate this law.

Other schemes of chance.

Schemes for the distribution of prizes by chance, most of them of a local nature, and some of them connected with charitable and religious organizations, and commonly termed innocent, have clearly come within the prohibitions of the new law, and consequently the newspapers and other publications containing advertisements of them have been unmailable. The Department, however, has not applied the law harshly in these cases, but where the notifications of the violations of the law have been met in a resentful spirit, accompanied by a refusal to omit the objectionable advertisements, no alternative has been left but to bar from the mails all such matter.

The business of the New Orleans post-office has fallen

off one-third. The registered mail addressed to the Louisiana State Lottery and money-orders drawn to its order have been almost discontinued. While this class of correspondence seems to be disappearing from the mails it is noticeable that one lottery company invites correspondence and remittances by the several express companies, and announces that the agents of said companies will distribute circulars and receive money for tickets. The United States Express Company has taken the lead in declining all lottery business and has so instructed its agents. The Adams Express has followed in the same direction. Certain other express companies, operating mainly in the southern and western territory are alleged to be using their organizations to defeat the purpose of Congress in enacting this law. I have preferred to wait a reasonable time for the voluntary withdrawal by these corporations rather than proceed under the sections of the Revised Statutes that prohibit express companies under penalties and conditions to carry letters or packets over post-routes established by law or between places regularly supplied with mail. I am informed that the acceptance of the business of the lottery companies is a clear infraction of a penal statute, and at the proper time, if occasion requires, I shall bring all this to the attention of the judicial department of the Government.

Decrease of postal business at New Orleans.

Attitude of express companies.

The provisions of the lottery act have been held to apply to circulars, pamphlets, newspapers, and other publications coming into the United States from foreign countries precisely as they do to such matter found in our domestic mails. There is nothing in the stipulations of the Universal Postal Union or in the separate postal conventions with adjoining countries that requires the United States to treat foreign mails in any essential respect differently from domestic mails, certainly nothing that obligates the transmission or delivery of anything declared to be unmailable by the laws of this country relating to the postal service. Further negotiations may be required with one or two international neighbors with the view of suggesting corrections in their laws concerning the sending of circulars at transient printed rates under seal so that their contents can not be inspected, their present statutes having resulted in flooding the United States with sealed letters mailed and transmitted as circulars.

Applies to foreign papers.

It has also been held that the advertisement of the sale of certain premium bonds, issued by European and other governments, is prohibited by the provisions of the lottery act. The payment of these bonds is based upon two or more conditions: 1st. That drawings are to be held at stated inter-

vals to determine what bonds, principal, and interest, of a given series shall be paid at a subsequent date, which drawings are repeated at such intervals until the payment of the entire series is provided for; and, 2d. That the holders of the bonds thus designated at a portion of these drawings shall receive a ticket which will entitle him to certain premiums or prizes in addition to the face value and interest of the bonds, which are to be determined by a subsequent drawing for the distribution of said prizes.

It is legitimate for a government to issue evidences of debt, and to provide for the payment of them at different times, by selecting in the manner described the securities that will be first redeemed; and if the plan stopped at this point the advertisement of it would clearly not come within the prohibition of the act. The ruling of the Department to this effect has been given in a number of cases. But when a scheme for the distribution of a list of premiums of different values, determinable by lot or chance, is ingrafted upon the original plan of payment and incorporated in the bonds as a part of the condition of sale, it certainly converts the whole scheme into a lottery, which, in its broadest sense, is defined to be "a distribution of anything by lot," and in law a scheme "for the distribution of prizes by chance." The Department has ruled that the sales of premium bonds, on the terms mentioned above, could not be advertised in newspapers, nor could the list of premiums or prizes awarded at said drawings be published.

As before stated, the lottery act has been in existence so short a time that its effect in suppressing the lottery evil can not now be fully stated. I believe that it will accomplish all that was expected of it, and that each of its provisions dependent upon executive action can be made effective. The action of the courts in test cases that must necessarily be begun can not be anticipated; but it can be safely predicted that if the law be sustained our mails will be purged of what has long been conceded to be a most demoralizing element.

#### "CENSORSHIP" OF THE MAILS.

Indecent literature.

The discussion of the anti-lottery bill and the exclusion of certain literature from the mails have caused a good deal to be said during the past few months about a censorship of the mails, so called; and, lest people who believe in fair play and a just administration of the law should find themselves still misunderstanding the course of the Depart-

ment with reference to these two questions, I beg to submit a few facts. It has been explained elsewhere that the intention is to enforce the spirit as well as the letter of the anti-lottery law. That is also the purpose with reference to the laws regulating the circulation of indecent literature. The whole truth is simply this: No line of action that is not reasonable will stand the test of discriminating criticism, and fair-minded writers and fair-minded readers understand this.

An act of Congress passed March 3, 1873 (R. S., section 3893), provided, "That no obscene, lewd, or lascivious book, pamphlet, picture, paper, print, \* \* \* shall be carried in the mail;" and further, that any person who should knowingly mail or cause to be mailed, or who should knowingly receive or cause to be received, from the mails articles before declared to be non-mailable should be deemed to be guilty of a misdemeanor, and liable to a fine of not less than \$100 nor more than \$5,000, or to imprisonment at hard labor for not less than one year or more than ten years. It was soon found that it was not enough merely to provide for the exclusion of "obscene, lewd, and lascivious" publications, but that publications which were simply "indecent" had also better be excluded; and accordingly Congress, by the act of July 12, 1876 (19 Stat., p. 90), extended the prohibitions by adding thereto the words, "or other publications of an indecent character," and by forbidding not only the carriage of such matter in the mails, but "the delivery of it from any post-office or by any letter-carrier;" so that the statute was amended to read as follows:

The statute on the subject of exclusion.

Every obscene, lewd, or lascivious book, pamphlet, picture, paper, writing, print, or other publication of an indecent character \* \* \* is hereby declared to be non-mailable matter, and shall not be conveyed in the mails, nor delivered from any post-office, nor by any letter-carrier.

The statute was thus broadened by prohibiting the transmission of any matter offensive to modesty, or tending to subvert respect for decency and morality, first by constituting the Postmaster-General the judge of the character of such matter to forbid its carriage in the mails (which could only be prevented by executive order), and second by leaving to judicial action the duty of imposing penalties.

It does not matter whether or not a given publication presented for mailing appears, by complaint or otherwise, to a postmaster to be "obscene, lewd, or lascivious," if it does appear to be "indecent." He is obliged, in order not to become a law-breaker, to refer the questionable point to

Postmaster-General obliged to act when applied to.

the proper Department official. It does not matter, when the referee considers the question, whether the given publication is merely "obscene, lewd, or lascivious." If it is simply indecent, he must exclude it or break the law. A translation of a questionable book was, as a matter of fact, presented some months since at the post-office in a Western city for transmission in the mails. It was held and referred to this Department. The Assistant Attorney-General, finding it indecent under any definition of the word, issued an order excluding it. To exclude the book was the simple duty of the Department. For myself I never discuss the policy or wisdom of breaking the law, and the officials of the Post-Office Department do not.

Some have said that the exclusion of a book only draws attention to it and makes the damage caused by its sale the greater. That, as I conceive, is no affair of a sworn public official. Moreover, the "advertising" which it is held the Department gave the objectionable publication was entirely due to the thrifty bluster of the publisher who, however much he complained of the injustice of the decision of the Department, never appealed to the Postmaster-General to have it reversed. The question is not pertinent, either, why the Department does not exclude certain other publications from the mails which are admitted to be indecent. It treats these cases only as they are brought to its attention; and one complaint is considered as carefully as another. To try to pursue any other policy—to try to find publications which on one pretext or another might be excluded—would be to try to establish a real censorship of the mails, which is entirely foreign to what I conceive to be the duty of the Postmaster-General.

#### THE SAFETY OF MAIL MATTER.

1,223,444 pieces of registered mail matter, valued at \$1,114,491,446.07 were forwarded for the Post-Office and Treasury Department. It is not practicable to state accurately the value of the remaining 13,723,637 pieces of registered matter transmitted for the public during the year, but such value may be to some extent estimated by taking as a basis of calculation the known or supposed contents of the 1,951 pieces reported to have been rifled or lost. The aggregate amount of the inclosures for these 1,951 pieces is reported at \$24,116.57, an average value per piece of \$12.36. By computing the 13,723,637 pieces at this rate, the result is \$169,624,153.32. This is without much doubt an underestimate. This sum added to that of the official

Value of registered mail.

values given above creates a total of \$1,284,115,599.39. The net loss amounted in all to \$14,411.86, or  $\frac{1.1}{1000}$  of 1 per cent.

As to the ordinary mail matter, it is just as difficult to determine its value, because there are no declared values, and it is the business of the officials not to inquire what letters contain. It is interesting to know, however, that the average value of the money letters opened in the Dead Letter Office was \$1.65; of the letters containing postal-notes, \$1.51; and of the letters containing negotiable paper, \$55.07. By taking into account all letters opened in the Dead Letter Office, the average value per letter is found to be a little more than 25 cents (25.2). It is estimated that there are carried in the mails 1,854,667,802 ordinary letters per annum, these figures being based upon the general count of mail matter made for one week in May last. At the rate of 25.2 cents per letter the value of the ordinary letter-mail of the United States for one year would be \$467,376,286.10.

There has been no loss at all in the Department proper. The total supposed losses of ordinary mail throughout the United States, as reported by the office of the Chief Post-Office Inspector, amounted to 51,745 pieces. Of these 20,900, or 40 per cent., were packages, the remaining 60 per cent. being letters. The total losses ascertained to be due to carelessness or depredation of postal employes number 23,985, 60 per cent. of which would be 14,391. Assuming the average value to be 25.2 cents, the total ascertained loss of ordinary letters chargeable to the postal service would be \$3,626.53, or  $\frac{7.7}{10000}$  of 1 per cent.; and it is a cause of sincere congratulation that the practical termination of the lottery business as conducted through the mails will in great measure remove from postal employes the temptation to steal letters.

The following is the best evidence at command of the character and integrity of postmasters. It is an extract from a letter written at my instance by the Auditor of the Treasury for this Department:

NOVEMBER 15, 1890.

Hon. JOHN WANAMAKER,

*Postmaster-General:*

SIR: I am verbally requested by the Chief Post-Office Inspector to prepare for your use a statement of the number and amount of defaults to the United States of postal and money order funds by postmasters during the period from April 1, 1889, to the present date.

I am of the opinion, as previously stated, that, so far as the results of collection of debts arising out of the business of the past year has progressed, it may be safely asserted that no defalcation, resulting as yet in actual loss to the Government, has occurred in either postal or money-order transactions.

Respectfully,  
(Signed)

T. B. COULTER,  
*Auditor.*

### THE FOREIGN MAIL SERVICE.

Estimated profit from foreign mails.

The revenue from all sources for service to foreign countries can only be determined by estimates based upon weights of mails and statistics gathered during the first seven days of October and April last. The aggregate sum seems to be \$2,655,108, and the actual net cost of the service is \$573,882, showing a profit of over \$2,000,000, exclusive of the cost of transportation from points of origin to the exchange post-offices. This cost can not be ascertained from any existing data, as it forms a part of the general mail in transit from all points. For the facilities afforded by the transportation companies named as miscellaneous service in the table of the report of the Superintendent of Foreign Mails, comprising the lines of steamers to the Latin-American countries, the compensation allowed under the law is inadequate for the service performed.

Australian mails.

Mail connections with the Australian colonies have been maintained with difficulty, owing to the disposition of the New Zealand Government to terminate the present arrangement on account of the alleged inadequacy of the compensation allowed by this Government, viz, the entire amount of postage collected. The Department can only act within the statutes, and the subject in detail has been laid before the Committee on the Post-Office and Post-Roads of the House of Representatives, whose chairman introduced a joint resolution which reached the House Calendar. Meanwhile the New Zealand Government has submitted to the contractors (the Oceanic Steamship Company) propositions for the continuance of the service for one year, the acceptance of which by the company probably depends largely upon the fate of the bill now before Congress in favor of American shipping and the joint resolution above referred to. I consider the matter of sufficient importance to the postal and commercial interests of the United States urgently to recommend that it receive prompt and favorable action.

Foreign parcels post.

The parcels-post service continues to increase with foreign nations which apply for facilities to get our products. During the year postal treaties have been concluded with

Costa Rica and the Danish West India Islands. The limits of samples of articles have been increased for Italy under the rules of the Postal Union, and the range of mailable articles has been extended. The Fourth International Postal Congress will assemble in Vienna on the 20th of May, 1891, to revise the existing convention and regulations of the Universal Postal Union. The United States is entitled to two representatives.

Negotiations instituted by this Department with the postal authorities of Great Britain, Germany, and France were conducted by William Potter, esq., of Philadelphia, as our representative. A personal visit was made to the postal bureaus of these three countries, and while the postmasters-general of Great Britain and France were unable to enter into arrangements with the United States to establish sea post-offices for the purpose of assorting mails in transit, the postmaster-general of Germany made a preliminary agreement for such offices on ships sailing between New York, Bremen, Hamburg, and Southampton. The effect of the new service will be to save the time required at the New York office for assorting these foreign mails and for preparing them for distribution. The authority and the appropriation for inaugurating this service was given by Congress June 30, 1890. The adjustment of the details to put the service into operation has been found to be impossible by correspondence, and a representative of the German postal service has been ordered to this country for the purpose. Mr. Potter's valuable services were rendered at his own expense and without desire for compensation. His report in full is printed as an appendix to this report.

Sea post-offices  
between United  
States and Ger-  
many.

#### CARRYING THE FOREIGN MAIL.

The Department is wholly dependent upon steamers flying the flags of other nations and of foreign ownership for the transportation of the mail. Exceptions are the Pacific Mail S. S. Co., the Oceanic S. S. Co., the U. S. and Brazil Line, and The Red "D" Line. The total amount paid to all the other American companies is only \$10,955.97.

United States  
dependent upon  
foreign capital-  
ists for trans-  
portation of for-  
eign mails.

Unexpected differences with steam-ship companies of foreign registry relating to charges, or for other causes, might at any moment cut off mail intercourse with Europe under the present circumstances. It must be apparent that this country should not be subject to foreign capitalists for means to distribute its mail. Without considering the inland charges on the foreign mail, the sea service shows a

profit of not far from \$2,000,000 per annum, which sum might be fairly considered for disposal in the encouragement of American shipping for American mails.

I have examined Senate bill No. 3739, now pending in the House, "To provide an ocean mail service," and believe it to be for the interest of the postal service to have such a bill become a law. In considering the subject at the request of the Committee on the Post-Office and Post-Roads of the House of Representatives I had the honor to submit the following amendments, which, I understand, were approved by the committee:

**SEC. 5.** And that the total amount of compensation to be paid for such ocean mail service over and above the net revenue for the sea and United States inland postage received on the mails so conveyed shall not be a charge upon the appropriation made for postal service for the Post-Office Department, but shall be paid out of the Treasury of the United States upon vouchers properly issued and certified under and by direction of the Postmaster-General.

Amendment of  
shipping bill.

**SEC. 6.** The United States shall be entitled to one or more messengers, who shall have transportation and subsistence free of charge.

It does not seem proper to put down to the cost of the postal service appropriations of Congress to promote commercial intercourse and build up a branch of the American Navy, to which the mail service is but an incident.

#### LOWER RATES ON FOREIGN LETTERS.

The present rate of postage is 5 cents for each half ounce to all points throughout the world, the exception being the Australasian and Cape colonies, where the rates are 12, 15, and 19 cents on half-ounce letters. By their own acts these countries are not in the Postal Union. Almost all the countries grade their postage by distances, and no country offers a uniform rate, or as low a rate, as the United States does. Considerable discussion has gone on throughout the year of a proposition to reduce the foreign rate to the domestic rate, or from 5 cents to 2 cents, the demand arising mainly from our friends in Great Britain, who were represented by J. Henniker Heaton, esq., a member of Parliament, in a visit, most agreeable to the Department, for conference on this subject. Considering that the United States carries a foreign letter from any inland point from the southern boundary of the British Possessions to the northern boundary of Mexico, or from the Pacific to the Atlantic, to the ports of debarkation, and then without any extra charge carries it across the ocean, it would seem that the rate is low enough. I am not averse to a reduction of ocean postage, but quite

Foreign postage  
low already.

agree with the general sentiment that any reduction of rates of postage ought to begin with domestic rates.

If the rate were reduced to 2 cents we should be charging the same for carrying a letter from Alaska to India as for carrying a letter from one side to the other of any street of an American city. If the foreign rate were reduced to the domestic rate, 2 cents per ounce, there would be no "sea postage," and consequently, as the statute (R. S., 4009) limits the compensation to be paid to vessels of foreign register for the sea conveyance of United States mails to "any sum not exceeding the sea postage on the mail so transported," there would be no fund available for the payment of vessels of foreign register for transporting the mails; and if the rate were reduced to 2 cents per half ounce, there would be available for this purpose only 2 cents per ounce, and the rate of compensation for sea conveyance would therefore necessarily be reduced.

Reduction of postage should begin with domestic rate.

#### POSTAL-CARDS WITH PAID REPLY.

The introduction of postal-cards with paid reply, each half of the card bearing a 2-cent postage-stamp, into our international postal service would, in my judgment, prove a great convenience. Under existing regulations the postage-stamps of one country are not valid for the prepayment of postage on articles mailed in another country. Consequently, articles mailed abroad bearing United States postage-stamps are required to be treated as if no postage were prepaid on them. It is useless, therefore, for persons in this country to send United States postage-stamps to their correspondents in foreign countries for the prepayment of return postage; and as the transmission of coin by mail is, as a rule, prohibited, there is at present no convenient way by which provision can be made by persons in the United States for the prepayment of the return postage on their correspondence from abroad. But the regulations provide that the reply-half of a double postal-card issued by any country of the Postal Union shall, when mailed in any other country of the Postal Union addressed for delivery in the country which issued the card, be forwarded to its destination as a fully prepaid article; and hence, if the United States issued such cards, the present difficulty would to a certain degree be removed.

No way to pay return foreign postage on letters.

#### PARCELS POST.

If the heavy matter put in the mails by the various Departments were sent to the express offices, and if paper-

Express companies have short hauls, Department the long ones.

One-cent post must take precedence.

covered books now carried in the mail under a ruling of the Department at 1 cent a pound were to be unloaded from the mail upon the express companies, where such work belongs, there would be abundant compensation to them at their rates in this transfer of business for what they would lose if the Government extended the limit of weight of mailable packages from 4 to 8 or 11 pounds. Nearly every country in Europe has established a parcels post and managed it successfully to the great satisfaction of the people. The conditions of commerce are much the same all over the world, and if there are no objections from business people in the old countries after years of experience with the parcels post, there would not be objections here after it was fairly tried. It can only be a question of time before it will be undertaken in some better form in this country. The system now in operation allows the express companies to bid under postal rates and get the short hauls, while the long and expensive hauls are left to the Department, whose rates are fixed irrespective of long or short distances. The data obtained by the recent weighing and count of mail matter will show the profit or loss of this particular part of the postal business. Losing the short hauls and doing a business limited to four pounds does not permit the most favorable test. While the post-office buildings in most of the large cities are greatly crowded by the postal business, there is ample room for extension in three-fourths of the offices. The postal cars and express cars are coupled together on the same train, and the same set of men could take charge of both and use the space interchangeably and economically. I am in favor of a full parcels post, but think 1 cent postage on land and sea should take precedence over every large postal departure.

#### LOSSES ON "SAMPLE-COPY" BUSINESS.

An act of Congress of March 3, 1885, reduced the rate of postage on newspapers and periodicals to a cent a pound when mailed by publishers and news agents, thus permitting the transmission of sample copies at the pound rate. This was intended to benefit only the publishers of unquestionably legitimate newspapers and periodicals, and indirectly the general public; and, under the limitations expressly provided for, the resulting burden upon the postal service would be hardly felt. This special rate for sample copies has presented such a temptation, that thousands have resorted to the subterfuge of converting mere trade circulars, descriptive catalogues, illustrated price-lists, etc., into the semblance of newspapers and magazines, and then,

after securing for them official entry into the newspaper class of mail matter, have circulated them promiscuously and in enormous quantities as pretended sample copies.

The following instance, involving the circulation of only a hundred thousand copies of one of these spurious publications, will show a gain to the publisher by putting his advertising matter into the form of a magazine, and having it admitted into the mails as such, and the consequent loss to the Government from the transaction :

Illustration of  
loss on sample  
copies.

100,000 copies of publication, each weighing, say, 3 ounces, postage on which, mailed separately as third-class matter, at the rate of 2 cents each, would be .....	\$2,000. 00
Same number of copies mailed in bulk as second-class matter, postage on which at the rate of a cent a pound, would be ..	187. 50

Saving to the publishers and loss to the postal revenue. .... 1,812. 50

If the amount shown in this example, which I do not think is exaggerated, is multiplied by the number of publications presenting a similar state of things, the result is an annual loss to the Government of about \$1,100,000; and the loss to legitimate publications, whose advertising especially is interfered with, is enormous.

It may excite some surprise that the Department will carry publications of such a character. But consider the facility with which a semblance of genuineness can be given to all this class of printed matter, the somewhat faulty conditions prescribed by law for admitting second-class matter to the mails, and the difficulty of determining the precise nature of such publications without delay and expensive special investigation. Hardly a day passes, indeed, that the Department does not refuse this privilege or withdraw it when granted by mistake. I suggested as a remedy in my last annual report some limitation of the number of sample copies which might be mailed at this low rate, but I am now convinced that this alone would be insufficient, and respectfully recommend the following amendment to the existing law relative to second-class matter :

Amendment of  
law recom-  
mended.

That hereafter no publisher shall be permitted to mail sample copies of newspapers or periodicals in excess of the number thereof sent at the same time to regular subscribers, except at the rate of postage applicable to transient second-class matter—that is to say, one cent for every four ounces or fraction thereof, payable by stamps attached—every sample copy to be plainly marked as such before being deposited in the post-office for mailing, and to be exactly the same as some regular issue of the publication of which it purports to be a sample: *Provided*, That the right to mail sample copies, except at the rate of one cent for every four ounces or fraction thereof, payable as aforesaid, shall be absolutely denied to any newspaper or periodical the publisher of which guaran-

ties to advertisers or others a specific circulation thereof in excess of the number actually subscribed for or sold, and to all newspapers and periodicals the publishers of which are engaged in any business, except the publishing business, which is directly or indirectly advertised in such publications.

#### POSTAGE ON PAPER-COVERED BOOKS.

In my last annual report attention was invited to the following abuse in the postal service: Certain publishers have for many years issued paper-covered books in the form of periodicals, bearing a date and numbered in a nominal list or series for the purpose of sending them through the mails, not at the rate with which other books are legally chargeable, but at a cent a pound. These books differ in no essential respect from other paper-covered books, and yet are shipped in the mails in immense quantities at the cent-a-pound rate. The experience of another year has confirmed my conviction of the great abuse involved herein; and I therefore urgently recommend the passage of bill No. 7558, introduced into the House at the last session by Hon. H. H. Bingham. It is intended to subject all books, no matter what their special characteristics may be, to the rate of postage fixed by law for third-class matter, thus:

Amendment  
urged making all  
books third-class  
matter.

That from and after the passage of this act all publications purporting to be issued periodically and to subscribers, but which are merely books or reprints of books, whether they be issued complete or in parts, whether they be bound or unbound, or whether they be sold by subscription or otherwise, when offered for transmission by mail, shall be subject to postage at the rate prescribed by law for third-class matter.

I present again a few of the reasons in favor of this measure that now occur to me: First. The books are not newspapers or periodicals in the commonly accepted sense of those words, or in the sense intended by Congress. They possess none of the characteristics of a newspaper or magazine. On the contrary, these so-called serials or libraries present only the most superficial resemblance to periodicals. Second. An unfair discrimination is made against other books published less frequently than once a month; and again, why should a paper-covered book have greater privileges than a bound book? Third. The loss of postal revenue is very great, for every pound of the books under consideration realizes to the Government just one-eighth of what the law intends to collect.

The practice has opened the door to other abuses. As postage-stamps are never affixed to periodical matter sent at the pound rate, it is impossible for postmasters at the office of destination to know whether postage has

been paid or not, and through negligence or dishonesty matter of this kind may be smuggled into the mails without the payment of any postage whatever. Moreover, many books that have really never been admitted to the second class have slipped through at the low rate by being mailed at places away from where they were published; and again, books of an obsolete series, or reprinted by some other than the original publisher, or not really belonging to the series named on the cover, may get into the mails at one-eighth of the fair and proper rate.

#### CURIOSITIES OF THE DEAD-LETTER OFFICE.

Pains were taken some months ago to ascertain why so much mail matter continually comes to the Dead Letter Office. The evidences are convincing that the miscarriage and non-receipt of such letters and parcels as reach that office are due in the main to carelessness and omissions on the part of the public, and in very small measure only to any fault either in the system or in the work of the employés.

A large portion of failures to deliver chargeable to the public.

Of the more than six million and a half of pieces of mail matter received annually at that office, nearly five millions and a half contained nothing of value, and it is almost inconceivable, but none the less true, that about one-half of this number contained no signature which would enable the Department to return them to the writers. They consist in the main of letters from one member of a family to another, or letters passing between intimate friends; and the signature may be, for example, "Mother," "Jack," "Your affectionate sister," or some equally indefinite appellation.

One-half of all undelivered letters not signed.

About 5½ per cent. of the whole number, or, in round numbers, 319,000, of all letters opened contained valuable inclosures, either of money, negotiable paper, postage-stamps, or miscellaneous papers and articles. The money inclosures alone amounted to over \$40,000, and those representing negotiable paper to over \$1,400,000. There were nearly 11,000 letters which contained lottery tickets, and nearly 200,000 contained pictures and papers of a character unfit for circulation. These were all destroyed.

A million and a half of value in dead letters.

Of the more than six and a half million pieces received about one-half a million were of foreign origin and were returned to the countries whence they came. One-fifth of a million were restored unopened to the owners; a million and a half were restored to the respective owners after they had been opened, the information necessary to such restoration having been ascertained from the con-

tents. Nearly 300,000 which contained inclosures were returned to the owners, and about three and three-quarters million pieces, on failure after every effort had been made to reach the owners, were destroyed. Parcels of merchandise unclaimed for two years are annually disposed of at auction. Last year there were offered nearly 39,000 such parcels, the proceeds amounting to \$2,766.53.

How to prevent mistakes.

If people who use the mails would only be careful to observe a few simple requirements, trifles in themselves, but in the aggregate of vast account, the force of the Dead Letter Office could soon be reduced one-third. All writers of letters may not care to place their names and addresses upon the corner of the envelope, but if they would do so there could be few undelivered letters. Cultivation of the habit of scanning the address of a letter after it has been written would prevent nine-tenths of the mistakes due to deficient or erroneous addresses. It is purely a matter of business habit, and the remedy is the simplest. There is no law or regulation which can require an affectionate sister to place her full name and address in a letter to her absent brother, but if mothers and sisters and brothers would in some corner of the paper do this, there would be a million and a half more letters restored to their owners every year.

Collection of curiosities.

That the mails are not used solely for the transmission of intelligence is proved by the curious collection of articles deposited in the museum of the Dead Letter Office. Ingots of gold, specimens of valuable ores, kid gloves from the wreck of the *Oregon*, imported colognes wrapped in dried herbs to conceal them from the customs officers, Indian pipes and tomahawks and a birch bark canoe, lava from the Modoc beds, cocoons of the silk-worm, agate from Lake Superior, reading cards for the blind, birds' eggs, cakes, fruits, medicines, knives, pistols, rings and watches, live bees, serpents, horned frogs, and centipedes are a few of the articles representing the varied assortment rapidly accumulating here.

#### THE MONEY-ORDER SYSTEM.

Increased number of money-orders.

The report of the Superintendent of the Money-Order System presents further evidence of the tendency shown in late years towards a decrease of the average amount of domestic money-orders, there being an increase of nearly a half a million in the number of orders issued, but a decrease of over \$700,000 in the amount of such orders. This is in con-

sonance with the true theory of the system, which is to provide a means of remitting small sums without interfering with vested banking interests. The postal notes show an increase of a little less than 2 per cent. in number and of over a half of 1 per cent. in amount. In the aggregate the amount of issues of money-orders amounted to nearly \$140,000,000, the same being an increase of 3.68 per cent. over the previous year.

The international money-order business exhibits an increase of over 34,000 in the number of orders issued and of nearly a million dollars in the amount thereof; of nearly 7,000 in the number of orders paid and of over \$350,000 in the amount thereof. These figures show, in contradistinction to the domestic business, an increase in the average amount of remittances from the United States to foreign countries, and an increase likewise in the average amount of the remittances from foreign countries to the United States.

There seems to be no diminution of the steady flow toward foreign countries of the savings of new citizens who find in our own land remunerative fields of labor. As shown in the report in question, it was necessary to liquidate balances abroad by reason of the excess of orders drawn in this country over those drawn upon us to the amount of \$8,353,561.50.

Sending their savings home.

The benefits of an interchange of money-orders with this country will be extended, by means of conventions, to the Republic of Chili and also to the Republic of Ecuador. These conventions await only the approval and ratification of the home governments before the business may be begun. Negotiations for a like purpose are in progress with the Republic of Salvador, Central America, and the British colonies of Trinidad and Tobago and of the Bahamas.

Money-orders to Chili and Ecuador.

#### EXPENSES OF OTHER DEPARTMENTS HEAPED ON THE POST-OFFICE DEPARTMENT.

Though the express companies, which oppose the introduction of the parcels post because it would take away from them the transportation of small packages, do not reach many of the interior places that most urge and need the parcels post, they seem to be ignorant of the large express business done for the Executive Departments through the mail. Bundles of trees 6 feet high and 6 feet around, bags of seeds, supplies for the Army, tons of documents packed in wooden cases that sometimes require three men to handle

Bulky matter in mails.

Free matter.

them, millions of blanks of the Census Office, are piled into the post-offices when they should be sent to the express offices. The reason for it is, that the Post-Office Department is compelled to carry free anything sent under a penalty frank, and penalty franks are used by all the Departments and their agents for the purpose of carrying everything they choose to send. It does not seem fair to be looking at a deficit in the Post-Office Department to see whether we can afford a reduction of letter postage to 1 cent when the deficit is wholly caused by conducting an express business for other branches of the Government.

Other Departments should pay their share of service.

In the discussion of this subject it is frequently said that it is only a matter of book-keeping; that the Government has finally to pay the bills. True enough; but each Department should be able to explain its operations and not be burdened with expenses not legitimately its own. The only thing the Post-Office Department gets for nothing is the service of the Department of Justice, but the other Departments bear no part of the postal expenses in return for all the postal service does for them free. Seventy per cent. of the work done by the Washington post-office yields no revenue. The Bureau of Engraving and Printing, connected with the Treasury Department, charges for every piece of work done for the Post-Office Department, but the Treasury Department places in the mails 161,000 pieces per annum of registered mail alone, not including a vast quantity of ordinary mail, to be carried all over the United States, for which the Post-Office Department gets no compensation whatever.

The postal service might be self-sustaining.

In view of the constantly increasing transportation of free matter in the mails I submit on another page a table showing its present magnitude, and ask for legislative action to put these charges against the Departments to which they belong. It will be seen that the Post-Office Department is *self-sustaining* when credited with all the work it performs.

#### FREE MATTER.

The matter mailed free of postage in a year after the ratio of the period above referred to may be classified as follows:

	Pounds.
1. Second-class matter in county of publication.....	30,714,135
2. Franked matter—books, pamphlets, reports, seeds, etc..	4,279,646
3. Matter mailed free of postage under penalty envelopes for the Executive Departments of the Government....	7,160,228
4. Supplies, packages, etc., mailed under penalty labels of the Executive Departments of the Government.....	27,543,016

If postage had been collected on the foregoing the following would be the resulting revenue:

What the postage would have been on free matter at public rates.

1. On 30,714,135 pounds of second-class matter, at 1 cent per pound (per papers in counties).....	\$307, 141. 35
2. On 4,279,646 pounds of franked matter, at 1 cent for each 2 ounces, or 8 cents per pound, rate charged on third-class matter (franked matter, agricultural colleges, Congressional Record) .....	342, 371. 66
3. On 7,160,228 pounds of first-class matter, at 2 cents for each $\frac{1}{16}$ of an ounce, the rate paid by the public for like kind of matter (letters, Department matter) .....	6, 026, 047. 88
4. On 27,543,016 pounds of supplies, at 8 cents per pound, the rate charged on third-class matter (other Department matter) .....	2, 203, 441. 28
Total free matter .....	8, 879, 002. 19

Of the foregoing the free matter carried for the Executive Departments alone would amount to \$8,229,489.16; and if postage on supplies were charged at fourth-class rates, as charged the public, instead of third-class rates, an additional amount of \$2,203,441.28 would be due. The total official matter would, therefore, yield the Department \$10,432,930.44 annually. In connection with this showing the following deficiencies in postal revenue may be recorded:

1. Year ending June 30, 1890 (estimated in small part) .	\$5, 786, 300. 40
2. Year ending June 30, 1891 (estimated) .....	4, 928, 033. 55
3. Year ending June 30, 1892 (estimated) .....	3, 590, 862. 43

#### APPOINTMENTS AND REMOVALS.

Of the number of postmasters of the first, second, and third classes (Presidential), whose commissions, "to have and to hold the said office for and during the term of four years from" (date of commission), there have been removed in the last two years, or in the last eight months of the term of your predecessor and of the sixteen months of this administration (the period covered by my former annual report and by this report)..... 710

Presidential removals.

Of these there were removed on inspectors' reports. 350  
For incompetency and other causes, for the improvement of the service..... 360

Of this last number 219 had served four years or more.

The removals for the past year were..... 557  
Of these there were removed on inspectors' reports..... 295

For incompetency and other causes, for the improvement of the service..... 262

Of this last number 174 had served four years or more

Three per cent. of the whole number of Presidential postmasters and 15 per cent. of the number changed during the past year were removed during the year irrespective of inspectors' reports or of four-year terms on the judgment of the Postmaster-General and by your sanction upon evidence of inefficiency, misconduct, neglect of duty, shortage of accounts, insufficient bonds, and for other causes.

Fourth-class  
removals.

The conditions of appointments at fourth-class offices, as stated in the commissions, are "to hold the said office of postmaster, with all the powers, privileges, and emoluments to the same belonging, during the pleasure of the Postmaster-General of the United States."

At fourth-class offices the removals during 1889 were.....	7,700
The removals during 1890 were.....	6,012

The total number of removals for the two years was.... 13,712

By comparing the two tables it is seen that the total number of removals of all grades of postmasters during the last eight months \* of the term of your predecessor, and of the sixteen months of this administration, or during the period covered by my two annual reports, is 14,442.

Of course these figures do not give all changes that have taken place in Presidential and fourth-class offices in the last two years. The Department is continually making appointments under circumstances which have been caused by deaths, resignations, expirations of terms, and by the requirements of inspectors' reports. The full number of appointments during the past two years may be itemized and tabulated as follows:

	In instances of death .....	1,226
	First appointments at new offices.....	7,197
	In places of others resigned .....	16,702
	In places of those who had served out terms .....	770
	At fourth-class offices which became Presidential* .....	435
	At Presidential offices on inspectors' reports recommending removals.....	350
	Total .....	26,680
	Removals at Presidential offices for various causes, for the improvement of the service (a large part of the incumbents had served four years).....	360
	In fourth-class offices, where there are no terms (some of these were removed on inspectors' reports).....	13,712
	Total .....	14,072
	Grand total.....	40,752

\* The number was 585. Almost all the appointments had been made in previous years.

The full record of appointments for the past year, itemized and tabulated as above, is as follows :

In instances of death.....	673	
First appointments at new offices.....	4,427	
In places of others resigned.....	8,339	Appointments during the past year.
In places of those who had served out terms.....	580	
At fourth-class offices which became Presidential*.....	134	
At Presidential offices on inspectors' reports recommending removals.....	295	
Total.....	14,448	
Removals at Presidential offices for various causes, for the improvement of the service (of these all but eighty-eight had served four years and over).....	262	
At fourth-class offices where there are no terms.....	6,012	
Total.....	6,274	
Grand total.....	20,722	

The following table gives the number of appointments at all classes of offices for each particular cause, for each of the last two years and for the year ending June 30, 1886, the period in the administration of your predecessor corresponding to the past year of this administration :

Appointments.	June 30, 1889.	June 30, 1890.	Increase.	Decrease.	June 30, 1886.	
On resignation, Presidential.....	198	253	55		658	Appointments for last two years and for 1886.
On expiration of term.....	190	580	390			
On offices becoming Presidential*.....	301	134		167		
On resignation, fourth class.....	8,165	8,086		79	8,454	
	8,854	9,053	455	246	9,112	
On removals, Presidential, inspector's report.....	56	295	240			
On removals, Presidential.....	98	262	164		243	
On removals, fourth class, inspector's report.....	179	161		18		
On removals, fourth class.....	7,521	5,851		1,670	9,323	
	7,853	6,509	404	1,688	9,566	
On deaths, Presidential.....	45	31		14	20	
On deaths, fourth class.....	508	642	134		567	
	553	673	134	14	587	
On establishment of post-offices.....	2,770	4,427	1,657		3,482	
Total.....	20,030	20,722	2,640	1,948	22,747	

\* The phrase "offices which became Presidential" means that when the revenues of the offices increase to the amount fixed by law to constitute them offices of the first, second, and third class, then the appointments are transferred from the Postmaster-General to the President, who nominates candidates to the Senate for confirmation. In nine cases out of ten the President appoints the incumbent who has served while the office was fourth class.

Congressmen  
elected by the  
people speak for  
them in the De-  
partments.

In cases of appointments and removals the Department is obliged to depend (and is fortunate, as at present constituted, in being able to depend) upon the advice of Congressmen of both political parties. The appropriation for the inspector force is not large enough to permit anything more general than an examination of misdemeanors, cases of shortages, violations of the postal laws, frauds on the public, etc.; nor was it found possible during the past session to secure the authority of Congress to divide the country into postal districts, so that the offices might be examined by postal experts located in the regions with which they are most familiar, and so that, in the matter of appointments and removals as well as in the re-arrangement of routes and schedules and the general improvement of the service, the Congressmen might be relieved, in part at least, of the examination of cases which are often crowded upon them against their desire. The Department, being without this extra inspection force, is too busy to seek or to suggest where changes of postmasters may be made for the improvement of the service, and a large proportion of persons or communities are not interested to suggest changes. But the people generally expect, though they take no personal interest in the matter, that the postmaster will be changed with the change of administration. Hence the anticipated changes, though insignificant enough, are also numerous enough. Thousands of fourth-class offices do not earn \$50 a year apiece. In thousands of cases present incumbents are eager to be relieved of their offices, and it is only with the greatest difficulty that new candidates can be found to take them. In hundreds of cases persons of the opposite party are appointed or re-appointed by all administrations. In hundreds of cases changes are made simply to secure more convenient locations for post-offices. In hundreds of cases, again, it is considered politics, by members of the party which has lately been defeated, to discourage resignations until removals are made, so that the total of removals can appear in partisan journals as excessive.

As the condition of affairs now is, the Postmaster-General or the First Assistant only happens to stumble across the cases which require action. The Department neither asks for resignations nor authorizes any person or persons to ask for them; for, when it is clear that a change ought to be made, the President or the Postmaster-General has the power to make the required removal without indirection. I am able to recall perhaps ten cases, however, in the sixteen months of my incumbency where postmasters whose

habits have become such as to disgrace the service and whose friends interfered to prevent removals, have been notified in order that the publication of these disagreeable facts might be avoided, that they might resign if they preferred to do so.

It has been difficult in many cases where removals have been demanded to secure for the accused postmaster the treatment which should seem entirely fair to him. It is true that your instructions, issued to this Department in March, 1889, that no postmaster should be reported upon by an inspector who did not also have the chance to be heard in his own defense, were never to my knowledge disobeyed; and it is true that my additional precaution expressed in a letter\* of explicit instructions, issued in January, 1890, by the chief post-office inspector to his various inspectors in charge, was never to my knowledge disobeyed; for I would not hesitate a moment to remove an inspector, any more than I would any other postal official or employé over whom I have jurisdiction, who disregards your instructions or mine, especially if, as might be the fact in this instance, he were to assume any attitude that might suggest the star chamber. It is hard to realize, however, how difficult it is, even for the experienced

Accused postmasters get a fair hearing.

\*The following is a copy of the letter:

POST-OFFICE DEPARTMENT,  
OFFICE OF THE CHIEF POST-OFFICE INSPECTOR,  
Washington, D. C., January 24, 1890.

SIR: In nearly all cases, particularly those involving charges against postmasters, it is deemed by the Department that an opportunity should be afforded postmasters to make answer to charges which have been preferred against them. The Constitution of the United States guarantees to every citizen the right to be heard in his own behalf. This well-settled principle permeates all existing laws of this country, under which all persons are afforded opportunity to defend themselves against charges brought against them. Therefore, in cases where the character or conduct, official or private, of any postmaster is made the subject of an investigation, the inspector will, after properly investigating the same, acquaint the postmaster of the character of complaints or charges, without revealing the source of his information, and afford him an opportunity to be heard in his own behalf. In rendering this report upon the investigation, the inspector should state that the postmaster, or accused, has had an opportunity to be heard, recording therein the answer or defense of the accused. This letter of instruction is to give you in a general way the desire of the Department in the matter of treating postmasters where charges have been filed against them. I am aware that occasionally a case comes up where it would be inexpedient to acquaint the postmaster with the facts ascertained by an inspector. These cases, however, in my opinion, are very rare. You are not expected to pass on the political aspects of any of the cases or candidates, unless specifically requested to do so. You will instruct inspectors under your direction in accordance with the foregoing.

Letter to the inspectors.

Very respectfully,

E. G. RATHBONE,  
Chief Inspector.

The INSPECTORS IN CHARGE.

inspector, to resist the temptation to find in the insulting disloyalty of ill-natured partisans sufficient cause for removal. I have myself been much criticised by fair-minded persons because removals for these offenses against decency have not been made, and I realize how hard it is for an inspector not to make mistakes. But it is a proud thing for the inspector force that in nearly every instance where the accuracy of the inspector's report has been called in question this sworn official of the Government has been vindicated by the subsequent investigation.

Inspectors' reports confidential.

It was once thought a delicate question, owing to the private nature of much of the information contained in inspectors' reports and other confidential papers, whether these reports and papers should be accessible to persons more or less interested in special cases. I do not agree with your predecessor that these papers should be denied to a committee of the Senate; for, as I am informed, a request of this nature from a committee of the Senate was once denied by him. The Senate has a constitutional right to inquire about appointments. An investigating committee of the House deserves, as I beg to submit, a similar courtesy. The same would be true of a court of law. Perhaps it might be said to be the right, rather than the privilege, of the court of law to have the papers. Beyond this category of Senators and Members, however, the confidential papers must not go. Rather must the Department, if necessary, suffer the odium of appearing to remove a person without cause. The confidential reasons which compel the Department to act must not be disclosed, first, because communities might in some instances be involved in strife and bitterness, and families might be subjected to disgrace and ruin. The removed person, either unaware of the full extent of the known information about himself, or else fully aware that no public use could in decency be made of it, often does not hesitate to talk or write about his so-called wrongs. If the truth were known, he would be the one most to suffer; and yet, no matter how one-sided or bitter his attacks may be, the Department can do nothing except wait for fair public scrutiny and hope for honest public treatment.

The postmaster in a small town is a candidate for re-appointment. The community in which he lives believes in civil-service reform, without quite knowing all that the words mean. Good citizens demand that the public service shall not be outraged by the appointment of any mere self-seeker or political "striker." The Department knows that

the candidate for re-appointment has not accounted promptly, possibly without fraudulent intent, for public money, or is a victim, say, of the opium habit. It will not re-appoint him. A cry is raised that the public service is prostituted to partisan ends. There are similar cases in large post-offices in which the postmaster similarly does his duty without fear. A letter-carrier in uniform goes into a brothel, becomes intoxicated, and disgraces his wife and daughters. He is removed. The same cry is raised that every right of citizenship is outraged.

The necessities of the secret service (which the Department can not do without), and the rights of good citizens who feel impelled to communicate disagreeable information, as well as all the dictates of charity, support me in this impregnable position. I apologize for this excursion into a question that is so well settled, but many of the honest, the thoughtful, and the friendly desire to be informed of these things. Your administration is to be congratulated that its long list of appointments will bear the closest examination.

#### CIVIL SERVICE OF THE POST-OFFICE DEPARTMENT.

A year's experience confirms me in the judgment formed twelve months ago that the civil-service system, as applied to the rosters of the Post-Office Department, is susceptible of improvement. The examinations for the inspector force and for the Railway Mail Service ought to be made more difficult, so that the candidates for places will better stand the test of actual work. The practice of the Department shows that the inspector force, for example, is more efficient as a whole if eligibles who have seen public service are selected instead of those who have simply been examined. This means either that the examinations are not thorough enough or that examinations never can result in the selection of the proper proportion of efficient inspectors—a thing which I do not believe. It is estimated by the railway mail office that the proportion of railway mail eligibles who fail to fill the requirements of that exacting employment is a quarter or a third of all those examined. This means either that the examinations are not thorough enough or that it is impossible suitably to examine candidates for the Railway Mail Service—a thing which is certainly not true. The railway postal clerk can not be most efficient unless he has physical endurance. The inspector can not be most capable unless he is full of resources and alertness. Perhaps these observations seem trivial, but, if I

Examinations for Railway Mail Service and inspectors should be more difficult.

One-fourth or one-third of all examined fail to give satisfaction.

may be permitted to make the statement, it is just in proportion as the examination system (which intends to be a merit system) provides candidates who succeed not only in holding their places, but in adding to the efficiency of the public service, that the reform can hope to gather momentum.

Certain plan of promotion needed.

I wish that some scheme might be devised by which the departmental force, and all parts and branches of the postal service, classified or to be classified, might be encouraged into new exertions by some just, general, and certain plan of promotions. This would perhaps involve the retirement at a certain age of Government employés who have been efficient in the past, and would possibly involve, too, the payment to them of a stated sum, or of smaller sums for stated periods. But scores of places in the Departments, and in the large post-offices, as I doubt not, are to-day filled with superannuated clerks who fail to do the work which the Department is required by Congress and the public to expect of them, and also prevent those from taking their places who would be glad to do all of the work well. It would seem as if we might either heartlessly remove these useless Government employés or else confess that we really have a civil pension roll. In any occupation it is the man who is looking for better work to do and for better pay for doing it that deserves the better work and the better pay; and I am certain that the efficiency of the whole postal force would be increased beyond all calculation if there could exist, in it and all through it, a continual upward movement, a regular and certain retirement in some just and humane way, and a consequent influx of the young, the strong, and the ambitious. Promotions in the service, like original appointments to it, ought always to be for the honesty, the capacity, and the loyalty of the service; and while it is often hard, though often necessary, to decide whether original appointments ought to be made for these purposes, it is never a question that the more frequently these deserved promotions occur the more these desired objects are obtained.

The cause of civil-service reform has been most in danger since the beginning of your administration, so far, at least, as the Post-Office Department is concerned, from its over zealous but short-sighted friends. It is dishonest to talk about violations of the civil-service law when the district attorneys are not appealed to to prosecute the supposed offenders. It is equally dishonest to pretend to be

friendly to the spirit of the reform, which, as I understand, is nothing more nor less than a steady effort, under the laws of reason and human nature, to improve the public service, and not suggest means by which the regulations, under which the instruments of the reform operate, may possibly be improved.

It is not truth and will not stand the test of time, to declare persistently, and in the face of the known facts, that forty thousand changes of postmasters, two-thirds of which are not to be avoided and all of which the present administration of the Post-Office Department does not shirk the responsibility for, are equivalent to forty thousand removals of postmasters; and this is true whatever the ideas of particular persons may be as to the necessity, or the value of political parties. Nor is it truth—and it will not stand the test of time—to reiterate over and over again, that the Railway Mail Service, which had been made the most effective body of civil servants in the United States under an old established merit system of its own, was basely prostituted to partisan ends, when this administration of the Post Office Department was busying itself with putting back these trusty and tried men in the places of persons whose room was more valuable than their bungling assistance, and with waiting for the tardy certification of eligibles.

Many statements as to removals not true.

I think it would be impossible to find an appointing officer who has not been glad to take advantage of stringent examinations to keep away the mere political place-seekers. They used to be provided; they would surely be provided in all the Departments if they were lacking.

#### THE NUMBER OF POST-OFFICES.

The number of post-offices of each class at the close of the fiscal year 30th of June, 1890, with comparisons, was :

Class.	1890.	1889.	1872.
First .....	102	97	.....
Second .....	517	497	1,200
Third .....	2,119	2,000	.....
Fourth .....	59,663	58,315	30,663
Total .....	62,401	58,909	31,863

The number of new offices established in 1890 was ..... 4,236

The number of new offices established in 1889 was ..... 2,770

The net increase in the number of offices, after taking into account all the offices discontinued, was 3,905, a con- Large increase in number of offices.

considerably larger number than ever before in the history of the service, the next largest being immediately after the close of the war (1866), when the net increase was 3,278.

The number of offices enlarged to free-delivery offices in 1890 was.	53
The number of offices enlarged to free-delivery offices in 1889 was.	43
The number of substations and stamp agencies established in 1890, was .....	364
The number of substations and stamp agencies established in 1889 was .....	84

#### FREE DELIVERY EXPERIMENTS.

Village free delivery.

Congress, by joint resolution late in the session, gave authority to the Postmaster-General to use \$10,000 of the annual appropriation for the free delivery for the purpose of ascertaining in a practical way the feasibility and cost of extending the free delivery to small towns and rural districts. Applications are now being received from various communities for the benefits of the free delivery. The experiment will be made in as many places as the appropriation will warrant. In villages one plan is to allow to the postmaster sufficient money to pay for the service of a man or boy for one or two hours per day, as the case may require. Those who prefer to go in person to the post-office will do so as hitherto, but those who can not get a daily paper because they can not go to the post-office every day for it, can have it delivered at their doors if they live, say, within a radius of two miles. In thinly settled rural districts it has been proposed to ask the school teachers to distribute the mails to pupils authorized by parents and neighbors to receive them. No doubt a dozen different devices can be tried.

#### TO SAVE THE TIME OF CARRIERS.

House letter-boxes.

It is estimated that a quarter of the time of a letter-carrier is spent waiting for answers to door bells. With a view of providing means to save time and hasten deliveries inquiry has been made for a small, safe, and inexpensive letter-box to be recommended for general adoption. A commission of five of the leading postmasters of the United States was appointed and an advertisement issued calling upon inventors to submit models and devices with estimates of the cost of the same. Five hundred and sixty-four models and designs were submitted. Sixty-five gentlemen appeared before the commission at its meeting in Octo-

ber to explain models and make suggestions. The report of the commission appears in full in the appendix.

It does not appear that among all the boxes presented and examined there was one of sufficient merit to justify its recommendation for general use; but three models were selected and the proposition made to combine in one projected box the advantages of each, if it should be possible to bring about such a result; and if it should be possible to find some way not only to deliver the mail quickly, but to collect it at each house, it would prove to be a great convenience and work a great change in the postal system. If letters can be mailed without going outside of one's house, the revenue would be largely increased and the safety of the mail greatly enhanced.

Combination of  
three models  
suggested.

#### POSTAL DISTRICTS AND SUPERVISORS.

The recommendations in my last annual report to help the Department to come into closer relations with the post-offices met with the approval of the Committee on the Post-Office and Post-Roads of the House, who reported favorably a bill to establish twenty-six postal districts. The Committee of the Senate on the Post-Office and Post-Roads concluded to recommend in preference an enlargement of the inspecting force, and the Senate appropriated \$50,000 for this purpose. The House did not concur in this increased appropriation, and nothing has therefore been accomplished.

It seems unfortunate that 50,000 of the 62,400 post-offices are without any supervision beyond the formal reports of the postmasters. Important offices have not seen an inspector for five years. The Inspecting Division is always several months behind its work for lack of men to cover the field. The particular work of the inspector is the investigation of accounts, frauds, and violations of statutes. In later years schemes to defraud by the use of the mails have greatly multiplied, and the Department has been hard pressed in its efforts to protect the public.

Better super-  
vision needed  
over post-offices.

The special work of improving and grading the offices, training new men, explaining postal laws, and reorganizing systems of business at offices has from sheer necessity been wholly left undone. If it is thought best to provide for this important work as a branch of the Inspecting Division I will use my best endeavors to make it successful, but I believe the appropriation of even \$70,000 to be used in the discretion of the Postmaster-General in the general supervision of all the offices would enable him to select from

the center of a given district the most successful postmaster, whose assistance to the offices immediately surrounding would be returned five times over in great improvements to the service and consequent increases of the revenue. By using the postmasters as supervisors no increase of Federal appointments is required. One year's trial of such a system of supervision would, in my judgment, actually reduce the number of persons employed in some branches of the service.

Fourth Assistant Postmaster-General recommended.

I beg to draw attention to my letter to the Committee on this subject in the appendix; and in connection with this I renew my urgent recommendation for another Assistant Postmaster-General to take up several branches of the service needing closer attention than the present organization permits.

#### EXPERTS AND IMPROVED BOOK-KEEPING.

Better accounting needed.

The accounting system of the Post-Office Department needs revision. It is not uniform for the large offices, and it is not improbable that it might be much improved for the smaller ones. No well-conducted business establishment would allow its agent at New York to keep his accounts according to one plan and his agent at Chicago, transacting precisely the same business, to keep them on another plan. It is just this state of affairs which has made much confusion in the postal system, so that it has happened that when it became necessary for an inspector, or for a body of inspectors or a commission, to visit and examine the financial affairs of any of the larger offices, its system of accounts had first to be learned, necessitating a considerable loss of time; and if the same officers, as frequently has happened, were then to proceed to some other large post-office for the same purpose, a like task was set before them. The same is true of most of the great city post-offices.

Commission on accounts at work.

I therefore had the honor during the last session of Congress to request authority to expend from the appropriation for post-office inspectors \$5,000, or so much of that amount as might be necessary, in the employment of expert accountants to prepare and submit a plan for a uniform and more complete system of keeping accounts in the Department and at post-offices of the first, second, and third classes, so as to insure greater accuracy and to lead to more speedy settlements. This authority was granted in the annual appropriation bill, and I appointed a commission, consisting of Henry S. Adams, cashier of the post-office at Boston, James Warrington, consulting and expert account-

ant of Philadelphia, and James Yalden, consulting and expert accountant of New York, with Mr. Adams as chairman, to undertake the task outlined. The members of this commission were instructed to familiarize themselves with the departmental system at Washington and in the office of the Sixth Auditor, and then to visit a reasonable number of post-offices in each of the three higher classes, so that they might be acquainted practically with the conduct of the financial affairs of such offices.

For the sake of economizing as much as possible the fund at the disposal of the Department, it was stipulated that unless otherwise ordered the duties of the commissioners should not extend beyond two months; and postmasters and all officials of the postal service were required to extend to them every assistance. I have great confidence in the ability of the members of this commission to evolve something which will be of lasting benefit to the fiscal system of the postal administration. I believe that the practical experience in postal affairs of Mr. Adams, joined with the professional and general business training of the other two gentlemen will bring to the service a simpler, safer, and more complete mode of accounts, free from unnecessary complications.

#### A POSTAL MUSEUM.

Steps were taken in March of the current year to establish in Washington a museum that should represent the progress of our postal system from its inception, and should illustrate the work of the United States postal service, as well as that of foreign countries. A general notice was given to all postmasters and postal employes to make search through their offices and to send to the Department whatever they might find that would be desirable for exhibit in such a museum. They were also requested to endeavor to interest their patrons in the subject and transmit to the Department all articles which might be donated for the purpose in view. At the same time a letter was sent to each of the leading postal administrations in the world, inviting attention to the work undertaken, bespeaking their interest, and suggesting contributions such as would convey to visitors some idea of the postal work of foreign nations. The responses have been very liberal. There is at present scarcely room or force adequate to arrange and classify properly for exhibition the contributions received, but the room will be supplied before long upon the completion of a new building rented by the Department for the Sixth Auditor. This will vacate some of the rooms in the

Liberal contributions.

main building. I have felt more than warranted in asking from Congress an appropriation of \$1,000 for miscellaneous expenditures on account of this museum, and of \$1,200 for a competent man to put in charge of it. The material on hand, together with that already accumulated in the museum of the Dead-Letter Office, will amply repay the expenditure in point of interest and utility.

#### POSTAL GUIDE AND LIBRARY.

Guide should not contain advertisements.

The Department ought not to obtain its official publication at small cost by permitting publishers to recoup themselves by inserting advertisements, some of which are excluded by leading magazines and newspapers; and for this reason I have asked for an appropriation of \$29,000, instead of \$18,200, in order to obtain a creditable and dignified Postal Guide, free from all matter except such as will be useful to the public and to those who do the practical work of the postal service.

Library should be improved.

The Department library has been one more in name than in reality. It has been little more than a repository for accumulations of public documents and reports. I have asked in the annual estimates for an appropriation of \$1,000 for the purchase of books, and of \$1,000 for the pay of a librarian. The information and benefits to be derived by the army of postal employes, from a collection of standard books of reference on postal subjects, will fully justify this expenditure.

#### PNEUMATIC TUBES.

Between 50 and 60 miles of pneumatic tubes are buried in the streets of Berlin, connecting the substations with the main post-office. Similar use of pneumatic tubes is made to a lesser degree in Paris and in London. The rapidity with which a letter goes from one side to the other of a city as large as Berlin is a wonder even to an American. Two gentlemen, at different times, one of them an expert, at the request of the Department, visited the large postal centers of the world to study the pneumatic system. Their reports are not yet ready for publication; but it is hoped that the way may be clear to connect the Executive Departments and the Senate and House of Representatives with the Washington city post-office as the first experiment in this direction, and that the system may then be extended to the substations and post-offices of large cities. I should especially like to see a pneumatic system working perfectly in

Chicago by the time the World's Fair is in progress, so that the postal exhibit there would really show this high development of the service.

#### THE PAY OF THE RAILROADS.

The rate of compensation to railroads for mail transportation was established in 1873. In July, 1876, it was reduced 10 per cent., and in June, 1878, it was further reduced 5 per cent. In the matter of extra compensation for the use of R. P. O. cars, no reduction has taken place since March, 1873, though concessions have been made by the companies in the matter of space. In the past twelve years no reduction of rates has taken place, though the freight rates upon all railroads have been steadily lowered. During this period the weight of the mails has largely increased. It is quite reasonable to say that the reduction in freight rates generally between 1878 and 1890 is not less than 20 per cent., and in many instances it is much more. The largest expenditure of the Department is for transportation. The estimates just sent to the Treasury for the next fiscal year cover \$22,610,128.31 for railroad transportation alone. A reference of this subject to the Committees on the Post-Office and Post-Roads of the Senate and the House of Representatives for some form of inquiry and report is respectfully suggested.

Inquiry should be made as to rates.

#### NEEDED PUBLIC BUILDINGS.

Soon after Congress convened the Committee on Public Buildings took up the question of a new building for the city of Washington and finally passed a bill to erect a building at Pennsylvania avenue and Ninth street. The structure proposed was so palpably inadequate that I felt impelled to appear before the Senate committee and argue the case (as per statement in Appendix E), and succeeded in convincing that committee that it was best to abandon the plan contemplated in the House bill.

On the 25th of June, 1890, Congress authorized the acquisition of square 323, bounded by Pennsylvania avenue, C street, and Eleventh and Twelfth streets. The act appropriated sufficient money for the purchase of the ground without naming any sum. It also limited the cost of the city post-office building to \$800,000 without making any appropriation. On the 30th of August, 1890, in the sundry civil bill the limit of the cost of the building was increased to \$1,900,000, and \$250,000 was appropriated to begin the work, it being stipulated that the structure should be

Eight-story building unsuitable.

eight stories high. I do not hesitate to say that an eight-story building for post-office purposes will be the ruin of the health of the hundreds of men who must labor in the darkness and bad air of a ground floor with seven stories piled above their heads, and that the cost of such a building is a great waste of the public funds. If the new edifice is to be an omnibus building, to be used by the various departments as tenants, the whole structure should be built for that purpose. The post-office building of the city of New York is a fair example of the folly of such a structure. There the postal clerks, though there are streets on all sides, exist as if confined in a dark, unhealthy prison.

Ground floor  
for Post Office  
work.

The work of a post-office to be convenient to the people must be done on the ground floor. If located in a large city where the mail is large and the clerks are many, it should not be over one high story, with portions perhaps of two stories for certain offices of accounts and for the sake of architectural appearance. Abundant light from the roof and good air will quicken every movement of the mails and the saving in top stories, elevators, boilers, etc., will doubly compensate for the increased cost of the ground area.

It is not too late to amend this bad plan and adapt the new Washington structure to the use of the increasingly overcrowded Post-Office Department, massing under one roof the Sixth Auditor of the Treasury, the money-order office, the mail-bag works, the supply division, and the topographical office, all now occupying separate buildings, the rent of which, with the additional outlays for wagon service, elevators, porters, and watchmen would pay a good interest on the entire cost of the proposed new building. Settle the city post-office in a low, light, large, separate inexpensive building, as a wing of the Post-Office Department, and by contiguity get the benefit of the supervision of the Department officials, who could develop at least one nearly perfect post-office as an example for all others. The building of an eight-story block at an expense of not less than \$2,500,000 for city post-office purposes is altogether unnecessary. Counting the rental at 10 per cent., the rate common in Washington for large buildings, the enormous sum of \$250,000 per annum would be a fair rental. The rate paid for the building now in use by the city post-office is \$8,000. Proper permanent accommodations for the post-office alone could be provided for the sum of \$250,000, a single year's rental as above stated. Ample and well located quarters can be rented for the city post-office at \$15,000 per annum in a new building about to be erected. Our present lease expires on the first of

July next, and the probability of the elapse of four or five years before a new stone building could be completed, will make it necessary to move at least temporarily to some new place.

I recommend the modification of the present project in these respects. Let the Post-Office Department take the structure proposed at the corner of Pennsylvania avenue and Eleventh street, locate the city post-office on adjoining property as a part of the postal enlargement, and use the present Post-Office Department building for the Interior and other Departments now using rented buildings. Or, as an alternative, change the plan to a much less expensive structure especially adapted to post-office purposes. I urge that the Secretary of the Treasury and the Postmaster-General be a commission to secure the ground and erect a twin building for the use of the Department and the city post-office at a cost not to exceed the sum already appropriated, exclusive of the cost of the ground.

Change of  
plans recom-  
mended.

#### NEW BUILDINGS TEN FOR ONE.

Looking backward five years at the style and cost of the new buildings throughout the country completed or going up for post-offices, I am satisfied that nine more creditable and all-sufficient buildings could in many instances have been erected at other points equally entitled to them for the cost of one of the granite and iron structures that in many respects are out of all correspondence with the town and the affairs to be transacted. To move out of a \$600 rented room, safe and ample for the postal business, into a \$100,000 building, where the janitor alone gets more salary than the whole of the rent in the former place, can not be justified on any business principles. The postal service does not need any such expenditures. A one-story structure is all that is required in three cases out of four. Of course due regard must be paid to the size of the town and the location in which the building is to be erected, as well as to architectural features conformable to the dignity of the Government; but to waste money on numerous stories, with towers and turrets for dignity alone, is not in accord with the American idea of utility and taste.

Greater econ-  
omy in build-  
ings.

I have favored and urged the bills now pending in Congress to regulate appropriations for post-office buildings according to the gross receipts of the offices, somewhat as follows: Taking the gross revenues for two successive years, with \$25,000 receipts, a \$25,000 building; with \$20,000

receipts, a \$20,000 building; with receipts of over \$5,000 and up to \$15,000, a \$10,000 building. If Congress were to provide \$1,000,000 to be spent under the direction of the Supervising Architect and the Postmaster-General, between seventy and eighty proper buildings could be erected; whereas under the present system the Government will only get from ten to fifteen. I recommend most earnestly the passage of the bill No. 176, House of Representatives, presented by Mr. Blount of Georgia.

#### A NEW POST-OFFICE BUILDING FOR NEW YORK CITY.

New York  
building inade-  
quate.

The relation of the New York post-office to the postal system is not unlike that of the clearing-house to the New York banks. Its operations affect in some degree almost every other office. Lack of space or working force is felt throughout the service. The applications of the postmaster at New York for clerks and carriers were necessarily very large during the last year, but they have been granted, after careful investigation, in almost every instance. Over \$200,000 has been added to the pay-roll of the clerical force in twenty months, which is a much larger amount than was ever granted before in a corresponding period. But however much the Department tries, it can not overcome fixed physical conditions. It is useless to expedite trains and lose the gains at an overcrowded post-office. The fleet ocean steamers might as well be a day late, so far as the mails are concerned, if their immense bulk of incoming matter is to be piled up in the New York office until space can be cleared for it. The post-office building is totally inadequate. The men can not be managed either economically or with the greatest speed. Of this I became convinced by personal examination over a year ago, and publicly and privately have advocated better quarters.

New York is the metropolis. It is also the great center for the dispatch and distribution of outgoing and incoming foreign mails. Any delay or stoppage here is almost a national inconvenience. The necessity for more room for the every-day work of the postal service, without reference to the rush and hurry of extra-busy seasons or extra emergencies when foreign steamers arrive together, is clearly apparent. The newspapers understand this very well. So do the business men and the citizens who stop to think about it. There is no question but that the Government ought to provide a proper building. A new location does not by any means necessitate a withdrawal of first-class postal

conveniences from the present neighborhood. In fact, it must not. A large substation near the great newspaper offices will always be a necessity; and it must be perfectly equipped and commodious.

The Treasury Department and the citizens, as is well known, settle all questions of location. The Post-Office Department has no other relation to a public building than that of tenant. Therefore, I do not desire to offer any opinion except to say that the money appropriated should be largely spent for ground, and not for an eight or ten story building. If the cost of the unnecessary upper stories could be put into additional ground to be covered by a structure of one high story and gallery, with three stories along the front for offices, it would be the ideal building. There is also this to be said: if the new structure were close to a railroad station, so that mail cars could be run upon covered sidings, much time and expense would be saved; it is a clear loss of money and time to haul mails from one end of a city to the other, or from one side to another, only to carry them back again over the same territory. Time is always economized if stations are located near the railroads. The post-office and the stations should be connected either by pneumatic tubes or by means of electric underground cars. A special corps of carriers should make half-hourly deliveries in the mercantile parts of cities as large as New York, Chicago, or Boston.

Might be close  
to railroad sta-  
tion.

The gross receipts of the New York office for the year ended June 30, 1890, were over \$6,000,000; the total expenditure during the same period was two millions and a half; and while it is true that this income and this expenditure were not entirely due to local causes it is nevertheless certain that the New York office would earn enough money during the time while the new building would be in process of construction easily to pay for the structure. The congestion already set in at the metropolis will each year cripple more and more the postal service of the United States. That fact is clearly to be foreseen by the following table, which shows the increase of business at the New York office for five years past and the estimated increase for five years to come:

P M G 90—4

Period.	Gross revenue.		Matter handled by carriers (collections and deliveries).		Expenditure for clerks.		Carrier force.	
	Amount.	Increase.	Number of pieces.	Increase.	Amount.	Increase.	Number.	Increase.
<b>FAST FIVE YEARS.</b>								
Year ending June 30—		<i>Pr. ct.</i>		<i>Pr. ct.</i>		<i>Pr. ct.</i>		<i>Pr. ct.</i>
1885 .....	\$4,340,128.28		324,656,328		\$833,652.05		628	
1886 .....	4,416,847.58	1.5	336,878,429	3.8	864,521.03	3.7	703	10.3
1887 .....	4,753,515.93	7.6	355,325,391	5.5	951,564.46	10.0	748	6.4
1888 .....	4,921,366.06	3.5	355,672,049	0.09	965,053.53	1.4	768	2.7
1889 .....	5,430,170.84	10.3	399,601,575	12.3	1,025,268.98	6.2	1,090	41.9
1890 .....	6,026,927.76	11.0	448,651,786	12.3	1,113,220.43	8.6	1,103	1.2
<b>COMING FIVE YEARS.*</b>								
Year ending June 30—								
1891 .....	6,436,758.85	6.8	470,160,107	6.8	1,180,013.66	6.0	1,247	12.5
1892 .....	6,874,458.45	6.8	511,742,994	6.8	1,250,814.47	6.0	1,403	12.5
1893 .....	7,342,121.62	6.8	546,541,517	6.8	1,325,863.34	6.0	1,578	12.5
1894 .....	7,841,385.89	6.8	583,786,340	6.8	1,405,415.14	6.0	1,775	12.5
1895 .....	8,374,600.13	6.8	623,398,371	6.8	1,480,740.05	6.0	1,997	12.5

\* NOTE.—The rate of increase estimated for the five years from 1891 to 1895 is the average rate of increase on each branch of the statistics for the previous five years.

#### THE COUNT AND WEIGHT OF MAIL.

For important statistical purposes the Department has been at a loss for reliable data as to the number of pieces and weight of matter passing through the mails and the amount of revenue derived from each of the several classes of matter. For reasons involving the quickest possible dis-

Complete data collected.

patch of the mails it is impracticable to take a continuous account of matter mailed. But a count of mail-matter was ordered at all post-offices in the country for the seven consecutive days beginning at 6 o'clock a. m. on the 5th of May, and ending at 6 o'clock a. m. on the 12th of May. The blank forms provided called for separate information on 33 distinctive items. The instructions enjoined the utmost care upon the postmasters in making accurate reports. The week selected was believed to be a fairly average period upon which to estimate the total business for the year. The returns were carefully compiled by a special clerical force detailed from the various bureaus of the Department. The results of the work, which was one of no small magnitude, will be found in the following tabular statement.

*Statement of matter sent through the mails during the fiscal year ending June 30, 1890, as estimated upon the basis of an actual count at all the post-offices, for the seven days beginning at 6 o'clock a. m., on Monday, May 5, and ending at 6 o'clock a. m., on Monday, May 12, 1890.*

	No. of pieces.	Weight.	Amount of postage.	Average weight per piece	Average amount of postage per piece.
<b>DOMESTIC FIRST-CLASS MATTER.</b>					
1. Letters mailed to other post-offices (postage 2 cents an ounce or fraction thereof) .....	1,561,452,742	<i>Pounds.</i> 37,872,584	\$32,516,025.53	<i>Ozs.</i> .38	<i>Cts.</i> 2
2. Drop-letters for local delivery (postage 2 cents an ounce or fraction thereof) .....	258,681,155	5,482,946	5,338,050.42	.33	2
3. Wrapped parcels, sealed, mailed to other post-offices (postage 2 cents an ounce or fraction thereof) .....	4,978,096	582,371	190,076.17	1.8	3.0
4. Wrapped parcels, sealed, for local delivery (postage 2 cents an ounce or fraction thereof) .....	253,939	45,730	16,844.43	2.8	6.6
5. Drop-letters at 1 cent an ounce....	34,533,905	820,335	347,385.51	.38	1
6. Wrapped parcels for local delivery at 1 cent an ounce .....	534,828	61,679	12,539.38	1.8	2.3
7. Postal cards mailed to other post-offices .....	322,136,513	1,711,350	3,223,102.63	.085	1
8. Postal cards deposited for local delivery .....	107,378,837	570,450	1,073,788.37	.085	1
<b>Total first-class matter .....</b>	<b>2,289,950,015</b>	<b>47,147,445</b>	<b>42,724,652.44</b>	<b>.33</b>	<b>1.9</b>
<b>SECOND-CLASS MATTER (PREPAID).</b>					
1. Mailed by publishers and news agents (postage 1 cent a pound) .....	711,915,450	174,046,764	1,740,467.64	3.9	.24
2. Newspapers, other than weeklies, and periodicals not exceeding two ounces in weight (postage, 1 cent for each copy) .....	7,973,123	975,200	92,638.29	1.9	1.1
3. Periodicals weighing over two ounces (postage 2 cents each)....	1,573,332	304,436	38,899.76	3	2.5
<b>Total second-class matter .....</b>	<b>721,461,905</b>	<b>175,326,400</b>	<b>1,873,005.69</b>	<b>3.88</b>	<b>.25</b>
<b>Transmit newspapers and periodicals prepaid with postage stamps affixed (postage, 1 cent for each four ounces or fraction thereof) ..</b>					
	56,966,610	11,717,160	889,507.39	3.88	1.5
<b>THIRD-CLASS MATTER.</b>					
1. Mailed to other post-offices. ....	416,187,090	40,388,611	5,792,418.05	1.6	1.4
2. Deposited for local delivery .....	60,787,576	3,223,270	660,434.48	.84	1.1
<b>Total third-class matter .....</b>	<b>476,974,675</b>	<b>43,611,881</b>	<b>6,461,852.53</b>	<b>1.46</b>	<b>1.35</b>

## REPORT OF THE POSTMASTER-GENERAL.

Statement of matter sent through the mails during the fiscal year ending June 30, 1890, etc.—Continued.

	No. of pieces.	Weight.	Amount of postage.	Average weight per piece.	Average amount of postage per piece.
<b>SEEDS, SCIONS, BULBS, ROOTS, ETC.</b>					
		<i>Pounds.</i>		<i>Ozs.</i>	<i>Ots.</i>
1. Mailed to other post-offices .....	4,665,531	2,410,836	\$222,310.89	8.3	4.76
2. Deposited for local delivery .....	117,293	17,964	3,041.61	2.45	2.08
Total seeds, scions, bulbs, roots, etc. ....	4,782,824	2,428,800	225,352.50	8.13	4.7
<b>FOURTH-CLASS MATTER.</b>					
Items of mail matter.					
1. Mailed to other post-offices .....	35,472,934	11,027,136	1,868,013.89	4.9	5.3
2. Deposited for local delivery .....	2,016,766	461,709	93,453.61	3.7	4.63
Total fourth-class matter .....	37,489,700	11,488,845	1,961,467.53	4.9	5.23
<b>MATTER TO FOREIGN COUNTRIES.</b>					
1. Letter- and sealed parcels .....	27,162,215	709,658	1,484,234.48	0.47	5.46
2. All other matter to foreign countries .....	14,111,097	3,151,113	334,908.76	3.6	2.3
Total foreign matter .....	41,273,312	3,950,771	1,819,143.24	1.53	4.4
Total paid matter .....	3,624,899.041	295,671.39	55,954,981.32	1.3	1.4
<b>FREE MATTER.</b>					
1. Second-class matter mailed free in country of publication .....	307,141,350	30,714,135		1.6	.....
2. Letters inclosed in free-penalty envelopes .....	50,188,154	7,160,228		2.23	.....
3. Supplies, blanks, twine, etc., and all other matter mailed under free-penalty labels or penalty envelopes used as labels .....	7,587,821	27,543,016		58.08	.....
4. Franked matter, books, pamphlets, reports, seeds, etc., mailed free, under frank or otherwise, as provided by sections 409 to 414 of the Postal Laws and Regulations of 1887 .....	11,591,840	4,279,646		5.9	.....
Total free matter .....	376,500,165	69,697,025		2.96	.....
Total paid and free matter .....	4,005,408,206	365,368,417	55,954,981.32	1.46	1.39

Total amount of prepaid postages as shown in above table. .... \$55,954,981.32

Amount of due postages collected .....	\$280,059.04
Amount of special-delivery stamps mailed .....	178,952.80
Amount of registry fees on paid matter .....	1,216,416.90
Letter postage paid in money .....	108,725.41
Box rents .....	2,257,505.70
Fines and penalties .....	6,810.26
Dead letters .....	12,310.73
Miscellaneous .....	20,801.00
Money-order revenue .....	824,220.24
Total revenue .....	4,003,802.06
Total revenue .....	60,858,783.40

## SHALL LETTER POSTAGE BE REDUCED TO ONE CENT?

There can scarcely be a difference of opinion as to the very general interest in the subject of one cent letter postage. Conventions and associations have declared for it, newspapers advocate it, and great numbers of the people believe in it and want it. With my short acquaintance with the postal business a year ago I did not feel competent to pass a judgment on the question beyond recording my conviction that the state of the postal revenues at that time would hardly justify the reduction. To some, who do not look far beneath the surface, the question may seem quite easy; but short inquiry will show that there are many obstacles difficult to overcome. I will try to give the result of my investigations.

If the postal revenue arising from letter postage could be set aside for its proper uses the millions of letter writers of this country might quickly be permitted to enjoy a reduced taxation on letter writing. In point of fact there is a clear gain of nearly \$30,000,000 from letter postages. This large profit, with the annual deficit (which last year amounted to \$5,768,300) appropriated out of the General Treasury, is all swallowed up by the losses on other classes of mail matter carried at less than the cost of distribution and handling. Part of this loss is caused by the transportation of periodical and newspaper mail handled at one cent a pound, of newspapers carried free within the county of publication, and of other matter franked or carried free under penalty envelopes.

Profit on 2-cent  
letter postage.

The question is often asked, Why there should be any deficit with a profit on letter postages and a constant increase in business from the natural growth of the service? The answer is very plain. The Postmaster-General is obliged to proceed under enactments of Congress which in four important particulars put large expenditures beyond his control. These are the rates of transportation; the pay of postmasters which are regulated by the receipts at post-offices; advancing salaries under classification bills, and the extension of the free delivery, which is proportionate to the increasing population of cities. These regulations, which have been formulated into laws by those who represent the people, are of course what the people want. If it were possible to stop all expenditures where they stand to-day the natural growth of the business would soon overcome any deficiency. But this is not possible; increasing work necessitates increasing pay in salaries. The emigra-

Large expenditures fixed by law and can not be controlled by Department.

tion into new States compels an extension of railroad and star routes. Without postal facilities the settlement of new States would be greatly retarded. People will not move into new countries where they can not have the newspapers and the letters of their kindred and friends. It is, however, quite within the power of Congress to determine whether one-cent letter postage is preferable to the usual annual extension of the service.

Total revenue  
on letter post-  
age.

That the subject may be properly understood, I have had prepared with as much care as possible a few tables of estimates to show the possible condition of the postal service when looked at from various stand-points. In the first place, there need be no conjecture as to the principal item of cost in trying to drop to a one-cent rate. The amount received from letter postage last year was something over \$38,000,000. This sum would be cut exactly in half, and we would, therefore, get but a little over \$19,000,000. The deficiency for the current year is likely to be \$4,530,000, which would make the total deficiency \$23,500,000, and more. This large deficiency under a one-cent rate would be reduced, first, by the natural increase of business; second, by the stimulus of a low rate of postage; and, third, by the completion of the pending legislation to collect proper postages from sample copies of so-called newspapers and from paper-covered books. It is estimated that by the sample-copy abuse over \$1,000,000 is annually lost to the revenue, and in the transportation of paper-covered books considerably more than \$1,000,000 is kept out of the postal income, or postal trust fund, for the benefit of certain book publishers. The deficiency under a one-cent rate might be still further reduced by the adoption of improved devices, from time to time, which would save time and money.

Free work for  
Executive De-  
partments.

The most formidable item for consideration is the eight million dollars' worth of postal work performed annually without pay for the Executive Departments. If each of the Departments had paid its postage, the revenues of this Department would have been \$8,000,000 more annually than it is now. It is true that the census year caused an extra amount of work, but the natural and regular increase is enormous. I hold that the General Post-Office should be paid by the Executive Departments for labor performed and be paid at the same rates as the public pay. It will at once be said that it makes no difference whether the work is settled for by the various Departments or by one Department alone; but so long as a deficiency in the Post-Office Department stands in the way of proper appropriations for the

needed extension of the service or the reduction of rates, it is but fair to direct attention to the reason why these things are so. The letter-writers, who contribute the largest portion of the postal tax paid into the Treasury, may justly claim that this money shall be given back to them in lower rates or new facilities. At present a part of the letter postage is applied to forwarding military supplies to the Army, trees and shrubs to agricultural stations, and huge boxes of census blanks to the farthest end of the country.

It will be immediately remarked by those who know the facts that a large part of the loss of the Department arises from carrying newspapers in the mails at 1 cent a pound; but it is the foundation purpose of the Post-Office Department to transmit intelligence, and therefore legitimate newspapers are entitled to practically a free use of the mail. There are strong practical as well as theoretical arguments for this, as the readers of newspapers are much more numerous than the writers of letters and would feel an increased newspaper rate much more. But this argument does not apply to paper-covered books, which by various devices represent themselves to be magazines and are now allowed in the mails at a loss of \$1,000,000 annually; and there is no necessity for this, as the newsdealer or the book publisher, and not the reader, would pay the infinitesimal difference in the cost of each book carried by the express instead of the mail transportation. I do not think it would make a difference of a quarter of a cent on each book, or that readers would ever know the difference if the paper-covered literature alluded to were made third-class matter.

Loss of one  
million dollars on  
paper-covered  
books.

It does not seem fair to letter-writers to take the profit made upon the transportation of letters and give it away for the support of the War, the Agricultural, or the Interior Department, or to let it go to book and newspaper publishers of a certain class. The Post-Office Department would be self-sustaining if it had credit for the work it does for nothing, and practically nothing, and if these different classes of mail matter were all put upon a self-supporting basis.

In the various tables that follow I show the probable financial condition of the Department under two-cent letter rate, with and without certain credits for work now done free for the Executive Departments, and also under changes and economies possible to be made or practiced. I think it proper to give other tables showing what the probable movement of the revenue would be under a one-cent rate, and what may be expected under changes and economies.

There is much more to be considered than the simple reduction of the revenue from \$38,000,000 to \$19,000,000. There must be additions to the expense account for additional clerks, carriers, railway transportation, and railway postal cars. It is impossible to determine with any accuracy how much this additional cost will be, but consultation with practical postal authorities leads me to believe that the sum stated in the tables is a fair approximation.

Deficit could be removed by legislation.

It is very clear that if a Postmaster-General could apply the ordinary rules of business to the affairs of the postal system he could make changes that would add vastly to the annual revenue. I said this a year ago, and my experience during the last year confirms this opinion. It is perhaps wise to go slowly with new legislation, but a growing service nevertheless requires new adjustments. The lack of legislation, in many instances, means large losses. The members of Congress know this, but the course of legislation moves in certain channels. For example, a system of close supervision and compact organization of the smaller post-offices, so as to make them tributary to the larger offices, would be the means not only of improving the service, but of adding largely to its revenue. But this all requires new legislation. One-cent postage will probably be delayed as long as any deficit appears in the books of the Department. Yet this deficit might quickly be removed by the passage of a few measures of legislation. It is only a question of time, therefore, when one-cent rate will be successfully demanded. The money paid for postages by letter-writers is, according to my view, a trust fund, and it is not proper to use it for any other purpose than in paying the cost of the work performed, in extending the convenience of the service, and in reducing rates.

Increased business results from lower rates.

Past experience shows that a large increase of business has resulted from the stimulus of a lower rate of postage. The three radical reductions in the rates of letter postage since the foundation of the Government occurred in 1845, when the letter rate was established at 5 cents; in 1851, when it was reduced to 3 cents, and in 1883, when the rate was fixed at 2 cents. For a number of years prior to 1845, under the exorbitant and complicated rates then prevailing, the revenues were almost stationary in amount, being about \$4,300,000 annually. For the first year following the reduction of 1845 the revenue was about \$3,500,000, showing a falling off of about \$800,000. For the year ending June 30, 1851, six years after the reduction, the revenue had grown to about \$6,400,000, being nearly 50 per cent. more than the revenue prior to the reduction in 1845.

For the first year under the reduction of 1851 the revenue was about \$5,200,000, or about \$1,200,000 less than the previous year under the old rate. Eight years later, in 1860, the revenue had increased to about \$8,500,000, or nearly 65 per cent. more than that of the revenue for the first year under the three-cent rate. For the year ending June 30, 1883, the revenue was about \$45,000,000. For 1884, the first year under the two-cent rate, the revenue was about \$43,340,000, showing a falling off of about \$1,660,000. The revenue for the year ending June 30, 1890, was upwards of \$60,000,000, and this amount is about \$15,000,000, or, say, one-third more than the revenue of 1883, the last year under the old rate.

This result was accomplished in the face of the following important reductions in the rates of postage occurring during the intervening seven years: First, the reduction in 1884 on transient newspapers and periodicals from 1 cent for 2 ounces to 1 cent for 4 ounces; second, the increase in 1885 in the unit of weight of first-class matter from one-half ounce to a full ounce, the rate of postage remaining the same; third, the reduction in 1885 of the rate on second-class matter from 2 cents to 1 cent per pound; and, fourth, the reduction in 1888 of the rate of postage on seeds, scions, bulbs, and plants from 1 cent per ounce to 1 cent for two ounces. The reduction of the letter rate in 1845 was made in face of a small deficiency in the revenue, but the reductions of 1851 and 1883 were preceded by a small surplus of revenue over expenditures. The deficiency of the revenue for the first year under the reduction of 1845 was about 14.4 per cent.; for the first year after the reduction of 1851 it was 27 per cent., and for the year after the reduction in 1883 it was 6.6 per cent.

The following tables are printed because they show more clearly and forcibly the information I desire to set out than the same information could be conveyed by paragraphs of words. I would like it plainly understood that these tables are not intended as a demonstration that one-cent postage is practicable at this or any other particular time, nor as a demonstration that certain conditions upon which the calculations are based and depending upon pending and new legislation will be fulfilled. They are simply intended to explain what the state of the Department's finances would be under the conditions shown in each table. They are estimates as accurate as the information at the command of the Department would warrant.

Table No. 1, the starting point, compares the revenues

Certain conditions assumed and results shown.

and expenditures of the service for each of the six years from 1890 to 1895.

The estimated increase of the revenue for 1892 over 1891 is elsewhere shown to be 10 per cent. The actual increase of the appropriations for 1891 over the expenditures for 1890 was 8.4 per cent. This table shows that by adding 10 per cent. each successive year to the revenues of the preceding year, and 8.4 per cent. to the expenditures, the service at the close of the fiscal year 1895 will be practically self-sustaining under existing conditions, the deficit being a little more than half a million dollars only.

Table No. 2 takes into account certain items of savings, assuming that the Department was being paid for paper-covered books at third-class rates; for limiting sample copies, by which the same rates can be collected on a large amount of mail matter, and that it were wise and practicable to obtain a reduction of 5 per cent. in the rate of pay for the transportation of the mail. In this connection it may be stated that within fourteen years two such reductions have been made of 10 and 5 per cent., respectively. The saving on paper-covered books is estimated at \$1,000,000; on sample copies, at \$1,100,000; and a 5 per cent. reduction on transportation, at \$1,127,506.41. Applying the total saving of \$3,227,506.41 to the expenditures of the fiscal year 1892, as shown in Table 1, and calculating as before for the successive years a 10 per cent. increase in the revenue and 8.4 per cent. increase in the expenditure, the result shown is that the service would be practically self-sustaining in 1892, with an increasing profit each subsequent year, until it would amount to nearly \$3,500,000 in 1895.

Table No. 3 is a calculation of the same kind, except it is based upon a reduction of 10 per cent. instead of 5 per cent. on the cost of transportation, and it shows a profit of three-quarters of a million dollars for the fiscal year 1892, increasing to nearly \$5,000,000 for the fiscal year 1895.

Table No. 4 takes into account all the items previously mentioned, and in addition assumes what the extra revenue would be if the Department were paid at the rates charged to the public for matter now carried in the mails free, namely: Free newspapers within the county of publication; franked matter, penalty letters of the Executive Departments, and packages of blanks and supplies carried for the same Departments under the penalty label; the total amounting to nearly \$9,000,000. This total sum for which it is claimed the Post-Office Department should at least

have credit is added to the revenues for 1892, and a 10 per cent. increase each successive year being added to the revenues and 8.4 per cent. increase added to the expenditures, the results show an increasing profit from \$8,500,000 in 1892 to over \$15,500,000 in 1895. This table No. 4 is based, it should be stated, upon a 5 per cent. reduction in the cost of transportation.

Table No. 5 is a similar calculation based upon a 10 per cent. reduction in the cost of transportation, and shows increased profits from nearly \$10,000,000 in 1892 to over \$17,000,000 in 1895. In other words, if it were possible to bring about by the 30th of June, 1895, all the conditions assumed in these tables, the result of the whole would be that on the 1st of July, 1895, the postal service would be substantially ready for 1-cent postage, which would entail a loss of only a little more than the profit then accruing.

The preceding is a calculation upon the assumption that the Department is to wait until the 1st of July, 1895, before commencing with 1-cent postage. The next, what would be the results under the same conditions if the Department were to operate under 1-cent postage from the 1st of July, 1891.

Table No. 6 is intended to show the results under the last-mentioned condition of affairs, with a 5 per cent. reduction in the cost of transportation, and it exhibits deficits ranging from \$10,500,000 in 1892 to \$9,700,000 for 1895.

Table No. 7 is a similar calculation based upon a 10 per cent. reduction in the cost of transportation, and exhibits consequently decreased deficits of from \$9,350,000 in 1892 to \$8,260,000 in 1895. These two tables, Nos. 6 and 7, are likewise made upon the assumption that there will be no change in the revenues or expenditures brought about simply by increased volume of business and increased expenditures, due to the stimulus of one-cent postage, other than a normal increase of 10 per cent. each year in the revenues and 8.4 per cent. in the expenditures.

Table No. 8 is the same kind of a calculation based upon a 5 per cent. reduction in transportation, and a 20 per cent. increase for 1893 in the revenues and 5 per cent. due to one-cent postage, an increase of 13.4 per cent. for that year in the expenditures, with normal increases of 10 per cent. in the revenues and 8.4 per cent. in the expenditures for the succeeding years.

Table No. 9 contains no variation from Table No. 8, except that it is founded upon a 10 per cent. reduction in transportation. In other words, these tables assume that

if one-cent postage should be in operation during the fiscal year 1892, the following year there would be an abnormal increase of 10 per cent. in the revenues and of 5 per cent. in the expenditures, due to the stimulus of one-cent postage.

Tables Nos. 10 and 11 are precisely similar calculations, except that they are based upon an abnormal additional increase of  $23\frac{1}{3}$  per cent. in the revenues ( $33\frac{1}{3}$ , or one-third in all) and an additional increase of 10 per cent. in the expenditures (18.4 per cent. in all) during the year following the introduction of one-cent postage, with normal increases thereafter.

Table No. 12 is the same as Table No. 2, except that it omits entirely the item of reduction in the cost of transportation.

Table No. 13 is the same as Table No. 4, except that it omits from the calculation any reduction whatever in the cost of transportation.

Tables Nos. 14, 15, and 16 are similar in character to Tables Nos. 6, 8, and 10, except that they omit the item of reduction in the cost of transportation.

TABLE NO. 1.

	1890.	1891. .	1892.
Service self-sustaining in 1895 under present conditions.			
Total revenue .....	\$60,858,783.40	\$67,298,665.44	\$73,955,031.06
Total expenditures .....	66,645,083.80		
Total appropriations .....		72,226,098.99	
Total estimated expenditures .....			77,545,894.41
Deficits .....	5,786,300.40	5,581,615.19	3,590,862.43
	1893.	1894.	1895.
Total revenue .....	\$81,266,035.17	\$89,308,138.68	\$98,154,452.54
Total estimated expenditures .....	84,059,749.54	91,120,768.50	98,774,913.05
Deficits .....	2,793,714.37	1,812,629.82	*620,460.51

\* Practically self-sustaining.

TABLE NO. 2.

	1890.	1891.	1892.
Total revenue .....	\$60,858,783.40	\$67,298,665.44	\$73,955,031.98
Savings as follows:			Profits shown with certain assumed savings.
On paper-covered books.....			1,000,000.00
On sample copies .....			1,100,000.00
On transportation, 5 per cent. reduction .....			1,127,506.41
Total .....			3,227,506.41
Total expenses .....	66,645,083.80	72,226,698.99	74,318,388.00
Deficits.....	5,786,300.40	5,581,615.19	*363,356.02

	1893.	1894.	1895.
Total revenue .....	\$81,266,035.17	\$89,308,138.68	\$98,154,452.54
Total expenses .....	80,561,132.59	87,328,267.72	94,663,842.20
Profits .....	704,902.58	1,979,870.96	3,490,610.34

TABLE NO. 3.

	1890.	1891.	1892.
Total revenue .....	\$60,858,783.40	\$67,298,665.44	\$73,955,031.98
Savings as follows:			
On paper-covered books.....			1,000,000.00
On sample copies .....			1,100,000.00
On transportation, 10 per cent. reduction .....			2,255,012.83
Total .....			4,355,012.83
Total expenses .....	66,645,083.80	72,226,698.99	73,190,881.58
Deficits.....	5,786,300.40	5,581,615.19	†764,150.40

	1893.	1894.	1895.
Total revenue .....	\$81,266,035.17	\$89,308,138.68	\$98,154,452.54
Total expenses .....	79,838,915.63	86,003,384.54	93,227,668.84
Profit.....	1,927,119.54	3,304,754.14	4,926,783.70

\* Practically self-sustaining.

## REPORT OF THE POSTMASTER-GENERAL.

TABLE NO. 4.

	1890.	1891.	1892.
<b>Profits shown with free matter paid for.</b>			
Total revenue .....	\$60,858,783.40	\$67,298,665.44	\$73,955,031.98
Revenue from free matter if paid for:			
Free county .....			307,141.35
Franked .....			342,371.68
Penalty letters.....			6,026,047.88
Penalty supplies.....			2,203,441.28
Total revenue then .....			82,834,034.17
Total expenses .....	66,645,083.80	72,226,698.99	74,318,368.00
Deficit .....	5,786,300.40	5,581,615.19	*8,515,646.17
	1893.	1894.	1895.
Total revenue then .....	\$91,117,437.58	\$100,229,181.33	\$110,252,099.46
Total expenses .....	80,561,132.50	87,328,207.72	94,663,842.20
Profit .....	10,556,304.99	12,900,913.61	15,588,257.26

TABLE NO. 5.

	1890.	1891.	1892.
Total revenue.....	\$60,858,783.40	\$67,298,665.44	\$73,955,031.98
Revenue from free matter if paid for:			
Free county .....			307,141.35
Franked .....			342,371.68
Penalty letters.....			6,026,047.88
Penalty supplies.....			2,203,441.28
Total revenue then.....			82,834,034.17
Total expenses.....	66,645,083.80	72,226,698.99	73,190,881.58
Deficits.....	5,786,300.40	5,581,615.19	*9,643,152.69
	1893.	1894.	1895.
Total revenue then .....	\$91,117,437.58	\$100,229,181.33	\$110,252,099.46
Total expenses.....	79,338,915.63	80,003,384.54	93,227,668.84
Profit .....	11,778,521.95	14,225,796.79	17,024,430.62

\* Profit.

TABLES OF RESULTS ON ASSUMED CONDITIONS.

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TABLE No. 6.

	1892.	1893.	1894.	1895.
Total revenues, adding expected savings .....	\$63,834,034.17	\$70,217,437.58	\$77,239,181.33	\$84,963,099.46
Total expenses .....	74,318,388.00	80,561,132.59	87,328,267.72	94,663,642.20
Deficits .....	10,484,353.83	10,343,695.01	10,089,086.39	9,700,742.74

TABLE No. 7.

	1892.	1893.	1894.	1895.
Total revenues, adding expected savings .....	\$63,834,034.17	\$70,217,437.58	\$77,239,181.33	\$84,963,099.46
Total expenses .....	73,190,881.58	79,238,915.63	86,003,384.51	93,227,088.84
Deficits .....	9,356,847.41	9,121,478.05	8,784,203.21	8,264,569.38

TABLE No. 8.

	1892.	1893.	1894.	1895.
Revenues .....	\$63,834,034.17	\$76,600,841.00	\$84,260,925.10	\$92,687,017.61
Expenses .....	74,318,388.00	84,277,051.99	91,356,324.35	99,030,255.59
Deficits .....	10,484,353.83	7,676,210.99	7,095,399.25	6,343,237.98

TABLE No. 9.

	1892.	1893.	1894.	1895.
Revenues .....	\$63,834,034.17	\$76,600,841.00	\$84,260,925.10	\$92,687,017.61
Expenses .....	73,190,881.58	82,998,459.71	89,970,330.32	97,527,838.06
Deficits .....	9,356,847.41	6,397,618.71	5,709,405.22	4,840,820.45

TABLE No. 10.

	1892.	1893.	1894.	1895.
Revenues .....	\$63,834,034.17	\$85,112,045.56	\$93,623,250.11	\$102,985,575.12
Expenses .....	74,318,388.00	87,992,971.39	95,384,390.98	103,396,668.98
Deficits .....	10,484,353.83	2,880,925.83	1,761,130.87	411,093.86

TABLE No. 11.

	1892.	1893.	1894.	1895.
Revenues .....	\$63,834,034.17	\$85,112,045.56	\$93,623,250.11	\$102,985,575.12
Expenses .....	73,190,881.58	86,658,003.79	93,937,276.10	101,828,007.29
Deficits .....	9,356,847.41	1,545,958.23	314,025.99	*1,157,567.83

\* Profit.

## REPORT OF THE POSTMASTER-GENERAL.

TABLE NO. 12.

	1890.	1891.	1892.
Total revenue .....	\$60,858,783.40	\$67,298,665.44	\$73,955,031.98
Savings as follows:			
On paper-covered books .....			1,000,000.00
On sample copies .....			1,100,000.00
Total .....			2,100,000.00
Total expenses .....	66,645,083.80	72,226,698.90	75,445,894.41
Deficits .....	5,786,300.40	5,581,615.19	1,490,862.43
	1893.	1894.	1895.
Total revenues .....	\$81,266,035.17	\$89,308,138.68	\$98,154,452.54
Total expenses .....	81,783,349.54	88,653,150.90	96,100,015.57
Deficits .....	517,314.37	*654,987.78	*2,054,436.97

\*Profit.

TABLE NO. 13.

	1890.	1891.	1892.
Total revenue .....	\$60,858,783.40	\$67,298,665.44	\$73,955,031.98
Revenue from free matter if paid for:			
Free country .....			307,141.35
Franked .....			342,371.68
Penalty letters .....			6,026,047.88
Penalty supplies .....			2,203,441.28
Total revenue then .....			82,834,034.17
Total expenses .....	66,645,083.80	72,226,698.90	75,445,894.41
Deficits .....	5,786,300.40	5,581,615.10	*7,388,139.76
	1893.	1894.	1895.
Total revenue .....			
Total revenue then .....	\$91,117,437.58	\$100,229,181.33	\$110,252,099.46
Total expenses .....	81,783,349.54	88,653,150.90	96,100,015.57
Profit .....	9,334,088.04	11,576,030.43	14,152,083.89

TABLE NO. 14.

	1892.	1893.	1894.	1895.
Revenues.....	\$63,834,034.17	\$70,217,437.58	\$77,239,181.33	\$84,963,099.46
Expenses.....	75,445,894.41	81,783,349.54	88,653,150.90	96,100,015.37
Deficits.....	11,611,860.24	11,565,911.96	11,413,969.57	11,136,916.11

TABLE NO. 15.

	1892.	1893.	1894.	1895.
Revenues.....	\$63,834,034.17	\$76,600,841.00	\$84,200,925.10	\$92,687,017.61
Expenses.....	75,445,894.41	83,565,044.26	92,742,318.37	100,532,673.11
Deficits.....	11,611,860.24	8,954,203.26	8,481,393.27	7,845,655.50

TABLE NO. 16.

	1892.	1893.	1894.	1895.
Revenues.....	\$63,834,034.17	\$85,112,045.56	\$93,623,250.11	\$102,985,575.12
Expenses.....	75,445,894.41	89,327,938.98	96,831,485.85	104,965,330.66
Deficits.....	11,611,860.24	4,215,893.42	3,208,235.74	1,979,755.54

## THE FINANCIAL STATEMENT.

Below are statements of the revenue, expenditures, and actual cost of the postal service for the three fiscal years ending respectively June 30, 1888, June 30, 1889, and June 30, 1890, it being customary to restate the accounts of the two years preceding that for which each report is made, because appropriations are available for two years, and certain items which, when the accounts are first stated, can only be estimated, after the lapse of that time are definitely ascertainable. The variations between expenditures and actual cost of the service are due to taking into account the amounts earned by the Pacific railroad companies for mail transportation and certified to the Secretary of the Treasury in pursuance of the law.

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## REPORT OF THE POSTMASTER-GENERAL.

*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 Sept. 30, 1888.	\$55,795,357.84
From Oct. 1, 1888, to Sept. 30, 1889.	490,073.70
From Oct. 1, 1889, to Sept. 30, 1890.	38,823.47
	56,324,255.01

## Liabilities:

Outstanding indebtedness for various objects, estimated .....	\$1,693.66
For transportation of mails on Central Pacific Railroad, not included in amount certified to Secretary of the Treasury.....	308,504.55
Due Sioux City and Pacific Railroad Company for similar service during the year.	12,199.17
	322,307.38

Total expenditures and liabilities for the service of the year ..... 56,646,562.39

Deficiency in revenue ..... 3,951,385.60

## COST OF POSTAL SERVICE.

Expenditures and liabilities as above .....	\$56,646,562.39
Amount certified for credit to Pacific railroads from July 1, 1887, to September 30, 1888.....	\$1,240,600.83
From Oct. 1, 1888, to Sept. 30, 1889 ....	1,507.20
Total .....	1,242,108.03
Total cost of service.....	57,888,670.42
Excess of total cost of postal service over revenues.	5,193,493.63

The receipts were \$3,951,385.60, or 6.9 per cent., less than the expenditures, and \$5,193,493.63, or 9.8 per cent., less than the total cost of the service.

Compared with the previous fiscal year there was an increase of \$3,778,585.02, or 7.8 per cent., in the gross revenue; an increase of \$3,529,888.72, or 6.6 per cent., in the expenditures and liabilities; and an increase of \$3,573,476.92, 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. Receipts from money-order business .....	787,804.81
Gross revenue.....	56,175,611.18
Deduct amount charged to bad debts, compromise and suspense cases .....	27,596.26
Remaining revenue .....	56,148,014.92

## EXPENDITURES AND LIABILITIES.

## Expenditures:

From July 1, 1888, to September 30, 1889 .....	\$61,376,847.24
From October 1, 1889, to September 30, 1890 .....	268,485.15

## Liabilities:

Actual indebtedness not reported to Auditor on account of transportation of mails by railroads .....	17.61
Outstanding indebtedness for various objects, estimated .....	576,646.43
For transportation of the mails on the Central Pacific Railroad, not in- cluded in the amount certified to the Secretary of the Treasury .....	321,146.11
Due Sioux City and Pacific Railroad Company for similar service during the year .....	12,305.24
Total expenditures and liabilities for the service of the year .....	62,555,447.78
Deficiency in revenue .....	6,407,432.86

## COST OF POSTAL SERVICE.

Expenditures and liabilities as above .....	\$62,555,447.78
Amount certified for credit to Pacific rail- roads from July 1, 1888, to September 30, 1889 .....	\$1,253,673.33
From October 1, 1889, to September 30, 1890 .....	578.13
Total .....	1,254,251.46
Total cost of service .....	63,809,699.24
Excess of total cost of the postal service over revenue .....	7,661,684.32

The receipts were \$6,407,432.86, or 10.2 per cent., less than the expenditures, and \$7,661,684.32, or 13.6 per cent., less than the total cost of the service.

Compared with the previous fiscal year there was an increase of \$3,452,838.13, or 6.6 per cent., in the revenue; an increase of \$5,908,885.39, or 10.4 per cent., in the expenditures and liabilities; and an increase of \$5,921,028.82, or 10.2 per cent., in the estimated total cost of the service.

## REPORT OF THE POSTMASTER-GENERAL.

*Fiscal year ending June 30, 1890.*

## REVENUE.

1. Ordinary postal revenue .....	\$60,057,877.68
2. Receipts from money-order business .....	824,220.24
Gross revenue .....	60,882,097.92
Less amount charged to bad debts, compromise and suspense cases .....	23,314.52
Remaining revenue .....	60,858,783.40

## EXPENDITURES AND LIABILITIES.

## Expenditures:

From July 1, 1889, to September 30,  
1890 ....., \$65,930,717.11

## Liabilities:

Indebtedness for various  
objects ..... \$305,096.39

Outstanding indebted-  
ness for various objects,  
estimated ..... 76,512.40

For transportation of the  
mails on the Central  
Pacific Railroad not in-  
cluded in the amount  
certified to the Secre-  
tary of the Treasury .. 320,529.07

Due Sioux City and Pa-  
cific Railroad Company  
for similar service dur-  
ing the year ..... 12,228.83

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714,366.69

Total expenditures and liabilities for the service  
of the year ..... 66,645,083.80

Deficiency in revenue ..... 5,786,300.40

## COST OF POSTAL SERVICE.

Expenditures and liabilities as above .....	\$66,645,083.80
Amount certified for credit to Pacific railroads .....	1,207,401.80
Total cost of service .....	67,852,485.60
Excess of total cost of the postal service over revenue ..	6,993,702.20

The receipts were \$5,786,300.40, or 8.6 per cent., less than the expenditures, and \$6,993,702.20, or 11.4 per cent., less than the total cost of the service.

Compared with the previous fiscal year there was an increase of \$4,710,768.48, or 8.37 per cent., in the revenue; an increase of \$4,089,636.02, or 6.5 per cent., in the expenditures and liabilities; and an increase of \$4,042,786.36, or 6.3 per cent., in the estimated total cost of the service.

ESTIMATES FOR THE FISCAL YEARS ENDING JUNE 30,  
1891 AND 1892.

With an average annual increase at the rate of 7.2 per cent. in the revenue for the four years ending June 30, 1889; an increase of 6.7 per cent. for the latter year alone; an increase of 8.37 per cent. for the year just closed, and every reason to suppose that the current year will be an exceptionally prosperous one, it seems proper to count upon an increase of 10 per cent. in the revenues of the present and the next fiscal years. The estimates may therefore be stated thus:

*Fiscal year ending June 30, 1891.*

Amount of ordinary postal revenue for year ending June 30, 1890 .....	\$60,057,877.68
Increase of 10 per cent. ....	6,005,787.76
Estimated amount of ordinary postal revenue....	66,463,665.44
Add revenue from money-order business, upon revised estimates of the superintendent of the money-order system, by letter of October 27, 1890 .....	835,000.00
Gives gross revenue .....	67,298,665.44

The appropriations for the year amount to \$72,226,698.99, which will not be supplemented by deficiency appropriations, so that upon this basis the deficiency will not exceed \$5,581,615.19.

*Fiscal year ending June 30, 1892.*

Estimated amount of ordinary postal revenue for the year ending June 30, 1891, as before.....	\$66,463,665.44
Increase of 10 per cent. ....	6,646,366.54
Gives estimated amount of ordinary postal revenue for the year.....	73,110,031.98
Amount of estimated revenue from money-order business .....	845,000.00
Gross revenue for the year.....	73,955,031.98
Amount of estimated expenditures shown in table of estimates submitted by the Postmaster-General through the Secretary of the Treasury.....	77,545,894.41
Leaves estimated deficiency of revenue to be supplied out of general Treasury.....	3,590,862.43

## NOT PRACTICABLE.

Daily suggestions in letters, newspapers, and personal calls are made that the Post-Office Department should do a variety of things of which the following are examples, and for which the law does not provide: To try the experiment

of a general parcels-post with packages weighing over four pounds; to stop the Sunday mails; to make free delivery universal; to provide a fractional currency for transmission by mail; to make every post-office a money-order office; to require the use of none but stamped envelopes in order to avoid non-payment of postage; to provide receptacles in street cars for the collection of mail matter; to put letter-boxes at all railroad stations.

In another part of this report will be found some observations in regard to the parcels-post. As to the Sunday mails, the best thoughts of the representative postmasters have been obtained, and the gist of all the opinions is that so long as the mails are carried on railroads so as to arrive at the post-office on Sunday, it is impracticable to discontinue the treatment of mail matter so transported and delivered inside of post-offices without serious embarrassment to general business interests. Then vast accumulations of mail matter would have to be handled on the first business day of the week. Every citizen can stop the Sunday delivery of his own mail if he chooses, and a petition from any community signed by a considerable majority of the patrons of the post-office requesting the closing of an office on Sundays would be regarded with favor by the Department as a means of ascertaining by practical experiment just what the effect of Sunday closing would be.

As to making free delivery universal the Department has already taken the first step to ascertain what is practicable in this direction by obtaining authority of law to test rural free delivery. To make universal free delivery would add millions to the cost of the Department. As to fractional currency for mailing purposes, its provision would be the business of the Treasury Department. It is not the function of the Post-Office Department to issue currency. The postal note is now issued at money-order offices.

It is out of the question to make every post-office a money-order office; for, aside from the fact that it is doubtful whether there is a demand for the system at a large majority of the fourth-class post-offices, there is the further consideration that it would be impossible to obtain from the postmasters of such offices bonds adequate to protect the Government for the valuable supplies intrusted to them. Such widespread extension of the money-order system would furthermore, in virtue of the valuable blanks and funds which would then be stored in every post-office, make such offices the objects of the cupidity of burglars to a far greater extent than they are at present, on account of the

inconsiderable quantities of postage-stamps which they contain.

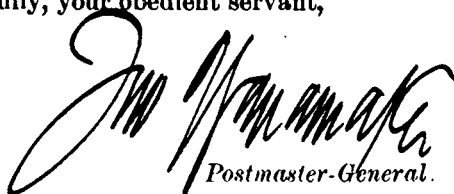
In regard to the universal use of stamped envelopes it may be said that the Government has no power to coerce the public into the use of a special sort of envelope, whatever advantages might be gained from the adoption of the suggestion. The plan of placing collection boxes on street cars is not a new one, and from what is known of the experiments made in past years seems to be far from practical or advantageous. It did not develop rapid collections. Furthermore, it would involve declaring the lines of every street railway company post-roads, and in times of strikes would subject the mails to the danger of delay or depredation.

It is not practicable to place a letter box at every railroad station for the reasons: First, that the mail trains do not stop at every station and frequently do not stop at many stations; second, that when they do stop it is not possible or proper for the postal clerk to leave his car for the purpose of making collections from the box; third, that it would not be feasible to require the postmaster, whose office in many instances is at a distance from the station, to visit the latter at train time for the purpose of depositing the contents of the boxes in the cars; and fourth, if the railway postal clerk should be charged with the duty of emptying the boxes, he might carry the mail in the direction opposite to that intended.

## PERSONAL.

I regret extremely the retirement of Mr. Clarkson, whose deserved popularity, and efficiency as an executive in the difficult position of First Assistant, have been equaled only by the loyalty and warmth of his personal friendship to me. But the Department, as I also desire to record, is fortunate in having the experience and endeavor of Colonel Whitfield, Mr. Lowrie Bell, Captain White, Captain Brooks, and the others, who have been promoted to the more important posts to which their successes have entitled them. I am grateful to all the officials and employes of the Department, in and out of Washington. What I accomplish is with their assistance.

Very respectfully, your obedient servant,



Postmaster-General.



## APPENDIX A.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,  
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, 1891.
<b>UNDER THE POST-OFFICE DEPARTMENT, OUT OF THE POSTAL REVENUE.</b>		
<b>POSTAL SERVICE.</b>		
<i>Office of the Postmaster-General.</i>		
Mail depredations and post-office inspectors; and not exceeding \$5,000 of this amount may be expended for fees to United States attorneys, marshals, clerks of court, and special counsel necessarily employed in prosecuting civil suits instituted by the (Sixth) Auditor of the Treasury for the Post-Office Department, through the Solicitor of the Treasury, against the sureties on the official bonds of late postmasters, as provided for by section 292, Revised Statutes of the United States; and the act of Congress approved June 17, 1878, is hereby amended so as to authorize the Postmaster-General to appoint twelve, instead of ten, post-office inspectors, to be assigned to duty at such important points as he may designate, who shall each receive a salary of \$2,500 per annum, and no more (June 30, 1890) .....	\$295,000.00	\$250,000.00
Rewards for the apprehension and conviction of highway, stage, and train robbers, and post-office burglars (submitted) .....	20,000.00	.....
Advertising (June 30, 1890) .....	18,000.00	18,000.00
Miscellaneous items in the office of the Postmaster-General (same act) ..	1,500.00	1,500.00
<b>Total</b> .....	<b>334,500.00</b>	<b>.....</b>
<i>Office of the First Assistant Postmaster-General.</i>		
Compensation to postmasters (June 30, 1890) .....	14,900,000.00	14,000,000.00
Compensation to clerks in post offices (same act) .....	8,249,000.00	7,390,000.00
Rent, light, and fuel for first and second class offices, including rent of city post-office at Washington, D. C.; 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 (same act) .....	731,500.00	665,000.00
Rent, light, and fuel for 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 (same act) .....	592,800.00	571,500.00
Miscellaneous and incidental items for first and second class post-offices, including furniture (same act) .....	172,000.00	120,000.00

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892, 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, 1891.
<b>UNDER THE POST-OFFICE DEPARTMENT, OUT OF THE POSTAL REVENUE—Continued.</b>		
POSTAL SERVICE—continued.		
<i>Office of the First Assistant Postmaster-General—Continued.</i>		
Free-delivery service, of which a sum not exceeding \$10,000 may be expended for experimental free delivery at small offices not having the requirements of population or revenue under existing law (same act).....	\$10,092,542.00	\$9,094,485.00
Stationery in post-offices (same act).....	57,000.00	57,000.00
Wrapping-twine (same act).....	85,000.00	85,000.00
Wrapping-paper (same act).....	60,000.00	58,000.00
Letter-balances, scales, and test-weights, and repairs to same (same act).....	18,000.00	18,000.00
Postmarking and rating stamps and repairs to same, and ink and pads for stamping and canceling purposes (same act).....	40,000.00	40,000.00
Packing boxes, sawdust, paste, and hardware (June 30, 1890).....	2,000.00	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 (June 30, 1890)....	8,000.00	7,000.00
Total .....	35,007,842.00	.....
<i>Office of the Second Assistant Postmaster-General.</i>		
Inland mail transportation, viz, inland transportation by star routes (June 30, 1890).....	5,892,730.51	5,812,216.55
Inland transportation by steam-boat routes (June 30, 1890).....	525,000.00	525,000.00
Mail messenger service (June 30, 1890).....	1,210,000.00	1,100,000.00
Mail-bags and mail-bag catchers (June 30, 1890).....	200,000.00	275,000.00
Mail locks and keys (June 30, 1890).....	45,000.00	50,000.00
Rent of building for mail-bag repair shop and lock repair shop, and for fuel, gas, watchmen, and charwomen, oil, and repair of machinery for same (June 30, 1890).....	6,500.00	6,500.00
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.....	22,550,128.31	21,106,275.65
Railway post-office car service (June 30, 1890).....	2,731,000.00	2,510,000.00
Railway post-office clerks, of which a sum not exceeding \$25,000 may be applied to the payment of the actual and necessary expenses incurred in traveling by chief clerks of two or more railway post-office lines and by railway postal clerks who act as examiners (June 30, 1890).....	6,353,000.00	5,910,000.00
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 (June 30, 1890).....	197,103.59	295,421.79
Miscellaneous items (June 30, 1890).....	1,000.00	1,000.00
Total .....	39,771,402.41	.....
<i>Office of the Third Assistant Postmaster-General.</i>		
Manufacture of adhesive postage and special delivery stamps (June 30, 1890).....	203,000.00	173,000.00
Pay of agent and assistants to distribute stamps, and expenses of agency (June 30, 1890).....	9,000.00	9,000.00

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,  
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, 1891.
<b>UNDER THE POST-OFFICE DEPARTMENT, OUT OF THE POSTAL REVENUE—Continued.</b>		
<b>POSTAL SERVICE—continued.</b>		
<i>Office of the Third Assistant Postmaster-General—Continued.</i>		
Manufacture of stamped envelopes, newspaper-wrappers, and letter-sheets (June 30, 1890).....	\$933,000.00	\$875,000.00
Pay of agent and assistants to distribute stamped envelopes, newspaper-wrappers, and letter-sheets, and expenses of agency (June 30, 1890).....	17,800.00	16,000.00
Manufacture of postal-cards (June 30, 1890).....	214,000.00	180,000.00
Pay of agent and assistants to distribute postal-cards, and expenses of agency (June 30, 1890).....	7,800.00	7,800.00
Registered-package, tag, official, and dead-letter envelopes (June 30, 1890).....	127,000.00	116,000.00
Ship, steam-boat, and way letters (June 30, 1890).....	2,500.00	2,500.00
Engraving, printing, and binding drafts and warrants (June 30, 1890)....	4,000.00	3,500.00
Miscellaneous items (June 30, 1890).....	1,000.00	1,000.00
<b>Total</b> .....	<b>1,519,100.00</b>	
<i>Office of Superintendent of Foreign Mails.</i>		
Transportation of foreign mails; and from this appropriation the Postmaster-General is hereby authorized to expend such sum as may be necessary to cover one-half of the cost of transportation, compensation, and expenses of clerks to be employed in assorting and pouching mails in transit on steam-ships between the United States and other postal administrations in the International Postal Union.....	752,990.00	712,000.00
Balance due foreign countries.....	160,000.00	161,000.00
<b>Total</b> .....	<b>912,990.00</b>	
<b>Total Postal Service</b> .....	<b>77,545,894.41</b>	<b>72,220,698.99</b>
<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.....	\$73,110,031.98	
Net revenue from money-order business.....	845,000.00	
<b>Total postal revenue</b> .....	<b>73,955,031.98</b>	
<b>DEFICIENCY IN POSTAL REVENUE.</b>		
Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the general Treasury.....	3,590,862.43	Indefinite.
<b>Total postal service deficiency</b> .....	<b>3,590,862.43</b>	<b>Indefinite.</b>
<b>POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL.</b>		
<b>SALARIES POST-OFFICE DEPARTMENT.</b>		
Postmaster-General (July 11, 1890; R. S., page 65, sec. 388).....	\$3,000.00	
Chief Clerk Post-Office Department (July 11, 1890; R. S., page 65, sec. 393)	2,500.00	
Chief Post-Office Inspector (July 31, 1886, July 11, 1890, vol. 24, page 205, sec. 11)	3,000.00	

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,  
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, 1891.
<b>POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.</b>		
<b>SALARIES POST-OFFICE DEPARTMENT—continued.</b>		
Stenographer (July 11, 1890; R. S., page 66, sec. 393).....	\$1, 800. 00	.....
Stenographer (July 11, 1890).....	1, 600. 00	.....
Appointment clerk (July 11, 1890; R. S., page 27, secs. 167-169).....	1, 800. 00	.....
One clerk of class 4 (July 11, 1890).....	1, 800. 00	.....
Two clerks of class 4 (July 11, 1890; R. S., page 27, sec. 167).....	3, 200. 00	.....
One clerk of class 2 (same acts).....	1, 400. 00	.....
One curator of postal museum; additional (submitted).....	1, 200. 00	.....
One clerk at \$1,000 (March 3, 1881, July 11, 1890; R. S., page 27, secs. 167-169; vol. 21, page 411, sec. 1).....	1, 000. 00	.....
One librarian, additional (submitted).....	1, 000. 00	.....
One messenger (same acts).....	840. 00	.....
One assistant messenger (July 11, 1890; R. S., page 27, sec. 167).....	720. 00	.....
One page (July 11, 1890).....	360. 00	.....
	30, 220. 00	\$28, 020. 00
<i>Office of the Assistant Attorney-General for the Post-Office Department.</i>		
Law clerk (June 19, 1878, July 11, 1890; vol. 20, page 201, sec. 1).....	2, 500. 00	.....
Two clerks of class 4 (July 11, 1890; R. S., page 27, sec. 167).....	3, 600. 00	.....
One clerk of class 3 (same acts).....	1, 600. 00	.....
Increase one clerk at \$1,600 to \$1,800 (submitted).....	200. 00	.....
One clerk of class 2 (July 11, 1890).....	1, 400. 00	.....
Two clerks of class 1 (July 11, 1890).....	2, 400. 00	.....
Increase one clerk at \$1,200 to \$1,600 (submitted).....	400. 00	.....
One assistant messenger (submitted).....	720. 00	.....
Total.....	12, 820. 00	11, 500. 00
<i>Office of the First Assistant Postmaster-General.</i>		
First Assistant Postmaster-General (July 11, 1890; R. S., page 65, sec. 389).....	4, 000. 00	.....
Chief clerk (July 11, 1890; R. S., page 66, sec. 393).....	2, 000. 00	.....
Additional (submitted).....	500. 00	.....
Chief of salary and allowance division (March 3, 1883; July 11, 1890; vol. 22, page 560, sec. 1).....	2, 200. 00	.....
Chief of appointment division (Mar. 3, 1883; July 11, 1890; vol. 22, page 560, sec. 1).....	2, 000. 00	.....
Chief of bond division (July 7, 1884; July 11, 1890; vol. 23, page 180, sec. 1).....	2, 000. 00	.....
Superintendent of post-office supplies (July 11, 1890; R. S., page 66, sec. 393).....	2, 000. 00	.....
Superintendent of free delivery (July 11, 1890; R. S., page 66, sec. 394).....	3, 000. 00	.....
Four clerks of class 4 (July 11, 1890; R. S., page 27, sec. 167).....	7, 200. 00	.....
One clerk of class 4, additional (submitted).....	1, 800. 00	.....
Twenty-two clerks of class 3 (July 11, 1890; R. S., page 27, sec. 167).....	35, 200. 00	.....
Three clerks of class 3, additional (submitted).....	4, 800. 00	.....
One clerk of class 3 to act as stenographer and Department telegraph operator (July 11, 1890; R. S., page 27, sec. 167).....	1, 600. 00	.....
Eight clerks of class 2 (same acts).....	11, 200. 00	.....

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,  
by the Post-Office Department—Continued.*

Detailed objects of expenditure, and explanations.	Estimate amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1891.
<b>POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.</b>		
<b>SALARIES POST-OFFICE DEPARTMENT—continued.</b>		
<i>Office of the First Assistant Postmaster-General—Continued.</i>		
Twenty-four clerks of class 1 (same acts) .....	\$28,800.00 .....	
Two clerks of class 1, additional (submitted) .....	2,400.00 .....	
Increase two clerks at \$1,200 each to \$1,600 (submitted) .....	800.00 .....	
Increase three clerks at \$1,200 each to \$1,400 each (submitted) .....	600.00 .....	
Ten clerks at \$1,000 each (July 11, 1890; R. S., page 27, sec. 169) .....	10,000.00 .....	
One clerk at \$1,000; additional (submitted) .....	1,060.00 .....	
Increase five clerks at \$1,000 each to \$1,200 each (submitted) .....	1,000.00 .....	
Two clerks at \$900 each (July 11, 1890; R. S., page 27, sec. 167) .....	1,800.00 .....	
Six assistant messengers at \$720 each (same acts) .....	4,320.00 .....	
Nine laborers at \$660 each (same acts) .....	5,940.00 .....	
Two pages at \$360 each (July 11, 1890) .....	720.00 .....	
One page; additional (submitted) .....	360.00 .....	
<b>Total</b> .....	<b>137,240.00</b>	<b>\$123,980.00</b>
<i>Office of the Second Assistant Postmaster-General.</i>		
Second Assistant Postmaster-General (July 11, 1890; R. S., page 65, sec. 319) .....	4,000.00 .....	
Chief clerk (July 11, 1890; R. S., page 66, sec. 393) .....	2,000.00 .....	
Additional (submitted) .....	500.00 .....	
Chief of division of inspection (June 19, 1878; July 11, 1890; vol. 20, page 202, sec. 1) .....	2,000.00 .....	
Superintendent of railway adjustment (June 15, 1881; July 11, 1890; vol. 21, page 234, sec. 1) .....	2,000.00 .....	
Ten clerks of class 4 (July 11, 1890; R. S., page 27, sec. 167) .....	18,000.00 .....	
Thirty-four clerks of class 3 (July 11, 1890; R. S., page 27, sec. 167) .....	54,400.00 .....	
Eighteen clerks of class 2 (same acts) .....	25,200.00 .....	
One stenographer (July 31, 1886; July 11, 1890; vol. 24, page 205, sec. 1) .....	1,600.00 .....	
Eighteen clerks of class 1 (July 11, 1890; R. S., page 27, sec. 167) .....	21,600.00 .....	
Nine clerks at \$1,000 each (June 19, 1878; July 11, 1890; vol. 20, page 202, sec. 1) .....	9,000.00 .....	
Five clerks at \$900 each (July 11, 1890; R. S., page 27, sec. 167) .....	4,500.00 .....	
Three assistant messengers at \$720 each (same acts) .....	2,160.00 .....	
Two laborers at \$660 each (same acts) .....	1,320.00 .....	
<b>Total</b> .....	<b>148,280.00</b>	<b>147,780.00</b>
<i>Office of the Third Assistant Postmaster-General.</i>		
Third Assistant Postmaster-General (July 11, 1890; R. S., page 65, sec. 389) .....	4,000.00 .....	
Chief clerk (July 11, 1890; R. S., page 66, sec. 393) .....	2,000.00 .....	
Additional (submitted) .....	500.00 .....	
Chief of division of postage stamps (June 20, 1874; July 11, 1890, vol. 18, page 106, sec. 1) .....	2,250.00 .....	
Chief of finance division, who shall give bond in such amount as the Postmaster-General may determine for the faithful discharge of his duties (March 3, 1883; July 11, 1890; vol. 22, page 560, sec. 1) .....	2,000.00 .....	

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,  
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, 1891.
<b>POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.</b>		
<b>SALARIES POST-OFFICE DEPARTMENT—continued.</b>		
<i>Office of the Third Assistant Postmaster-General—Continued.</i>		
Chief of division of registration, additional (submitted) .....	\$2,000.00	.....
Four clerks of class 4 (July 11, 1890; R. S., page 27, sec. 167) .....	7,200.00	.....
One clerk of class 4, additional (submitted) .....	1,800.00	.....
Sixteen clerks of class 3 (July 11, 1890; R. S., page 27, sec. 167) .....	25,600.00	.....
Two clerks of class 3, additional (submitted) .....	3,200.00	.....
Twenty-two clerks of class 2 (July 11, 1890; R. S., page 27, sec. 167) .....	30,800.00	.....
Two clerks of class 2, additional (submitted) .....	2,800.00	.....
Twenty-six clerks of class 1 (July 11, 1890; R. S., page 27, sec. 167) .....	31,200.00	.....
Four clerks of class 1, additional (submitted) .....	4,800.00	.....
Seven clerks at \$1,000 each (June 19, 1878, July 11, 1890; vol. 20, page 202, sec. 1) .....	7,000.00	.....
One clerk at \$1,000, additional (submitted) .....	1,000.00	.....
Two female clerks at \$900 each (July 11, 1890; R. S., page 27, sec. 167) .....	1,800.00	.....
Three assistant messengers at \$720 each (same acts) .....	2,160.00	.....
Six laborers at \$600 each (same acts) .....	3,000.00	.....
<b>Total</b> .....	<b>136,070.00</b>	<b>\$119,970.00</b>
<i>Dead-Letter Office.</i>		
Superintendent (July 11, 1890; R. S., page 66, sec. 393) .....	2,500.00	.....
One clerk of class 4, who shall be chief clerk (July 11, 1890; R. S., page 27, sec. 167) .....	1,800.00	.....
One chief clerk at \$2,000 instead (submitted) .....	200.00	.....
One clerk of class 4 (July 11, 1890; R. S., page 27, sec. 167) .....	1,800.00	.....
Three clerks of class 3 (same acts) .....	4,800.00	.....
Eleven clerks of class 2 (same acts) .....	15,400.00	.....
Twenty-four clerks of class 1 (same acts) .....	28,800.00	.....
Four clerks at \$1,000 each (same acts) .....	4,000.00	.....
One clerk at \$1,000, additional (submitted) .....	1,000.00	.....
Fifty-five clerks at \$900 each (July 11, 1890; R. S., page 27, sec. 167) .....	49,500.00	.....
Six clerks at \$900 each, additional (submitted) .....	5,400.00	.....
Six female clerks at \$720 each (July 11, 1890; R. S., page 27, sec. 167) .....	4,320.00	.....
One assistant messenger (same acts) .....	720.00	.....
Two laborers at \$600 each (same acts) .....	1,200.00	.....
Two laborers at \$600 each, additional (submitted) .....	1,200.00	.....
Four female laborers at \$480 each (July 11, 1890; R. S., page 27, secs. 167-160) .....	1,920.00	.....
<b>Total</b> .....	<b>124,800.00</b>	<b>116,880.00</b>
<i>Office of Superintendent of Foreign Mails.</i>		
Superintendent (July 11, 1890; R. S., page 66, sec. 393) .....	3,000.00	.....
Chief clerk (same acts) .....	2,000.00	.....
One clerk of class 4 (July 11, 1890; R. S., page 27, sec. 167) .....	1,800.00	.....
Three clerks of class 3 (same acts) .....	4,800.00	.....
One clerk of class 2 (same acts) .....	1,400.00	.....
One clerk of class 1 (July 11, 1890; R. S., page 27, sec. 167) .....	1,200.00	.....

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892, 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, 1891.
<b>POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.</b>		
<b>SALARIES POST-OFFICE DEPARTMENT—continued.</b>		
<i>Office of Superintendent of Foreign Mails—Continued.</i>		
Two clerks at \$1,000 each (June 15, 1880; July 11, 1890, vol. 21, page 235, sec. 1) .....	\$2,000.00	.....
Increase two clerks, at \$1,000 each, to \$1,200 each (submitted) .....	400.00	.....
One assistant messenger (July 11, 1890; R. S., page 27, sec. 167) .....	720.00	.....
<b>Total</b> .....	<b>17,320.00</b>	<b>\$16,920.00</b>
<i>Office of Money-Order System.</i>		
Superintendent (July 11, 1890; R. S., page 66, sec. 393) .....	3,500.00	.....
Chief clerk (same acts) .....	2,000.00	.....
Six clerks of class 4 (July 11, 1890; R. S., page 27, sec. 167) .....	10,800.00	.....
One clerk of class 4, additional (submitted) .....	1,800.00	.....
Eight clerks of class 3 (July 11, 1890; R. S., page 27, sec. 167) .....	12,800.00	.....
Five clerks of class 2 (same acts) .....	7,000.00	.....
Twelve clerks of class 1 (same acts) .....	14,400.00	.....
Six clerks at \$1,000 each (June 19, 1878; July 11, 1890; vol. 20, page 202, sec. 1) .....	6,000.00	.....
One clerk at \$1,000, additional (submitted) .....	1,000.00	.....
Five clerks at \$900 each (July 11, 1890; R. S., page 27, secs. 167-169) .....	4,500.00	.....
One assistant messenger (same acts) .....	720.00	.....
One engineer (same acts) .....	1,000.00	.....
One assistant engineer for additional building for money-order division, Sixth Auditor's Office (same acts) .....	1,000.00	.....
One fireman (same acts) .....	720.00	.....
Four watchmen at \$720 each (same acts) .....	2,880.00	.....
One conductor of elevator (same acts) .....	720.00	.....
Four charwomen at \$240 each (same acts) .....	960.00	.....
One female laborer (July 11, 1890; R. S., page 27, secs. 167-169) .....	480.00	.....
Ten laborers at \$600 each (same acts) .....	6,000.00	.....
One page, additional (submitted) .....	360.00	.....
<b>Total</b> .....	<b>79,240.00</b>	<b>78,080.00</b>
<i>Office of Mail Depositions.</i>		
Chief clerk (Aug. 5, 1882, July 11, 1890; vol. 22, page 252, sec. 1) .....	2,100.00	.....
One clerk of class 3 (July 11, 1890; R. S., page 27, sec. 167) .....	1,600.00	.....
One stenographer to chief post office inspector, additional (submitted) .....	1,600.00	.....
Two clerks of class 2 (July 11, 1890; R. S., page 27, sec. 167) .....	2,800.00	.....
One clerk of class 2, additional (submitted) .....	1,400.00	.....
Five clerks of class 1 (July 11, 1890; R. S., page 27, sec. 167) .....	6,300.00	.....
One clerk of class 1, additional (submitted) .....	1,200.00	.....
Three clerks at \$1,000 each (Aug. 5, 1882, July 11, 1890; vol. 22, page 252, sec. 1) .....	3,000.00	.....
One clerk at \$900, additional (submitted) .....	900.00	.....
One assistant messenger (July 11, 1890; R. S., page 27, sec. 167) .....	720.00	.....
One assistant messenger, additional (submitted) .....	720.00	.....
<b>Total</b> .....	<b>21,640.00</b>	<b>16,120.00</b>

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,  
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, 1891.
<b>POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.</b>		
<b>SALARIES POST-OFFICE DEPARTMENT—continued</b>		
<i>Office of the Topographer.</i>		
Topographer (July 11, 1890; R. S., page 66, sec. 393) .....	\$2,500.00	.....
Three skilled draughtsmen at \$1,800 each (Aug. 5, 1882, July 11, 1890; R. S., page 27, secs. 167-169; vol. 22, page 252, sec. 1) .....	5,400.00	.....
One skilled draughtsman, additional (submitted) .....	1,800.00	.....
Three skilled draughtsmen at \$1,600 each (Aug. 5, 1882, July 11, 1890; R. S., page 27, secs. 167-169, vol. 22, page 252, sec. 1) .....	4,800.00	.....
One skilled draughtsman, additional (submitted) .....	1,600.00	.....
Three skilled draughtsmen at \$1,400 each (Aug. 5, 1882; July 11, 1890; R. S., page 27, secs. 167-169, vol. 22, page 252, sec. 1) .....	4,200.00	.....
Three skilled draughtsmen at \$1,200 each (Aug. 5, 1882, July 11, 1890; R. S., page 27, secs. 167-169; vol. 22, page 252, sec. 1) .....	3,600.00	.....
One examiner (same acts) .....	1,200.00	.....
One clerk of class 2 (same acts) .....	1,400.00	.....
One map mounter (same acts) .....	1,200.00	.....
One assistant map mounter (same acts) .....	720.00	.....
One assistant messenger (same acts) .....	720.00	.....
Two watchmen at \$720 each (same acts) .....	1,440.00	.....
Four female clerks at \$300 each (same acts) .....	3,600.00	.....
One charwoman (same acts) .....	240.00	.....
Total .....	31,420.00	\$31,020.00
<i>Office of Disbursing Clerk and Superintendent.</i>		
Disbursing clerk and superintendent (July 11, 1890; R. S., page 65, sec. 393) .....	2,100.00	.....
One clerk of class 2, accountant (July 11, 1890; R. S., page 27, secs. 167-169) .....	1,400.00	.....
One clerk of class 1, store-keeper (same acts) .....	1,200.00	.....
One clerk of class 1, additional (submitted) .....	1,200.00	.....
One engineer (July 11, 1890; R. S., page 27, secs. 167-169; R. S., page 66, sec. 393) .....	1,400.00	.....
One assistant engineer (same acts) .....	1,000.00	.....
One fireman, who shall be a blacksmith (same acts) .....	900.00	.....
One fireman, who shall be a steam-fitter (same acts) .....	900.00	.....
One conductor of elevator (same acts) .....	720.00	.....
Two firemen at \$720 each (same acts) .....	1,440.00	.....
One carpenter (July 11, 1890; R. S., page 27, secs. 167-169; R. S., page 66, sec. 393) .....	1,200.00	.....
One assistant carpenter (same acts) .....	1,000.00	.....
Captain of watch (same acts) .....	1,000.00	.....
Nineteen watchmen at \$720 each (July 11, 1890; R. S., pages 27, 66, secs. 167-169, 393) .....	13,680.00	.....
Twenty-two laborers at \$660 each (same acts) .....	14,520.00	.....
One laborer, additional (submitted) .....	600.00	.....
One plumber (July 11, 1890, R. S., pages 27, 66, secs. 167-169, 393) .....	900.00	.....
One awning-maker (July 31, 1886, July 11, 1890; R. S., pages 27, 66, secs. 167-169, 393; vol. 24, page 266, sec. 1) .....	900.00	.....
Fifteen charwomen at \$240 each (same acts) .....	3,600.00	.....

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,  
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, 1891.
<b>POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.</b>		
<b>SALARIES POST-OFFICE DEPARTMENT—continued.</b>		
<i>Office of Disbursing Clerk and Superintendent—Continued.</i>		
Four watchmen at \$720 each, for additional building (July 31, 1886, July 11, 1890; R. S., page 27, secs. 167-169; vol. 24, page 206, sec. 1).....	\$2, 880. 00	.....
Two firemen at \$720 each, for additional building, additional (submitted).....	1, 440. 00	.....
One elevator conductor for additional building, additional (submitted).....	720. 00	.....
Three laborers at \$600 each for additional building (July 31, 1886, July 11, 1890; R. S., page 27, secs. 167-169; vol. 24, page 206, sec. 1).....	1, 980. 00	.....
One laborer for additional building, additional (submitted).....	660. 00	.....
Three charwomen at \$240 each, for additional building (July 31, 1886, July 11, 1890; R. S., page 27, secs. 167-169; vol. 24, page 206, sec. 1).....	720. 00	.....
Three charwomen at \$240 each for additional building, additional (submitted).....	720. 00	.....
And the following additional force for the additional building used for the storage of post-office supplies:		
Two watchmen at \$720 each (July 11, 1890; R. S., page 27, secs. 167-169).....	1, 440. 00	.....
Two firemen at \$720 each, additional (submitted).....	1, 440. 00	.....
One laborer (July 11, 1890; R. S., page 27, secs. 167-169).....	660. 00	.....
One charwoman (same acts).....	240. 00	.....
	62, 020. 00	\$55, 780. 00
<b>Total salaries Post-Office Department.....</b>	<b>804, 970. 00</b>	<b>744, 050. 00</b>
<b>CONTINGENT EXPENSES, POST-OFFICE DEPARTMENT.</b>		
Contingent expenses of the Post-Office Department, viz:		
Stationery and blank-books, including the amount necessary for the purchase of free penalty envelopes (July 11, 1890).....	12, 000. 00	.....
Additional (submitted).....	1, 000. 00	.....
	13, 000. 00	12, 000. 00
Fuel and repairs to heating apparatus (July 11, 1890).....	9, 000. 00	9, 000. 00
Gas and electric lights (same act).....	5, 250. 00	.....
Additional (submitted).....	750. 00	.....
	6, 000. 00	5, 250. 00
Plumbing and gas and electric light fixtures (July 11, 1890).....	2, 000. 00	.....
Additional (submitted).....	1, 500. 00	.....
	3, 500. 00	2, 000. 00
Telegraphing (same act).....	2, 500. 00	2, 500. 00
Painting (same act).....	3, 500. 00	3, 500. 00
Carpets and matting (same act).....	3, 000. 00	3, 000. 00
Furniture (same act).....	3, 000. 00	3, 000. 00
Purchase of and keeping horses, and repairs to wagons and harness (same act).....	1, 500. 00	1, 500. 00
Hardware (same act).....	1, 000. 00	1, 000. 00
Miscellaneous items (same act).....	12, 000. 00	.....
Additional (submitted).....	500. 00	.....
	12, 500. 00	12, 000. 00

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,  
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, 1891.
<b>POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.</b>		
<b>Contingent expenses, Post-Office Department—Continued.</b>		
City directories, additional (submitted).....	\$1,000.00	.....
Type-writing machines and type-writer supplies, additional (submitted) .....	1,000.00	.....
Books and miscellaneous expenses of library, Post-Office Department, additional (submitted).....	1,000.00	.....
Miscellaneous expenses of museum, Post-Office Department, additional (submitted).....	1,000.00	.....
<b>RENT OF BUILDINGS, POST-OFFICE DEPARTMENT.</b>		
Topographer's office (July 11, 1890) .....	1,500.00	.....
Rent of a suitable building or buildings for the use of the money-order system of the Post-Office Department (July 11, 1890) .....	8,000.00	.....
Rent of building for use of the money-order division of the Auditor of the Treasury for the Post-Office Department (same act) .....	6,084.00	.....
Additional (submitted) .....	4,918.00	.....
Rent of a suitable building for the storage of post-office supplies (July 11, 1890) .....	4,000.00	.....
<b>Total</b> .....	<b>24,500.00</b>	<b>\$19,584.00</b>
<b>NOTE.—For list of buildings rented by the Post-Office Department in Washington, D. C., see next page.</b>		
<b>OFFICIAL POSTAL GUIDE.</b>		
Publication of copies of the Official Postal Guide, including not exceeding 1,500 copies for the use of the Executive Departments (July 11, 1890).....	18,200.00	.....
Additional (submitted) .....	10,800.00	.....
<b>Total</b> .....	<b>29,000.00</b>	<b>18,200.00</b>
<b>POST-ROUTE MAPS.</b>		
Miscellaneous expenses in the Topographer's office in the preparation and publication of the post-route maps (July 11, 1890) .....	18,000.00	18,000.00
And the Postmaster-General may authorize the sale of post-route maps to the public at cost and 10 per centum thereof added, the proceeds of such sales to be used as a further appropriation for the preparation and publication of post-route maps.		
<b>POSTAGE, POST-OFFICE DEPARTMENT.</b>		
Postage-stamps for correspondence, addressed abroad, which is not exempt from postage under article 8 of the Paris convention of the Universal Postal Union (July 11, 1890) .....	750.00	750.00
<b>NOTE.—The estimates for "printing and binding," submitted by the Postmaster-General under section 2, act of May 8, 1872 (Revised Statutes, 720, section 3661), will be found under the title of "Miscellaneous," post.</b>		
<b>Total, Post-Office Department</b> .....	<b>939,720.00</b>	<b>*856,134.00</b>
<b>PRINTING AND BINDING, POST-OFFICE DEPARTMENT.</b>		
Printing and binding for Post-Office Department, exclusive of money-order office, to be executed under the direction of the Public Printer.....		285,009.00

\* Includes \$800 appropriated for moving Sixth Auditor's money-order division to new building, not asked for fiscal year 1892.

*Buildings rented by the Post-Office Department.*

Location of buildings.	For what purpose used.	Annual rental.
Seaton House building, Louisiana avenue, part of building.	City post-office.....	\$8,000.00
Fourth and East Capitol streets, northeast corner (cellar and first floor).	Branch city post-office .....	900.00
No. 1413 F street, northwest, first floor .....	Branch city post-office.....	1,000.00
Northwest corner of Eighth and E streets, northwest.	Money-order office, Post-Office Department.	8,000.00
No. 914 E street, northwest.....	Money-order division of the Sixth Auditor's office.	*4,000.00
Nos. 418 and 420 Ninth street, northwest, part of second and third floors.	Topographer's office, Post-Office Department.	11,500.00
Nos. 611 and 613 E street, northwest .....	Division of post-office supplies, Post-Office Department.	4,000.00
Nos. 479 and 481 C street, northwest.....	Mail-bag repair shop.....	3,000.00
Total .....		30,400.00

\* At the rate of \$4,000 until February 1, 1891; after that date an appropriation at the rate of \$9,000 will be available for another building during the remainder of the fiscal year.

† Heating included.

## APPENDIX B.

### LEGISLATION AND PROPOSED LEGISLATION AFFECTING THE POSTAL SERVICE.

#### SENATE BILLS AND RESOLUTIONS.

No.	Title, and by whom introduced.	Remarks.
Rea. 12	To re-appropriate and apply the amount appropriated by the act of Congress approved March 3, 1877, to pay certain Southern mail contractors. (Mr. Butler.)	
96	Proposing an amendment to the Constitution providing for the election of postmasters by the people. (Mr. Hoar.)	
Bill 13	To require preference to be given to citizens of the States and localities where the mails are to be carried in all mail lettings. (Mr. Call.)	
350	To provide for the erection of public buildings for post-offices in towns and cities where the post-office receipts for three years preceding have exceeded \$3,000 annually. (Mr. Paddock.)	
351	In relation to the officers and employes of the Railway Mail Service. (Mr. Paddock.)	
352	Relating to postmasters at Presidential offices. (Mr. Paddock.)	On Senate Calendar
457	To reduce letter postage to one cent per ounce. (Mr. Mitchell.)	
489	To provide for the erection of public buildings for post-offices in towns and cities where the post-office receipts for three years preceding have exceeded three thousand dollars annually. (Mr. Vest.)	
568	To prohibit the mailing of newspapers and other publications containing lottery advertisements, and prescribing a penalty for the violation of the same. (Mr. Wilson, of Iowa.)	
630	To punish dealers and pretended dealers in counterfeit money and other fraudulent devices for using the United States mails. (Mr. Mitchell.)	
698	Extending the privilege of the mail free of postage to historical societies. (Mr. Morrill.)	On Senate Calendar.
925	Extending the privileges of the free delivery of mails.	Passed Senate. In Committee on the Post-Office and Post-Roads, House of Representatives.
955	Concerning post-offices of the third class. (Mr. Wilson, of Iowa.)	
956	To amend section 25 of the act of March 3, 1879, entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1880," and for other purposes. (Mr. Wilson, of Iowa.)	On Senate Calendar.
	Postage on second-class matter at free-delivery post-offices.	
957	To authorize the Postmaster-General to lease premises for the use of post-offices of the first, second, and third classes. (Mr. Wilson, of Iowa.)	
1557	To provide for limited postal-telegraph service. (Mr. Cullom.)	
1567	To provide for the purchase of a site on which to erect a building for the use of the Post-Office Department and the United States post-office at Washington, D. C. (Mr. Sawyer.)	
1650	To repeal so much of section 3915 of the Revised Statutes of the United States as permits the Postmaster-General to have return requests printed on envelopes. (Mr. Cullom.)	On Senate Calendar.
2004	To amend an act entitled "An act to extend the free-delivery system of the Post-Office Department, and for other purposes," approved January 3, 1887. (Mr. Harris.)	On Senate Calendar.
2424	Providing for the appointment of an assistant general superintendent and a chief clerk, Railway Mail Service. (Mr. Sawyer.)	On Senate Calendar.

SENATE BILLS AND RESOLUTIONS—Continued.

No.	Title, and by whom introduced.	Remarks.
Bill 2508	To reclassify and fix the salaries of persons in the Railway Mail Service known as railway postal clerks.	Passed Senate. In H. R. Com. on Post-Offices and Post-Roads.
2614	To appropriate money for the erection of post-office buildings. (Mr. Moody.)	
2746	To amend an act approved May 9, 1888, entitled "An act to amend an act entitled 'An act authorizing the Postmaster-General to adjust certain claims of postmasters for loss by burglary, fire, or other unavoidable casualty,'" approved March 17, 1882. (Mr. Sawyer.)	
2747	To fix the rate of postage on periodical publications containing the print or reprint of books. (Mr. Sawyer.)	On Senate Calendar.
2768	To amend certain sections of the Revised Statutes relating to lotteries, and for other purposes. (Mr. Sawyer.)	
2817	To simplify and economize the collection and management of the postal revenues. (Mr. Davis.)	
2920	To improve the mail service. (Mr. Sawyer.)	
2922	To pay employes of the Post-Office Department additional compensation for extra hours of duty required of them in the year 1885. (Mr. Sawyer.)	
3392	To amend an act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1890, approved March 2, 1889. (Mr. Washburn.) Classifying employes in first and second class post-offices.	Passed Senate. In H. R. Committee on Expenditures P. O. Dept. On Senate Calendar.
3611	To amend an act entitled "An act to adjust the salaries of postmasters," approved March 3, 1883.	
3630	To reclassify and fix the salaries of persons in the Railway Mail Service known as postal clerks. (Mr. Wilson of Iowa.)	On Senate Calendar.
3739	To provide for ocean mail service between the United States and foreign ports, and to promote commerce.	
3904	To fix the rate of postage on periodical publications containing the print or reprint of books. (Mr. Colquitt.)	
3905	Regulating rates of postage on second-class mail matter at letter-carrier offices. (Mr. Colquitt.)	
3941	Granting leaves of absence to clerks and employes in first and second class post-offices. (Mr. Sawyer.)	
3942	To amend section 5478 of the Revised Statutes of the United States fixing penalty for burglary of a post-office.	Passed Senate. In House of Representatives Committee on the Judiciary.
3943	To pay employes of the Post-Office Department additional compensation for extra hours of duty required of them in the year 1885. (Mr. Sawyer.)	
3906	To repeal sections 3952 and 3953 of Revised Statutes of the United States. (Mr. Sawyer.)	
4007	Relating to contracts for carrying mails. To amend section 3829 of the Revised Statutes. (Mr. Sawyer.)	
4039	Prescribing penalty for maintaining an unauthorized post-office. To amend sections 3834, 3836, and 3837 of the Revised Statutes, and for other purposes. Suretyship on postmaster's bonds.	Passed Senate. In House of Representatives Committee on Post-Offices and Post-Roads.
4040	To limit the hours of work of clerks and employes in first and second class post-offices. (Mr. Hiscock.)	
4041	Granting leaves of absence to clerks and employes in first and second class post-offices. (Mr. Hiscock.)	
4066	To increase the pay of letter-carriers. (Mr. Evarts.)	
4159	Amendatory of and supplemental to sections 3952 and 3953 of the Revised Statutes of the United States and of the act of Congress approved June 23, 1874, entitled "An act making appropriations for the service of the Post-Office Department for the year ending June 30, 1875, and for other purposes." (Mr. Sawyer.) Release of bidders on acceptance of a bid.	
4234	To establish a limited post and telegraph service, and for other purposes. (Mr. Sawyer.)	On Senate Calendar.
4283	To provide for granting leaves of absence to employes of the Post-Office Department employed in the mail-bag repair shops connected with said Department. (Mr. Sawyer.)	
4323	To amend certain sections of the Revised Statutes relating to lotteries, and for other purposes. (Mr. Sawyer.)	Has become a law.
4366	To enable the Postmaster-General to test the practicability of extending the free-delivery system to offices of fourth class and other offices. (Mr. Sawyer.)	Became law in another form. (See House Rea. 21x.)

## HOUSE BILLS AND RESOLUTIONS.

No.	Title, and by whom introduced.	Remarks.
Res. 10.	Proposing an amendment to the Constitution making it possible to provide for the election of postmasters by the people. (Mr. Shively.)	
20	Proposing an amendment to the Constitution of the United States providing for the election of postmasters by the people in the several States. (Mr. Flower.)	
128	Constructing part of act of March 2, 1889, making appropriations for the office of Second Assistant Postmaster-General. (Mr. Bingham.)	Has become a law.
179	Continuing in effect chapter 1065 of the acts passed at the first session of the Fiftieth Congress. (Mr. Stockbridge.)	
218	To obtain new lock for registered mail matter. To allow the Postmaster-General to expend \$10,000 to test at small towns and villages the system of the free-delivery service, and for other purposes. (Mr. Bingham.)	Has become a law.
221	To authorize the Postmaster-General to transport the Australian closed mail from San Francisco to New York for Great Britain at reduced rates or free of cost. (Mr. Bingham.)	On House Calendar.
Bill 26	To reduce the postage on certain letters. (Mr. Wheeler.) One cent per half ounce within State in which letters are mailed.	
176	To provide for post-office buildings. (Mr. Blount) .....	On Calendar of Committee of Whole
198	To reduce letter postage to 1 cent per ounce. (Mr. Post.)	House on state of Union.
213	For the relief of the letter carriers. (Mr. Lawler.) Pension for disability or twenty years' service.	
228	To create the postal telegraph of the United States. (Mr. Anderson.)	
233	Amending section 10 of an act approved March 3, 1879, making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1880, and for other purposes. (Mr. Owen.) Catalogues of institutions of learning, and reports of religious associations, to be entitled to certain privileges in the mails.	
241	To prohibit the mailing of newspapers and other publications containing lottery advertisements, and prescribing a penalty for the violation of the same. (Mr. T. M. Browne.)	
242	To amend sections 3929 and 4041 of the Revised Statutes authorizing the Postmaster General to prohibit the delivery of registered letters and the payment of money-orders, and providing for the return of the same. (Mr. T. M. Browne.)	
341	To provide for the erection of post-office buildings in cities, towns, and villages of 3,000 inhabitants or more, and for other purposes. (Mr. Perkins.)	
353	To provide for the erection of public buildings in certain towns and cities in the United States. (Mr. Peters.)	
359	To pay dependent relatives of persons killed by accident engaged in the Railway Mail Service, and to compensate for injuries received. (Mr. Peters.)	
371	To amend section 3904, chapter 4, title 46, of the Revised Statutes of the United States. (Mr. Caruth.)	
443	To provide for erection of post-office buildings in cities, towns, and villages of 3,000 inhabitants or more. To authorize the Post-Office Department to forward mail matter upon which postage is not prepaid. (Mr. Morso.)	
471	Providing for 1 cent per ounce postage on first-class matter. (Mr. Brewer.)	
483	To create the board of public buildings and to provide for the erection of public buildings in cities of less than 100,000 inhabitants. (Mr. Cutcheon.)	
494	Providing for letter postage on drop letters at 1 cent each at post-offices where free delivery is established. (Mr. O'Donnell.)	
543	Relating to the postmasters at Presidential offices. (Mr. Connell.) To allow postmasters 10 per cent. interest for use of fixtures.	
546	To provide for the erection of public buildings for post-offices in towns and cities where the post-office receipts for three years preceding have exceeded three thousand dollars annually. (Mr. Connell.)	
557	Authorizing reports of societies of an agricultural character to be carried at newspaper rates of postage. (Mr. Buchanan, of New Jersey.)	

HOUSE BILLS AND RESOLUTIONS—Continued.

No.	Title, and by whom introduced.	Remarks.
Bill 574	Regulating the rate of postage on first-class matter. (Mr. Baker.)	
622	Reducing the rate to 1 cent per ounce. Providing for the payment of mail service in the States of Alabama, Arkansas, North Carolina, and other Southern States. (Mr. Ewart.)	
648	To reduce letter postage from 2 cents to 1 cent, and the price of postal cards from 1 cent to one-half cent each. (Mr. Henderson, of N. C.)	
780	To amend section 4004 of the Revised Statutes relating to the Railway Mail Service. (Mr. Dibble.)	
803	Pay to railroads for postal-car service. To pay employes of the Post-Office Department additional compensation for extra hours of duty required of them in the year 1885. (Mr. Honk.)	
867	To reduce the postage on fourth-class matter. (Mr. Grout.)	
871	Postage on seeds, etc., to be 1 cent for 4 ounces. Relating to the postal money-order system. (Mr. Grout.)	
874	Fees for money-orders. To enable the people to name their postmasters. (Mr. Grout.)	
989	To establish post-office savings-banks as a branch of the Post-Office Department. (Mr. McComas.)	
1000	To establish a postal-telegraph system in the United States. (Mr. McComas.)	
3273	To increase the compensation of fourth-class postmasters. (Mr. Wheeler.)	
3290	To designate, classify, fix the salaries, and regulate the appointment and employment of officers, clerks, and employes at Presidential post-offices. (Mr. Funston.)	
3318	To reduce the postage on fourth-class matter. (Mr. Bingham.)	
3321	To amend certain sections of the Revised Statutes relating to lotteries, and for other purposes. (Mr. Bingham.)	
3322	To extend the free-delivery system of the Post Office Department, and for other purposes. (Mr. Bingham.)	
3323	To amend section 389, Revised Statutes, to provide for the appointment of additional officers and employes in the Post Office Department, and for other purposes. (Mr. Bingham.)	
3722	In relation to the officers and employes of the Railway Mail Service. (Mr. Connell.)	
3820	To provide for post-office buildings in all places where the gross receipts of any post-office for two years or more shall have exceeded \$3,000 per annum. (Mr. Lane.)	
3833	Concerning official correspondence with the Departments of the Government. (Mr. Springer.)	
3863	To increase the pay of letter carriers. (Mr. Chipman.)	
3875	To amend section 7 of the act entitled "An act establishing post-r ads, and for other purposes," approved March 3, 1877. (Mr. Cutcheon.)	
3883	To provide for the appointment, organization, and compensation of the inspective force of the Post-Office Department. (Mr. Dockery.)	
4651	To provide for the erection of public buildings for post-offices in towns and cities where the post-office receipts for three years preceding have exceeded \$3,000 annually. (Mr. McCord.)	
4973	To provide for ocean mail service between the United States and foreign ports. (Mr. Bingham.)	
4974	To reclassify and fix the salary of persons in the Railway Mail Service, known as railway postal clerks. (Mr. Bingham.)	
4975	Providing for the appointment of an assistant general superintendent and a chief clerk, Railway Mail Service. (Mr. ———.)	Has become a law.
4977	To provide a postage-stamp redemption card. (Mr. Bingham.)	
5389	To amend act of May 7, 1878, section 2, volume 20, Statutes at Large, and so forth. (Mr. McClumny.)	
5403	To require mail contractors to reside on or contiguous to mail routes on which they perform service. To provide for the better compensation of postmasters of fourth-class post-offices of the United States. (Mr. Stockdale.)	

## HOUSE BILLS AND RESOLUTIONS—Continued.

No.	Title, and by whom introduced.	Remarks.
Bill 5971	To provide for the erection of post-office buildings in cities where the gross receipts of the post-office for three years preceding have exceeded \$3,000 annually. (Mr. Post.)	
6448	Granting leaves of absence to clerks and employés in first, second, and third class post-offices. (Mr. Ketcham.)	
6449	To limit the hours of work of clerks and employés in first, second, and third class post-offices. (Mr. Ketcham.)	
6478	To provide for post-office buildings. (Mr. Turpin.)	
7019	To punish dealers and pretended dealers in counterfeit money and other fraudulent devices for using the United States mail. (Mr. Clunie.)	
7021	To amend section 389 of the Revised Statutes, to provide for the appointment of additional officers in the Post-Office Department. (Mr. Bingham.)	On Calendar of Committee of the Whole House on the state of the Union.
7022	To provide for the employment of twenty-six supervisors of post-offices. (Mr. Bingham.)	On Calendar of Committee of the Whole House on the state of the Union.
7023	To provide for a general manager of the post-office. (Mr. Bingham.)	
7024	Regulating rates of postage on second-class mail matter at letter-carrier offices. (Mr. Bingham.)	
7053	To fix the salaries of certain subordinate officers of the Post-Office Department. (Mr. Hopkins.)	
7347	To authorize the payment of salary to letter carriers who are not allowed leave of absence. (Mr. Hayes.)	
7427	To amend the act of June 27, 1884, to fix the pay of substitute letter carriers, and for other purposes. (Mr. Taylor.)	
7428	To amend section 3 of the act of August 2, 1882, to fix the pay of letter carriers, and for other purposes. (Mr. Taylor.)	
7429	To amend the act entitled "An act to extend the free-delivery system of the Post-Office Department, and for other purposes. (Mr. Taylor.)	
	To fix the pay of letter carriers at certain offices.	
7556	To improve the mail service. (Mr. Bingham.)	
	To contract for foreign steam-ship service.	
7557	To amend an act approved May 9, 1888, entitled "An act to amend an act entitled 'An act authorizing the Postmaster-General to adjust certain claims of postmasters for loss by burglary, fire, or other unavoidable casualty,'" approved March 17, 1882. (Mr. Bingham.)	
7558	To fix the rate of postage on periodical publications containing the print or reprint of books. (Mr. Bingham.)	On House Calendar.
7566	To fix the salaries of certain subordinate officers of the Post-Office Department. (Mr. Hopkins.)	On Calendar of Committee of the Whole House on the state of the Union.
7707	To regulate the appointment of fourth-class postmasters. (Mr. Lodge.)	
7846	To provide for the establishment of Government telegraphs. (Mr. Taylor.)	
8054	To provide for granting leaves of absence to employés of the Post-Office Department employed in the mail-bag and mail-lock shops connected with said Department. (Mr. Caldwell.)	
8293	To simplify the classification of mail matter. (Mr. Lodge.)	
8299	To reclassify and fix the salary of persons in the Railway Mail Service known as postal clerks. (Mr. Caldwell.)	On Calendar of Committee of the Whole House on the state of the Union.
8976	Amending section 3893 of the Revised Statutes relating to excluding obscene and immoral literature from the mails. (Mr. Sweney.)	
8987	To amend certain sections of the Revised Statutes relating to lotteries, and for other purposes. (Mr. Hansbrough.)	
9177	To provide for the return of second-class mail matter. (Mr. Bingham.)	On House Calendar.
9219	To reclassify and fix the salaries of persons in the Railway Mail Service known as postal clerks. (Mr. Oheadle.)	
9264	To amend section 3957 of the Revised Statutes of the United States relating to the transportation of mails, and for other purposes. (Mr. La Follette.)	
9794	To repeal sections 3952 and 3953 of Revised Statutes of the United States. (Mr. Wilson, of Kentucky.)	Laid on table.
9856	Relating to contracts for carrying the mails. Making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1891.	Has become a law.

HOUSE BILLS AND RESOLUTIONS.—Continued.

No.	Title, and by whom introduced.	Remarks.
Bill 9281	To amend section 3893 of the Revised Statutes of the United States, and for other purposes. (Mr. Henderson.)	
10086	Prohibiting mailing of obscene publications. Granting leaves of absence to clerks and employes in first and second class post offices.	Has become a law.
10433	To amend chapter 92, laws of 1883, approved March 3, and further amended by chapter 225 of the laws of 1885, approved March 3, 1885, in relation to fixing the rate of letter postage in cities with a population of 10,000 or over. (Mr. Quinn.)	
10481	To increase the pay of letter carriers. (Mr. Wade.)	
10617	To amend section 5478 of the Revised Statutes. (Mr. Bingham.)	On House Calendar.
10723	To authorize postmasters to administer oaths and take acknowledgments in pension cases. (Mr. Hall.)	
10762	To amend section 3829 of the Revised Statutes. (Mr. Bingham.)	
11000	Prohibits unauthorized post-offices. To amend an act entitled "An act to adjust the salaries of postmasters," approved March 3, 1883. (Mr. Milliken.)	
11044	Fixes the salary of postmaster at Augusta, Me. A bill to re-adjust the salary and allowances of the postmasters at Guthrie, Oklahoma, and Kingfisher, in the Territory of Oklahoma.	Substitute for 3847, 4757, and 5023. On Calendar of Committee of the Whole House on state of Union.
11092	Granting authority to postmasters to administer oaths in certain pension cases, and for other purposes. (Mr. Smith, of Illinois.)	
11236	To limit the hours of work of clerks and employes in first and second class post-offices. (Mr. Ketchum.)	Substitute for 6449. On Calendar of Committee of the Whole House on state of Union.
11527	To amend chapter 1065 of the acts of the first session of the Fifteenth Congress.	Passed House of Representatives. Pending in Senate Committee on Post-Offices and Post-Roads.
11569	To amend certain sections of the Revised Statutes relating to lotteries, and for other purposes. (Mr. Caldwell.)	Substitute for 177, 241, 242, 3321, 8067. Has become a law.
11620	To allow postmasters in first and second class post-offices to suspend clerks and employes therein without pay, not exceeding thirty days, for neglect of duty, and for other purposes. (Mr. Bingham.)	
11653	For the establishment of a first-class mail and steamship service between Tampa, Fla., and Aspinwall, Central America, for a term of five years. (Mr. Taylor.)	
11730	To amend sections 3834, 3836, and 3837 of the Revised Statutes, and for other purposes. (Mr. Bingham.)	
11744	Sureties on postmasters' bonds. To amend section 3868 of the Revised Statutes of the United States. (Mr. Caruth.)	
11927	Letter-boxes in railroad stations. For the establishment of a first-class mail and steamship service between New Orleans, La., and Aspinwall, Central America, for a term of five years. (Mr. Coleman.)	
11953	To prohibit transmission through the mails of obscene, lewd, lascivious, or indecent publications, pictures, models, casts, or instruments, and for other purposes. (Mr. Wickham.)	

## APPENDIX C.

### REPORT OF HOUSE LETTER-BOX COMMISSION.

Hon. JOHN WANAMAKER,

*Postmaster-General, Washington, D. C. :*

SIR: The commission appointed by you in June, 1890, for the purpose of recommending a device for letter-boxes for the doors of dwellings, beg leave to submit the following report:

The commission met at the Post-Office Department in this city, October 1, 1890, and held daily meetings until October 11, 1890. Of the members of the commission originally appointed there were present General John M. Corse, postmaster at Boston, Mass.; Mr. C. Van Cott, postmaster at New York, N. Y., and Mr. J. B. Harlow, postmaster at St. Louis, Mo. The other two members appointed by you, Postmaster John W. Ross, of Washington, D. C., and Postmaster G. W. Nott, of New Orleans, La., had left the service since their appointment, and before the convening of the commission and necessarily ceased to be members of the commission. Capt. Henry Sherwood, postmaster at Washington, D. C., was substituted by you for Mr. Ross.

The commission voted to request the appointment of two new members, and at their request you appointed Mr. James E. Bell, superintendent of the delivery division of the post-office at Washington, D. C., and Mr. W. B. Smith, acting inspector, in charge of the Washington division, and W. E. Corbin was ordered to report to the commission as secretary.

Prior to the meeting of the commission the members received large numbers of models and devices for boxes under the terms of the notice by the chairman, as follows:

"The Postmaster-General, in order to increase the efficiency of the free-delivery service, desires to secure a device for a letter-box for the doors of dwellings that will be simple in construction, low priced, and capable of adjustment to the exterior of doors without injuring or defacing them. A letter-box that will fill these requirements will save much of the carrier's time, while increasing the security of the mail to the householder. To this end he has appointed the committee mentioned below, who invite the public to send to either of the members designs, samples, models, or suggestions for a box that will fill the necessary requirements.

"Designs will be received until October 1, 1890, after which date the committee will meet at some point hereafter to be designated to examine the designs, models, and samples submitted by the public, and, after careful consideration, will report to the Postmaster-General the box, in their judgment, best adapted to the purpose.

"The Postmaster-General will probably officially adopt the box or recommend the same to the public for general use. Manufacturers and inventors are respectfully solicited to carefully prepare their designs, models, and samples and forward them within the time above mentioned. It is also desirable that the designs, models, and samples should be accompanied by manuscript description, which will furnish all information necessary for the commission to determine the value of the same."

Subsequently the following notice was issued, and widely circulated through the press:

"POST-OFFICE, BOSTON, MASS.,  
"DIVISION I, EXECUTIVE OFFICE OF THE POSTMASTER,  
"September 20, 1890.

"The commission appointed by the Postmaster-General to secure a suitable house letter-box will convene in Washington, D. C., at the Post-Office Department, Room 42, Floor D, October 1, proximo. All models, plans, etc., must be before the commission by that date, and parties in interest can appear before commission to explain their plans or they can furnish written descriptions, as they prefer.

"JNO. M. CORSE, *Chairman.*"

## MODELS AND DESIGNS SUBMITTED.

It was the effort of the commission to give every one who replied to the circular the opportunity to appear and set forth the features of his device. Stenographic reports were made of these statements and were carefully gone over by the commission with a view to give every one a full and fair hearing.

The number of models and designs submitted appears in the following tables:

Number of Boston models .....	63
Number of New York models .....	50
Number of St. Louis models .....	59
Number of Washington models.....	215
Total.....	387
Number of Boston designs.....	46
Number of New York designs.....	27
Number of St. Louis designs .....	23
Number of Washington designs.....	81
Total.....	177

To which may be added about two hundred communications containing suggestions of more or less value. Some sixty-five gentlemen appeared personally before the commission, or committee of its members, and explained their models.

## THE INEXPERIENCE OF THE COMMISSION.

The commission, on assembling, discovered that owing to their previous limited experience in connection with house letter-boxes they were unable to determine exactly what they wanted, or what the public service required in the shape of a box; and it was not until after a careful examination of many of the models that they could approximate towards anything like the necessary requirements for a box to recommend to the Postmaster-General.

The first process of the commission was one of elimination. Out of about eight hundred models, designs, and suggestions submitted, there were many which were obviously unfit for the use proposed. The consideration of combination boxes for the interiors of large public buildings and tenement houses was deemed subsidiary, if not beyond the scope of the inquiry committed to us. Three times the commission went over the models and designs submitted, each time reducing the number by rejecting those obviously unsuitable.

## ESSENTIAL REQUIREMENTS OF A SATISFACTORY BOX.

The commission, after mature deliberation, outlined the essential requirements of a satisfactory box as follows:

- (1) It should be of small cost.
- (2) It should be neat in appearance.
- (3) It should protect the contents against rain, sleet, snow, and dust.
- (4) It should furnish reasonable security against removal of the letters by thieves, and against the removal of exterior boxes from doors or walls.
- (5) It should be as simple as possible in its manner of operation.
- (6) The lid or cover of the box should be so hung as not to require the carrier to open it or to use more than one hand in depositing the mail.
- (7) The box should mar the door as little as possible.
- (8) The box should have an attachment of some character for the reception of papers.
- (9) It should disclose the presence of mail matter without being opened.

These are the affirmative requirements of a suitable box.

Among the designs rejected are all those which provide for opening the box by the opening of the house door. With these boxes the contents are always exposed when the house door is open, and they are unsuitable for general use. Boxes providing for the collection of mail were also rejected as not entirely within the scope of our inquiry. The commission discusses their possible use later on in the report. The element of cost is obviously important if the box is to be adopted for general use at private expense, or at the expense of the Government. Neatness in appearance is also so obviously a requirement as not to need discussion.

Many of the boxes submitted are not as secure as they should be against dirt and wet, and many more disregard the essential requirements of security against thieves. A simple opening is not an adequate safeguard against thieves. The expert letter thief uses wires, waxed sticks and many other ingenious devices to extract letters from open boxes, and the form adopted should be one which throws the letter into such a position that it can not be withdrawn by these devices. The box should also be strong enough to resist easy breaking, or removal of the fastenings, so that it can not be taken away without being opened. For this purpose, the box which is fastened onto the wall from the inside, so that the fastenings can only be reached by unlocking the box, is preferable to one which is secured or fastened to the wall from the outside of the box. Simplicity of mechanism is as important as low cost, or security against theft. Indeed, there should be no mechanism at all. Springs and similar devices are liable to get out of order and to be costly for repairs. A device for common use should be dependent upon nothing more complicated than hinges and the force of gravity.

The requirement that the carrier shall be able to place mail in a box without touching it is disregarded in many of the models. This requirement is of special importance for the convenience of the carrier and promptness of delivery. A lid which has to be lifted, or a door which has to be opened, obliges the carrier to use both his hands, one of which is usually loaded with his mail-bag, while the other holds the mail which he desires to slip into the box. The arrangements should be such that he should be obliged to use only the hand which holds the packet of mail to be delivered, and that the covering should yield readily to the pressure of the mail and close automatically after it has fallen into the box. The reasons why the box should not mar the door are sufficiently obvious.

The importance of providing for newspapers and packages is second only to that of providing for letters. If the carrier is obliged to summon the occupant of the house every time he delivers a paper he will be obliged to do it on almost every trip, and the saving of time by the adoption of the box system will be very small. The commission can not recommend any system which leaves papers or packages which can be delivered by carriers to the mercy of passers-by. It is essential, therefore, that some provision should be made for papers of the ordinary size which are taken out by carriers.

The provision for disclosing the presence of mail matter without opening the box is for the convenience of those using it on the interior, and requires no special discussion. This requirement has been disregarded in many of the models, while others have made satisfactory provision for disclosing the presence of mail matter without showing it fully to curious and unauthorized eyes.

Your commission, after mature deliberation and comparison of the different boxes, were led to the conclusion that no one of them had sufficient merit to justify recommending it for general adoption. In addition, they think that no one pattern of box will serve every purpose. The models and designs logically separate themselves into outside boxes and inside boxes, and boxes for tenement houses.

The commission decided that, so far as they are able to make a recommendation at the present time for an inside box, it should be simply for the adoption of a door-plate or letter-slot which should meet the requirements of small cost and simplicity, security from theft, and protection against the weather. The decision to recommend

a door-plate makes the problem simpler, and excludes the necessity for considering several of the requirements in the case of an exterior box.

A door-plate presents a simple enough appearance on the outside, and the chief question regarding it is the arrangement of the lid. This involves more consideration than might at first appear. It involves protection against the weather, and if there is an interior box behind the lid it involves also protection against the removal of the letters by wires, waxed sticks, etc. Protection against the weather is not always afforded by the simple device of a lip hanging on a hinge upon a flat opening. A better device is one which provides for an incline on the outside of the lip and a lid hinged at the bottom, so that the letters are pushed upward, instead of one hinged at the top. It is important that the lid should be so arranged that the force of gravity should always carry it back tight against the opening instead of leaving it open, or hanging loosely.

#### SUGGESTIONS.

- The commission decided to bring to your attention three models providing for the closing of the lid by force of gravity, one presented by A (see Appendix), one presented by B (see Appendix), and one presented by C (see Appendix), which has been designated as No. 215 W. The device of A seems to come nearest to the requirements which we have set forth. The opening is sunk into the door, giving a beveled edge below so as to protect the inside against the weather and dust. There is no mechanism, but a slight pressure opens the lid at the upper edge, and a skillful construction of the lid carries it back promptly and closely into position. The adoption of such a door-plate leaves it optional with the occupants of the dwelling to choose such a box upon the interior of the house as suits their convenience. They need have no box at all, and the letters can be allowed to fall upon the floor, as is done in many offices and dwellings, or they can have a box of wire or basket work open to everybody. If security against interior occupants is desired the box-holder can choose a box with a key, which completely covers the mail, or one which leaves it partly visible.

#### INTERIOR BOXES.

While not able to recommend any particular box, we invite attention to a few which suggest possible forms for interior use. One of them is marked No. 105, and the model is furnished by D (see Appendix). The feature of this box is a well at the top which enables the mail to be inserted through a slot upwards. The mail then drops to the bottom of the box. The character of the slot affords a measure of protection against outside thieves. Another of the boxes to which we invite your attention is No. 11, presented by E (see Appendix). This is simply a basket or cage of wire with a padlock. Another box is No. 80a, presented by F (see Appendix). It is a rectangular wooden box, of the simplest pattern, opening on the inside of the house by a door. Another box is that of G (see Appendix), and illustrates a form of box which collapses and falls against the wall when the mail is removed. This is made of a chain netting, and seems to be of the simplest of that class of boxes presented. It collapses simply by the force of gravity. These boxes are presented to your attention to illustrate the extreme variety of forms brought before the commission. None of them meet all of the requirements, and we do not recommend any one of them for adoption; they illustrate ideas only.

#### EXTERIOR BOXES.

The exterior boxes to which we invite your attention are nearly complete in themselves, and exclude the use of the door slot. One of them, No. 54d, is presented by H (see Appendix). We recommend this, with a modification, by the adoption of the paper attachment as shown in No. 54e. This box, as presented to the commission, is

fed from the bottom by the simple insertion of the mail, and has more of the elements of security and convenience than any of the other boxes presented. The box No. 54c has merits, but would be improved by the substitution of teeth like those in No. 54d for the blade where the mail is inserted at the bottom. The box No. 54a has a bell attachment which rings as the back of the box drops under the pressure of the mail matter. This is a box which is open when the mail is in it. All three of these boxes are presented by the agent of H. Additional to these, we invite your attention to box No. 203, patented by K (see Appendix). Mail can be inserted under the lid without lifting it, by a separate movement, and there is a wire attachment for holding papers. An illustration of the simplicity with which a mechanical device can be arranged is furnished by a design (No. 45 B) submitted by L (see Appendix).

The adoption of these exterior boxes necessarily excludes the use of the door slot, and would interfere with a perfectly uniform system if the slot were adopted. Some of these boxes could be used with advantage in large office buildings where the mail is comparatively secure from the weather and from theft, and others might be used on the outside of buildings if the occupants saw fit to take the risk. In adopting a design for general use, uniformity is desirable to assist the carrier, and save time, where the conditions permit uniformity.

#### ANNUNCIATORS.

The commission has thought proper to invite your attention, without recommendation, to the merits of two systems of electrical annunciators. In one of these, that of "M." (see Appendix), the presence of mail is indicated by the ringing of a bell and the falling of a card, which remains in position until replaced. The card bears the word "Mail," and indicates when one returns to his office that some mail has been left in the box for him. The other system, that of "N." (see Appendix), enables one to tell by pressure of a button whether mail is in the box at the entrance of the door. If there is no mail the bell fails to ring; if there is mail the pressure on the knob produces a ring, caused by the weight of the mail closing the electric circuit.

#### GENERAL CONSIDERATIONS.

The consideration of the subject submitted to us has elicited from the commission a desire to call your attention to some suggestions of a broader scope which have been made in the course of our investigations and may merit your attention.

Several of these are made by "O." (see Appendix), who seems to have given much intelligent and fruitful study to the subject of the postal service. In design No. 70, submitted by him, he urges the general adoption of a house box for collection as well as delivery. This suggestion is not altogether new, and involves consideration of the extension of the collecting force and new methods of both collection and delivery. "O." suggests that a house-to-house collection would enable people to mail their own letters who now have to intrust them to messengers, and would prevent many losses in this way which now go unexplained. The ability to mail letters without going outside of one's doors, it is also suggested, would greatly increase the use of the mails and perhaps pay for the probable increase in the expense by the increase of business. Many more letters would certainly be written if they were collected at each house and promptly taken to the post-office for delivery. A house-to-house collection would involve a reorganization of the carrier and collecting service, but might prove quite as practicable as the existing system. The carrier might with little loss of time, if proper boxes were provided, collect at each house at the same time that he delivered, and in order to avoid becoming overloaded might deposit his collections in receptacles like the street letter-boxes which could be frequently visited by collection wagons. It might be found more advantageous to have the collecting done by a different corps of men, but the advantages and disadvantages of both methods could readily be determined by a few experiments. It would seem that the increased cost of such a system ought not to be great, for the letters have to be collected from some point under the existing system and the multiplication of collection places would be com-

pensated by the smallness of the collections at each place and the increased convenience of the public.

The designs of "O." include a system of scales in each box, depending upon a simple system of gravity, by which the proper postage upon the mail matter can be readily determined. Such suggestions involve changes in the postal service so radical that it is beyond the scope of our powers to do more than bring them to your attention; but they look in the direction of making the postal service the faithful servant of the public, which supports it, and keeping its development abreast with the improvements in the other appliances of modern life. While it may not be possible to adopt such plans at once, they embody ideas which may some time be of use in the improvement of the service, which has been so rapid under your intelligent direction.

#### CONCLUDING RECOMMENDATION.

We are not prepared to recommend the adoption by the Post-Office Department of any of the devices submitted to us. It would seem that an intelligent consideration of the subject by post-office officials and inventors ought to discover improvements upon anything which has been presented. We would respectfully recommend that no official action be taken at present, but that the subject be left open and that the requirements for a box similar to those suggested by the commission in this report be laid before inventors and others interested, as far as possible, and models solicited based upon these requirements, or that such steps be taken as may occur to the Postmaster-General to complete the consideration of the subject.

We beg to call your attention to the faithful co-operation in our labors of the Chief Clerk of the Department, Mr. W. B. Cooley, and also the diligence and fidelity of Mr. W. E. Corbin, secretary of the commission; and Mr. Zane, stenographer.

C. VAN COTT,  
*Postmaster, New York, N. Y.*  
J. B. HARLOW,  
*Postmaster, St. Louis, Mo.*  
HENRY SHERWOOD,  
*Postmaster, Washington, D. C.*  
JAMES E. BELL,  
*Superintendent Delivery, Washington, D. C.*  
W. B. SMITH,  
*Acting Inspector in Charge, Washington, D. C.*  
JNO. M. CORSE (Chairman).  
*Postmaster, Boston, Mass.*

WASHINGTON, October 13, 1890.

#### APPENDIX.

- A.—A. S. Johnson, Waterford, Saratoga County, N. Y.
- B.—A. B. Miller, Herbst, Grant County, Ind.
- C.—Without name or address.
- D.—H. C. Kromer, 917 Linden avenue, Baltimore, Md.
- E.—Yale and Towne Lock Company, Hartford, Conn.
- F.—A. Dalstrom, Ashten, Mich.
- G.—W. D. Doremus, Washington, D. C.
- H.—James S. Mason & Co., 101 Portland street, Boston, Mass.
- K.—Hart Manufacturing Company, Detroit, Mich.
- L.—Mrs. George E. Bender, Chicago, Ill.
- M.—A. F. Carmen, Washington, D. C.
- N.—American Electric Letter Box Company, Boston, Mass.
- O.—Edward S. May, 1815 Linden street, Washington, D. C.

## APPENDIX D.

### LOTTERY ACT WHICH WENT INTO EFFECT SEPTEMBER 19, 1890.

AN ACT to amend certain sections of the Revised Statutes relating to lotteries, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section thirty-eight hundred and ninety-four of the Revised Statutes be, and the same is hereby, amended to read as follows:*

"SEC. 3894. No letter, postal-card, or circular concerning any lottery, so-called gift concert, or similar enterprise offering prizes dependent upon lot or chance, or concerning schemes devised for the purpose of obtaining money or property under false pretenses, and no list of the drawings at any lottery or similar scheme, and no lottery ticket or part thereof, and no check, draft, bill, money, postal-note, or money-order for the purchase of any ticket, tickets, or part thereof, or of any share or any chance in any such lottery or gift enterprise, shall be carried in the mail or delivered at or through any post-office or branch thereof, or by any letter-carrier; nor shall any newspaper, circular, pamphlet, or publication of any kind containing any advertisement of any lottery or gift enterprise of any kind offering prizes dependent upon lot or chance, or containing any list of prizes awarded at the drawings of any such lottery or gift enterprise, whether said list is of any part or of all of the drawing, be carried in the mail or delivered by any postmaster or letter-carrier. Any person who shall knowingly deposit or cause to be deposited, or who shall knowingly send or cause to be sent, anything to be conveyed or delivered by mail in violation of this section, or who shall knowingly cause to be delivered by mail anything herein forbidden to be carried by mail, shall be deemed guilty of a misdemeanor, and on conviction shall be punished by a fine of not more than five hundred dollars or by imprisonment for not more than one year, or by both such fine and imprisonment, for each offense. Any person violating any of the provisions of this section may be proceeded against by information or indictment, and tried and punished either in the district at which the unlawful publication was mailed or to which it is carried by mail for delivery according to the direction thereon, or at which it is caused to be delivered by mail to the person to whom it is addressed."

SEC. 2. That section thirty-nine hundred and twenty-nine of the Revised Statutes be, and the same is hereby, amended to read as follows:

"SEC. 3929. The Postmaster-General may, upon evidence satisfactory to him that any person or company is engaged in conducting any lottery, gift enterprise, or scheme for the distribution of money or of any real or personal property by lot, chance, or drawing of any kind, or that any person or company is conducting any other scheme or device for obtaining money or property of any kind through the mails by means of false or fraudulent pretenses, representations, or promises, instruct postmasters at any post-office at which registered letters arrive directed to any such person or company, or to the agent or representative of any such person or company, whether such agent or representative is acting as an individual or as a firm, bank, corporation, or association of any kind, to return all such registered letters to the postmaster at the office at which they were originally mailed, with the word 'Fraudu-

lent' plainly written or stamped upon the outside thereof; and all such letters so returned to such postmasters shall be by them returned to the writers thereof, under such regulations as the Postmaster-General may prescribe. But nothing contained in this section shall be so construed as to authorize any postmaster or other person to open any letter not addressed to himself. The public advertisement by such person or company so conducting such lottery, gift enterprise, scheme, or device, that remittances for the same may be made by registered letters to any other person, firm, bank, corporation, or association named therein shall be held to be prima facie evidence of the existence of said agency by all the parties named therein; but the Postmaster General shall not be precluded from ascertaining the existence of such agency in any other legal way satisfactory to himself."

SEC. 3. That section four thousand and forty-one of the Revised Statutes be, and the same is hereby, amended to read as follows:

"SEC. 4041. The Postmaster-General may, upon evidence satisfactory to him that any person or company is engaged in conducting any lottery, gift enterprise, or scheme for the distribution of money, or of any real or personal property by lot, chance, or drawing of any kind, or that any person or company is conducting any other scheme for obtaining money or property of any kind through the mails by means of false or fraudulent pretences, representations, or promises, forbid the payment by any postmaster to said person or company of any postal money-orders drawn to his or its order, or in his or its favor, or to the agent of any such person or company, whether such agent is acting as an individual or as a firm, bank, corporation or association of any kind, and may provide by regulation for the return to the remitters of the sums named in such money-orders. But this shall not authorize any person to open any letter not addressed to himself. The public advertisement by such person or company so conducting any such lottery, gift enterprise, scheme, or device, that remittances for the same may be made by means of postal money-orders to any other person, firm, bank, corporation, or association named therein shall be held to be prima facie evidence of the existence of said agency by all the parties named therein; but the Postmaster-General shall not be precluded from ascertaining the existence of such agency in any other legal way."

Approved, September 19, 1890.

#### INSTRUCTIONS TO POSTMASTERS.

1. Section 3894, above quoted, applies to any letter, ordinary or registered, if it concerns any lottery, gift concert, or scheme described in the section, and to lottery tickets, checks, drafts, bills, money, postal-notes, or money-orders for the purchase of lottery tickets, or any share or chance in a lottery or gift enterprise, and to the list of the drawings at any lottery or similar scheme, and forbids the carrying of them in the mails or the delivery of them from post-offices.

2. The seal of a letter, or of any sealed packet prepaid at letter rates, must not be disturbed for the purpose of ascertaining if its transmission in the mail or its delivery at a post-office is forbidden by the provisions of this act. Nor will the mere suspicion that such a letter or packet relates to a lottery, or the fact that it is addressed to any person known to be engaged in the business of conducting a lottery, justify its detention or non-delivery, except that the delivery of registered letters at the office of destination shall be withheld when the Postmaster-General has issued specific orders, under the provisions of section 3929, to that effect.

3. Postal-cards and circulars unsealed, and all other unsealed matter, may, when suspected of having been deposited or mailed in violation of the provisions of this act, be examined for the purpose of ascertaining their character.

4. The mailing of matter interdicted by this act by citizens to lottery companies and their representatives is as clear a violation of the law as the mailing of such matter by lottery companies to their customers or other persons.

5. When it is known at the time of depositing them for mailing that postal-cards or circulars are unmailable under the provisions of section 3894, above quoted, the postmaster should decline to receive them. If they be found in a post-office and the sender is unknown to the postmaster, or if they be discovered in the mail *in transit*, they should be withdrawn and marked or stamped "fraudulent" and sent to the Postmaster-General, accompanied by a special report from the postmaster explaining the reasons for their detention.

6. The provisions of this act apply to letters, postal-cards, and circulars concerning lotteries, or similar schemes, that come in the mails from foreign countries, and such matter so received should be treated as if it originated in the United States.

7. Matter sent in violation of the provisions of section 3894, discovered by postmasters at intermediate offices, should be withdrawn from the mail and disposed of in the same manner as if it had been discovered by the postmaster at the office of mailing or the office of delivery. But postmasters at intermediate offices should not delay the transmission of other mail in making special search for anything declared by this act to be unmailable.

8. Newspapers, pamphlets, and publications of all kinds, bearing date before or since the nineteenth day of September, 1890 (at which date the act took effect), which contain the advertisement of any lottery, gift enterprise, or similar scheme, or the whole or part of the list of prizes awarded at the drawings of lotteries or similar schemes, are by the provisions of this act denied carriage in the mails, or delivery to subscribers, addresses, or to any other person, or as "sample copies." Postmasters should refuse to receive them from publishers or to deliver them if by inadvertence they reach the office of destination. When found by postmasters in the mail *in transit*, they should be held until a report concerning them can be made to the Postmaster-General, and instructions received from him as to the disposing of them.

9. Foreign newspapers, pamphlets, and publications of all kinds containing printed matter forbidden by the provisions of this act should be treated as if they were published in the United States.

10. Clerks in the Railway Mail Service discovering matter the carriage of which is forbidden by the provisions of this act should withdraw and forward it to their respective division superintendents. Division superintendents should treat such matter in the same manner as postmasters are herein instructed to treat it.

11. The term "lottery," as used in this act, embraces all kinds of schemes, general or local, for the distribution of prizes by lot or chance, such as gift exhibitions, enterprises, concerts, raffles, or the drawing of prizes in money or property at fairs. Hence, letters, postal cards, and circulars concerning them, and newspapers, pamphlets, and other publications containing advertisements of them, are unmailable.

12. The provisions of section 3929, relating to registered letters, and of section 4041 relating to money-orders (both of which sections are set out in full in the preceding copy of the act), apply to such matter at offices of delivery only, and are to be enforced upon the direct orders of the Postmaster-General.

13. Postmasters and other postal officials and employes are expected to be diligent in carrying out the foregoing instructions for the enforcement of the provisions of this act.

JNO. WANAMAKER,  
*Postmaster-General.*

POST-OFFICE DEPARTMENT,  
*Washington, D. C., October 3, 1890.*

## THE ATTORNEY-GENERAL'S LETTER WITH REFERENCE TO GUESSING CONTESTS.

DEPARTMENT OF JUSTICE,  
Washington, October 31, 1890.

SIR: In response to the inquiries made under date of the 6th instant as to whether advertisements in newspapers of the "guessing contest," in its various phases, are in violation of section 3894 of the Revised Statutes, as amended by the act of September 19, 1890, I submit this answer:

With other inclosures you transmit the advertisement of the Cincinnati Enquirer setting forth one of these projects in detail, and as this exhibit presents the material question quite distinctly, I will make use of it for the purposes of this answer.

The scheme or "enterprise" advertised by the Enquirer is, that it will give to the sender of the first "guess" giving the correct, or nearest correct, number of votes of the Democratic and of the Republican candidates respectively, for the office of secretary of state for the State of Ohio at the next election, \$100 each, and to the sender of the second correct or nearest correct guess (if no correct guesses are received) of the vote of either candidate, \$50 each, and to the sender of the third correct guess or nearest correct guess (if no correct guesses are received), \$25 for each candidate, and \$5 each to the senders of the next fifteen correct or nearest guesses (if no correct guesses are received) on each candidate—thus offering to give the amount of \$500 to thirty-six persons.

A blank form set forth provides for the writing in of the number of votes that the person competing shall see fit to designate, and for entering his name and residence. The designating period is to end with the day upon which the election is held. The caption of the advertisement is "Thousands in it," and it is announced that "if no correct guesses are received the nearest correct guess will be entitled to the prize."

The scheme of this newspaper requires that all "guesses" shall be upon blanks cut from copies of its issues, and the guess must be sent in within a limited time.

It is provided that any person may guess, and that each may guess every day and as many times each day as the person shall see fit to do so.

If this offer were not made in good faith it would be a scheme devised for obtaining money under false pretenses. Being made in good faith, the gifts are doubtless offered with the purpose of increasing directly as well as indirectly the sale of the issues of the newspaper, and of rendering its business of increased value to those who offer the prizes.

The statute reads as follows:

"No letter, postal-card, or circular concerning any lottery, so-called gift concert, or other similar enterprise offering prizes dependent upon lot or chance, or concerning schemes devised for the purpose of obtaining money or property under false pretenses, and no list of the drawings at any lottery or similar scheme, and no lottery ticket or part thereof, and no check, draft, bill, money, postal-note, or money-order for the purchase of any ticket, tickets, or part thereof, or of any share or any chance in any such lottery or gift enterprise shall be carried in the mail or delivered at or through any post-office or branch thereof, or by any letter carrier; nor shall any newspaper, circular, pamphlet, or publication of any kind containing any advertisement of any lottery or gift enterprise of any kind offering prizes dependent upon lot or chance, or containing any list of prizes awarded at the drawings of any such lottery or gift enterprise, whether said list is of any part or of all of the drawings, be carried in the mail or delivered by any postmaster or letter-carrier."

The prohibition directly material to this inquiry, is:

"Nor shall any newspaper \* \* \* or publication \* \* \* containing any advertisement of any lottery or gift enterprise of any kind offering prizes dependent upon lot or chance \* \* \* be carried in the mail or delivered by any postmaster or letter carrier."

In construing this law it is not to be forgotten that it is not only penal, but that it is in derogation of the right or privilege usually accorded to citizens in the use of

the mails. It is, therefore, to be strictly construed as against the Government. It is clear that the statute is directed against only such enterprises as are "dependent upon lot or chance."

It will hardly be contended that the enterprise under consideration was dependent upon lot. Was it dependent upon chance, within the meaning of the statute? It seems to me this question must be answered in the negative. In a certain sense and in a certain degree, perhaps, any prediction as to human action may be said to be dependent upon chance; that is to say, that it is in some measure dependent upon circumstances the happening of which can not be anticipated or foretold with any degree of certainty. But, at the same time, it can not be said that a prediction that a man who has lived a life of uprightness for fifty years will, during the remainder of his life, continue so to live, or that a man who has been a successful business man for fifty years will so continue, or that a man who has maintained certain opinions, religious, political, or economical, will continue in the same line, is dependent upon chance. It is, of course, quite possible that such man may utterly change his habits of life, business, or opinions, but such change will not be purely matter of chance.

So with regard to the case in hand. A student of statistics might know approximately the number of Republican votes and the number of Democratic votes in the State of Ohio; he might approximate the ratio in which one and the other might increase or decrease in a given year. It is quite likely that his estimates would often be wide of the mark, but it would not be by reason of chance, but by reason of causes in regard to which he had formed erroneous estimates. It would hardly do to say that a child, or a school boy, could form as correct an estimate in the matter as an experienced politician who had been giving weeks and months of steady attention to the consideration of the question. But, without further elaboration, I am quite clear that estimates made upon the probable political action of the people in a given State in a pending election can not be said to be dependent upon chance, within the meaning of this statute; and that, therefore, this enterprise was no infraction of the lottery law in question.

In conclusion it may not be improper to say that this law was framed with a view to the suppression of certain well-known and wide-spread agencies for evil; and it is certainly not wise to embarrass its execution by a strained or unnatural construction, in reaching after practices not thought of as a motive for its enactment.

Very respectfully,

W. H. H. MILLER,  
*Attorney-General.*

The POSTMASTER-GENERAL.

## APPENDIX E.

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### *ARGUMENT OF THE POSTMASTER-GENERAL BEFORE THE HOUSE AND SENATE COMMITTEES ON PUBLIC BUILDINGS, APRIL 11 AND 12, REGARDING THE POST-OFFICE DEPARTMENT BUILDING AND WASHINGTON CITY POST-OFFICE BUILDING.*

In discussing the question of accommodations for the machinery of the postal system, the Departmental building and city post-office seem to me to have a natural relationship, and I shall therefore consider them together in what I have to say. At the outset it is proper to recall the following facts:

The building now occupied by the Post-Office Department, including the Sixth Auditor's Office, was completed about 1866, when the number of post-offices in the United States was 23,828 and the gross revenue of the postal service \$14,336,986. To-day there are over 61,000 post-offices and the revenues of the Department in 1889 amounted to \$56,175,611.18, or four times as much as in 1866, notwithstanding reductions of letter-postage from 3 cents for one-half ounce to 2 cents for an ounce, and still greater reductions on newspapers.

The length of the post-routes in 1866 was 180,921 miles; in 1889 it was increased to 416,159 miles, or nearly two and one-third times the distance. Postmasters were paid in 1866 salaries amounting to \$3,454,677. Last year their salaries aggregated \$13,171,382, or four times as much. The money-order system, started in the latter part of 1864, was in its infancy in 1866, there being then but 766 money-order offices, transacting a business in orders issued of less than \$4,000,000. No arrangements had at that time been made for an international money-order business, and the postal-note had not been devised. To-day there are 8,727 money-order offices, whose combined business amounts to nearly \$140,000,000 annually. The registry business in 1866 was small, the total number of registered pieces being only 275,103, while last year they numbered over 14,000,000. The Railway Mail Service was established in 1865 and was just beginning when the present Department building was finished. The Bureau of Foreign Mails had not been established. Substantially, therefore, most of the great features of the postal service are the creations of the last twenty-five years.

So much has been said of the overcrowded condition of the building now used that it would be needless to repeat it. The broad and undeniable fact is that the present structure is filled to its utmost with people and with material; that a part of the force is working in unfit quarters, and that much of the storage space is dark and not easily accessible. Clerks are working in basement rooms crowded together everywhere, and valuable papers are frequently exposed in hallways. The growing necessities of the service have compelled, from time to time, the taking of outside quarters, and to-day the Department is paying \$20,000 annual rental for Marini's Hall, the E-street Rink, the Money-Order building, the Topographer's Office, and the mail-

bag repair shop, while there are more people quartered in the Department itself than ever before.

The main building, which consists of three stories, with a basement half under ground, contains about 68,000 square feet of floor space available for clerks and 15,000 square feet for storage, mostly in the basement. There is an attic which is dark, and, filled as it now is, with a mass of books and papers, serves only to invite a disastrous fire. The Department is using on the outside five rented buildings of 75,800 square feet of floor space, or only 7,200 square feet less than in the whole of the main building. The owners of the Rink building on E street have notified the Department that the rental will be increased \$2,000 beginning on July 1, next, and the Sixth Auditor must have additional room for about seventy-five clerks, which will probably cost \$3,000. The total outlay for rent for this year will thus be not far from \$25,000, which sum is equivalent to the interest of \$625,000 at 4 per cent., or \$433,000 at 3 per cent.

To this should be added the extra cost by the quadrupling of watchmen, messengers, laborers, charwomen, elevators, heating and lights, almost all of which would be saved in a single well arranged and adapted structure, if no other move for buildings is to be made. With \$275,000 the Post-Office Department could buy and pay for the ground and build a substantial, five-story stone and brick building within three blocks of the present Post-Office Department, to contain 100,000 square feet, which would accommodate all the offices and work-shops now in leased quarters.

It should be borne in mind that this is the present status of postal affairs, and that it will require at least five years or more to complete a new building of the regulation class for the Department; and, at the rate of growth of the Department during the last five years, the next five will probably bring the number of post-offices to 75,000, and the gross revenue to \$75,000,000, and it is not unlikely that in ten years from this date there will be 100,000 post-offices and \$100,000,000 of gross revenue, with a service rapidly expanding in all its branches.

Then we ought to anticipate new features of the postal service, some of which will probably be embraced within the scope of its operations before long. The postal telegraph is exciting much interest among the people, and is under consideration by one of your committees; the telephone is its natural accompaniment; postal saving-banks are demanded by many; there will be universal free delivery in some form; possibly a postal civil-service school for education in postal business. The certain reduction of letter-postage to one penny in the near future will greatly swell the volume of business and require larger clerical forces and places to work in. For these reasons and because of the natural growth of the business of this entire Department our needs will increase from 158,800 square feet of area now in use to 300,000 square feet or more.

The ideal building for this purpose is not a hotel building of numerous rooms 20 by 20 feet, such as are now in use, but a structure arranged with special reference to its uses by the various branches of the Department, where the chiefs of bureaus can conveniently superintend the clerks of the respective divisions, and the records can be kept from the public eye and touch. Spacious, light, well ventilated rooms would preserve the health of the clerks, save gas bills, greatly expedite work and economize the time of Senators, Congressmen, and the public. Convenience and economy would be gained by placing all the postal business located in this city under two roofs, locating the city post-office in a low building, where the people require easy accommodations, and placing the Executive Department offices, workshops, and supply and storage rooms in a high building where they would be better accommodated.

In the year 1887 it was proposed to take the block bounded by Eighth and Ninth and E and F streets, adjoining the present Department building, and enlarge the present structure by an edifice covering the street intervening and the entire square. The area thus added would be about equal to the available floor space on all floors in the

present building, 83,000 square feet, and including the intervening street, about 25,000 square feet additional, making, with the 83,000 square feet now in use, the grand total of nearly 200,000 square feet, in a four-story building similar to the present structure. The data of the cost of the real estate, as estimated in 1887, was about \$750,000. It is estimated that the value has increased 20 per centum, so that the ground would now cost about \$900,000. The probable cost of the building would be \$2,500,000, making a total of \$3,400,000. This plan has met with much favor in the past and is thoroughly practicable.

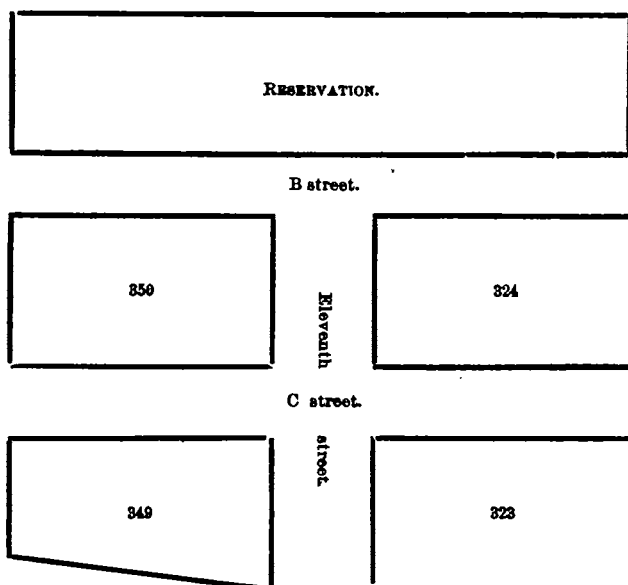
If the city post-office is to be located at Ninth and Pennsylvania avenue, as contemplated by the House bill now in the Senate committee, I would favor the removal of the Department building to its close proximity, and the present Post-Office Department building could be connected by bridges or tunnels with the Interior Department, which is seeking more room and paying at the present time large sums for the rental of outside buildings. To construct a new building for the Interior Department means a large outlay. Yet the gathering of its outlying branches into one building means a large saving. To annex the contiguous Post-office Department building to the Interior Department would be true economy, and the application of further appropriations to a new postal building would only be an exchange of buildings.

It is only a question of time when the Post-Office Department and the city post-office will be connected with the Capitol and the Executive Mansion and various Departments by pneumatic tubes, so that it is not so important where the new structure or structures are located. To save time and expense it is more important that the city post-office be near the railroad stations than in the center of the city, as the carrier service delivers the mails at the people's doors, and inexpensive substations in various parts of the city afford the best convenience for the purchase of stamps and money-orders and for registering letters and packages. If it is definitely settled that the city post-office is to be moved to Pennsylvania avenue, I respectfully submit for consideration that the proposed post-office structures be made the first step in a plan ultimately to occupy the south side of Pennsylvania avenue from Ninth street to the Treasury with Government buildings. New buildings are contemplated for the city post-office and Post-Office Department, the Patent Office, the Department of Justice, the Hall of Records, State Department halls, Census Bureau, District Commissioners, Supreme Court and reception halls and business offices of the President, and a broad, comprehensive, general plan might be sketched out of which each new building to be erected might be a part. None of the present structures in the locality referred to are costly, and a great saving could be made by securing the property before further improvements are made. Such a movement would give a new start to the improvement of Washington, and the massing of the buildings at one point, instead of isolating them at various points in the city, would not only greatly beautify the city, but add to the value of the contiguous real estate and the tax income therefrom.

The Government owns the block bounded by B, Tenth, Twelfth street and the southern sides of squares 324 and 350, containing about 87,500 square feet. Roughly calculated the areas of the squares 323, 324, 349, and 350, not including the street space, aggregate about 184,000 square feet, and including the streets, about 270,000 square feet.

The following are the areas of the respective squares :

	Square feet.
Square 323.....	61,400
Square 324.....	39,200
Square 349.....	45,865
Square 350.....	37,800
Total.....	184,265

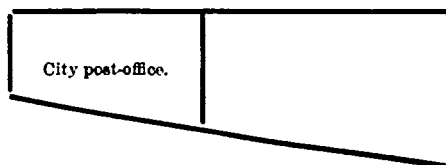


LOCATION OF THE PROPOSED CITY POST-OFFICE.

The following are the respective assessed valuations of these squares as taken from the books in the office of the District assessor:

	Ground.	Improvements.
Square 323.....	\$117,633	\$48,000
Square 324.....	49,377	43,100
Square 349.....	113,206	64,000
Square 350.....	63,475	22,800
Total.....	343,688	178,900
Total ground.....		343,688
Total improvements.....		178,900
Grand total.....		519,588

The present market value of this property is somewhat a matter of conjecture, but I am informed it can not be more than double the assessment, or \$1,000,000. I submit that it would be better to purchase all this property at this time than to pay \$275,000 for the lot contemplated in the House bill for the purchase of a city post-office site. The lot in question is irregular in shape, as follows:



Square 380.

I am informed by the city postmaster that the whole square contains 36,417 square feet, while the part allotted to the new post-office consists of 10,198 square feet, which is not more than that now in use in the cramped quarters of the Seaton House. The actual needs of the proper post-office for Washington City are 60,000 square feet and this should be in one floor. To put \$800,000, as proposed, into a small building and be obliged to use upper stories, reached by elevators, would be a vast and unnecessary expense. The present rental of the Seaton House property in use for the post-office is \$8,000. The rent at 5 per cent. for the proposed new building and fixtures would be \$55,000, and the increase of expenditure in such an inconvenient and ill-adapted building for watchmen, elevators, and other expenses, would practically bring the rent up to \$75,000 per annum. This rental could nearly all be saved by combining the post-office and Department buildings on the property adjoining the site selected, or at Eighth and F streets; but if the committee considers it impracticable to unite the two buildings, I respectfully submit that it would be at least worth while to consider abandoning the building of any structure of several stories for a city post-office that does not need upper rooms, and put the amount required in constructing upper stories in ground area, covering the same with a structure of one story, which, in height, for the sake of appearance, could be equal to two ordinary stories, with over-head lighting and abundant ventilation, and a model of architecture and utility in American post-office building. Such a building could be erected for from one-third to two-fifths of the usual class Government building, and the ground, bought with what would be saved from the cost of a many-storied building, would enable the post office to work without double handling of mails, or, if the space were not needed now, it could be reserved for future enlargement. To squeeze the Washington city post-office into a structure of the shape and size of the proposed plan is not bettering the postal service, and before the building could be completed the subject would be up again from the pressure of actual needs and compel the consideration that could be more wisely given to-day.

	Square feet.
The Washington City post-office now occupies on the first floor about.....	10,000
The new site offers on the first floor (estimated).....	10,198
The new site offers on four floors (estimated) .....	40,800
The actual needs to-day are .....	60,000
The actual needs in five years will probably be .....	100,000

It is already admitted by many that the proposed new building is too small, and that "it is only a beginning," and that the remainder of the block can or "ought to be secured." If this is actually done the entire area would be 36,417 square feet, and calculating at the same ratio of cost for the proposed building under the House bill, the total cost of the lot would be about \$900,000, and of building, \$2,500,000, or a total of \$3,400,000. The rental, calculated at 5 per cent., would be \$170,000.

The following table shows the sizes and annual gross receipts of various post-offices:

	Square feet.	Gross receipts.
Philadelphia, Pa.....	58,663	\$2,122,667
Chicago, Ill.....	54,533	2,953,091
Cincinnati, Ohio.....	51,900	791,286
St. Louis, Mo.....	38,250	1,058,497
Boston, Mass.....	35,150	1,964,352
Louisville, Ky.....	33,686	307,268
Washington.....	20,000	399,209

The free matter handled at the Washington city post-office would nearly double the amount stated if postage were paid, so that office space at least equal to the building at Cincinnati would be required.

Valuable and suggestive information is contained in the following reply to inquiries addressed to the Supervising Architect:

TREASURY DEPARTMENT,  
OFFICE OF THE SUPERVISING ARCHITECT,  
Washington, D. C., April 10, 1890.

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

SIR: Please find accompanying estimates requested.

- First. To erect adjoining the present Post-Office building an additional building covering lot bounded by Eighth, Ninth, E, and F streets, connected with present building, as one structure.....\$2,500,000
- Second. To erect a city post-office building on squares numbers 323 and 349, bounded by Pennsylvania avenue, C, Tenth, and Twelfth streets, with 85,000 square feet first floor area, main portion of building a one-story structure, with two and three story sections only on principal street fronts, constructed of freestone or brick, with stone trimmings ..... 1,500,000
- Third. To erect on blocks numbers 323 and 349 a building to accommodate city post-office on first floor, and five floors above, each of 90,000 square feet area..... 3,600,000
- Fourth. For buildings on squares 323, 324, 349, and 350, Department building facing Pennsylvania avenue, basement and four stories, with 90,000 square feet floor area, and a one-story city post-office building in rear with 90,000 square feet floor area..... 3,000,000
- The above estimates are exclusive of cost of site.

Respectfully yours,

JAS. H. WINDRIM,  
*Supervising Architect.*

It is apparent that the outlay for extending the Department building on the block adjoining the present building would be as per estimated.....\$3,400,000

The new city post-office in its proposed form would cost..... 1,075,000

When extended over the full block ..... 3,400,000

The city post-office and Department building could be combined at Ninth and F streets, or upon a new location, for but little more than the outlay for the post-office alone that will ultimately be necessary at Pennsylvania avenue, if the House bill becomes a law.

The question has arisen as to the actual size of the lot referred to in the House bill before the Senate Committee, and the following letter (A) from the Supervising Architect has been called out, to which is added a copy of a letter (B) to the Hon. S. L. Milliken, Chairman of the House Committee, written by the Supervising Architect on January 27, 1890, giving the sizes of certain drawings that do not seem to have been designed for the area of the lot named in the House bill:

(A)

TREASURY DEPARTMENT,  
OFFICE OF THE SUPERVISING ARCHITECT,  
Washington, D. C., April 12, 1890.

The honorable the POSTMASTER-GENERAL:

SIR: Please find herewith the areas of the lot of the proposed site for the Washington City post-office:

First. Lot bounded by Pennsylvania avenue, Ninth street, and C street, by the Washington Safe-Deposit Company's building on the west; number of square feet, 10,198. (Total area to building line.)

Second. Area of entire block bounded by Ninth street, Tenth street, Pennsylvania avenue and C street; number of square feet, 33,882. (Total area to building line.)

Respectfully, yours,

JAS. H. WINDRIM,  
*Supervising Architect.*

(B)

TREASURY DEPARTMENT,  
OFFICE OF THE SUPERVISING ARCHITECT,  
Washington, D. C., January 27, 1890.

HON. SETH L. MILLIKEN,  
*House of Representatives, Washington, D. C.:*

SIR: Referring to your conversation at this office on Saturday, and in compliance with your verbal request, I have the honor to state that the plans for the proposed post-office building in this city, which you handed me, show 14,116 square feet of floor area for the post-office working room on the first floor, with 5,268 square feet of floor area for public lobbies, halls, etc.; a basement to be used for heating apparatus; the second story for the carriers' division; the third story for the mailing division; and the fourth story for mail-bag repair shop; giving the aggregate of about 78,000 square feet of floor area for the four floors; with closets and lavatories on each floor; also two passenger and two freight elevators; and from computations made in this office it is found that such a building can be erected for about \$800,000.

The drawings above referred to are herewith returned.

In this connection I may state that from the information received there are three hundred and eighteen persons employed in the post-office, and the post-office building now occupied has a total floor area of about 20,000 square feet.

Respectfully yours,

JAS. H. WINDRIM,  
*Supervising Architect.*

Inasmuch as I have been requested to give my opinion fully on this subject I would say that I believe, in view of the facts submitted, that it would be best to appoint a commission, consisting of the chairman of the Committee on Public Buildings and Grounds of the Senate, the chairman of the Committee on Public Buildings and Grounds of the House of Representatives, and the Postmaster-General, which commission, or a majority of its members, shall be authorized to select and purchase a site for the building or buildings necessary to the city post-office and the Post-Office Department, and that said commission be instructed to report their action to Congress within three months from the passage of the bill

## APPENDIX F.

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### LETTER OF MR. WILLIAM POTTER RELATING TO THE ESTABLISHMENT OF OCEAN POST-OFFICES.

WASHINGTON, D. C., June 18, 1890.

SIR: As per your letter of instructions, dated January 2, 1890, authorizing me to enter into negotiations with the authorities of the English, French, and German Governments, with a view of establishing marine or sea post-offices on transatlantic mail steam-ships, I proceeded to London, leaving New York January 4, by Cunard steam-ship *Etruria*. Upon my arrival in London I forwarded my crediting letter from the Secretary of State to Hon. Robert Lincoln, American minister, asking him to deliver my credentials from you to the postmaster-general of Great Britain, to arrange for an appointment. The favor of an immediate interview was granted, and the entire question of sea post-offices between New York, Queenstown, and Liverpool was laid before the English post-office department.

After many interviews, lengthy correspondence, and careful research into the subject, the English postmaster-general reported that, owing to the mail from New York being discharged at Queenstown, and assorted in transit on train and boat to London, there appeared to be no appreciable advantage to be gained in establishing sea post service. They presented me the estimate of the Cunard and White Star Steam-ship Companies for the cost of a semi-weekly service amounting annually to £26,442, or \$123,772.54 (see Exhibit A), and stated that while they could appreciate the saving of such a service to our Department, we having no port of entry corresponding to Queenstown, it was however no advantage to them; but as an earnest of their desire to see established between the United States and Great Britain a parcel-post system, they submitted a proposition (see letters of Sir Arthur Blackwood, dated March 21, 1890, marked Exhibits B and C) offering to contribute £5,935 10s., or \$28,905.88 annually to the cost of the sea post-offices, it being a condition, however, that we adopt the parcel-post. While I had no power or desire to discuss this new question, which brought in tariff complications, I have submitted the papers concerning the subject, marking them Exhibit D.

I proceeded thence to Paris, and through Hon. Whitelaw Reid, American minister, presented my credentials and arranged for an interview with the minister of commerce and industry and the director-general of posts and telegraphs in France. The question of the advantage to be obtained by both countries in the establishment of the sea post-offices between New York and Havre was carefully, and I think forcibly, placed before the French department. After investigating the matter thoroughly and receiving an estimate of the cost of a weekly service on the General Transatlantic Company amounting to 166,100 francs, \$32,057.30 annually (see Exhibit E), the French director-general reported that while there would be a considerable time saved to them in the adopting of this service, it would require legislative authority for the necessary appropriation, and that their tenure of office being at all times uncertain, they did not care in the beginning of their administration to incur the risk of unpopularity in asking for an additional appropriation for this service. They would therefore postpone the subject for the present, hoping later to take it up and conduct the same to a favorable termination.

Proceeding to Berlin and arranging for interviews through Hon. William Walter Phelps, American minister, I was gratified to find that the German Government was not only favorably inclined but most anxious to establish the marine post-offices between New York, Bremen, and Hamburg. In their communication to your Department, dated Berlin, September 13, 1889, they stated that they had entered into preliminary arrangements with the North German Lloyd and the Hamburg-American Steam-ship Company, according to which these companies will place at the disposal of the postal administration on each steamer a space of 10 square meters, 107.58 square feet, which should be arranged in such a manner as to provide office-room for the distribution of the mail and a place for the officials to sleep. For furnishing these spaces and for the conveyance and board of the officials the company to receive for each round trip 225 marks, \$535.50. If the steamer carries a sea post-office only in one direction, however, half that amount will be paid to the company.

I stated to the imperial secretary of state of Germany that these figures, though, satisfactory to the German post-office, would not for a moment be entertained by you, and that (see your letter of November 8, 1889) you had stated that while you fully appreciated the advantage of the sea post-offices as to expediting the delivery of articles in the two countries, you were of the opinion that the rate named was entirely too high, and that you felt satisfied that the transatlantic companies will be disposed to furnish facilities for sea post-offices at more reasonable and equitable rates of compensation, and to that end had commissioned me to see the German post-office department and to endeavor through them to accomplish the desired result. The German officials, while not hopeful of being able to obtain any satisfactory results, named the Messrs. Fritsch and Kratke as their commissioners to accompany myself as the representative of your Department, and visit the directors of the North German Lloyd at Bremen and the Hamburg-American Steam-ship Company at Hamburg, and to endeavor to obtain from them a more favorable estimate of the cost for this new service. I have great satisfaction in saying that the result of our interview was to obtain in writing (see Exhibits F and G) from the directors of both steam-ship companies an agreement to make the cost of furnishing space and conveyance and board of two international officials 1,500 marks a round trip, this amount being 33½ per cent. less than the offer of 2,250 marks which had been accepted as perfectly satisfactory on the part of the German post-office. (See their letter to you dated September 13, 1890.)

According to the memorandum made by the German secretary of state and marked Exhibit H, the total cost of a semi-weekly service on the German steamers will be 242,288 marks, \$57,008.94 per annum, or 121,144 marks or \$28,504.47 for each country; and for a tri-weekly service, which is much preferred by the German Government, 363,432 marks, \$85,513.41, or to each country 181,716 marks, \$42,756.70. These figures are supposed to include every expense, and should be about the total cost of the service. In the appointment of officials, in order to avoid any future complications, it is suggested that international sea post-offices be established; the officials, one-half American and one-half German, to be appointed as international officers, and the total expense of the service to be divided equally between the two Departments.

The imperial secretary of state of the German Empire, Dr. Von Stephan, supplements the negotiations with a final letter to you, dated 17th of May, 1890 (see Exhibit I), in which he expresses the hope that the sea post-office service may speedily be inaugurated, as he is positive that it will not only save time and money to both departments, but that it will be a mutual advantage, "and greatly facilitating and improving communication between the United States and Germany," and therefore be the means of bringing the countries nearer together in peace and unity.

I have the honor to be, with great respect, your obedient servant,

WILLIAM POTTER.

HON. JOHN WANAMAKER,

*Postmaster-General, Washington, D. C.*

## APPENDIX G.

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### ARGUMENT FOR THE LIMITED POST AND TELEGRAPH.

OFFICE OF THE POSTMASTER-GENERAL,

Washington, D. C., September 25, 1890.

HON. HENRY H. BINGHAM, *Chairman,*

AND GENTLEMEN OF THE COMMITTEE:

DEAR SIR: Your subcommittee on postal telegraph informs me that all the parties that have signified a desire to be heard on the postal-telegraph bills have submitted their testimony, and that it is in order for me to add anything upon the subject.

After standing for a year past in the midst of the controversy over postal telegraph that for over forty years has gone on with sharper tone and widening range, I am more than ever convinced of the wisdom and practicability of restoring the telegraph to the postal service and make it what it was originally intended to be, a part of the postal system. I say this after closely studying the arguments against the bill, made so vigorously by the great telegraph company which is now its only visible opponent. I do not believe it possible to argue this question down. There is a deep and far-reaching conviction among the people that the telegraph service is by right a part of the postal service. To carry the postal system from pony-riders to stage-coach, and on to railroad service, and to stop all further progress because three thousand owners of telegraph stock oppose, is not in accord with the genius of our people or the spirit of the times.

The will of the people in this respect has manifested itself unmistakably before Congress in public speech and statement during the last twenty years. Resistance to that great popular demand may not be the wisest thing, nor is it fair to count those who urge the adoption in some form or other of the postal telegraph as hostile to existing corporations. We stand confronting a public measure of no mean importance or magnitude. It is to give the country a vast enlargement of its postal system and to bring home to the people the cheap use of one of the most powerful agencies of modern commerce and civilization.

Though the literature of this subject is already large I desire to touch upon a few points that I have in mind, and leave with you for publication, if you deem it advisable, certain appendices which I hope will be of value both to the advocates and opponents of the limited postal telegraph. This discussion, I honestly believe, must go on until the whole scheme is fully understood, and then will come the adoption of the people's postal telegraph. I feel certain that the people will not be turned back from their purpose to quicken and cheapen their methods of communication, and I mean to help them by every means at my command.

#### AS TO THE CONSTITUTIONALITY OF POSTAL TELEGRAPHY.

It has been argued by learned lawyers for a score of years that a Government telegraph is unconstitutional. The motives of these gentlemen have been one of two in all cases. They have been the paid attorneys of those corporations whose special interests have demanded that their monopolies should in no way be interfered with.

~~They have known their business and have done it well.~~ The other opponents were those who imagined that the Constitution would be exposed to every sort of outrage if they were to fall sick for a day. The courts of highest appeal have settled this question. Congress settled it, in advance of judicial action, by making the United States the owner, and the Post-Office Department the manager, of the first line of wire constructed for commercial and public uses. The old Government telegraph schemes were constitutional. What shall be said, then, of the limited postal telegraph plan, which I have been somewhat criticised for bringing forward? There is no doubt that it is constitutional. The Constitution permits the General Government to transmit intelligence for the people. The Post-Office Department has been doing this, with the money and the improvements at its disposal, for one hundred years. It is preposterous to argue that the telegraph ought not to be utilized for the cheaper, speedier, and more accurate transmission of messages. I have had prepared, and submit for your reference, Appendix F, which touches upon this consideration. The Assistant Attorney-General for the Department assures me that the conclusion that the limited postal telegraph plan is constitutional can not be resisted.

#### THE DEMAND FOR POSTAL TELEGRAPHY.

It will be said that the discussion of this question during the present session and for the past thirty-five years is all to no purpose because there is no demand for postal telegraphy. It has been said over and over again that the service furnished by the telegraph companies in this country is cheap enough and efficient enough. It has been said that only a million of people in this country use the telegraph anyway, and that the number would not be greater, even if the rates were only one-half as high. All of these things are simply not true. The telegraph service is not fully efficient. It is too high priced; and it can easily be shown, moreover, and shown by figures which have been gathered from the telegraph business, as well as from other innovations of a similar nature, that the number of persons using the telegraph would double and treble very speedily.

One of the most effective early advocates of postal telegraphy was Postmaster-General Creswell. He said in 1872:

"I did not take my position until after repeated solicitation from people of all grades of society; some rich, some poor; some men in business, and some in social life; some from the East, and some from the West; nor until Congress itself had inaugurated and carried on two or three able and laborious investigations."

In 1879 Hon. Benjamin F. Butler, then a member of the House of Representatives, represented that petitions from twenty-eight States and three Territories, containing many thousands of names, had been referred in 1875 to the Judiciary Committee of the House, of which General Butler was then chairman. These urged that the Government should then build a telegraph. It is to be noticed, indeed, that both these movements for postal telegraphy were intended to secure the larger scheme, which either built or bought lines. The limited plan, the modest, harmless experiment, I think I am right in saying, might have been ten times more widely supported.

In February of this year I was much gratified to receive a letter upon the postal telegraph question from Messrs. Ralph Beaumont and J. J. Holland, members of the national legislative committee of the Knights of Labor. These gentlemen, after describing the introduction of postal telegraph bills into the last Congress by Representatives Smith, of Wisconsin, and Glover, of Missouri, and reciting further that the Glover bill was re-introduced into the present Congress by Representative Wade, of Missouri, said that their organization "at the last session presented Congress with petitions containing upwards of 500,000 signatures in favor of this measure." They went on to say with reference to the present postal telegraph discussion:

"It is the intention of our organization and the Farmers' Alliance and Industrial Union to send out petitions to the people for their signatures in favor of the measure, and we feel that we shall within the next ninety days be able through the two organizations to present to Congress petitions containing upwards of two million signatures."

Mr. Beaumont, who represented the legislative committee of the Knights of Labor at the hearings given by your committee, gave, on March 7, 1890, a brief history of the efforts of his order in behalf of postal telegraphy. He said that Representative Smith, of Wisconsin, had prepared a bill which had been supported by the signatures of 530,000 Knights of Labor, as the records of the central office of the order would show. The smallest number of names from any Congressional district was 34, from the Third Mississippi; the largest number was 7,174, from the Thirteenth Pennsylvania, which embraces the Schuylkill County mining district, and was represented by Mr. Brumm. This bill, according to Mr. Beaumont, was lost in the committee. A compromise measure, prepared after conferences with Representative Raynor, of Maryland, was lost in the calendar, "which," Mr. Beaumont adds with pathetic good nature, "under the rules that governed the House during the past two Congresses seems to have been a sort of potter's field for legislation." Mr. Beaumont added later, in the hearing of March 7, that since the collection of the 530,000 signatures the organization of the Knights of Labor had spent \$21,000 in public lectures throughout the country. Postal telegraphy was the question discussed; and he went on: "This fall we have formed an alliance with another large body of the industrial people, the National Farmers' Alliance and Industrial Union. For the past ten days that organization has been sending blank petitions to over one thousand of their branches daily, and expect to keep it up for ten more days." Mr. Beaumont concluded by saying that he thought when these returns came in the question whether the public mind was awakened to the demand for postal telegraphy would be effectually answered.

The members of your honorable committee will recall the testimony of an undoubted expert in telegraph matters, Mr. D. H. Bates, lately president of the Baltimore and Ohio Telegraph Company, upon this same query, whether better telegraph facilities are demanded. Mr. Bates described, in his testimony of March 4, 1890, how the Baltimore and Ohio Company had adopted a partial mail service, by which a considerable telegraph business was created among 10,000 telephone subscribers within a reasonable radius of Boston. A lower rate for night messages was charged, and a lower rate where the messages could be delivered through the free delivery post-offices. Here was positive proof that extra facilities meant extra business. Mr. Bates declared, indeed, that these customers could always be counted upon; those disgusted with the delays and mistakes of the Western Union, those who desired a quick service when the monopolist lines are full, and those who believed in competition as a proper means of resentment. Mr. Bates, who has followed the postal telegraph discussions of the past twenty-five years, added that there was no doubt that the people demanded a cheaper telegraph service; the effective objection had always been that the plans most numerously brought forward involved either the purchase or the building of the lines and the employment by the Government of a great force of civil servants. These objections, as I shall beg the liberty of pointing out later on, are obviated by the present proposition.

I have mentioned evidences that the agricultural and industrial masses of the people want the telegraph service within their reach. The measureless body of producers, in order not to be manipulated and robbed by the speculators, need to be nearer to the consumers; and the measureless body of consumers, in order not to be manipulated and robbed by the same speculators, need to be nearer to the producers. I have referred to the fact that an acknowledged telegraph expert has proved that cheaper telegraph service has been demanded. I beg to give you a further illustration of the demand for a cheaper and a better service in the statements and memorials of the business men. It is well known that boards of trade and chambers of com-

merce of the country have persistently tried to push forward postal telegraphy. The leader in this movement has been the National Board of Trade, which embraces the following commercial organizations:

Baltimore Board of Trade.  
Baltimore Corn and Flour Exchange.  
Boston Merchants' Association.  
Bridgeport Board of Trade.  
Chicago Board of Trade.  
Cincinnati Chamber of Commerce.  
Detroit Board of Trade.  
Indianapolis Board of Trade.  
Milwaukee Chamber of Commerce.  
Milwaukee Merchants' Association.  
Minneapolis Board of Trade.

New Haven Chamber of Commerce.  
New York Board of Trade and Transportation.  
New York Chamber of Commerce.  
Philadelphia Board of Trade.  
Portland (Oregon) Board of Trade.  
Providence Board of Trade.  
San Francisco Chamber of Commerce.  
Scranton Board of Trade.  
St. Paul Chamber of Commerce.  
Trenton Board of Trade.

I received during the spring and summer, without any effort on my own part, the memorials of some twenty-five or thirty boards of trade and chambers of commerce from various parts of the country, supporting the limited plan which I had the honor to submit to you early in the session. I have added these in the Appendix (B), which the incredulous may peruse. These demands of the business men show beyond dispute, it seems to me, that the much-vaunted infinitesimal portion of the community which uses the telegraph wants a better and cheaper service. Another evidence, and one quite as conclusive, appears in the record of bills, resolutions, and memorials presented to Congress during the past twenty-five years. A record of these appears in Appendix G. The measures therein enumerated would not have been brought forward except in obedience to a popular desire for reform. The array of facts and the association of names set forth in this plain, unvarnished list are, as it seems to me, of striking significance.

I beg to call your attention to another thing, perhaps the most encouraging of all to the friends of postal telegraphy. It is the strong indorsement of the press of the country. Of two hundred and eighty-nine newspaper articles which have come to my notice during this discussion two hundred and nine are for postal telegraphy and eighty against it. I have had equal pleasure in offering the unfavorable and the favorable. The objections raised to the adverse criticisms show how little the writers are acquainted with the plan. The objections, in other words, are mostly quarterly-turned sentences about the utter business inexperience of persons engaged in trade. In a second appendix (K) occur press opinions collected during the time of the great telegraph strike in 1883. I ask you to look these over. They show, as it seems to me, not only how quickly the popular pulse betrays the fever of business and industrial excitement, but also how powerful the press is when it is united, earnest, and honest. Nine-tenths of the favorable clippings support the general or Government scheme. How much more strongly would they urge the limited!

#### WHY THE SERVICE IS HIGH-PRICED AND INDIFFERENT.

It was well said by one of the earliest and ablest advocates of postal telegraphy that cheapened intelligence was wanted and that competition only could cheapen intelligence; that there were men who were ready under permission to attempt to cheapen it; and that the authority was wanted simply to prevent interference by means of or through instrumentalities that were against it. The telegraph service is high-priced and indifferent because it is a monopoly. "It is no secret," said a circular recently issued by certain prominent members of New York Chamber of Commerce, "that the excessive charges for telegraph service (excessive as compared with its actual cost) are necessary to pay dividends upon capital stock watered several hundred percent. over actual investments." "All attempts at competition," the circular added, "have failed, only resulting in the absorption of a rival and a new watering of stock."

Mr. Gardiner G. Hubbard, whom our friend Mr. Murat Halstead, lately nominated

for minister to Germany, calls "an amusing old gentleman," quoted as early as 1874 the following extract from an annual report of the Western Union Telegraph Company:

"The extension of competing lines has ceased, and it is not believed that the capital can be found for any new enterprises. The time is not distant, therefore, when the Western Union Telegraph Company will be substantially without a competitor in the conduct of this business."

Mr. Hubbard, by the way, is not exactly "an amusing old gentleman!" He may not be young; but he is not to blame for that. There is nothing improper in his advocacy of postal telegraphy. He did it ten years before he was rich in telephone dividends. He has always urged a reduction of telephone prices. He is an authority on postal telegraphy in this country, and he will soon see it a realized fact.

In 1884 Senator Edmunds, of Vermont, discussing the Dawes and the Edmunds postal telegraph bills, said among other things:

"The only difference (between a Government telegraph and a private telegraph company) would be that whereas the private company may be squeezed by cutting rates; may be frozen out, or bought up, or pooled with, so as to create an actual monopoly by which not only the prices of intelligence, but what kind of intelligence shall go, and when it shall go, and under whose control, is made the subject of one domination—the only difference will be that whereas they can treat and deal with rival companies, they can not treat and pool with and cut rates and run Congress out, and that is just where the rub really is, I suppose."

About the same time another unquestioned authority said:

"The Western Union Company is a little corporation controlled by an executive committee of three or four gentlemen sitting in their offices in New York. Its wires run all over the country, extending by their connections into each port of the globe. This company controls the market price of each article that is dealt in in every mart in this country. It controls, to a greater or less extent, all the news—social, political, and general—that is sent over its wires, and every important personal telegraphic communication. This corporation is uncontrolled by any law save the interests of its directors, for there is no law on our statute-books to regulate this vast business. The laws of the several States have no power to regulate it, for its lines and business run from one State and one continent to another, and the instant its lines pass from one State into another they are beyond the reach of the laws of the first State, which are powerless beyond its boundaries, and can not regulate any message going into another State."

In the present discussion Mr. F. B. Thurber, of New York, has given a list of the directors of the Western Union Telegraph Company. I beg to append their names:

Norvin Green.	George J. Gould.	John Hay.
Thomas T. Eckert.	Edwin Gould.	William D. Bishop.
John T. Terry.	John G. Moore.	Collis P. Huntington.
John Vanhorne.	Cyrus W. Field.	George B. Roberts.
Jay Gould.	Henry Weaver.	Sidney Shepard.
Russell Sage.	Percy R. Pyne.	Erastus Wiman.
Alonzo B. Cornell.	Charles Lanier.	William W. Astor.
Sidney Dillon.	Austin Corbin.	Chauncey M. Depew.
Samuel Sloan.	J. Pierpont Morgan.	James W. Clendenin.
Robert C. Clowry.	Frederick L. Ames.	Henry M. Flagler.

Mr. Thurber used this list of names to answer the question why the public can not have the great boon of a postal telegraph. "No such list of names," he added, "can be found in the directory of any other corporation in this country. Every name represents some great interest. They are the richest and the best in the financial world. They deservedly rank as our best citizens; their names are found scattered throughout the religious and charitable world, but in the matter of transmitting intelligence their interest diverges from that of the general public and it remains to be seen whether sixty-five millions of people, or the comparatively few stockholders which these men represent, will be able to control the great force of electricity as applied to the transmission of intelligence."

According to uncontroverted statements made before your honorable committee the capital stock of the Western Union Telegraph Company in 1858 was \$358,700.

The stock dividends declared between 1858 and 1866 amounted to \$17,810,146, and the stock issued for new lines was \$1,937,950; so that the capital stock on July 1, 1866, was \$20,133,800. In 1866 new stock was created to the amount of \$20,450,500; so that the total capital of the Western Union on the 1st of July, 1867, was \$40,568,300. The largest dividend declared by the company up to 1874 was 414 per cent. The largest amount of stock ever divided at one time was \$10,000,000, and for a period of seven years the dividends were about 100 per cent. a year on its average capital. It was by adding dividends to dividends, and by piling the one up on top of the other that this tremendous amount of \$46,000,000 of capital and debt was created. The history of the company shows no change of policy. In 1874 the company bought up its own stock and the stock of other telegraph companies and accumulated a fund of over \$15,000,000, which was held in one shape or another in the treasury of the company. An investment of \$1,000 in 1858 in Western Union stock would have received up to the present time stock dividends of more than \$50,000 and cash dividends equal to \$100,000, or 300 per cent. of dividends a year. These have been some of the dividends declared: In 1862, 27 per cent.; in 1863, 100 per cent.; in 1864, 100 per cent.; in 1878, \$6,000,000; in 1881, one of \$15,000,000 and another of \$4,300,000; in 1886, 25 per cent. The Western Union plant, exclusive of its contracts with railroads, could be duplicated for \$35,000,000. Its present capital is \$85,960,000. It has realized \$100,000,000 of net profits in twenty-five years by its high charges.

Dr. Norvin Green, president of the Western Union Telegraph Company, has made some significant admissions. He says that in 1868 the average profit to the company upon each message was 41 cents; in 1878 the average profit was 13 cents; between 1878 and 1883 the business increased from 24,000,000 to over 41,000,000 of messages; the largest yearly profit of the company was realized in 1883, unless the present year should show a larger. The average profit per message since 1878 has been about 7½ cents. This is pretty fair. The annual number of messages increased from 6,400,000 in 1868 to 54,100,000 in 1889. This is a pretty fair business, too.

"The great question," said Congressman Raynor, discussing the Glover telegraph bill at the last Congress, "that underlies the discussion of this measure, is whether we are not in the hands of a monopoly that not only has the right to fix its charges arbitrarily, but can crush opposition whenever it encounters it. Of all these monopolies, I submit that the telegraph system of this country, substantially owned and controlled by one man, is the worst and most dangerous of them all." "It is no longer safe or expedient," Mr. Raynor went on, "to intrust into the hands of one overpowering monopoly the telegraph business of this country. It is a power that not only can be used, but has been perverted, for purposes hostile to the best interests of the people; the markets of the country, its finances, and its commercial interests to so large an extent depend upon the honest and honorable administration of the business of this company that the people are not in a mood to repose a trust of this character any longer without competition in the hands of a stock-jobbing corporation."

#### WHAT THE LIMITED PLAN IS.

I have tried to show that the telegraph service of this country ought to be cheaper and not inaccessible to the people. Business men generally, and the industrial and farming classes, too, demand that the service shall be more efficient as well as cheaper. The ordinary opposition, which under the direction of competent men would bring prices down and make the service quicker and more accurate, has been tried a score of times and it has always failed. There is practically but one telegraph company in this country to-day. I say this because the Postal Telegraph Company has an arrangement with the Western Union by which prices are to be kept up. What, then, is to be done about it? The Government, which has not hesitated to use the stage coach and the railroad train for its mail service, must come to the rescue. The experiment must not tax a large number for the benefit of a few. It must not, there-

fore, involve any addition to our immense standing army of civil employes; it must not involve any large appropriations. It must be a careful, inexpensive experiment; then it will be a most beneficent established institution. I say this with entire confidence, because progress does not go backwards, whatever the obstructionists may say. I shall ask you now to consider for a moment a detailed description of the limited postal telegraph plan which I brought to your notice early in the session, and which, with such modifications as the experience and judgment of experts have brought about, I now urge with more earnestness and confidence than ever.

The bill is "to establish a limited post and telegraph service" "for the purpose of facilitating the transmission of correspondence among the people of and promoting commerce between the several States and Territories of the United States," to be a bureau of the Post-Office Department for the deposit, transmission, and delivery of postal telegrams through the postal service. All post-offices where the free-delivery service now exists, and the offices of the telegraph companies with which contracts would be made, would be postal telegraph stations. In addition, the Postmaster-General would be empowered to designate from time to time other post-offices as postal telegraph offices. He is directed by the bill, after inviting proposals by public advertisement, to contract with one or more telegraph companies now in existence or that may become incorporated, for a period of ten years, for the transmission of postal telegrams on conditions and at rates of tolls set forth in the bill. Rates may be reduced by the consent of both parties to the contracts at any time during the continuance of the contracts. Postal telegrams are to be sent in the order of filing, except that Government telegrams take precedence. As with the mails no liability is to attach to the Post-Office Department on account of delays or errors. The charges for the collection, transmission, and delivery of postal telegrams other than postal money-order and special-delivery telegrams and Government telegrams I give briefly as follows:

For twenty words between stations within a State or Territory, or between stations 300 miles apart or less, 15 cents; for twenty words between stations in the States of Wisconsin, Illinois, Connecticut, Tennessee, and Mississippi, and the States east of them, 25 cents; for twenty words between stations in the States of Minnesota, Iowa, Missouri, Arkansas, and Louisiana, and points west of them, 25 cents; for twenty words between stations in States forming, generally speaking, zones up and down on both sides of the Mississippi, 25 cents; for twenty words between any two stations not above provided for, 50 cents; for all words in excess of the first twenty, 1 cent per word; prepayment of replies to be made at the office from which the original telegram is transmitted.

It is provided in the bill that the money-order service of the Post-Office Department shall be extended to designate postal telegraph money-order offices under the usual method and under the usual fees now charged by postmasters. The contracting telegraph companies are to have all the revenue from this postal telegraph service except the usual rate of letter-postage for each telegram, which is to be reserved to the Department. All the accounts for the telegraph service are to be kept as the postal accounts are kept by the Auditor of the Treasury for the Post-Office Department. The Postmaster-General may provide suitable space in post-offices for the use of the telegraph companies, though nothing in the act prevents the telegraph companies from maintaining offices of their own, or permits the telegraph companies to compel the Postmaster-General to furnish space in post-offices. The companies employ at their own expense all officers, operators, and employes for the transmission of the telegrams. If any postmasters act as operators, they are to be compensated by a uniform percentage on the tolls of all telegrams handled by them, or by some other share of these tolls to be paid by the company as the contracting parties may agree. Any contracting telegraph company, it is distinctly provided, may do its regular business for the public as at present. Postmasters are to be compensated for the postage portion of stamps and telegram forms as they are now compensated for postage on reg-

ular mail matter. The Postmaster-General shall provide telegram stamps and telegram forms. A severe penalty (imprisonment at hard labor for from one to three years) is provided for the punishment of persons either in the employ of the telegraph companies or of the Post-Office Department who shall secrete or destroy postal telegrams or make known the contents of postal telegrams. All employés of the companies or of the Department are obliged to make oath in the usual way for the faithful performance of their duties. Even without all these safeguards there would be no trace of power in the bill for an administration to use for improper purposes. In the intensity of the English elections there has been no trouble from the complete Government telegraph; there could be none at all from the limited undertaking. Congress is too watchful and the people too jealous of their rights and too well able to resent a wrong.

But I beg to refer you to Appendix A, which is the bill itself, and respectfully to challenge the most critical to find wherein the measure fails to pay due heed to the interests of any persons involved in the experiment or in any way affected by it.

#### THE OPERATION OF THE PLAN.

The working of the plan can easily be seen to be most economical as well as most convenient. All post-offices and letter-boxes, no matter where they might be located, would be utilized by the public as receptacles for postal telegrams, and, as the demand arose, special boxes might be established for postal telegrams only, from which collections might be made more frequently than from the regular letter-boxes. In all or most of the post-offices the wires of the contracting telegraph company would be placed, and its operators would transmit the postal telegrams to their destination by wire, just as telegraph companies now transmit their business. With postal telegrams filed by the senders in person or through the medium of messengers or servants, there would be no more delay involved up to the point of reception at the end of the line than now occurs in the general telegraph business; and in case of postal telegrams collected from letter-boxes at short intervals, the delay would generally be not greater than is now required to go to a Western Union branch office to send the telegram. As fast as telegrams were received at the telegraph office of destination, they would be "enveloped" and addressed and a postage-stamp of proper value affixed, and they would then be handed over to the post-office by the telegraph company for delivery by the regular carrier service. As the business developed and its demands were understood, the intervals between deliveries might easily be shortened. In large cities there are regular deliveries leaving the post-office almost every hour. In any case the payment of 10 cents extra would provide for an immediate special delivery in the same manner as a letter is now handled when a special-delivery stamp is affixed in addition to the regular postage. No matter how remote post-offices might be from postal-telegraph stations, they could always have the advantage of the telegraph service forward and backward; for postal telegrams could always be sent by mail to the nearest telegraph station for transmission thence by wire to their destination, or they could be received by mail from the telegraph stations similarly.

It will be observed that postal telegrams would be collected and delivered by means of the post-office service and transmitted by wire from point of origin to destination through the medium of the contracting telegraph company. This company would stand in exactly the same relation to the Post-Office Department that a railroad, or steam-ship company, or a stage line or local express company holds which has a contract for transporting mail-matter from one city or town to another, or between branch post-offices in large cities. In many cases a postal telegram would be collected, transmitted, and delivered with no more delay than now occurs in the business of existing telegraph companies; and in most cases the time consumed in the collection and the delivery, especially in respect to postal telegrams passing between distant cities or towns, would not affect the value of the communication. Indeed, it is be-

lieved a vast amount of correspondence now committed to the mails would seek the more speedy postal telegraph channel. In each case the Post-Office Department would earn its postage, while the people would be the better served. The telegraph company would be able to do the business at the greatly reduced rates, because it could be relieved not only of all the accounting, but of two other important items of expense to it, namely, the collection and the delivery of telegrams, which would be removed from them entirely, and that, too, without any appreciable additional expense to the Department.

In cases where the amount of business to be done would not justify the telegraph company in the maintenance of a separate telegraph staff, the postmaster, if not an operator himself, would employ an operator, his extra compensation from the telegraph service enabling him to procure such help. In many cases the postmaster's assistant, or one of his clerks, would be selected with a view to his ability to telegraph. The result would be that in such cases the telegraph work could be performed by the postmaster or his assistant, and their compensation thereby be increased; and where the regular post-office duties are so heavy as to preclude such joint labors without their undue interference with each other, the telegraph company would employ an operator to give all of his time to the telegraph. There would be no overcharges by thrifty operators. The charges for postal telegrams would be easily understood. There are but three separate tariffs named; 15, 25, and 50 cents for the first twenty words. One cent per word is charged in all cases for additional words. If an insufficient value of stamps should be affixed, the deficit would be collected from addressees, provided at least 15 cents should be prepaid. If stamps of a value less than the minimum amount (15 cents) were affixed, the communication could be forwarded by mail. The bill would protect both the Post-Office Department and the public, and would provide for a class of correspondence that, generally speaking, would not be put upon the wires at the high rates now prevailing.

I can not be made to believe that this union of the telegraph and the postal service, whereby each would so distinctly lessen the burden of work of the other, will not appeal to the ingenuity, the enterprise, and the good sense of the American people the moment they understand it. I am sure that it is easily susceptible of proof that this convenient, safe, and quick service would be very generally used. We use a postal card for brief communications and run the inappreciable risk of having its contents become known to persons other than the addressee; by paying twice the price of a postal card we can convey a whole ounce of written matter under seal, and by paying 10 cents more, we secure an immediate delivery. In the case of the telegraph, it is true, there is already a deferred service at night, for which about two-thirds or three-fourths of the full rate is charged, depending upon the number of words transmitted, the delivery being made on the next succeeding business morning; and it has been argued with some show of reason that the small number of night messages compared with those sent at day rates is evidence that the public demands a quick rather than a cheap telegraphic service, and that any effort largely to increase the volume of telegraph business by means of much cheaper rates for a deferred service would only result in loss, for the reason that the expense of performing that service would increase in substantially the same ratio with the volume of business. It is to be answered, however, that the small difference between the day rate and the night rate is a reason why the latter rate is not used more largely; and it can not be denied that, as between the mail and the telegraph, there is a wide margin of time, particularly between places or regions, say, 500 miles or more apart, and that an enormous amount of correspondence—commercial, social, and political—now sent by mail would be put upon the wires if there were suitable conveniences and ample facilities and if the cost were not prohibitory or excessive.

As to the conveniences for collection and delivery, what could be more complete than the post-office machinery, already within quick reach of all the people? Nothing remains but to bring the cost of the service down to a point which will permit

some of this vast volume of business to be sent by telegraph. Can this be done? It certainly can. Begin in the large cities and commercial centers, where the great bulk of the present business, mail and telegraph, originates. We find that to collect and distribute messages local wires and branch offices are maintained at great cost, which, added to the cost of messenger service, is estimated to amount to one-fourth or even one-third of the whole cost of the service; which average cost is stated in the Western Union reports to be about 23 cents per message. The Baltimore and Ohio Telegraph Company during the last twelve months of its existence handled seven and a half millions of telegrams at an average cost of less than 20 cents. The territory covered by the lines of that company was limited, however, extending from Portland to Chicago, St. Louis, Galveston, and intermediate points, not including certain Southern States. If now, therefore, we can cut off the local expenses referred to, we have gone a long way towards the desired result. Consider, also, that the general expenses of the organization need not be increased (except in an inappreciable ratio) in order to provide for the handling of a largely increased volume of business; and also consider the other established fact that the actual cost (for labor) of performing a given class of service does not increase in the same proportion as the increased business does. A further item of saving is discovered in the fact that in capital and maintenance account in a large majority of cases this contemplated increase of business could be handled upon wires which would otherwise be idle at times; bearing in mind, of course, the fact that in any given direction the time would always come when additional facilities would need to be provided. As a rule, however, a large increase in the volume of business would serve to utilize many or most of the wires when otherwise they would stand idle. We are thus able easily to eliminate from the problem before us a considerable percentage of the cost of handling telegrams.

The question arises, would the public be satisfied with a telegraphic service which would not provide, first, immediate delivery; second, written receipt from addressee; third, responsibility for damages. As to the first point, it may be remarked that the character of the contemplated service is such that a half hour or so at each end of the line for the post-office service would not be objectionable, while for instance twenty-four hours or more, if the mail were used, would be so. The fact would remain, however, that the usual telegraph service would still be available for business demanding more rapid collection and delivery. The plan is intended to take care of that class of communications which will stand a delay of an hour or two, but not of a whole day or more.

In regard to the question of a written receipt from addressee, the answer is, that, taking the whole volume of post-office matter as now delivered by carriers, the percentage of delivery by responsible carriers is greater than in the case of telegraphic messages delivered by irresponsible messenger boys. Suppose a case of a telegram arriving at its destined address? The addressee, if present, either receives it in person or through the medium of a servant, employé, or agent. Now, whether a receipt is given or not, the addressee gets the communication. If, however, the addressee is absent or occupied, his servant, employé, or agent receives the communication, and, whether it is receipted for or not, the addressee gets it promptly if his agent performs his duty. The same is also true of a letter or other communication sent by mail. One cause of the present high rates charged for the delivery of telegrams, is the labor and time required to obtain written receipts, which, by the way, are now very frequently supplied by the more or less deft hand of the messenger boy himself, for it is a fact that the public considers the giving of a written receipt for a telegram as an unnecessary burden and nuisance; and after all, why should one sign such a receipt? A telegraph company is bound to deliver a telegram whether a receipt is given or not. The public has to pay the extra cost involved, and that, too, with the certainty that in the case of a claim for damages the telegraph company would, to that extent at least, be protected against the payment of such a claim. The other point,

responsibility for damages, is perhaps the most important; but you can not buy something for nothing, and for the class of communications under consideration, and in view of the great advantages to the public in cheapness and in added convenience, it is to be submitted that the telegraph company and the Department may fairly be relieved of liability for damages in cases of loss, error, or delay, just as the Department is now relieved of it in the transmission of letters.

#### IT WOULD PAY THE TELEGRAPH COMPANIES.

The strenuous opposition of the telegraph monopoly to the limited post and telegraph plan would seem to indicate that the existing companies, or company, either want to sell out to the Government at a watered valuation or else they are not yet convinced that the plan would result favorably to them in a financial way if it were tried. For myself I believe that they would make money by the contract; and experts who have had experience for twenty-five or thirty years in the telegraph business in all its branches—Government, railroad, news, and commercial—think that if the proposed plan were tried it would immediately become so popular with the public that it would very soon, if not from the start, be a remunerative venture to those telegraph companies which chose to hold out inducements for this new kind of business. It is a universal experience that, in transportation by whatever method, lower prices and better facilities bring additional business and increased revenues. I find this proposition so evident that it is surprising that any one should seriously argue against it. As early as 1872 Mr. William Orton, then the president of the Western Union Telegraph Company, gave it as his opinion that the telegraph contributed far more to the development of the postal service than it drew from it as a result of its competition; which was to say that between any two cities of the United States the increase in the correspondence by mail would be in a larger ratio than the increase in the correspondence by telegraph, whatever that increase might be. Mr. Orton felt sure that the telegraph, so far from detracting from the revenues of the Post-Office Department, was a constant stimulant to increase the correspondence by mail.

Can it be seriously stated that the reverse is not true; that it is not true that an increase of the postal business under the plan which I have urged with much persistence would not inevitably cause an increase in the business of the telegraph companies? A book full of figures could be produced to show that the successive reductions of telegraph rates during the past twenty-five years under the spur of postal telegraph discussions have caused unprecedented increases in the number of messages handled from year to year. Dr. Green has said that the average tolls charged to the public in 1887 by the Western Union Telegraph Company were less than half of what it cost the company in 1868 to handle the messages. An examination of the business of the Western Union Telegraph Company between two periods, 1872 to 1880, and 1881 to 1889, shows irresistibly that the Western Union has managed to exist under successive reductions of rates and the consequent successive increase of business. From 1872 to 1880 rates were reduced by the Western Union from 62 to 38 cents, or 42 per cent.

During that time the number of messages handled increased from over 12,000,000 to over 29,000,000, or 140 per cent. In those eight years the profits of the company increased from \$2,790,000 to \$5,833,000, or 105 per cent. This was under the direction of Mr. Vanderbilt and Mr. Orton. During the second period, under Mr. Gould and Dr. Green, from 1881 to 1889, the Western Union rates were reduced from 38 to 31 cents, and the number of messages increased from over 32,000,000 to over 58,000,000, or 67 per cent. It may be suggested as an objection to this reasoning that in the growth of the country is to be found the reason for this increased use of the telegraph. But the increase of the country in the last decade has been, perhaps, 30 per cent., while the increase of the Western Union's business has been almost 100 per cent.; and to the whole proposition it is simply to be replied that we have Dr. Green's re-

peated word for it that the class in this country which uses the telegraph is not over a million and is not capable of being enlarged. A conservative financial journal in New York recently, commenting upon the latest annual report of the Western Union Telegraph Company and representing that Western Union stock was a good investment at market rates, said:

"It now carries messages, five a year (on an average) to the eleven million business houses and families of this land. Make it also the letter post and the increase will be thirty-fold, with the income fourfold greater than at present, even with the rate five sixths less. The Western Union Telegraph is bound to move on, for lightning is now the steed that progress loves most."

A few officials of the Western Union will deny to your committee or to members of Congress whom they fancy they will be able to influence against this proposed legislation that the above statement is true. The proposition is simply one to make them earn their dividends on a large business, legitimately, and not on fictitious values. They will admit that a limited post and telegraph service means an increase to their revenues. If this is the fact with reference to the principal telegraph company (the only one, in fact), it is true of those which exist, or think they are existing, independently of it. It would be true for such telegraph companies as might be organized and operated in good faith on the not unreasonable prospect that they might bid successfully for a part of the Government work. The telegraph service can not be cheapened and quickened under the existing monopoly. There is no way for the people to get relief except by some proper intervention by the Government, such as I am endeavoring to outline; and though it may be said that the coffers of these companies might be filled more quickly under the stimulus of new business, it can be said with equal truth that the companies would have to work for their extra revenue. The new profit would be due, not to a monopoly of all the telegraph service of the country, but to an obliging and business-like foresight which had finally consented to obey the law of demand and supply. The extra profits would be earned, not upon the watered capitalization of a partly worn-out plant, but upon the fair and free facilities which you, and I, and all of us must offer, if we hope to find a market for our labor. I am not sure that the people, freed from this oppressive monopoly, would not of their own accord send their messages for the reason that they had, as it were, an interest in the service. At any rate they would be permitted to send their letters in the quickest way, if they had the means to pay the tolls; and they would have the means, because prices would not be twice too high.

I have tried to show that telegraph companies operating their lines under the provisions of the limited post and telegraph scheme would make large profits, not so much by monopolizing all the business and charging a fictitious value for the service, but rather by honestly meeting the popular demand for a lower-priced service. I ask your indulgence for a moment to show by still another illustration, one taken from the recent history of the Post-Office Department, that this idea is true. The general business of the country was depreciated in 1883, when letter-postage was reduced from 3 cents to 2. The ordinary postal revenue for the year ended June 30, 1883, was almost \$45,000,000. The usual increase in the revenue, if the 3-cent rate had continued to prevail, was expected from past experience to be about 5 per cent. On this basis the postal revenue for the year ended July 30, 1884, would have been something over \$47,000,000. The actual revenue for that year, under the reduction to 2 cents for letters, please bear in mind, was almost \$43,000,000. This was only 10 per cent. or less than the revenue would have been on a 3-cent basis. In the face of this reduction of the principal item of postal revenue by one-third, there was a complete recovery of revenue within four years from the time of the change, and that, too, in spite of the depression in business just mentioned, and in spite of these other two things: The increase in the unit of weight of letters from one-half ounce to an ounce, and the reduction from 2 cents per pound to 1 cent per pound on second-class matter. The introduction of the postal-card in 1873 was followed by an increase of over 7 per cent. in

the revenue, and that in spite of the panic of that year. It is well known to railroad people that the establishment of fast mails invariably results in large additions to the amount of matter carried. In Great Britain the number of letters carried doubled in two years after the inauguration of penny postage. In the year following the beginning of the postal telegraph in England the number of messages transmitted was over 8,500,000; in 1884 the annual number was over 32,800,000. When the Belgians reduced their prices for the transmission of postal telegrams to 10 cents (half a franc) the number of business messages sent promptly increased over 200 per cent., and the number of social messages increased 1,000 per cent.

#### MORE EFFICIENT AS WELL AS LOWER PRICED.

The telegraph service of this country must be cheaper. I have tried to show why by the method just set forth, it may be cheapened now. I believe the service could also be made more efficient under the postal telegraph. Thousands of Western Union operators are what are called railroad operators; that is, if I understand it, they are employed at railroad stations, principally by railroad companies, to bulletin and record the movements of trains. They are not skilled operators. Operators in the free-delivery cities, being required to do work of a large variety and to do more of it, would command higher prices and would be better men. The effect upon the whole body of telegraph operators would be beneficial for this reason: The operators in the smaller places, to which the plan would almost inevitably and properly extend, would even more be required to be expert and faithful. There would be a general upward movement among all the 15,000 of the craft. If in some offices clerks who know the art of telegraphy were to be required, the present clerks could learn to handle the keys; or new men, under the increase of business, revenue, and salary allowance, could be selected by proper examinations. I know it has been said that men and women can not learn telegraphy with ease. Dr. Green has said that it takes months to learn the telegraph "tick." This is, no doubt, true; but this same astute Dr. Green had no trouble in filling the places of the striking telegraph operators in 1883.

Mr. Beaumont, whom I have already quoted, has said that when operators belong to District Assembly 45 of the Knights of Labor, noticing that the Western Union Company was paying great dividends on watered stock, and thinking that some of the workmen ought to share in this prosperity, struck for a raise in wages, Dr. Green did not hesitate to put boys and girls into positions of responsibility on a day's notice. We know that this was done in thousands of cases; we know that the service recovered from its ailment in a short time. The strike showed that while the telegraph company might monopolize the hauling of messages, the organized body of operators could not monopolize the furnishing of workmen. With some incentive besides the prospect of the poor wage scale of the Western Union, the art of telegraphy would receive a most perceptible encouragement in this country. It has been said that one-third of all the telegraph operators are continually preparing themselves for other professions, and that the other two-thirds are continually thinking of doing so. According to the *Electric World*, of the 100 men working on the regular night force in the Western Union main office in New York City, 36 are either studying or working at something else during the day. In these occupations are, doctors, 8; lawyers, 6; ministers, 3; brokers, 3; actors, 2; theatrical managers, 2; real estate dealers, 2; inventors, 2; book agent, 1; manufacturer, 1; civil engineer, 1; author, 1; commercial business, 1; electrical special agent, 1; composer of music, 1. Now, either these men are bad ministers and bad actors, or else they are bad operators. In either case they are not making the most of themselves. I suppose they would not venture into fields outside of telegraphy if they were not poorly paid and poorly encouraged to excel. The question whether employment with a corporation which might lock out its employes upon the slightest provocation, to the peril of the business interests of the whole country, would be desirable, would not be the only question with the

young men and women desirous of learning the art. This monopoly would be only a part employer of all the telegraphic skill in the country.

Since the introduction of the quadruplex twenty years ago, the Western Union Company has, I am told, made but one change or improvement in its method of telegraphic transmission having for their object the greater speed or the transmission of a larger volume of traffic of a given wire. I refer to the Wheatstone Automatic, an English invention, which has been in successful use on the Government lines in this country for eight or ten years. On the other hand, England has not only adopted our quadruplex, but also the Delaney Multiplex, another American invention. And this brings me to another thought which is very forcibly discussed in Appendix E. Besides furnishing a stimulant to the study and use of efficient telegraphy, the postal-telegraph plan, dividing as it would the entire use of the telegraph in this country with the sole telegraph monopoly, would also furnish an impetus to the inventive genius of the Americans who study electrical matters. I have had enumerated, perhaps, a score of devices, already patented for the purpose of cheapening and quickening the telegraph service, which finds no use and no profit under the present condition. I am not an expert in electrical matters, but I know that all of these inventions can not be wholly bad. I am sure that many of them are good, but they can not be got into operation with the field monopolized. The public can not have the benefit of this rare class of American brains, nor can the inventors find a deserved remuneration for their work. The Western Union Company, having the control of the telegraph business, has no use for devices which cheapen and quicken the telegraph service and warrant a claim for reduction of rates. The public, not knowing what it misses, can not become aroused to the defects in methods now in vogue. If once a break is made in this rampart of telegraph monopoly, not only will the men and women who build and use the telegraph wires find a better market for their fidelity and skill, but inventors, knowing that their cases are to be tried before an impartial court, will also find a spur to better efforts. I can not enumerate the devices intended to cheapen telegraphy and distinctly not made use of by the Western Union at this time; but I ask you to examine the appendix, or better still, see by personal examination, if some of the inventors are not prepared to show the efficacy of their efforts as well as the futility of them under the Western Union domination.

#### BY WAY OF EXPLANATION.

I desire in conclusion to explain, as politely as may be, one or two things that are not understood. I have challenged the most rigid scrutiny of the limited postal telegraph bill. I ask to have printed all of the printed criticisms of it which have come to my notice, as an argument in its favor. The limited postal telegraph bill is not a proposition to take money from the Treasury or to employ additional civil servants; it is not a proposition to put any power whatever in the hands of the Government, which is not at present greater and more dangerous where it is. It is a proposition simply to dovetail together two great machines so that one shall do business equitably and by that means make more money (which shall be willingly accorded to it by the people); the other to utilize its present skilled and faithful energy to help supply the people with still better means of communication furnished still more cheaply. It is a proposition incidentally to quicken the telegraph service by encouraging all the members of the operators' craft to realize that they are the better off the more they are able to devote themselves to one thing and are permitted to see some result from their inventive genius. It is not a proposition to buy the railroads, or the coal mines, or the saw-mills or the bake-shops of the country. It is not a confession that Americans ingenuity is incapable of keeping up with the march of mercantile and industrial progress.

I am proud to imitate so good a patriot as Postmaster-General Creswell, who did not shrink from the responsibility of appearing before the committees of Congress, when he was invited, to explain why he believed in the reforms that he advocated. In 1872

Mr. Creswell remarked upon the fact that Mr. Orton, then the president of the Western Union, had taken it upon himself to deal somewhat facetiously with the report of the Postmaster-General, and to express himself in terms of commiseration for the weakness therein displayed. Mr. Creswell frankly admitted that he had been laboring under a disadvantage. He had had, he said, not one dollar of public money at his disposal except what had been used by the assignment of a single department clerk to the duty of gathering information. Mr. Orton had thought it proper, he said, to designate the statements of the Postmaster-General as the mere vaporings of an ignoramus. He should not hesitate to find the facts in the discussion, if he could, no matter if it did displease Mr. Orton. "I wish it to be understood," he concluded, "that a display of mere temper by anybody will not control or affect my action."

History repeats itself. March 1, 1890, Dr. Green, the present president of the Western Union, said of the present Postmaster-General that he might congratulate himself that he can "smile and smile, and murder while he smiles." "We propose," Dr. Green continued, "to controvert that order [the order fixing Government rates] in the courts, and demonstrate that that is not one-half of the cost of the service." "I never before heard of a Cabinet officer," the astute doctor said, continuing his rhapsody, "going to all the meetings of a committee, urging the adoption of his pet schemes, which have not been recommended by the President." After thus according to the President the privilege of "lobbying" your honorable committee and barring the Postmaster-General out of this privilege, Dr. Green concluded to put the members of your committee on their guard against him. "The Postmaster-General," he said, "has got a great many appointments, and every member of Congress has several of them in his district." Here is the old story repeated. The special interest may spend no end of money and never question means to gain its point; but there must be no one to speak for the public. There is no dollar to be spent for a real reform.

But I have another good illustration of the trite saying that history repeats itself. In the printed report of one of the hearings of 1872 occurs a foot-note signed "W. O." It says that an apology is due to the public for having provoked a Cabinet minister to forget the proprieties. Mr. Orton adds that respect for the committee and for the office of Postmaster-General restrained him from making answer on the spot, to the reflection upon his veracity implied in the Postmaster-General's request that Mr. Orton give his information "under oath." On March 3, of this year, Dr. Green sent a letter to the chairman of your honorable committee, to say that in the hurry of the moment he had forgotten to express his profound appreciation of the kind and courteous treatment which the committee had extended to him, and he had also forgotten to express his entire confidence in the fairness and impartiality with which it was investigating the subject under consideration. He further said that he wanted to take back the expression "coaching" the committee, which the chairman had spiritedly objected to, and substitute for it the word "urging." It is the same fight now that it always has been. The special interest must be sacrificed to the general.

If others speak out for the telegraph stockholders some one must stand for the people in the interest of the cheaper telegraphy that they want. I believe it belongs to this Department to take this stand, and I propose intelligently and persistently to keep this subject before you in strong confidence that it will not be long before your committee will take steps to give the people the relief prayed for.

Very respectfully, your obedient servant,

JOHN WANAMAKER,  
*Postmaster-General.*

FINAL DRAFT OF THE POSTAL TELEGRAPH BILL SUBMITTED BY THE POSTMASTER-GENERAL FOR THE CONSIDERATION OF THE HOUSE COMMITTEE ON THE POST-OFFICE AND POST-ROADS OF THE FIFTY-FIRST CONGRESS.

A BILL to establish a limited post and telegraph service, and for other purposes.

SEC. 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That for the purpose of facilitating the transmission of correspondence among the people of, and promoting commerce between, the several States and Territories of the United States, a limited post and telegraph service is hereby established as a bureau or part of the Post-Office Department, for the deposit, transmission, and delivery of postal telegrams through the medium of the post-office service as herein provided. All post-offices at incorporated cities, villages and boroughs, where the free-delivery service now exists, and the offices of the telegraph companies referred to in section two of this act, shall be postal-telegraph stations, and in addition thereto the Postmaster-General may, from time to time, designate other post offices and telegraph offices thereat as postal-telegraph stations.

SEC. 2. For the purpose of putting this act into effect the Postmaster-General, after inviting proposals by public advertisement, shall contract with one or more telegraph companies, now in existence, or that may hereafter be incorporated, for a period of ten years, under such conditions as he may deem best, consistent, however, with all the provisions of this act, for the transmission of postal telegrams, on the terms and at the rates of tolls hereinafter specified: *Provided*, That said rates may be reduced by the consent of the parties to said contract, at any time during its continuance.

SEC. 3. All telegrams received by the contracting company or companies for transmission, whether postal telegrams or otherwise, shall be sent in the order of filing, except that priority shall be given to telegrams relating to the business of the Government. No liability shall attach to the Post-Office Department on account of delays or errors in the transmission or delivery of postal telegrams.

SEC. 4. The charges for the transmission and delivery of postal telegrams, other than postal money-order and special-delivery telegrams, and telegrams relating to the business of the Government, shall not exceed the rates stated in this section: *Provided*, That in no case shall the rates on postal telegrams exceed those of the contracting company or companies on any other class of business which they may do, the rates on press reports excepted.

For the first twenty words or less, counting address and signature, between postal-telegraph stations within any one State or Territory, and between such stations, not in the same State or Territory, and less than three hundred miles distant from each other, fifteen cents.

Between postal-telegraph stations not less than three hundred miles apart and not in the same State, east of and including the States of Wisconsin, Illinois, Kentucky, Tennessee, and Mississippi, twenty-five cents for the first twenty words or less.

Between postal-telegraph stations not less than three hundred miles apart and not in the same State or Territory, west of and including the States of Minnesota, Iowa, Missouri, Arkansas, and Louisiana, twenty-five cents for the first twenty words or less.

Between postal-telegraph stations within the following-named States, and not less than three hundred miles apart, and not in the same State, twenty-five cents for the first twenty words or less, viz: Alabama, Arkansas, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Tennessee, and Wisconsin.

Between all other postal-telegraph stations not provided for above, fifty cents for the first twenty words or less.

The charges for all words in excess of the first twenty words shall be at the rate of one cent per word.

The charges for the transmission of all telegrams relating to the business of the Government, and passing between its Departments, their officers, agents, and em-

ployés, and persons whom they may address, shall be those annually fixed by the Postmaster-General, in accordance with the provisions of section 5266 of the Revised Statutes.

Prepayment of replies to postal telegrams not exceeding twenty words, counting address and signature, may be made at the office from which the original telegram is transmitted.

SEC. 5. That the money-order service of the Post-Office Department shall, as soon as practicable, be adapted, under such rules and regulations as the Postmaster-General shall prescribe, to the limited post and telegraph service between such post-offices as may, from time to time, be designated by him as postal-telegraph money-order offices; and the fees for postal-telegraph money-orders shall be double the rates now charged for domestic money-orders in addition to double the charge for postal telegrams of twenty words; but no postal-telegraph money-order shall exceed in amount one hundred dollars; and the provisions of section 4 of the act of March 3, 1883, and of section 2 of the act of June 29, 1886, in regard to compensation of postmasters for the transaction of money-order business and allowances for money-order clerks shall apply to telegraph money-order business: *Provided*, That the Postmaster-General may allow to postmasters at first-class offices, whom he may designate to perform special money-order duties under this act not required of other postmasters, such amount in each case as he may deem expedient for the clerical service required for such duties, and the cost of stationery and such other incidental expenses as are necessary for the transaction of that business may be paid out of the proceeds thereof.

The provisions of section 5463, Revised Statutes of the United States, as amended by the act of Congress approved January 3, 1887, concerning the falsely forging, counterfeiting, engraving, or printing of money-orders, and the altering of the same, and the passing, uttering, or publishing of any false, forged, counterfeited, or altered money-order be, and they are hereby, extended so as to include postal money-orders issued under the provisions of this act.

SEC. 6. Payment by the Post-Office Department to the telegraph company or companies for the transmission of postal telegrams shall be made quarterly, or, if practicable, at shorter intervals, on the basis of allowing to said companies all the charges therefor, less the charge for the postage at the rates fixed by law on mail-matter of the first class; and for the transmission of postal money-order telegrams all the charges, less the postal charge and fees due the Post-Office Department. The telegraph company or companies shall, upon forms prescribed and approved by the Postmaster-General, render accounts to the Auditor of the Treasury for the Post-Office Department for their services aforesaid for each quarter of the fiscal year as fixed by law, or more frequently if practicable, and the Auditor shall without delay audit and report the same to the Postmaster-General for settlement and payment, as in the case of other accounts audited by him. The original postal telegrams transmitted by the telegraph company or companies shall be filed with the Auditor as vouchers with said account. After the lapse of thirty days from the complete settlement of the accounts for each quarter, and the payments thereunder, the telegrams aforesaid shall be destroyed under such rules as the Postmaster-General shall prescribe, and all copies thereof shall also be destroyed under such regulations and at such times as he may designate, not exceeding thirty days after the date of the settlement of the accounts to which they apply.

SEC. 7. The Postmaster-General may in his discretion provide for the use of the telegraph companies suitable space or room at postal-telegraph stations in buildings leased or rented by the Post-Office Department, and in such portions of buildings owned by the Government as are set apart for the uses of post-offices, and the corridors and passages appurtenant thereto. Nothing, however, herein contained shall be construed to prevent the telegraph company from occupying offices at postal-telegraph stations separate and apart from buildings occupied by post-offices, nor as con-

stituting the right in the telegraph company to require the Postmaster-General to furnish space or room for the telegraph company whenever in his judgment it can not be done without injury to the postal service.

SEC. 8. The telegraph company or companies, parties to the contract provided for herein, shall construct, lease or acquire, equip, maintain, and operate all telegraph lines necessary to comply with the provisions of this act and the conditions of the contract to be executed hereunder, and shall employ at their own expense all officers, operators, and employes, for the transmission of postal telegrams, except those who are employed in the collection and delivery thereof. If, with the consent of the Postmaster-General, the postmasters at postal-telegraph stations shall act as operators for the telegraph company or companies, they shall be compensated for their services by a uniform percentage on the tolls of each telegram handled by them, or by some other share thereof, to be agreed upon by the company and the Postmaster-General, and to be paid for by the company.

SEC. 9. That within two years from the approval of this act at least one-half of the postal-telegraph stations contemplated by it shall be connected by the wires of the telegraph company or companies; within the next succeeding year after said connection shall be completed at least one-half of the remainder shall be connected; and connections to all said postal-telegraph stations shall be made within one year after the time last mentioned: *Provided*, That the contracting telegraph company or companies shall not be required to build or furnish a line to connect with any free-delivery office more than one hundred miles distant by land line from the nearest other free-delivery office.

SEC. 10. Before or at the time the contract contemplated by this act shall be executed by any telegraph company, such company shall file with the Postmaster-General an agreement in writing of its acceptance of the restrictions, obligations, and conditions, so far as they are not superseded by the provisions of this act, of sections 5263 to 5269 inclusive, of the Revised Statutes of the United States, and thereupon the privileges and benefits of said sections shall inure to said company.

SEC. 11. Nothing in this act contained shall operate to prevent any telegraph company from performing business for the public as the same is now done: *Provided, however*, That it shall not be lawful for the contracting telegraph company or companies, during the term of any contract provided for therein, to engage directly or indirectly in the sale of press reports, election reports, market quotations, or general news, or be interested in the sale of any such reports, quotations, or news, by reason of the ownership, as a company, of stock, bonds, or securities, or by or through any contract or arrangement with any individual, firm, company, or association engaged in such sale, beyond the service of transmitting such reports, quotations, or news, in the form of telegrams, at rates which shall be uniform to all who may send such telegrams over the lines of the said company or companies.

SEC. 12. Postmasters shall be compensated for the postage portion of stamps and telegram forms used in the transmission of telegrams as they are now compensated for postage on other matter, and they shall report sales and cancellations of such stamps and forms separately with their quarterly returns. To simplify such returns and the settlement thereof, the Postmaster-General may, in his discretion, provide telegram stamps, as well as telegram forms; and, in case he does so, the words "postage-stamps," as they appear in this act, shall be construed to also include postal-telegram stamps.

SEC. 13. The provisions of section 5464 of the Revised Statutes of the United States relating to the forging or counterfeiting of postage-stamps, stamps printed upon stamped envelopes, or postal cards, or any die, plate, or engraving therefor; and to the using, or having in possession with intent to use or sell, any forged or counterfeited postage-stamp, stamped envelopes, postal-card, die, plate, and engraving, be, and they are hereby, extended and applied, including the punishment for violations of said statutes, to the forging and counterfeiting of postal-telegram forms,

and the dies, plates, or engravings therefor, and to the unlawful selling and using of the same.

SEC. 14. Any person employed in any department of the postal service, or in any department of the telegraph company or companies under contract with the Post-Office Department, agreeably to the provisions of this act, who shall, except as provided herein, secrete or destroy any postal telegram intrusted to him, or which shall come into his possession, and which was intended to be transmitted by telegraph, or to be carried or delivered by any mail carrier, mail messenger, route agent, letter carrier, or other person employed in the postal service, or by said telegraph company or companies, or who shall expose or make known the contents of such telegram, unless so authorized by the sender or addressee thereof, shall be imprisoned at hard labor for not less than one year nor more than three years.

SEC. 15. Before entering upon their duties as such all persons employed by the telegraph company or companies referred to herein, as officers, operators, messengers, clerks, book-keepers, or in any other capacity, or to whom postal telegrams shall be in anywise intrusted, shall take and subscribe, before some magistrate or other officer authorized to administer oaths by the laws of the United States, or of any State or Territory, an oath or affirmation in such form as the Postmaster-General may prescribe, and conformably to the laws relating to oaths and affirmations.

SEC. 16. The Postmaster-General, by and with the advice and consent of the President, may conclude treaties or conventions with foreign countries for the extension and connection of the postal-telegraph service, including the interchange of postal-telegraph money-orders, between them and the United States.

SEC. 17. The Postmaster-General is hereby authorized to prescribe rules and regulations, not inconsistent with law, for carrying out the purposes of this act and for the conduct of the service for which it provides.

## APPENDIX H.

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### CORRESPONDENCE ON THE EIGHT-HOUR QUESTION.

COMMITTEE ON THE POST-OFFICE AND POST-ROADS,  
HOUSE OF REPRESENTATIVES,  
*Washington, D. C., May 3, 1890.*

MY DEAR SIR: I have your favor of April 4, in reply to my letter of February 21, concerning H. R. 6449, "A bill to limit the hours of work of clerks and employés in first, second, and third class post-offices." While I am not familiar with the details embracing the hours of labor in the several classes of offices where clerks are employed, I am of the opinion your statement that they are engaged "on an average of twelve hours per day" to be greater in hours than the facts warrant; but, of course, you have the data and should be able to reach an accurate conclusion. During my administration of the Philadelphia post-office, from 1867 to 1872, the clerks were divided into three tours of duty, each tour consisting of eight hours. This system, or division of labor, worked admirably, and fair compensation was allowed by the Department. If the statement is correct that the average hours of work are twelve in first, second, and third class post-offices, there should be some remedy and early relief. The labor is both mental and physical, and in many of the divisions of the office exacting and severe.

Whether the proposed legislation contained in the bill will best reach the requirements of the service is certainly a subject deserving the most critical examination. As this question is now before the Committee on the Post-Office and Post-Roads, I would be pleased to receive from you such suggestions or recommendations as you may deem proper to submit for our consideration.

Very truly, yours,

HENRY H. BINGHAM,  
*Chairman Committee on the Post-Office and Post-Roads.*

Hon. JOHN WANAMAKER,  
*Postmaster-General.*

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POST-OFFICE DEPARTMENT,  
OFFICE OF THE POSTMASTER-GENERAL,  
*Washington, D. C., June 7, 1890.*

SIR: Referring to House Bill 6449, to limit the work of clerks and employés in post-offices, you addressed me a letter on the 21st of February asking for specific information as to the additional cost of operating the postal service under an eight-hour law for all post-office clerks and employés. I endeavored in my reply of April 4 to place before you, without argument or expression of official opinion, the probable cost. The estimate had to be made without extra data and upon the judgment and experience of various postal officials, as there had been no reason to obtain and record the hours of duty of post-office clerks throughout the United States

The estimate made by the chief of the salary and allowance division was based upon a probable average service of twelve hours per diem. By reason of your letter of May 3, in the further discussion of this subject, in which you very properly say, "Whether the proposed legislation contained in the bill will best reach the requirements of the service is certainly a subject deserving the most critical examination," I was led to issue the following circular letters to postmasters to obtain absolutely correct data for the use of your committee:

[FOR FIRST-CLASS OFFICES.]

POST-OFFICE DEPARTMENT,

*Washington, D. C., May 16, 1890.*

SIR: I have to request that you will inform me as soon as possible as to what is the average number of hours per day the clerks of your office are required to work. Please use the inclosed blank form for your reply, and give the desired information for each division of your office separately, and also for each quarter of the year separately. It is requested that you reply within five days after the receipt of this letter.

Very truly,

JOHN WANAMAKER,  
Postmaster-General.

Postmaster, \_\_\_\_\_,

In response to the above I have at this writing received replies from 91 out of 102 first-class post-offices and 498 out of 517 second-class post-offices, showing the hours of duty of clerks and employes in first-class post-offices to be 10 hours and 12 minutes and in second-class post-offices to be 11 hours and 49 minutes.

The records of the Department show, June 1, 1890, that in first-class post-offices we have 6,221 clerks and in second-class post-offices we have 1,903 clerks, a total of 8,124 clerks.

The aggregate salaries of each class divided by the number of clerks gives the annual salary of each clerk in the first-class post-offices \$834 and in second-class post-offices \$591, and a daily pay of clerks in first-class post-offices to be \$2.28 and in second-class post-offices to be \$1.62.

Dividing these amounts by 8, the proposed time of the labor of each clerk, the hourly compensation of clerks of the first class would be 28 cents and of the second class 20 cents. To put the service on a basis of eight hours, it would be required to pay each clerk of the first class for two hours and twelve minutes extra service per day, and the aggregate outlay for this for 6,221 clerks for one year would be \$1,398,730. To pay the 1,903 clerks of the second class for the excess over eight hours (being three hours and forty-nine minutes) for one year would require \$530,208. The total amount required for clerks of both classes for payment for excess of time over eight hours would be \$1,928,938. This estimate excludes the third-class offices, which were included in the bill as it was first presented, and does not contemplate consecutive hours as was first proposed.

The present salaries are not too high even for a fair day's work and are too low for a day of indefinite and ever-increasing hours. The fact adverted to by a member of the committee, that these places are much sought after and that a great pressure is upon every Congressman, should not be the only indication of the proper value of a fair day's work. The condition of discontent among the post-office clerks arises from a lack of adequate appropriations in past years to allow the post-offices the proper number of clerks necessary to perform a day's work within a reasonable number of hours. A larger business has grown year by year, and the Department has been obliged to pinch almost every office, and in many instances compel twenty men to do twenty-five men's work. Deserved promotions and increases of pay have not been made, while the burdens of clerks have steadily grown heavier. Now, the clerks, seeing no recognition on the part of the Department or Congress to relieve them of this excessive labor and these long hours, have tried the plan of commanding attention by organization and petition. This has resulted in the bill for eight hours.

I do not believe the intelligent men upon the post-office rosters are satisfied with work for eight hours if it will only produce at the utmost an average of \$834 per year. They are not crushed by the hard work, but want to be paid the money they earn for their families. They want recognition in the way of promotion or increased salaries. If the bill were drawn to forbid any man to work over eight hours and give him no chance for extra pay for over eight hours, I am of opinion that the clerks would not want it. The post-office clerks do not want what other clerks are not getting. They know that the banking, commercial, and business office clerks have no iron-clad rule of overtime pay or stop work after a given number of hours. They understand that the exigencies of business require business to be done as it comes—some days six hours or seven, some days twelve hours.

The post-office clerks are not small men, to haggle over ten minutes or an hour or two of occasional extra service, nor have they rendered a grudging service with all the overtime that they have given under compulsion; but the fact that each day the labor is longer and heavier, without recognition of any practical kind, naturally impels them to seek relief in one form or another. They naturally take advantage of the popular but, adapted to all businesses, not always practical sentiment in favor of eight hours, and would thus get their salaries increased by allowances for overtime. If it was proposed to make a uniform regulation fixing eight hours for a day's work for clerks of all grades in trades, professions, and employments, the case would be different. I do not believe that there is any such peculiar hardship about postal work to warrant the post-office clerks demanding that they be legislated into a privileged class. They only desire a fair day's pay for a fair day's work, and protection from an imposition of labor.

Post-office clerks understand that the postal service is not easily regulated within stipulated hours. There are delayed railroad trains or a number of ocean steamers arriving concurrently, extra heavy mails, produced by a variety of causes, that overload post-offices at certain periods. There are light days and heavy days and days that require almost two days' work in one, that must have prompt and rapid service to save loss and disappointment to thousands of people. It will not be practicable for any post-office to carry a permanent force equal to the work of a double day. The question may be asked why this condition will not affect carriers who are on an eight-hour basis. The answer is that they make their deliveries on a schedule, and go out when the gong strikes, with whatever mail is ready at the time.

Of course it is not impossible to organize the post-office work on a basis of eight hours or six hours if needed. It can be adjusted to any stipulated number of hours, but an arbitrary adjustment of this kind occasions a heavy and partly unnecessary cost to the Department, shifts the responsibilities of the clerks, provokes mistakes by introducing emergency men to take up unfinished tasks, and would make extraordinary embarrassments in times of heavy mails. I do not believe that any well-organized business in this or any other country would be at the trouble of having time clerks and keeping books for ten minutes overtime one day, seventy-two minutes another, and twenty minutes another when all this expense could be obviated by properly averaging the time given and fixing the pay accordingly; when the work increased supply additional men to do it, and pay out the same amount monthly in salaries as would be allowed for claims for overtime. At the present time there are fifteen hundred claims of letter-carriers for overtime, which the Department accountants, inspectors, and postmasters are struggling to verify before ordering payment.

The remedy in my judgment is very plain. Give the clerks encouragement by passing the bill for the fifteen days' holiday. Reclassify the service as proposed. Regrade the railway mail as favorably reported. Add to the estimates submitted by the Postmaster-General for the next year the sum of \$500,000 for additional post-office clerks to enable the Department to make such promotions as are earned and to allow increase of clerks at many points. Instruct the Postmaster-General to so adjust the

work at all post-offices that the hours of service will be reduced to an average of fifty hours a week. In offices where this can not be done allow holidays for overtime.

I call your attention to the fact that the proposed bill, as I am informed by the Assistant Attorney-General, embraces all clerks and employes, the chief clerks, heads of registry divisions, heads of mailing divisions, and superintendents of mails, delivery, registry, and money-order, down to the stampers and porters. I have caused to be prepared the following tables to show you how the eight-hour bill would affect the salaries of the higher grades of clerks:

*Statement showing ten representative first-class offices (salaries of postmasters ranging from \$3,000 to \$6,000), showing present salaries of assistant postmasters and superintendents of mails, delivery, registry, and money-order, and the estimated increase of salaries for service for two hours and twelve minutes, the same being the average time, as shown by returns recently made by said clerks, in excess of eight hours per day. The total cost of the ten clerks in each line of duty is also shown.*

No.	Office.	Salary of post-master.	Salary of assistant postmaster.		Salaries of superintendents.							
			8 hours.	2 hours and 12 minutes.	Mails.		Delivery.		Registry.		Money-order.	
					8 hours.	2 hours and 12 minutes.	8 hours.	2 hours and 12 minutes.	8 hours.	2 hours and 12 minutes.	8 hours.	2 hours and 12 minutes.
1	Burlington, Iowa	\$3,000	\$1,500	\$413	\$900	\$247	\$1,300	\$358				
2	Seattle, Wash.	3,000	1,500	413			1,000	275			\$1,000	\$275
3	New Haven, Conn.	3,400	1,700	468	1,200	330	1,200	330	\$800	\$220	800	220
4	Memphis, Tenn.	3,400	1,700	468	1,400	385	1,400	385	1,000	275	1,300	358
5	Providence, R. I.	3,600	1,600	440	1,300	354	1,200	330	1,100	303	1,000	275
6	Omaha, Nebr.	3,600	1,700	468	1,300	413	1,100	303	1,100	303	1,400	385
7	Buffalo, N. Y.	3,800	1,900	523	1,700	468	1,700	468	1,200	330	1,400	385
8	Pittsburgh, Pa.	3,900	1,800	495	1,700	468	1,400	385	1,200	330	1,500	413
9	Cincinnati, Ohio	6,000	3,000	825	2,500	687	2,400	660	2,000	550	2,100	578
10	Boston, Mass.	6,000	3,000	825	2,700	743	2,700	743	2,100	578	2,400	660
Total				5,338		4,099		4,237		2,489		3,549

NOTE.—At present there are 102 first-class offices.

\* And registry.

† And money-order.

*Statement showing ten representative second-class offices (salaries of postmasters ranging from \$2,000 to \$2,800), showing present salaries of chief clerk and head registry, mailing, and money-order clerks, and the estimated increase for services for three hours and forty-nine minutes, the same being the average time, as shown by returns recently made by said clerks, in excess of eight hours per day. The total cost for the ten clerks in each line of duty is also shown.*

No.	Office.	Salary of post-master.	Salary chief clerk.		Salary head mailing clerk.		Salary head registry clerk.		Salary head money-order clerk.	
			8 hours.	3 hours 49 minutes.	8 hours.	3 hours 49 minutes.	8 hours.	3 hours 49 minutes.	8 hours.	3 hours 49 minutes.
1	Orlando, Fla.	\$2,000	*700	334	600	286				
2	Athens, Ga.	2,000	*900	438	603	286				
3	Jackson, Miss.	2,200	*800	381	600	281				
4	Nebraska City, Nebr.	2,200	*700	334	600	286				
5	Adrian, Mich.	2,400	*900	438	600	286				
6	Batavia, N. Y.	2,400	*900	438	700	334				
7	Aurora, Ill.	2,600	*1,000	477	700	334				
8	Bradford, Pa.	12,000	11,000	477	600	286				
9	Salem, Mass.	7,800	1,000	477	600	286	600	286	600	286
10	Atchison, Kans.	2,800	*1,200	571	800	381	600	286	600	286
Total				4,363		3,051		572		572

NOTE.—At present there are 517 second-class post-offices.

\* And money-orders.

† And registry.

From the above tables it appears that it will require for the payment of the principal clerks as follows.

The first table shows the additional cost for extra service in excess of eight hours per day, at average time, as shown by recent returns, namely, for—

	No.	Cost.
Assistant postmasters .....	10	\$5,338
Superintendents of mails .....	10	4,099
Superintendents delivery .....	10	4,237
Superintendents registry .....	10	2,589
Superintendents money-order .....	10	3,549
<b>Total</b> .....		<b>20,112</b>

Taking this sum, \$20,112, the total cost of 10 clerks for each principal line of duty for 102 first-class offices would amount to \$205,142.

From the second table (second-class offices) we have the total additional cost for time in excess of eight hours per day, namely, 3 hours and 49 minutes, as shown by recent returns, for 10 chief clerks, \$4,365; 10 first mailing clerks, \$3,051; making a total of \$7,416 as the average total cost for the group of ten offices. At this rate for the 517 second-class offices, the total cost would be \$383,407.

This estimate is made on the basis of the 10 chief clerks and 10 first mailing clerks for the total of 517 second-class offices. The aggregate of the salaries of clerks at second-class offices, however, including stampers and employes, is shown to be an average of \$591 per annum per clerk. Taking this average as the basis for the additional time, nearly 3 hours and 49 minutes in excess of eight hours, the total estimated cost for all clerks and employes at second-class offices would be \$530,208.

The results show the total cost for services in excess of eight hours per day for the principal clerks for first-class offices is estimated at \$205,142; for second-class offices the estimate is \$556,827; the total estimate for first and second-class offices \$761,969, and the balance, \$1,166,969, is required for all other postal clerks and employes in the first and second-class offices, making a grand total of \$1,928,938, the outlay necessary for the eight hours' service.

It is well to remember that these places are filled by persons of such character and training that it will be exceedingly difficult to delegate their duties and responsibilities to others after eight hours' duty. If this bill is favorably considered, I would recommend that this class of clerks, if included, have an extra compensation in lieu of eight hours, and that the bill be amended to limit it to clerks receiving \$1,400 per annum and less; and, further, that a clause be inserted to authorize deductions in cases of less service than eight hours per day or forty-eight hours per week.

Yours truly,

JOHN WANAMAKER,  
*Postmaster-General.*

The CHAIRMAN COMMITTEE ON THE POST-OFFICE AND POST-ROADS,  
*House of Representatives.*

## APPENDIX I.

### THE FIRST CENTURY OF THE POSTAL SERVICE.

This year's operations begin the history of the second century of the American postal system. When the Post-Office Department began its career in 1789, Congress seemed hardly willing to give it an organized existence. The act which authorized its creation—or, rather, which continued in operation the old establishment of the confederation—expressly provided that it should last “until the end of the next session of Congress, and no longer;” and this temporary measure was renewed year after year for several sessions, until in 1794 a permanent establishment was provided for.

One of the first aims of Alexander Hamilton, the Secretary of the Treasury, after the Government of the Constitution had been fairly inaugurated, was to devise some means by which the postal establishment could be made to serve the public with the greatest attainable efficiency. In some parts of the country a regular system of arrivals and departures of the mails had never been established; stage-drivers and post-riders were permitted to carry and deliver letters, without any hindrance, for their own private emolument; almost all money transactions were in the currency not of the National Government, but of the several States, and this currency was of fluctuating value according to circumstances and localities; the rates of postage were very high and complex. They were, for example:

For every single letter not exceeding 30 miles, 6 cents.

For every single letter over 30 miles, and not exceeding 60 miles, 8 cents.

For every single letter over 60 miles, and not exceeding 100 miles, 10 cents.

For every single letter over 100 miles, and not exceeding 150 miles, 12½ cents.

For every single letter over 150 miles, and not exceeding 200 miles, 15 cents.

For every single letter over 200 miles, and not exceeding 250 miles, 17 cents.

For every single letter over 250 miles, and not exceeding 350 miles, 20 cents.

For every single letter over 350 miles, and not exceeding 450 miles, 22 cents.

For every single letter over 450 miles, 25 cents.

For every double letter, double the said rates.

For every triple letter, triple the said rates.

For every package weighing 1 ounce avoirdupois, to pay at the rate of four single letters for each ounce, and in that proportion for any greater weight.

Not a daily mail existed anywhere; the number of post-offices in the whole country did not exceed a hundred; the length of all mail-routes was about 2,000 miles; and the entire annual revenue of the service was considerably less than \$50,000. Such was the condition of the postal establishment under Samuel Osgood, the first Postmaster-General under the Constitution.

#### HALF A CENTURY LATER.

Nearly half a century later, however—in 1835—when the locomotive began to replace the pony in the conveyance of the mails, the number of post-offices in the United States had increased to more than 10,000, the gross amount of postal receipts to nearly \$3,000,000 in one year, and the length of post-routes to 113,000 miles. The postal establishment was no longer insignificant, but the rates of postage were still excessive; the transmission of the mails was slow and infrequent; there probably were not more than twenty offices in all the land supplied by a daily mail. There had been little done to indicate that spirit of liberality and progress which should always

be the animating principle of the postal service. The country during this period was in many places a wilderness, and the difficulties under which the mails had to be transported are almost ludicrous when we think of them now. In 1806, for illustration, Gideon Granger, then Postmaster-General, in a communication to the House of Representatives, makes the following queer recommendations concerning the transportation of the mails between Athens, Ga., and New Orleans, La.:

"This part of the route ought to be surveyed and marked out, and cleared of underbrush and trees 4 feet wide. It would be rather an injury than an advantage to clear wider than is necessary for a single horse, as it has been found to encourage a thick growth of brush.

"Dog River is 40 feet wide, and is too deep to ride whenever there is considerable rain. Two logs may be laid across it, so as to enable the rider to cross with the mails on his back, and swim his horse alongside.

"Pascagoula River is 250 yards wide. A family lives here and keeps a canoe, in which the rider with the mail should be crossed, the horse swimming alongside of the canoe."

This same Postmaster-General, in 1810, congratulates the House of Representatives upon the tremendous strides in the pathway of progress made by his Department. He says that at the beginning of the century—

"It required to write from Portland to Savannah and receive an answer forty days; now it requires twenty-seven. Then it required thirty-two days between Philadelphia and Lexington, Ky.; now it requires sixteen. Then it required forty-four days between Philadelphia and Nashville; now it requires thirty. Then it required between New York and Canandaigua twenty days; now twelve."

The illiberal spirit actuating the postal officers of that period is exemplified by the following extract from a letter addressed by R. J. Meigs, the Postmaster-General in 1823, to the chairman of the Committee on the Post-Office and Post-Roads of the House of Representatives:

"It appears to me that no book ought ever to be sent by mail, even if letter or packet postage was paid on it. It is an article which is not, like letters and newspapers, valuable only for its quick conveyance, and may well be sent by the usual routes of many articles of merchandise.

"Some years ago the postmasters at many of the places where books were printed construed them as subject only to pamphlet postage. The consequence was that the mails were soon overloaded with novels and the lighter kinds of books of amusement; and I was under the necessity not only of correcting this misconception of the rate of postage, but to prohibit postmasters from sending books in any case through the mail.

"It would be useful to prohibit by law the transmission of books by mail. The Secretary of State has during the last summer sent a number of cart-loads of books in this manner. The consequence has been the mails have been overloaded, and it has occasioned demands probably of twice as much as it would have cost to send them by means of the booksellers through the ordinary channels, and many newspapers have been rubbed to pieces and lost, and letters damaged."

Twenty-five years later, in 1860, the number of post-offices had increased to over 28,000, the gross postal revenue had more than doubled, and the entire length of post-roads had grown to 240,000 miles. This period (from 1835 to 1860), one would suppose, should have been the most prosperous in the history of the postal service; for during that time steam as a motive power had come to a wonderful degree of development, the country had increased greatly in population, wealth, and enlightenment, and the quick transmission of intelligence by means of the post had become one of the greatest public necessities. But there is nothing very brilliant in this page of postal history.

One instance alone of its mismanagement, the magnetic telegraph, which, though at one time actually under the control of the Post-Office Department, brought into existence by means of public appropriations, with its inventor and all his collaborators employed as postal officers, was abandoned by the Government and suffered to be monopolized and enjoyed by private corporations.

## THESE LAST THIRTY YEARS.

From 1860 to the close of the fiscal year lately ended—June 30, 1890—the progress of the postal establishment has been most marvelous. The number of post-offices has more than doubled, the aggregate now being 62,401; the total length of all the mail-routes in the country, not including letter-carrier routes in the cities, has increased to about 428,000 miles, and the gross postal revenue has grown to a little less than \$61,000,000, representing an increase over the revenue of 1860 of more than 600 per cent. The free-delivery service, which now, in 454 cities of the country and by means of more than 9,000 carriers, makes deliveries and collections of the mails, without extra tax, to the doors of the citizens, has been added. The great money-order system has been established, a system under which, at any one of 9,382 post-offices, remittances, in sums from one cent to a hundred dollars, may be made to every part of the world with absolute safety, and which is used so largely by the people to-day that the amount of its annual business in the issue and payment of orders is nearly \$256,000,000.

Another great step in the progress of the postal service—the evolution, from an immature state, of the railway-mail or traveling post-office system, by which, owing to minute distribution en route on railroads and steam-boats, and by means of immediate transfers to connecting lines, the mails are now carried with the utmost expedition from the places of mailing to those of delivery—was effected during the period under consideration.

Still another great stride in the march of the postal service was the passage of laws that created two great railways across the continent—the forerunners of several others—reducing the time of mail communication between New York and San Francisco or Portland from three weeks to six days, and through the naturally resulting establishment of mail service with China and Japan, opening up direct intercourse with all of Asia and the islands of the Pacific. The direct effect was rapidly to develop all the region west of the Mississippi River, forming populous and prosperous communities where before only the Indian and the buffalo had roamed. Their indirect effect has been, by linking America with Asia, and thus completing the chain of mail service around the earth, to show the practicability, if not to suggest the inauguration, of that splendid scheme of postal intercourse known now as the Universal Postal Union, whose purpose it is to unite in a sort of brotherhood all the nations of the world, making their countries a single territory, and subjecting them, so far as postal matters are concerned, to the operation of equal and exact laws.

The period we are considering, too, has been signalized by numerous reductions in the rates of postage on all classes of mail matter, so that instead of the varying and oppressive rates of former times, we have now, taking everything into consideration, perhaps a lower and simpler tariff of postage than any other country in the world; and by a great extension in the scope of the mails, which now take in books, all kinds of printed matter, and almost every variety of small merchandise. The registry system has been extended to furnish more than ordinary security.

Of minor importance, but still indicating enlightened advancement during the period in question, have been the introduction of the postal-note system, giving the people to some extent the benefits of a fractional paper currency; the adoption of stamped newspaper wrappers and special request envelopes, the latter securing the direct return of a letter to its writer, if undelivered, without the delay of its passage through the Dead Letter Office; the universal use of stamps for the payment of postage on mail matter, both that which is due at the time of mailing and that due at the place of destination; and the special-delivery system, by which for a moderate fee immediate delivery of mail matter is secured upon its arrival at any post-office.

The postal establishment of the United States has arisen from a condition of insignificance to be the largest of all the nations of the world. Instead of one little room, which in 1789 was sufficient to accommodate the entire central force of the

Post-Office Department, a building four stories high, and covering an entire block in Washington, is now inadequate, to say nothing of the great post-office structures all over the land. Instead of the post-boy on his lazy horse, coming and going at will between straggling villages along a single line of post-routes, with here and there a diversion to a cross-road, as was the way in Osgood's time, the mails are now transported almost with the speed of thought, according to fixed schedules of arrival and departure, over such innumerable routes as to make their aggregate journeys every working day equivalent to forty-one times the circuit of the earth. From a total business of perhaps a thousand letters a day, which is but a trifle less than the estimate of the Postmaster-General in 1789, letters and other pieces of mail matter are steadily dropping into the numberless receptacles of the postal system at the rate of nearly 8,000 a minute. This marvelous system employs more than 150,000 agents.



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

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FISCAL YEAR ENDED JUNE 30, 1890.

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

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OFFICE OF THE ASSISTANT ATTORNEY-GENERAL  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, D. C., November 21, 1890.*

SIR: I have the honor to submit herewith a report of the operations of this office for the fiscal year ended June 30, 1890, together with certain recommendations which in my judgment should receive the attention of Congress.

BUILDINGS UNDER LEASE.

Exhibit B, accompanying this report, shows the places at which leases were held by the Department on June 30, 1890, 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 367 post offices and 74 postal stations, being an increase over the preceding year of 40 post-offices and 14 postal stations, the aggregate cost being \$425,074.50. All these leases except five were held on post-offices of the first and second classes, the five being on offices of the third class, there being no change in the number of third-class offices under lease during the past year.

DIVISION OF CORRESPONDENCE.

To this division is referred the miscellaneous correspondence of the Post-Office Department, requiring a construction of the postal laws and regulations.

Each letter received in this division requires an examination to ascertain the exact bearing of the laws or regulations upon the particular question submitted, and the preparation of an answer that shall be in entire conformity with all previous rulings that may have been made upon the same subject.

Correspondence concerning the delivery of mail, the ownership of which is in dispute, is also conducted from this office.

It may also be stated that the correspondence arising in the execution of what is known as the "Green goods" act, and the act forbidding libelous, scurrilous, defamatory, or threatening matter to be printed or written upon postal-cards, or on the outside wrapper or envelopes of

mail matter, has brought a score of letters per day for consideration and reply.

During the year ended June 30, 1890, 14,995 letters were considered and answered, or referred for investigation; a much greater number than was ever before received in any fiscal year.

This vast correspondence was handled by two persons, one clerk of class four, who acts as the chief of the division, and one other clerk, a stenographer and type-writer, of the \$900 class.

To impose such labor on two persons is to so burden them as to make it impossible to insure accuracy, promptness, and careful thought in the conduct of this important business.

The force in this division should comprise a chief at a salary of \$2,000 per year, one clerk of class three, so that the services of a person competent to pass upon law questions can be secured, and a clerk of class one.

#### GENERAL WORK OF THE OFFICE.

I think that it is safe to state that the work of this office has been doubled, and possibly quadrupled within the last three years, by reason of devolving upon it the work of examining the claims of postmasters under recent acts of Congress for losses by burglary, fire, casualties, or the purloining of money letters in transit, and by the addition of a volume of correspondence growing out of the recent enactment of the amended lottery act. An average of about 100 letters per day, asking for interpretations of this act and for instructions concerning the applications of it to matter deposited in post-offices, has been received since the date at which the act was approved. The number of this class of letters seems to be increasing instead of decreasing, and it may be predicted that many questions in connection with this law will pour into this office for months and even years to come. Many of these questions are intricate and important, and the answers to them can not be given without close thought and careful research.

It would not be an exaggeration to state that the additional work imposed upon this office in attending to this correspondence will make it necessary to employ at least two or three additional clerks of more than average intelligence and qualifications.

#### AMENDMENTS TO THE LAWS RECOMMENDED.

In my annual report of date November 21, 1889, your attention was called to several proposed changes in the laws that I deemed necessary, to wit: To secure the Government against losses by reason of insufficient bonds; to make clear some ambiguous statutes in connection with re-imbursements to postmasters for losses, and to enlarge and more clearly define the provisions of the law concerning obscene matter and indecent publications.

Bills were drafted and sent to you, and through you to the post office committees of the two Houses of Congress at its last session, in which were embodied all the proposed amendments to the several laws, but no action seems to have been taken on any one of the bills; at least so far as I have been able to discover no favorable reports of the committees were made thereon.

Attention is now called to the fact that the laws referred to in that report remain unchanged, and I desire to emphasize the recommendations then made by reproducing a part of what was suggested.

Concerning the liability of sureties on postmasters' bonds, the necessity of enlarging the authority of the Postmaster-General in certain

cases, and the proposition to make assistant postmasters more directly responsible to the Department I stated that—

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 record 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.

I called attention a year ago to the propriety of amending the law so as to very clearly define what constituted a "burglary," and stated that the only definition that the Department could safely adopt was that of the common law, that it was "the forcible entry of premises in the night time."

In the absence of a statutory definition, it was unwise to apply the law as it now exists to any other crime than the one thus defined in the settlement of claims of postmasters growing out of "burglary." Hence I suggested that section 5478, Revised Statutes, should be amended 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.

The deficiencies of the act of May 9, 1888, were also pointed out in my last report by its unintentional discrimination in favor of a class of claims arising from losses which accrued between March 17, 1882, and May 9, 1888. The amendments to the act of March 17, 1882, relating to such claims, were detailed, and in a word I suggested an amendment to the act of May 9, 1888, which if it were embodied in a law would be of great service to us in settling these claims and would be just to the claimants. The amendment was to insert after the word "provided" in said act the following, to wit:

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.

I also renew my recommendation concerning the erasing from the act of May 9, 1888, the words "unavoidable casualties" and substituting therein the words "cause not arising from or contributed to by fault or negligence on the part of such postmaster."

"Unavoidable casualties" has nothing but an imaginary definition in the law; or, to state it in another way, its meaning is so indefinite that we are seriously annoyed by the attempt to apply the definition to any case upon which a claim is based not specifically provided for in the statutes.

Experience in this office has demonstrated the importance of more clearly defining by statute the authority of the Postmaster-General in what does or does not constitute contributory negligence upon the part of postmasters who claim credit for postal or money-order funds that are lost in transit.

The rule at present adopted for determining whether or not the postmaster should be relieved from the consequences of his supposed carelessness, so as to justify an allowance for losses of this character, is that he shall have at least one witness to the counting, the enveloping, and depositing in the mail-pouch of any letters or packets containing such remittances, and this rule is founded upon the regulation which the Postmaster-General can not safely change, lest it encourage postmasters in habits of negligence in connection with such remittances, and yet there are many cases in which the strict application of this rule would absolutely prevent them from making the remittance (especially of money-order funds) at the time required by the Departmental regulations, and that would, in the event of the burglarizing of an office or the destruction of money-order funds by fire, impose upon them the burden of the loss.

It does not seem fair to require a postmaster to hold money-order funds in his office beyond the time that he is directed by the regulation to remit them simply because he may not be able to secure a disinterested witness in the middle of the night to come into his office to

verify the counting and enveloping of the money, and stay there until he sees it deposited in the mail pouch to be carried from the office to the mailing-coach or mail-car; and it is equally unjust to make him pay the loss that might occur by fire or burglary that same night when the funds thus exposed to such casualty would have been *in transit* but for the strictness of the regulations. Nor is it wise for the Postmaster-General to make a new regulation on this subject without the full authority of law; hence, I recommend that the act now under discussion shall be further amended so as to permit the Postmaster-General to use his discretion in allowing credits or reimbursements in cases of losses, if he is satisfied that a failure to comply with the regulations of the Department did not arise from indifference or willful neglect, and that the failure did not contribute to the loss.

# LOSSES BY FIRE, BURGLARY, ETC.

The accompanying exhibit (A) shows the amounts allowed under the act of Congress approved May 9, 1888, for losses resulting from fire, burglary or other "unavoidable casualty," and for postal and money-order funds remitted for deposit and lost in transit.

The total number of claims acted upon is 656, of which 507 were allowed in whole or in part, 117 were disallowed, and 32 were withdrawn or dismissed.

The total amount allowed is \$41,093.75, viz: For postal funds, \$8,198.51; for money-order funds, \$5,277.19; for postage stamps and other stamped paper, \$27,618.05. The allowances are classified as follows:

For postal funds:	
Lost by fire .....	\$880.73
Lost by burglary .....	7,136.89
Lost in transit to depository offices .....	166.72
Lost by miscellaneous casualties .....	14.17
	<hr/>
	8,198.51
For money-order funds:	
Lost by fire .....	57.70
Lost by burglary .....	2,584.49
Lost in transit to depository offices .....	2,635.00
	<hr/>
	5,277.19
For postage stamps, etc.:	
Lost by fire .....	8,154.36
Lost by burglary .....	19,245.67
Lost by miscellaneous casualties .....	218.02
	<hr/>
	27,618.05
Aggregate .....	<hr/>
	41,093.75

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

Losses:	
By fire .....	\$9,092.79
By burglary .....	28,967.05
In transit .....	2,801.72
By miscellaneous casualties .....	232.19
	<hr/>
Total .....	\$41,093.75

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

THE POSTMASTER-GENERAL.

P M G 90—10

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1889, to June 30, 1890 (acts of March 17, 1882, and May 9, 1888).

Name of post-office.	Name of 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.		
Acree, Ga.	Charles E. Wilder.				Fire	May 12, 1884			\$17.38	Allowed	Apr. 4, 1890
Adel, Iowa	S. E. Carroll	\$7.81	\$52.07	\$22.00	Burglary	May 2, 1889	\$7.81	\$52.07	120.21	do	June 18, 1890
Atton, Iowa	Alice H. Groves	162.00	81.16	354.43	do	Oct. 17, 1888	155.16	81.16	354.43	do	Aug. 10, 1890
Albany, N. Y.	D. V. O'Leary	10.00	3,528.60	3,528.60	Larceny	Apr. 26, 1888	71.00			See note.	Apr. 19, 1890
Albion, Ill.	George Ferriman	447.00			Burglary	Nov. 1, 1887				Allowed	May 21, 1890
Albion, Ill.	E. S. Smith			55.08	do	Dec. 23, 1883				Disallowed	June 3, 1890
Albion, Iowa	J. K. Winsett	165.56	51.79		do	Sept. 1, 1888	165.56	51.79		Allowed	May 21, 1890
Alma, Kans.	Matt. Thomson	3.00	7.20	10.00	do	Apr. 13, 1888	3.00	7.20	10.00	do	Jan. 2, 1890
Almont, Kans.	A. J. Garst			2.26	do	Sept. 1, 1888				Disallowed	Sept. 20, 1889
Amity, Neb.	P. C. Sharp	3.97		3.51	do	Sept. 5, 1888	3.97		3.51	Allowed	Nov. 26, 1889
Andrews, Va.	G. W. Colborn			6.71	do	June 2, 1888				Disallowed	Feb. 11, 1890
Angelica, N. Y.	H. A. Cammack	12.92			Fire	Aug. 24, 1884	12.92			do	Nov. 26, 1889
Annapolis, Md.	G. D. Miller	93.63	20.55	245.67	Burglary	Aug. 2, 1888	93.63	20.55	245.67	do	June 18, 1890
Anoka, Ind.	R. Welsh	22.00	373.03	373.03	do	June 2, 1889	22.00			do	Feb. 11, 1890
Anoka, Minn.	John Novinger	1.57	33.00	33.00	Fire	Nov. 20, 1888	1.00		33.00	do	Nov. 26, 1889
Argyle, Ill.	J. C. Frost			28.92	do	Sept. 1, 1888				Disallowed	Nov. 26, 1889
Arlington Heights, Ill.	J. S. Reid			64.22	do	Sept. 5, 1888			10.60	Allowed	June 10, 1890
Arvonia, Kans.	Charles Sigwalt		76.00		In transit	Aug. 29, 1884		5.00		do	Do.
Asay, Utah	L. Humphreys	37.80			do	Apr. 3, 1888				Disallowed	Jan. 2, 1890
Asbury Grove, Mass.	H. D. Richardson		10.00	63.75	Burglary	Oct. 5, 1888			63.75	Disallowed	Mar. 26, 1890
Assaria, Kans.	R. M. Knox				In transit	Jan. 2, 1889				Disallowed	Jan. 2, 1890
Athens, Tex.	P. M. Mathews			144.97	Fire	Oct. 4, 1888			144.97	Allowed	June 18, 1890
Atterton, Ill.	J. K. P. White	9.03		9.03	do	Oct. 15, 1888			9.96	do	Jan. 2, 1890
Atlas, Mich.	T. E. Brady	15.29		15.29	Burglary	May 22, 1883			15.29	do	Mar. 24, 1890
Atterborough, Mass.	P. E. Sanford	16.84	47.00	1,010.11	do	Sept. 1, 1883	16.84	32.10	1,010.11	do	Sept. 18, 1889
Aurora, Ky.	Alex. Case			15.32	Flood	Feb. 13, 1884			15.32	do	Sept. 18, 1889
Aurora, Ky.	J. M. Harrison			11.00	Fire	Mar. 2, 1889			9.80	do	Sept. 20, 1889
Avalon, Ga.	J. F. McLaughlin	6.73		3.16	Burglary	Oct. 5, 1888			3.16	do	May 13, 1890
Avalon, Pa.	J. F. McLaughlin	2.79			do	Jan. 16, 1889			1.45	do	Apr. 12, 1890
Avondale, Pa.	H. M. Carpenter		208.00		In transit	June 17, 1883				Disallowed	June 10, 1890
Ballenger, Tex.	W. H. Studer			27.10	Burglary	Sept. 27, 1888			27.10	Allowed	June 18, 1890
Bartlett, Ohio	J. J. Talley		178.00		In transit	Mar. 26, 1889				Disallowed	June 18, 1890
Bartlett, Tex.	C. K. Basham	6.00		7.71	Burglary	Mar. 26, 1889			7.71	Allowed	Feb. 11, 1890
Baylor, Ala.	M. Kimball			(a)	Fire	Nov. 6, 1889			31.06	do	June 18, 1890
Beaumont, Ky.	W. W. Brown		84.00	(a)	do	Nov. 25, 1889			53.80	do	May 8, 1890
Beaumont, S. C.	N. Brady				In transit	Apr. 1, 1890				Withdrawn	May 8, 1890
Bedford, Ky.	A. Giddens	30.00			Burglary	June 2, 1883	25.00			Allowed	Feb. 11, 1890

Beeville, Tex.....	J. W. Flournoy *	78.00	In transit.....	Apr. 20, 1889	Disallowed.....	Apr. 20, 1889
Bellville, Mo.....	E. L. Blackburn <sup>14</sup>	8.30	Burglary.....	Aug. 28, 1888	do.....	May 8, 1890
Bellwood, Pa.....	T. Stewart.....	81.19	do.....	Oct. 1, 1888	Allowed.....	Apr. 12, 1890
Belmont, Ky.....	W. H. Cundliffe.....	3.80	Fire.....	Dec. 17, 1888	Disallowed.....	Do
Belmont, N.Y.....	A. M. Crabtree.....	7.00	Burglary.....	Nov. 2, 1888	Allowed.....	Apr. 29, 1890
Bellevue, Mo.....	W. H. Thompson.....	37.00	do.....	Feb. 12, 1889	do.....	Apr. 18, 1890
Bellevue, Mo.....	John Kennedy.....	10.00	In transit.....	Nov. 19, 1888	Disallowed.....	May 21, 1890
Bellon, Mo.....	R. M. Johnson.....	10.83	Fire.....	Feb. 25, 1889	Allowed.....	June 10, 1890
Beaumont, N.Y.....	C. F. Ballouck.....	18.00	do.....	Feb. 17, 1888	do.....	June 18, 1890
Beaton Station, Mo.....	J. W. Sylvester.....	9.97	Burglary.....	Sept. 20, 1888	Disallowed.....	June 3, 1890
Beckshire, Ohio.....	John Finch.....	3.11	do.....	Oct. 9, 1888	do.....	Apr. 12, 1890
Biller, Ala.....	J. A. Hanson.....	8.39	Storm.....	Apr. 22, 1883	Allowed.....	June 10, 1890
Billings, Mo.....	M. V. Johnson.....	98.25	Fire.....	Mar. 6, 1889	Disallowed.....	Sept. 20, 1889
Birmingham, N.Y.....	J. P. Smith.....	8.25	do.....	Sept. 30, 1888	do.....	June 18, 1890
Bird Island, Minn.....	J. W. Ladd.....	183.27	do.....	Dec. 6, 1883	do.....	Nov. 24, 1889
Bloomington Prairie, Minn.....	M. Guthrie.....	139.83	Burglary.....	Dec. 6, 1883	do.....	Mar. 5, 1890
Do.....	do.....	44.70	Fire.....	Nov. 27, 1888	Disallowed.....	Apr. 29, 1890
Blountsville, Ala.....	J. L. Montgomery <sup>14</sup>	2.00	In transit.....	Feb. 15, 1889	Allowed.....	June 18, 1890
Do.....	H. E. Backer <sup>15</sup>	120.00	do.....	Feb. 6, 1890	Disallowed.....	Dec. 27, 1889
Bonouville, Miss.....	V. E. Marshall.....	183.21	Burglary.....	Dec. 23, 1888	Allowed.....	Mar. 21, 1890
Bottomland Centre, Me.....	M. A. Noble.....	24.50	Fire.....	Dec. 30, 1888	do.....	June 10, 1890
Bowling Green, Ga.....	M. A. Coombs.....	27.80	Burglary.....	Feb. 28, 1889	do.....	Mar. 5, 1890
Bowling Green, Ga.....	John A. Reese.....	2.41	Fire.....	Oct. 20, 1888	do.....	Apr. 12, 1890
Braham, W. Va.....	Charles Hermann.....	10.87	do.....	Nov. 10, 1888	do.....	June 3, 1890
Breadsville, Pa.....	John M. Finney.....	75	Burglary.....	Nov. 27, 1888	do.....	Apr. 29, 1890
Brenham, Tex.....	J. M. Byrnes.....	207.92	Fire.....	Oct. 31, 1888	do.....	June 18, 1890
Brentwood, Cal.....	James E. Grennen.....	36.08	do.....	Aug. 5, 1888	do.....	Apr. 12, 1890
Brewerton, N. Y.....	W. W. Dority.....	25.00	Burglary.....	Sept. 21, 1888	do.....	June 3, 1890
Bridgewater, N. J.....	W. H. Allen <sup>16</sup>	8.75	do.....	Dec. 28, 1886	do.....	Nov. 20, 1889
Bridgewater Corners, Vt.....	V. C. Babcock <sup>17</sup>	( <sup>16</sup> )	Fire and burg- lary.....	Sept. 18, 1889	Disallowed.....	Sept. 20, 1889
Brightwood, Ind.....	M. E. Hinch.....	9.44	Burglary.....	Jan. 9, 1889	Withdrawn.....	Mar. 5, 1889
Brookland Station, Mo.....	W. T. Adams.....	38.54	Fire.....	Nov. 27, 1888	Allowed.....	May 21, 1890
Brownsville, Tex.....	B. Kowalski.....	17.00	In transit.....	Oct. 26, 1888	do.....	June 18, 1890
Brunswick, Ga.....	L. North.....	212.57	Fire.....	June 17, 1892	do.....	June 10, 1890
Bryan, Tex.....	John Q. Tabor.....	380.06	do.....	Mar. 3, 1889	do.....	June 18, 1890
Bryant, W. Va.....	S. Ball.....	83.00	do.....	Oct. 8, 1888	do.....	June 3, 1890
Bryantown, Md.....	J. A. Lyvon.....	3.43	do.....	Aug. 27, 1888	do.....	Apr. 12, 1890
Buck Swamp, S. C.....	J. C. Bass.....	27.76	Burglary.....	Nov. 8, 1888	do.....	June 10, 1890
Buda, Ill.....	L. D. Page.....	25.00	do.....	Mar. 26, 1879	do.....	June 18, 1890

\* The funds had been previously withheld from deposit, contrary to instructions.

<sup>14</sup> Unknown. Claim based on misapprehension of facts.

<sup>15</sup> No loss.

<sup>16</sup> Loss resulted from fire, through negligence of postmaster.

<sup>17</sup> No satisfactory proof of loss.

<sup>18</sup> Money recovered through Dead Letter Office.

<sup>19</sup> Money found and deposited to credit of claimant.

<sup>20</sup> Loss resulted from fire, through negligence of postmaster.

<sup>21</sup> Credit allowed for damaged stamps embraces entire loss.

<sup>1</sup> Claim included an indefinite amount of postal funds.

<sup>2</sup> Act of Congress (Private No. 27) authorizes reimbursement by the Secretary of the Treasury.

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

<sup>4</sup> No proof of burglary or loss.

<sup>5</sup> Claim included damaged stamps previously credited.

<sup>6</sup> Reimbursement claimed was improperly withheld from deposit.

<sup>7</sup> No satisfactory proof of contribution.

<sup>8</sup> Non-compliance with instructions concerning remittance.

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

Name of post-office.	Name of 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.		
Brinker Hill, Ind	T. J. O'Hara <sup>1</sup>	\$7.75		\$16.75	Burglary	Nov. 16, 1886			\$8.34	Disallowed	May 8, 1890
Emerson, Ala	A. L. Osborn			8.34	do	Jan. 30, 1889			129.33	Allowed	June 3, 1890
Butler, N. J.	A. J. Cook			129.33	do	Oct. 21, 1888			6.50	do	Nov. 24, 1889
Butler, Ark	S. L. Potter	6.00		6.50	Fire	June 6, 1879			60.23	do	June 18, 1890
Butte Meadows, Cal	Mary McGaugh			48.40	do	Jan. 17, 1880				do	June 10, 1890
Buxsills, Ohio	George Connor	30.00			Burglary	Mar. 21, 1884	\$30.00			do	Nov. 21, 1889
Calix, N. Y.	C. H. Seward	10.17			do	Oct. 18, 1884	10.17			do	Nov. 9, 1889
Calix, N. Y.	S. Becker	50		17.99	do	Mar. 16, 1880			11.00	do	June 10, 1890
Calverly, Tex	John S. Snook		\$80.00		In transit	Apr. 18, 1889		\$80.00		do	Apr. 20, 1890
Calhoun, Iowa	E. M. Workman			25.00	Fire	Dec. 12, 1879			99.87	do	June 10, 1890
Camden, N. H.	G. W. Walker			25.62	do	Dec. 10, 1887			25.62	do	Sept. 20, 1889
Camden, Tex	William R. Dean			40.62	do	Mar. 17, 1884			40.62	do	Nov. 9, 1889
Camonsburgh, Ohio	G. W. Mull			42.29	Burglary	June 27, 1888			41.91	Allowed	May 13, 1889
Capron, Iowa	T. G. Wickersham	6.30		11.20	do	Nov. 21, 1878	6.30		11.20	do	May 8, 1890
Carbon, Ind	E. H. Gallagher	25.00		10.75	Fire	Feb. 1, 1880	25.00		19.75	do	June 10, 1890
Carbon, Wyo	E. P. Slamm	2.50		17.77	do	Nov. 12, 1889			17.77	do	Mar. 20, 1890
Carbon, Ind	Z. Ward	6.75			Burglary	Nov. 12, 1889				Disallowed	Apr. 20, 1890
Carr, Mo	T. M. Rydell <sup>1</sup>	3.50			do	Nov. 24, 1888				do	June 3, 1890
Cartage, Miss	L. M. Garrett <sup>4</sup>		482.00		In transit	Dec. 14, 1888			41.69	do	June 3, 1890
Castleton, N. Y.	J. W. Van Hoeson	9.72		44.69	Fire	Apr. 13, 1889			22.80	Allowed	Mar. 23, 1890
Catawagus, N. Y.	J. W. J. Weller			22.80	do	Sept. 15, 1888	9.72		22.80	do	May 21, 1890
Cedar Hill, Tenn	T. D. Ayers			43.80	Burglary	Dec. 16, 1884			43.80	do	Apr. 4, 1890
Cedar Lake, Mich	W. H. Dickson	3.79		64.43	Fire	Sept. 16, 1889			54.56	Disallowed	Mar. 23, 1890
Central Ark, Ark	W. H. Dickson			54.56	do	Sept. 16, 1889			0.20	Allowed	Mar. 23, 1890
Central Park, N. Y.	John A. Brundage			72.95	do	Sept. 16, 1889			88.10	do	Mar. 23, 1890
Chancy, Iowa	George T. McClure			68.00	do	Oct. 15, 1888			29.43	do	Mar. 23, 1890
Chapman, Ohio	L. L. Chapman			29.43	Burglary	Oct. 15, 1888			0.27	do	Mar. 23, 1890
Chapman, N. Y.	E. Gere	10.48	1.87	9.27	do	May 22, 1888			2.07	do	June 3, 1890
Chestnut Hill, Md	Charles Rigdon <sup>6</sup>	25.42		2.07	do	June 20, 1880			44.00	Disallowed	Apr. 20, 1890
Cheviot, N. Y.	Fredrick Youngs			4.00	do	June 20, 1880			13.60	do	Sept. 20, 1889
Chicago, Ill	James A. Sexton	14.05	350.18	15.90	do	Nov. 1, 1889	11.05	30.18	11.10	do	Apr. 20, 1890
Chicago, Ohio	John Litz		3.00		In transit	Jan. 3, 1889			11.10	Disallowed	Sept. 12, 1889
Chico, Kans	Mrs. C. A. Wait	0.78		14.10	Burglary	July 14, 1888	6.78		363.65	Disallowed	Mar. 23, 1890
Chil, Ind	E. G. Prather <sup>8</sup>			3.00	do	Nov. 28, 1888			101.42	Allowed	Apr. 4, 1890
Chilo, Ohio	J. W. McCabe			363.65	Larceny	Nov. 20, 1889			7.06	Disallowed	Jan. 2, 1890
Chilton, Wis	Mrs. G. W. D. Wentworth <sup>9</sup>			104.42	Burglary	July 6, 1884			30.40	Allowed	Mar. 20, 1890
Chulame, Cal	Isaac P. Pond	8.09		15.33	do	Sept. 7, 1879			33.44	do	June 18, 1890
Christiansburg, Ohio	Isaac Halpern	7.06			Fire	Feb. 3, 1880			22.90	do	June 18, 1890
Claremont, Ark	T. T. Gaskins	35.00		53.44	do	Jan. 23, 1880	2.00			do	June 18, 1890
Clareville, Va	W. P. Howell	9.50		( <sup>10</sup> )	do	Jan. 23, 1880				do	June 18, 1890
Clay, Ark		( <sup>11</sup> )									



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

Name of post-office.	Name of postmaster.	Amount 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.		
Dry Bone, Wis.	E. T. Goldthorp	\$0.14		\$10.21	Burglary	Jan. 4, 1889	\$0.14		\$10.21	Allowed	June 3, 1890
Dublin, Minn.	Jno. Flynn			41.85	Fire	Jan. 28, 1889			41.85	do	May 21, 1890
Dunbar, Pa.	D. R. Anderson <sup>1</sup>	13.50			Burglary	Jan. 21, 1889				Disallowed	May 8, 1890
Dunstable, Va.	R. E. Althoff	( <sup>2</sup> )		( <sup>2</sup> )	Fire	Dec. 8, 1888	41.45		31.47	Allowed	June 18, 1890
Durand, Mich.	Wm. H. Putnam	62	\$0.32	1.63	Burglary	Oct. 15, 1888	62	\$0.32	1.63	do	June 3, 1890
Eagle Lake, Tex.	L. L. Norrie	190.00	20.98	515.23	In transit	Apr. 20, 1889	190.00	20.98	515.23	do	June 29, 1890
Eagle Pass, Tex.	Mrs. L. W. Varrington	60.00		40.00	Fire	Dec. 20, 1888			38.44	do	June 10, 1890
East Canaan, Conn.	Wm. Adam	2.29		32.01	Burglary	Nov. 24, 1874	2.23		32.01	do	June 10, 1890
East Monroe, Ohio	Jas. H. Street			46.65	do	Oct. 10, 1888			46.66	do	Nov. 26, 1889
Easton, Ohio	Jas. V. Harrel	215.36	10.74		do	Apr. 8, 1889	215.36	10.74		do	Sept. 20, 1890
East Randolph, N. Y.	H. C. Sell	100.86		75.22	do	Sept. 26, 1888	100.86		75.22	do	Sept. 23, 1889
East Sardinia, Mich.	M. W. Meredith	16.00			do	Jan. 1, 1889	16.00			do	May 8, 1890
East Toledo, Ohio	H. N. Brown				do	Sept. 24, 1889				Disbursed	Jan. 2, 1890
Economy, Ind.	M. C. Robbins <sup>2</sup>	116.45	30.00		Burglary	July 20, 1889	116.45			Allowed	June 18, 1890
Elford, Pa.	A. T. Hayden			4.40	do	Oct. 30, 1888			4.49	do	Feb. 11, 1890
Ellettsburg, Ark.	S. A. Hingden	2.00		23.70	Fire	July 4, 1888			32.80	Allowed	Mar. 26, 1890
Elk Creek, W. Va.	O. A. Henderson			40.00	Burglary	Dec. 5, 1888			37.86	do	June 30, 1890
Elkington, N. Y.	C. A. Seelken	62.00		39.17	do	Aug. 2, 1888			39.17	do	Nov. 26, 1889
Ellenville Depot, Miss.	Hilda A. Medowan	285.00			In transit	June 7, 1888		69.00		do	June 4, 1890
Elmo, Mo.	J. H. Cloud <sup>3</sup>			27.56	Fire	Mar. 16, 1888				Disallowed	Nov. 26, 1889
Elmo, Colo.	Thos. Cook	25.25		95.00	do	July 5, 1888			27.36	Allowed	Jan. 4, 1890
El Rio, N. Mex.	Jon. Grant			48.23	do	May 8, 1889	22.53		78.84	do	June 30, 1890
Emerald, Ohio	W. L. Albert	62.61	56.25	1,058.36	Burglary	Mar. 28, 1889	62.61		48.83	do	June 10, 1890
Emporia, Kans.	S. T. Murphy <sup>4</sup>	90.22		3.97	do	Aug. 30, 1884			3.97	do	Jan. 2, 1890
Euon Valley, Pa.	J. O. Caskey				do	Apr. 12, 1889				do	June 18, 1890
Eric, Kans.	G. W. Sansom				do	Feb. 25, 1889	90.22		14.78	do	Nov. 26, 1889
Ernstville, Md.	M. W. Zimmerman			3.50	Fire	Mar. 14, 1888			3.50	do	June 3, 1890
Evergreen Park, Ill.	C. W. Dean			14.20	Flood	Aug. 31, 1888				Disallowed	Jan. 2, 1890
Eversole, Ky.	Jno. S. Reynolds <sup>5</sup>	20.00		84.58	In transit	Nov. 26, 1888			84.28	Allowed	Apr. 29, 1890
Ewing, Neb.	F. B. Phillips			73.82	Burglary	Nov. 24, 1888			73.82	do	June 18, 1890
Falmouth, Va.	C. S. Hedlin	20		13.95	Flood	June 1, 1889	20		13.72	do	May 8, 1890
Fargo, Ind.	Geo. P. Bornwasser			24.56	Fire	July 16, 1888			17.39	do	Nov. 9, 1889
Farmersville, Ky.	S. E. Mages	20.00			Burglary	Aug. 2, 1888				do	Apr. 4, 1890
Farmersville, La.	Isaac Shuster <sup>4</sup>	7.43	54.65	107.37	In transit	Sept. 21, 1888			27.76	Disallowed	June 3, 1890
Farmington, Conn.	E. H. Dending	14.81	3.35	15.61	Burglary	Apr. 18, 1889	14.81	3.35	107.37	Allowed	May 23, 1890
Do	do			2.42	do	Sept. 3, 1888			15.61	do	Nov. 26, 1889
Farmington, Pa.	Thomas Rush			24.19	Fire	Nov. 28, 1888			2.42	do	June 10, 1890
Farragut, Pa.	George Marker				do	Aug. 13, 1888			18.29	do	May 21, 1890
Farrville, Ind.	A. C. Fart				do					do	

Payeeville, Ind	E. Searns	1.50	do	May 9, 1890	1.50	do	June 20, 1890
Burgess, N. O.	E. J. Ferguson	7.43	do	July 12, 1889	7.43	do	Jan. 4, 1890
Fickville, Tex	E. Zimmerman	(*)	do	Jan. 12, 1890	43.64	do	Jan. 18, 1890
Fitchville, Conn.	James Beckwith	52.00	do	Feb. 14, 1889	53.84	do	June 3, 1890
Flagler, Iowa	G. B. Nail	18.61	do	July 8, 1889	18.61	do	Mar. 20, 1890
Flag Springs, Mo.	W. S. Walker	10.00	Burglary	Nov. 1, 1887	10.00	do	Do.
Flint, Wis.	William H. Clark	60.41	Fire	Sept. 12, 1888	60.65	do	Mar. 6, 1890
Fort Atkinson, Iowa	P. J. Huber	13.75	Burglary	Sept. 12, 1888	50.88	do	Do.
Fort Bridger, Wyo	M. E. Carter	18.85	do	Oct. 17, 1888	13.75	do	Feb. 11, 1890
Fort Lyon, Colo	George M. Brown	30.00	Fire	Apr. 26, 1881	18.85	do	Nov. 9, 1889
Fort Snelling, Minn.	V. Robertson	105.77	Burglary	Nov. 12, 1888	30.00	do	Mar. 5, 1890
Fox Creek, Mo.	J. R. Fraizer	6.32	do	Oct. 10, 1888	105.77	do	Apr. 26, 1890
Franklin, Me.	F. Gerrish	1.25	do	Mar. 1, 1889	1.75	do	June 3, 1890
Fredericksburgh, Tex.	Rosa Trout	43.00	In transit	May 25, 1888	43.00	do	Jan. 18, 1890
Fredonia, Iowa	L. Mickey	3.00	Burglary	Nov. 23, 1888	3.00	do	May 8, 1890
Freeburg, Ill.	Charles Hecker	2.69	do	Nov. 23, 1888	2.69	do	May 8, 1890
Free-town Corners, N. Y.	C. H. Munroe	28.17	Fire	Feb. 27, 1889	4.41	do	Jan. 2, 1890
Garland, Tex.	J. D. Robinson	166.37	Burglary	May 26, 1888	14.87	do	June 3, 1890
Ghent, Ky.	G. R. Howie	4.16	do	July 23, 1888	37.75	do	Jan. 4, 1890
Giard, Iowa	Jno. D. Bickel	(*)	Burglary	May 8, 1884	4.61	do	Apr. 4, 1890
Gibson, Ga.	Jno. W. P. Whiteley	54.10	do	Mar. 6, 1889	70.00	Allowed	Mar. 24, 1890
Giddings, Dak	Geo. W. Giddings	24.60	Fire	Nov. 1, 1888	56.55	do	June 18, 1890
Gildersleeve, Conn	F. Gildersleeve	6.00	Burglary	Nov. 3, 1887	23.65	do	June 10, 1890
Do	do	1.50	do	Aug. 8, 1888	6.00	do	Jan. 2, 1890
Gilman, Ill.	C. M. Wright	78.77	do	Feb. 6, 1889	78.77	do	Mar. 26, 1890
Glastonbury, Conn	Fred. R. Curtis	472.23	do	Mar. 18, 1889	472.23	do	May 21, 1890
Glen Hope, Pa.	E. C. Haley	5.71	In transit	Oct. 4, 1889	5.71	do	Jan. 2, 1890
Glick, Kans.	Thos. Cameron	58.26	Burglary	Jan. 7, 1889	Disallowed	do	Mar. 26, 1890
Globe, Ariz.	Alonza Bailey	118.85	In transit	Oct. 1, 1888	118.85	do	May 8, 1890
Glover, Vt.	John P. Ellis	90.11	Burglary	Aug. 15, 1888	Disallowed	do	Nov. 24, 1889
Goodell, Pa.	B. E. Phillips	6.82	Fire	Dec. 28, 1888	90.11	Allowed	May 8, 1890
Good Ground, N. Y.	Wm. G. Decker	13	do	Apr. 24, 1889	6.82	do	June 18, 1890
Goshen, Ohio	C. M. Allen	7.29	Fire	Apr. 16, 1890	13	do	May 8, 1890
Gosport, Ind	Jno. M. Carlton	28.00	Burglary	Dec. 28, 1888	7.29	do	June 18, 1890
Do	S. D. Spelman	44.11	Larceny	Nov. 24, 1884	9.63	do	Feb. 11, 1890
Grafton, W. Va.	C. F. W. Kunst	125.00	Burglary	Oct. 10, 1888	125.00	Disallowed	June 3, 1890
Grand Rapids, Mich	Jas. Blair	520.00	Larceny	July 1, 1889	28.00	Dismissed	Nov. 20, 1889
Grand View, Tex.	T. P. Torian	55.00	In transit	Jan. 4, 1889	28.00	do	May 13, 1890
Grand View on Hudson, N. Y.	W. H. Platt	3.00	Fire	Sept. 27, 1889	3.00	Withdrawn	Nov. 18, 1889
Grant, Ill.	James T. Otley	4.00	Burglary	Apr. 30, 1889	4.00	do	Jan. 18, 1890
Great Barrington, Mass.	Julius E. Seeley	22.50	do	June 6, 1873	170.98	do	June 2, 1890
Greenbush, Miss.	G. B. Flynn	11.61	do	Oct. 12, 1888	22.50	do	Nov. 9, 1889
Greenville, Ohio	D. S. Hine	7.00	do	June 19, 1887	6.00	do	Nov. 24, 1889
Griffin, Md.	John U. Griffin	35.00	Fire	May 8, 1887	35.00	do	S. pt. 20, 1889
Do	do	35.00	do	do	do	do	Jan. 4, 1890

\* Loss resulted from negligence of the postmaster.  
 \* Not within the provisions of the statute.  
 \* All stamps stolen were recovered.  
 \* Claim was based on misapprehension.

\* Non-compliance with instructions concerning remittance.  
 \* Credit previously allowed for stamps and money-order funds.

\* Loss resulted from negligence of claimant.  
 \* Unknown.  
 \* Money refunded to claimant by postmaster at Green Fork, Ind.

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

Name of post-office,	Name of 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.		
Grove City, Pa.	D. M. Morrow <sup>1</sup>	\$8.48	( <sup>1</sup> )	( <sup>1</sup> )	Burglary	Sept. 13, 1888				Disallowed	Nov. 26, 1889
Guerronville, Cal.	Mrs. A. R. Thompson				Fire	Feb. 20, 1889			\$78.12	Allowed	June 10, 1890
Guerronville, Cal.	Max Julius			\$35.51	do	Dec. 28, 1888			35.51	do	May 21, 1890
Gwin, Tenn.	John C. Wilder	6.76		6.76	do	Nov. 27, 1888			9.89	do	Do.
Gwinville, Miss.	L. B. Walker			6.00	do	Mar. 23, 1895			6.00	do	Jan. 2, 1890
Hallsboro, Tex.	L. B. Howerton	( <sup>2</sup> )	\$97.00	( <sup>2</sup> )	In transit	Apr. 20, 1889			\$67.00	do	Apr. 29, 1890
Hambledon, Md.	H. A. Corkran	( <sup>2</sup> )		( <sup>2</sup> )	Fire	Nov. 11, 1888	\$5.04		76.39	do	A. F. 4, 1890
Hannover, Iowa	F. A. Addie	13.14			Burglary	Dec. 20, 1888	12.14		69.43	do	June 10, 1890
Hartford, Conn.	T. E. Cooper	8.05		16.20	do	Jan. 6, 1889	8.05		16.20	do	Apr. 12, 1890
Haught's Store, Tex.	A. B. Lanier <sup>4</sup>				In transit	Apr. 14, 1890				Disallowed	May 13, 1890
Haverford College, Pa.	J. T. Galloway <sup>1</sup>	4.00		10.99	Burglary	Oct. 25, 1888				do	Nov. 26, 1889
Do	W. F. Harbert <sup>1</sup>	3.00			do	Dec. 22, 1888				do	June 10, 1890
Haynesville, La.	James R. Smith		141.00		In transit	Nov. 17, 1888		141.00		Allowed	Do.
Hazel Green, Wis.	Ed. O. Neill <sup>1</sup>		153.00		do	Dec. 17, 1888				Disallowed	Do.
Hazlehurst, Miss.	F. M. Sex on <sup>2</sup>		116.00		do	Nov. 5, 1888				do	June 18, 1890
Hazleton, Iowa	O. Tuttle			( <sup>2</sup> )	Fire	May 7, 1889			19.52	Allowed	Do.
Hedena, Ala.	L. P. Leonard <sup>3</sup>	8.43		3.00	do	Oct. 10, 1888	8.43		3.00	Disallowed	June 3, 1890
Herbert, Wis.	A. J. Healy			13.12	do	Jan. 31, 1889			13.12	Allowed	June 10, 1890
Heron, Mo.	T. Hunt			( <sup>2</sup> )	Burglary	Feb. 10, 1888			14.51	do	Jan. 2, 1890
Heron Centre, Mo.	E. S. Herndon	6.07		4.34	do	June 26, 1884	6.07		4.34	do	Mar. 5, 1890
Hickory Valley, Ark.	McCurdy Hall	12.04			do	July 13, 1888	12.04			do	Mar. 26, 1890
Hico, Tex.	John A. Fakins		44.00		In transit	Mar. 13, 1881				do	Jan. 2, 1890
Higgenum, Conn.	C. P. Davis	153.91		12.43	Burglary	June 16, 1888	53.62		11.02	do	Do.
Highland Park, Fla.	B. B. Dublin <sup>4</sup>			36.03	do	Nov. 7, 1888				Disallowed	May 13, 1890
Highland Station, Mich.	John B. Crouse			288.44	Fire	Oct. 9, 1888			36.63	Allowed	Sept. 25, 1889
Hillbush, Ark.	C. H. L. Parish	155.33	90.85	288.44	Burglary	Apr. 25, 1888	185.33	25.00	268.44	do	Jan. 2, 1890
Hillsborough, N. C.	John Morgan	118.54		79.24	do	Sept. 25, 1888			79.24	do	Feb. 11, 1890
Hinsdale, N. Y.	C. R. Bowen			17.19	Burglary	Nov. 27, 1888			74.79	do	Mar. 1, 1890
Holmes, Tenn.	D. W. Holmes <sup>5</sup>	22.59		22.10	do	Dec. 4, 1888				do	May 8, 1890
Houston, Miss.	J. M. Griffin		52.18		do	Aug. 16, 1889	20.12		52.18	Withdrawn	Dec. 24, 1889
Howard's Mills, Ky.	M. L. George			42.17	Fire	Nov. 6, 1888			22.10	Allowed	Apr. 12, 1890
Howan, Alaska	J. L. Gould		19.55		do	Nov. 6, 1888			43.17	do	Mar. 5, 1890
Hubbardsburg, Mich.	M. H. Cahalan	38.36		128.69	Burglary	Aug. 25, 1889	38.36	19.55	123.69	do	June 10, 1890
Hume, Mo.	D. H. Hull	25.00			do	Nov. 5, 1888				do	June 18, 1890
Huntertown, Ind.	J. C. Hunter	30.61		122.34	Burglary	Jan. 21, 1885				Disallowed	Do.
Huntingdon, Ind.	S. H. Shearer	2.50		11.25	do	Dec. 2, 1888	20.61		122.34	Allowed	Apr. 12, 1890
Hurdland, Mo.	Ira D. Cottey			81.38	do	Nov. 11, 1888	2.50		11.25	do	Do.
					do	Aug. 30, 1888			81.38	do	Nov. 26, 1889

Hatchins, Tex	T. G. Bledsoe	6.67	107.81	Fire	Jan. 12, 1889	5.47	10.99	do	May 21, 1890
Idolwild, N. Y.	H. Van Duzer	6.00	6.00	Fire	May 5, 1889		11.21	do	June 18, 1890
Idolwild, Tenn	J. B. Longworth	11.80	11.80	do	Nov. 5, 1888		11.80	do	Feb. 11, 1890
Irwinburg, Furnace, Va.	J. G. Early	104.19	104.19	Burglary	Nov. 2, 1888		104.19	do	Jan. 2, 1890
Jacksonburg, Tex	T. F. Horton	370.00	370.00	In transit	June 21, 1888		370.00	do	Oct. 18, 1890
Jackson, Tenn	R. R. Dashiell	22.60	22.60	Burglary	Dec. 30, 1888	1.00	68.82	do	June 3, 1890
Jamestown, Ind	L. D. Mitchell	68.82	68.82	do	Sept. 15, 1888		22.00	do	Jan. 2, 1890
Jarrett, W. Va	John T. Jarrett	( <sup>1</sup> )		Fire	Oct. 20, 1888		53.00	do	Mar. 26, 1890
Jaeger, Ala.	John B. Lollar	53.00	53.00	do	June 22, 1885		151.00	do	Jan. 2, 1890
do	do	151.00		do	June 4, 1885			do	do
Jefferson, Ark	Jan. Kealey	191.50	191.50	Fire	Apr. 26, 1889		100.32	do	June 20, 1890
Jennings, Tenn	E. A. Bess	25.00	25.00	do	Oct. 22, 1888		22.33	do	Apr. 29, 1890
Johnson's Bayou, La	John P. Edleman	20.40	20.40	Flood	Oct. 13, 1886		20.40	do	Sept. 20, 1889
Jolly, Ohio	J. M. Frost	6.51	6.51	Burglary	Mar. 31, 1889		6.54	do	June 26, 1889
Jonesboro, Tenn	W. W. Howell	50.00		do	Aug. 19, 1878	3.50		Disallowed	Nov. 26, 1889
Jonesboro, Mo.	T. H. Stinch	3.50	( <sup>2</sup> )	do	June 27, 1883	15.00		do	Apr. 12, 1890
Jonesville, W. Va.	R. A. Sinclair	( <sup>3</sup> )		do	July 14, 1883	34.04	75.00	do	Mar. 26, 1890
Jonesville, Va.	Ansel Eddy	34.04		do	Aug. 28, 1883			do	Sept. 25, 1889
Juda, Wis.	Jno. Swan	47.00	73.00	do	Sept. 2, 1890	25.00		do	Apr. 29, 1890
Kamar, Iowa	Joseph H. Adams	3.20	3.20	Fire	May 15, 1878		3.30	do	May 13, 1890
Kempton, Ind	John W. Reaso	30.73	30.73	Fire	May 31, 1888		100.00	Disallowed	Sept. 25, 1889
Kenney, Ill	F. K. Robbins	100.00	100.00	Burglary	May 25, 1884	100.00	20.00	do	Feb. 11, 1890
Kenue, Ky	M. E. Thornton	92.00		do	Oct. 6, 1887			Disallowed	Nov. 26, 1889
Key, Ga	M. E. Groover	2.00	17.00	Fire	Jan. 20, 1889	2.00	17.22	do	June 3, 1890
Kinoid, Kans	W. C. Hantzang	11.00		In transit	Dec. 10, 1888	7.79	35.98	Disallowed	Jan. 2, 1890
Kings, Ohio	M. S. Smith	8.25	27.05	do	Mar. 10, 1889			Disallowed	Nov. 26, 1889
Kings, Ala	H. Harrington	25.04	95.33	In transit	July 14, 1888	93.01		do	Jan. 2, 1890
Kingsdon, Ind	E. E. Helms	40.76	87.40	Burglary	Mar. 10, 1889	40.76	4.83	do	June 3, 1890
Kingsdon, E. I.	H. W. Abby	9.07	71.00	do	Feb. 13, 1889		8.14	Disallowed	June 10, 1890
Knox, Iowa	H. A. Krider	8.33	8.33	Fire	Apr. 26, 1889		71.00	do	June 18, 1890
Krater, Pa	T. M. North	65.30		Burglary	Aug. 12, 1888	50.88	65.50	do	Sept. 25, 1889
Ladell, Mo	L. G. Gentry	50.88		do	Apr. 27, 1889			Disallowed	June 18, 1890
Ladell, Pa	J. C. Tompson	8.79	6.14	do	July 13, 1888	8.79	6.14	do	Apr. 29, 1890
Lake Harper, Ill	John A. Kim	25.00	50.56	Fire	Nov. 4, 1889	25.00	56.56	do	June 18, 1890
Lake Butler, Pa	Ann C. Lane	18.69	18.69	Burglary	Aug. 10, 1888		18.69	do	Nov. 26, 1889
Lambert, Ark	J. R. Oursler	44.75	44.75	do	Sept. 10, 1888		44.75	do	May 21, 1890
Lancaster, Pa	J. C. Robt	2.00	2.00	do	Dec. 13, 1888	3.03	2.00	do	Apr. 4, 1890
Lancaster, Pa	Elton E. Faily	6.93	6.93	do	Feb. 12, 1889		3.18	do	June 3, 1890
Lawrence, Md	D. C. Ford	10.00	14.44	Fire	Dec. 25, 1888			do	June 3, 1890
Lawrenceville, Pa	W. R. Hooks	10.00	130.00	Burglary	June 25, 1887	0.00	130.00	do	May 21, 1890
Lebanon, Iowa	S. E. Vincent	130.00	21.67	do	Jan. 6, 1889		21.67	do	Apr. 12, 1890
Lebanon, N. J	L. L. Grippin	21.67	1.05	Fire	Mar. 8, 1888		65	do	Sept. 26, 1889
Lebo, Kans	J. D. Ambrose	1.05		Burglary	Feb. 28, 1888			do	June 3, 1890
Lebanon, Ohio	R. S. Weaver			do	Sept. 19, 1888			do	Nov. 9, 1889
Lebanon, Ohio	R. E. Kenderfer			do				do	

\* The stolen stamps were recovered.

\* Non-compliance with instructions concerning remittances.

\* Loss resulted from negligence of postmaster.

\* Not presented within the time required by statute.

\* Unknown.

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

Name of post office.	Name of 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.		
Lena, Wis.	S. G. Pelkey		\$40.00		Fire	Oct. 10, 1888			\$37.86	Allowed	June 18, 1890
Leona, Kans.	A. P. Williams		40.00		do	Aug. 30, 1888			40.00	do	May 13, 1890
Leontias, Mich.	Jas. Dunkin		( <sup>1</sup> )		do	Feb. 12, 1889			50.03	do	June 10, 1890
Lloyd, Pa.	E. Blackwell	( <sup>1</sup> )	31.58		do	Apr. 15, 1884			24.86	do	Do.
Lovelyville, Ill.	W. R. Ogden		( <sup>1</sup> )		In transit	Jan. 1, 1890				Dismissed	Mar. 12, 1890
Lovelyville, Va.	J. W. Daniel	\$20.27			Burglary	do				do	Mar. 5, 1890
Loxley, Ohio	P. H. White	38.43	\$24.03	374.81	do	Jan. 24, 1889	\$33.63	\$28.03	370.61	Allowed	May 21, 1890
Lozlin, Kans.	Mary J. Carrington		31.00	16.00	In transit	Mar. 7, 1889				Dismissed	Jan. 27, 1890
Long, Ohio	Chas. Loxton	3.00		21.70	Burglary	Mar. 12, 1888			21.70	Dismissed	June 3, 1890
Long Lake, Ill.	Jas. Robertson		5.00	28.62	do	Jan. 21, 1889				Allowed	Apr. 3, 1890
Lordburg, N. Mex.	A. P. Miller	56			Fire	Nov. 4, 1888	56		28.62	Allowed	May 12, 1890
Loring, Kans.	F. A. Rhoads	0.00			do	Jan. 19, 1875	2.06			do	May 26, 1890
Louisville, N. Y.	Mrs. N. R. Swann	100.00			Burglary	June 3, 1888	55.00			do	Nov. 26, 1890
Louisville, N. Y.	J. M. McKenney		25.00		do	Dec. 13, 1888				Dismissed	June 18, 1890
Louisville, Ohio	M. A. Metts	40.19	62.18	69.42	do	Oct. 13, 1888	40.19	62.18	69.42	Allowed	Nov. 2, 1890
Luther, Mich.	H. E. Wheeler	101.20	3.88		do	Oct. 23, 1888	101.20	3.88		do	May 21, 1890
Lyons, Ohio	C. A. Osburn	105.70			do	June 22, 1881	88.84			do	May 13, 1890
Lyons, Ohio	C. E. Catmon				do	Nov. 2, 1888				Dismissed	Nov. 26, 1889
Lyons, Ohio	C. L. Lewis				do	Mar. 26, 1889			3.45	Allowed	June 10, 1890
McBride, Tex.	W. C. Stewart		55.00	27.63	Fire	July 5, 1888			20.20	do	Do.
McDonald, Kans.	John Whicker			8.03	Storm	Apr. 21, 1889			27.63	do	May 8, 1890
McGregor, Tex.	J. J. Padgett			76.26	Burglary	Aug. 3, 1888			8.03	Allowed	Apr. 4, 1890
Madison, Ind.	M. A. Barnett		164.20		do	Dec. 26, 1887			76.26	do	May 8, 1890
Madisonville, Pa.	M. B. Robinson			10.43	do	Nov. 2, 1888				Dismissed	Nov. 26, 1889
Manville, Pa.	W. H. Utie	9.15			do	Mar. 26, 1889			3.45	Allowed	June 10, 1890
Manville, Pa.	W. S. Barton		30.91		do	Jan. 24, 1883	10.98		30.91	do	Do.
Manchester, Kans.	C. B. Landon			( <sup>1</sup> )	Fire	Oct. 16, 1888			20.20	do	May 8, 1890
Manchester, Kans.	J. H. Pillsbury	153.00			Burglary	June 25, 1877	153.00		30.94	do	June 3, 1890
Manhattan, Kans.	J. H. Gleason	12.67			do	Oct. 21, 1888			21.40	do	Mar. 26, 1890
Mann's Choice, Pa.	Mrs. D. Jones	60.32			do	Nov. 30, 1887	12.67			do	Sept. 25, 1889
Maui, Utah	Jas. Brockley		178.30	( <sup>1</sup> )	do	Mar. 20, 1888			Nov. 20, 1889	Dismissed	May 13, 1890
Marble Head, Ill.	Jas. Brockley				Fire	Aug. 11, 1887			15.25	Allowed	June 18, 1890
Marion, Ark.	Jas. Brockley		15.00		In transit	Jan. 22, 1887			15.00	do	June 18, 1890
Marion, Ark.	Mrs. H. E. Rutherford		14.54		Burglary	Sept. 14, 1888			14.54	do	May 21, 1890
Marion, Va.	S. G. Jamison			2.88	do	Apr. 30, 1889				do	June 18, 1890
Marion, Va.	C. H. Morgan			33.36	Fire	Apr. 8, 1888			2.88	do	Do.
Marquette, Tex.	L. J. Rodgers				do	Mar. 20, 1884			30.20	do	Do.
Mary, Ala.	Nelson Mills	239.45			do	Dec. 24, 1888			12.80	Dismissed	June 10, 1890
Marvill, Mich.	Marvill		3.96		Burglary	Oct. 18, 1888			39.55	do	Do.
Marvill, Ohio	S. N. McCall	3.96	3.80	9.14	do	Feb. 27, 1889	3.99	3.80	9.14	do	Nov. 9, 1889
Matapoiset, Mass.	W. E. Sparrow	1.00		11.61	do	May 8, 1889			11.61	do	June 18, 1890
Matteawan, N. Y.	John Vander Brugh		2.00	5.41	do	Oct. 11, 1888		2.00	5.41	do	Jan. 27, 1890



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

Name of post-office.	Name of 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.		
Kokomo, Ill.	M. E. Tuohy <sup>1</sup>	\$12.67		\$67.44	Burglary	Oct. 25, 1888				Disallowed	Apr. 12, 1890
Norfolk, Nebr.	W. H. Waldman	111.69			do	Nov. 8, 1882	\$40.00			Allowed	Jan. 4, 1890
North Clarendon, Pa.	A. H. Simpson		353.93		do	Dec. 30, 1888			\$353.93	do	Dec. 30, 1888
North Hancock, Me.	N. Kilham	46.24			do	Mar. 1, 1889			46.27	do	Jan. 3, 1890
North Havenhill, N. H.	E. R. Weeks		( <sup>2</sup> )		Fire	Oct. 16, 1888			171.10	do	Apr. 4, 1890
North Sterling, Conn.	A. A. Tillinghast		16.88		do	June 20, 1884			14.08	do	Jan. 2, 1890
Norway, Mich.	F. H. Gee		4.95		do	June 9, 1888			4.95	do	Do.
Nunda, Ill.	F. E. Cox	\$123.85			Burglary	Oct. 25, 1888		\$6.25	327.61	do	Feb. 11, 1890
Oakville, Ala.	John P. Hodges <sup>1</sup>		15.61		do	May 9, 1888				Disallowed	June 10, 1890
Oasis, Utah	Mrs. L. L. Hornung		( <sup>2</sup> )		Fire	Dec. 18, 1888			80.38	do	June 3, 1890
Oerlin, Ohio	E. J. Phillips		17.00		Burglary	May 2, 1882	46.00			do	Jan. 4, 1890
Oileah, Ind.	J. L. Foster	8.00			do	Sept. 26, 1888	9.47			do	June 10, 1890
Ottawa, Tex.	N. Kimball <sup>1</sup>	9.47			do	Jan. 18, 1890			7.65	do	Jan. 2, 1890
Ogden, Utah	J. L. Foster	1,036.88			do	Sept. 27, 1887				Disallowed	May 2, 1890
Ogunaw Springs, Mich.	G. R. Hamilton	75.00			do	Nov. 8, 1887	75.00			Allowed	Mar. 9, 1890
Onondaga, Pa.	C. W. Sallou <sup>1</sup>	65.00			do	Feb. 7, 1887				Disallowed	Jan. 10, 1890
Ola, Ga.	W. P. Norman		7.00		Burglary	Nov. 7, 1889			413.00	do	Sept. 26, 1889
Old Orchard, Me.	E. H. Whitten	35.68			do	Aug. 26, 1889	35.68			do	Sept. 26, 1889
Oltewach, Tenn.	Z. T. Watkins	7.03			do	Nov. 28, 1885	7.03			do	Mar. 26, 1890
Onalia, Kans.	Jacob Stomer	52.00			do	Oct. 27, 1888	52.00			do	June 18, 1890
Ottaville, Mo.	I. W. Bump	34.80	6.05		do	Nov. 17, 1888	34.80	6.05		do	June 3, 1890
Otto, N. Y.	F. C. Lading	43.62			do	Nov. 17, 1888	43.62			do	Apr. 29, 1890
Overway, Ohio	J. G. Freeman	4.00			do	Nov. 17, 1888			203.16	do	June 10, 1890
Overton, Tex.	J. B. Hornum	92.37			Fire	Nov. 17, 1888			8.20	do	Apr. 10, 1890
Owen, Wis.	Nellie E. Marshall		50.00		do	Apr. 16, 1888			113.63	Allowed	Apr. 4, 1890
Packford, N. Y.	H. Padelford <sup>1</sup>	4.94			In transit	Sept. 16, 1888				Disallowed	May 13, 1890
Parla, Ind.	J. T. Bodkin	9.06			Burglary	June 22, 1888	9.06			Allowed	Mar. 26, 1890
Parling, Miss.	M. O. Chapman <sup>1</sup>	212.00			In transit	Sept. 25, 1889			6.20	Disallowed	June 18, 1890
Do	do	25.00			do	do			25.00	Allowed	June 20, 1890
Do	do	48.00			do	do				do	May 13, 1890
Paulborough, N. J.	William G. Cowgill		5.98		Burglary	Dec. 17, 1888			5.98	do	Apr. 4, 1890
Pea Ridge, Ark.	J. R. Wheat		63.38		Fire	Dec. 28, 1887			26.00	do	Jan. 2, 1890
Pearl River, N. Y.	James Serven		55.32		Burglary	Sept. 29, 1888			50.12	do	Apr. 12, 1890
Peatonville, Ill.	C. E. Hallock				do	June 25, 1888				Disallowed	Nov. 26, 1889
Peckskill, N. Y.	Joseph Hudson <sup>1</sup>	88.60			do	Oct. 30, 1881				do	Mar. 26, 1890
Pennville, Ind.	James A. Russell	2.54			do	Oct. 31, 1883	2.54		146.17	Allowed	Feb. 11, 1890
Perry, N. Y.	H. M. Saronitt	3.18			do	Apr. 9, 1889	3.18		4.25	do	June 10, 1890
Perry, N. Y.	L. E. Darling	21.32			do	Sept. 5, 1888	21.32		29.36	do	Jan. 2, 1890
Ferrisville, Ohio	Mrs. L. L. Darling	8.88			do	Apr. 10, 1889	8.88		113.00	do	June 18, 1890
Do	do		50.32		do	Jan. 17, 1889			60.32	do	May 13, 1890
Fennauack, Conn.	Z. F. Graness				do	Nov. 13, 1888	5.50		122.89	do	Feb. 11, 1890
Phoenicia, Pa.	John Haviland	5.50			do	do				do	do

Place, State	Joseph East	In transit	Feb. 24, 1888	3.00	do	Apr. 13, 1889
Pine Top, Ky	R. B. Smith	do	Oct. 3, 1887	2.20	do	Apr. 12, 1889
Pittsfield, Mass	W. J. Coogan <sup>1</sup>	Burglary	Mar. 27, 1889	41.55	Disallowed	Sept. 20, 1889
Pittsford, Pa	J. B. Shaffer	do	Apr. 26, 1887	1.00	Disallowed	Feb. 11, 1890
Plainsville, Ind	W. W. Hildreth <sup>2</sup>	do	Dec. 4, 1887	1.00	Disallowed	June 18, 1890
Plattsburgh, N. Y.	W. J. W. Townsend	do	May 1, 1889	1.00	do	June 3, 1890
Pleasant Unity, Pa.	E. T. Ludwick	do	Jan. 6, 1889	8.5	do	May 13, 1890
Pleasant Green, Va.	A. N. Pollard	Fire	Mar. 25, 1888	2.50	do	June 10, 1890
Poplar, Miss	Isaac F. Boney	Storm	Nov. 12, 1888	25.94	do	Feb. 11, 1890
Potato Creek, Ind	J. A. Berryman	Burglary	June 26, 1887	51.32	do	Nov. 9, 1889
Powhatan, Md	J. W. Jones	do	Aug. 31, 1888	20.00	do	May 21, 1890
Prarie Home, Mo	A. T. Weeks	Fire	May 12, 1888	6.95	do	May 13, 1890
Pratt Junction, Wis	E. Wheeler	Burglary	Dec. 28, 1888	2.70	do	June 10, 1890
Prattburgh, N. Y.	W. Garrett	Fire	Feb. 13, 1889	22.27	Disallowed	do
Price, Iowa	J. T. McCarty <sup>3</sup>	In transit	July 17, 1888	do	do	do
Pulaski, N. Y.	James Tobin <sup>4</sup>	Burglary	Nov. 7, 1888	67.00	do	Oct. 18, 1889
Rabway, N. J.	G. R. Lindsay	do	Jan. 27, 1889	12.36	Allowed	June 18, 1890
Randall Road, N. Y.	S. A. Bell	Fire	May 21, 1889	8.82	do	Nov. 26, 1889
Randolph, Tex	J. F. Red <sup>1</sup>	Burglary	Sept. 30, 1888	38.45	Disallowed	June 3, 1890
Barclon, Ohio	S. B. Violet	do	Mar. 18, 1890	23.55	Allowed	Mar. 26, 1890
Barclon, Ark	J. B. Drival	do	June 13, 1888	47.11	do	Sept. 25, 1889
Bedstone, Dak	John H. Nott	Cyclone	Aug. 28, 1888	6.00	do	Nov. 26, 1889
Bed's Landing, Minn	F. S. Richards	Burglary	May 9, 1888	12.70	Disallowed	June 18, 1890
Richardson's Cove, Tenn	M. C. McMahon <sup>1</sup>	do	Oct. 16, 1888	15.00	Disallowed	Sept. 23, 1889
Elie, Ky	J. R. Armour	In transit	May 5, 1888	do	do	Apr. 12, 1890
Elie Grande, City, Tex	L. G. Davis <sup>2</sup>	Burglary	Oct. 26, 1888	37	do	May 13, 1890
Elverton, Miss	Jos. H. Dunkin <sup>3</sup>	Fire	Sept. 15, 1875	8.62	do	Apr. 12, 1890
Elverton, Miss	W. A. Robins	Burglary	Aug. 21, 1887	7.34	do	Mar. 26, 1890
Elverton, Miss	W. A. Robins	do	Nov. 26, 1888	13.00	do	Jan. 2, 1890
Elverton, Miss	Sophia Evans	do	Aug. 9, 1887	218.48	do	do
Elverton, Miss	A. A. Blackwell	do	Nov. 15, 1887	3.55	do	June 10, 1890
Elverton, Miss	J. M. Stone	Burglary	Sept. 24, 1888	9.04	Disallowed	May 13, 1890
Elverton, Miss	A. E. Heston <sup>4</sup>	do	Oct. 1, 1888	29.25	do	June 10, 1890
Elverton, Miss	Jos. W. Rose	do	Feb. 16, 1889	19.51	do	Apr. 4, 1890
Elverton, Miss	Wm. A. Warrington	Burglary	Dec. 30, 1889	2.00	do	June 10, 1890
Elverton, Miss	C. T. Rice	do	May 27, 1889	4.90	do	Apr. 12, 1890
Elverton, Miss	J. E. Lucas	Burglary	July 4, 1885	14.25	do	May 13, 1890
Elverton, Miss	J. H. Campbell	do	Apr. 4, 1885	6.72	do	do
Elverton, Miss	M. M. Knight	Fire	Feb. 9, 1889	1.37	Disallowed	May 21, 1890
Elverton, Miss	A. E. Butler	Burglary	Jan. 2, 1889	10.09	Allowed	May 8, 1890
Elverton, Miss	A. E. Butler	do	Jan. 2, 1889	1.37	do	May 13, 1890
Elverton, Miss	W. H. Hoffman	do	Jan. 2, 1889	1.37	do	May 13, 1890
Elverton, Miss	W. H. Hoffman	do	Jan. 2, 1889	1.37	do	May 13, 1890

<sup>1</sup> Money refunded to postmaster by railway postal clerk.  
<sup>2</sup> No satisfactory proof of loss.  
<sup>3</sup> Loss, if any, resulted from negligence of postmaster.

<sup>4</sup> Money refunded to postmaster by railway postal clerk.  
<sup>5</sup> No satisfactory proof of loss.  
<sup>6</sup> Loss, if any, resulted from negligence of postmaster.

<sup>7</sup> Loss resulted from negligence of postmaster.  
<sup>8</sup> Unknown.  
<sup>9</sup> Loss resulted from larceny or embezzlement.  
<sup>10</sup> Money recovered.

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

Name of post-office.	Name of 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.		
Saint Clair, Mo.	W. A. Todd	.....	.....	\$17.00	Burglary	Aug. 31, 1883	.....	.....	\$12.00	Allowed	May 8, 1890
Saint John, N. Y.	T. W. Smith	.....	.....	122.84	Fire	Aug. 17, 1888	.....	.....	111.81	do	Apr. 12, 1890
Saint John, N. Y.	E. F. M. Blake	.....	.....	.....	In transit	Oct. 31, 1887	.....	.....	.....	do	Jan. 4, 1890
Salem, N. H.	R. L. Kenyon	.....	.....	37.92	Burglary	Oct. 13, 1888	.....	.....	37.92	do	Nov. 26, 1889
Salem, N. J.	Robert Newell	.....	.....	42.00	In transit	Oct. 24, 1888	.....	.....	42.00	do	May 13, 1890
Salt Creek, Tex.	C. H. McHugh	14.17	.....	.....	Tornado	May 5, 1876	\$14.17	.....	.....	do	June 18, 1890
Sandusky, Tex.	W. F. Evans	.....	.....	48.00	Fire	Mar. 5, 1885	.....	.....	43.00	do	Do.
San Francisco, Cal.	W. J. Bryan	.....	.....	33.00	Theft	Nov. 19, 1878	.....	.....	.....	Disallowed	Apr. 12, 1890
San Antonio, Tex.	S. J. Lewis	5.14	.....	.....	Fire	Feb. 21, 1879	.....	.....	4.25	Allowed	June 18, 1890
Santa Clara, Cal.	L. N. Thompson	25.00	.....	149.87	Burglary	June 16, 1888	1.50	.....	.....	Disallowed	Jan. 2, 1890
Sardinia, Ohio	J. B. McClain	.....	.....	23.75	do	Jan. 6, 1889	.....	.....	.....	Disallowed	June 18, 1890
Savannah, W. Va.	G. E. Odell	.....	.....	29.20	Fire	Sept. 27, 1888	.....	.....	28.69	Allowed	Sept. 20, 1889
Scandia, Iowa	William Walker	.....	.....	197.83	Burglary	Aug. 8, 1887	107.83	.....	.....	do	Mar. 26, 1889
Seaford, Va.	W. A. Kortmeyer	15.50	.....	29.27	Fire	Dec. 14, 1888	15.50	.....	.....	do	Nov. 26, 1889
Seas, Oregon	J. S. Morris	.....	.....	380.00	In transit	June 5, 1888	.....	.....	380.00	do	June 3, 1890
Seranton City, Iowa	R. Olive	.....	.....	9.09	Mice	Mar. 18, 1889	.....	.....	9.09	do	Mar. 5, 1890
Serubog, Pa.	W. F. Cross	.....	.....	50.72	Burglary	July 14, 1888	.....	.....	.....	Disallowed	Apr. 12, 1890
Shadesville, Ohio	John Roth	4.69	.....	83.76	Fire	Sept. 15, 1888	4.69	.....	83.76	Allowed	Nov. 26, 1889
Sharon, W. Va.	Shelby S. Ford	22.03	.....	84.36	Burglary	Dec. 5, 1888	.....	.....	84.36	do	Apr. 12, 1890
Shelby, W. Va.	E. Snyder	.....	.....	4.68	In transit	Jan. 2, 1889	22.03	.....	.....	do	May 21, 1890
Shiloh, Neb.	W. H. Kennedy	.....	.....	20.00	Fire	Mar. 15, 1888	.....	.....	4.68	do	Feb. 11, 1890
Shive, Tex.	J. W. Shivers	.....	.....	.....	do	Feb. 27, 1889	.....	.....	20.30	do	June 3, 1890
Shiloh Springs, Ark.	J. A. Cravens	5.00	.....	.....	In transit	Apr. 17, 1889	.....	.....	.....	Disallowed	Apr. 29, 1890
Silver Hill, W. Va.	D. A. Miner	.....	.....	27.00	Burglary	Mar. 1, 1888	.....	.....	.....	do	Jan. 2, 1890
Skeno, Tenn.	Mrs. P. C. Babcock	11.48	.....	52.97	Fire	Mar. 23, 1885	.....	.....	41.31	Allowed	Mar. 26, 1890
Skinner's Eddy, Pa.	T. E. Vosburgh	.....	.....	19.34	In transit	Oct. 10, 1889	.....	.....	.....	Dismissed	Jan. 4, 1890
Smith, Del.	T. A. Williams	.....	.....	26.00	Burglary	Dec. 8, 1883	.....	.....	10.34	Allowed	Sept. 20, 1889
Smithfield, N. C.	Madilla V. Speed	.....	.....	12.52	Fire	June 7, 1849	.....	.....	23.95	do	June 18, 1890
Smithville, Ga.	B. F. Satter	28.75	.....	.....	do	Aug. 27, 1876	.....	.....	12.55	do	June 18, 1890
Smoky, Idaho	C. H. Reynolds	(*)	.....	(*)	Burglary	Jan. 27, 1876	.....	.....	.....	Disallowed	Sept. 23, 1889
Solon, Iowa	C. H. Shirefield	.....	.....	87.72	Fire	Nov. 6, 1888	.....	.....	24.75	Allowed	May 13, 1890
South Billeston, Mass.	Mary E. A. Libbey	.....	.....	12.38	Burglary	Sept. 14, 1888	.....	.....	75.00	do	Mar. 5, 1890
South Edinboro, N. Y.	W. H. Cankins	.....	.....	64.04	Fire	Feb. 26, 1886	.....	.....	12.38	do	Jan. 4, 1890
South Fitchburg, Ohio	J. W. McKimney	.....	.....	.....	Burglary	Jan. 16, 1889	.....	.....	94.04	do	May 8, 1890
South Fitchburg, Mass.	D. W. Stowell	.....	.....	2.60	do	Mar. 25, 1889	.....	.....	25.18	do	June 18, 1890
South Fork, Pa.	D. W. Lunke	0.00	.....	.....	do	Apr. 22, 1889	.....	.....	2.60	do	June 18, 1890
South Lancaster, Mass.	H. F. Hoarner	125.28	.....	228.90	do	Aug. 18, 1888	6.00	.....	127.90	do	May 13, 1890
South Milford, Mass.	H. B. Fink	.....	.....	39.50	do	Apr. 22, 1880	125.28	.....	226.90	do	May 13, 1890
South Owego, N. Y.	W. B. Williams	.....	.....	10.00	do	Aug. 15, 1885	.....	.....	39.50	do	June 18, 1890

Place	Name	Fire	(*)	Mar. 16, 1889	June 10, 1890
South Seabrook, N. H.	J. W. Eaton.	Burglary	2.54	Aug. 1, 1888	Sept. 27, 1889
South Wetherfield, Conn.	L. Hewitt.	do	26.00	Oct. 23, 1888	Feb. 11, 1890
Sperry, Iowa	J. M. Sperry	In transit	2.00	July 27, 1889	Oct. 12, 1890
Spring City, Tenn.	C. J. Titus	do	3.00	July 5, 1888	Dec. 2, 1890
Springville, Ariz.	J. Becker	do	5.00	Oct. 28, 1887	Jan. 2, 1890
Do	do	do	34.32	Oct. 26, 1888	Nov. 9, 1890
Springville, Mo.	A. W. Low	Burglary	241.06	Nov. 27, 1888	Mar. 5, 1890
Stamper, Iowa.	H. E. Farhal	do	67.59	June 7, 1889	June 18, 1890
Stanley, Iowa.	Geo. Richards	do	30.85	Feb. 27, 1889	June 8, 1890
Staples, Va.	L. V. Gibbs	In transit	62.00	Mar. 27, 1889	June 8, 1890
Star City, Ind.	J. M. Whitmer	Burglary	63.82	Apr. 11, 1889	June 8, 1890
Stackville, N. Y.	Jno. H. Jones	In transit	42.18	Apr. 18, 1889	June 8, 1890
Staphenville, Tex.	E. B. Jones	Burglary	40.00	Sept. 27, 1888	June 10, 1890
Stanton, Mich.	Jas. Borge	In transit	19.00	Nov. 27, 1888	June 10, 1890
Stockbridge, Wis.	H. A. Dudley	do	5.00	Apr. 2, 1889	June 3, 1890
Stone's Prairie, Ill.	J. C. Baker	do	(*)	Aug. 4, 1888	June 10, 1890
Sullivan, Ill.	A. Mulay	Burglary	3.60	May 20, 1877	Sept. 12, 1889
Sullivan, W. Va.	W. B. Taggart	do	53.87	Sept. 28, 1888	Sept. 12, 1889
Summerfield, Ill.	P. K. Tyler	Fire	5.43	Dec. 9, 1888	Feb. 11, 1890
Summersfield, Md.	V. W. Bigney	Burglary	15.00	Dec. 10, 1887	Sept. 23, 1889
Swansea, Ind.	C. M. Herrington	do	113.15	Jan. 15, 1885	Apr. 4, 1890
Swanton, Pa.	J. H. Hall	do	29.98	Jan. 2, 1889	May 8, 1890
St. J. Van, Ga.	Jos. E. Spicer	In transit	621.26	Apr. 9, 1888	June 10, 1890
Talpa, Va.	Mrs. P. W. Harrington	do	(*)	Sept. 11, 1888	May 8, 1890
Tayavres, Fla.	T. E. Wellman	do	4.67	May 8, 1888	May 8, 1890
Trenton, Mich.	Catherine Taylor	Burglary	7.56	Oct. 2, 1888	May 13, 1890
Teague's, Mo.	W. H. Buckner	In transit	62.50	Nov. 3, 1888	May 13, 1890
Thorp, Mo.	Samuel Raborn	Burglary	1.75	Dec. 26, 1888	Apr. 28, 1889
Tiffin City, Mo.	E. Cochran	do	78.40	May 10, 1889	Nov. 28, 1889
Tilton, Iowa	W. L. Justice	Burglary	3.00	July 21, 1886	June 18, 1890
Tito, N. C.	A. P. White	do	7.75	Oct. 21, 1886	June 18, 1890
Tiverton Four Corners, E. I.	M. W. Grinstead	Fire	3.00	Oct. 21, 1886	June 18, 1890
Tom Beas, Tex.	M. W. Tobey	Burglary	7.75	Jan. 11, 1889	Nov. 9, 1889
Torch, Ohio	J. E. Humes	do	(*)	Feb. 19, 1889	Sept. 8, 1889
Toughmon, Pa.	W. E. Boyer	do	1.72	Aug. 5, 1889	June 3, 1890
Tracy, Iowa	J. T. Goodall	Burglary	44.61	Aug. 5, 1889	June 3, 1890
Trimville, Wis.	J. P. Waterman	do	33.72	Oct. 13, 1888	Apr. 28, 1889
Turner, Mo.	M. J. Carey	do	7.60	Oct. 13, 1888	Oct. 28, 1889
Turtle Lake, Wis.	C. E. Slader	Fire	26.15	Oct. 13, 1888	May 21, 1890
Tycon, N. Y.	L. F. Stables	Burglary	63.16	Mar. 12, 1889	Feb. 11, 1890
Union Centre, N. Y.	L. F. Jennings	do	52.26	July 2, 1888	June 3, 1890
Union Centre, Ill.	L. W. Rider	do	99	July 2, 1888	June 18, 1890
Uniondale, Pa.	W. H. Harper	Burglary	22.75	Feb. 23, 1889	June 18, 1890
Upper Marlboro, Md.	M. Dietrich	do	22.75	Feb. 23, 1889	Do
Upper St. Clair, Pa.	do	do	22.75	Feb. 23, 1889	Sept. 25, 1889
		do	22.75	June 10, 1890	June 10, 1890

<sup>10</sup> Stamps of the value of \$37.00 were recovered.  
<sup>11</sup> Loss resulted from negligence of claimant.  
<sup>12</sup> Loss resulted from larceny through negligence of claimant.

\* No proof of loss by burglary.  
 † Money recovered through dead-letter office.  
 ‡ Loss not reported at or about the time it occurred.  
 § Unknown.  
 ¶ Money recovered.

<sup>1</sup>Not within the provisions of the statute.  
<sup>2</sup>Not presented within the time required by statute.  
<sup>3</sup>A loss resulted from negligence of postmaster.  
<sup>4</sup>Non-compliance with instructions concerning remittance.

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

Name of post office.	Name of 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.		
Vallejo, Cal.	James M. Miller			\$58.17	Fire	Nov. 7, 1888			\$58.17	Allowed	Apr. 4, 1890
Valley View, Tex.	R. P. Head			20.89	do	Oct. 15, 1888			20.89	do	Jan. 2, 1890
Vane, S. C.	E. L. Danziger	\$1.25		3.16	Burglary	Jan. 8, 1889			3.16	do	June 10, 1890
Vansickle, Tex.	B. A. Vonsickle			40.00	Fire	May 8, 1888	\$1.25		27.23	do	June 18, 1890
Vickery, Ohio	D. Sharp			31.82	Lightning	Aug. 20, 1883			31.82	do	Jan. 2, 1890
Victor, N. Y.	James Walling			3.77	Burglary	Apr. 5, 1889			1.77	do	June 18, 1890
Virena, Ga.	C. T. Stovall	\$10.00		( <sup>a</sup> )	In transit	Apr. 1, 1889				Dismissed	Sept. 12, 1889
Vinton, Mo.	Thomas Webb			39.07	Fire	Aug. 24, 1887			57.46	Allowed	Jan. 4, 1890
Voluntown, Conn.	George W. Rouse	30.72		53	Burglary	May 2, 1889			60.18	Disallowed	June 18, 1890
Wakarusa, I. T.	E. W. Cross			60.18	Fire	Nov. 15, 1888			17.81	Allowed	Apr. 4, 1890
Waldman, Ohio	Jo. J. McMann	12.75		17.81	Burglary	June 14, 1889	12.72		46.55	do	June 18, 1890
Waldron, Mich.	James Forester			( <sup>a</sup> )	Fire	May 6, 1889			3.62	do	Do.
Wales, Mass.	W. A. Lyon			3.62	Burglary	May 27, 1889				Withdrawn	Do.
Walker, Mich.	Thomas Harris			20.20	Theft	Feb. 10, 1890				Withdrawn	Apr. 6, 1890
Walbridgeford, Conn.	L. M. Hubbard	12.16			Burglary	Mar. 24, 1882	12.16			Disallowed	Nov. 26, 1880
Walnut, Mo.	H. C. Miller	20.00			Fire	Jan. 15, 1884				Disallowed	Mar. 5, 1890
Walworth, Mass.	S. O. Upham	56.10			Burglary	Sept. 4, 1879	53.00			Allowed	Nov. 9, 1889
Warm Springs, Va.	R. T. Payton	110.30			do	Sept. 26, 1888			938.36	Disallowed	Apr. 29, 1890
Warren, Ohio	H. D. Hunt	( <sup>a</sup> )		438.36	do	Feb. 1, 1889			16.96	Disallowed	June 3, 1890
Watersville, Md.	A. England	1.00		20.00	Fire	Feb. 16, 1889			2.38	do	Apr. 4, 1890
Watkins, Colo.	R. M. Green	53.00		2.38	Burglary	Oct. 20, 1888	1.00		18.00	do	Jan. 4, 1890
Waverly, Pa.	S. W. Brown	12.00		18.00	do	Oct. 17, 1885	35.00		12.00	do	Feb. 11, 1890
Walaka, Ind. T.	C. G. Dunmer			38.37	do	Sept. 13, 1884			35.76	do	Jan. 2, 1890
Webb, Mo.	B. E. Kelly	26.50		7.00	do	Nov. 10, 1888			16.42	Disallowed	Apr. 4, 1890
West Bergen, N. Y.	James Sherard			18.10	Fire	Mar. 20, 1889			29.43	do	Mar. 5, 1890
West Brownsville, Pa.	H. B. Baker	16		21.63	Burglary	Jan. 15, 1889	16		70.75	Disallowed	June 10, 1890
West Falls, N. Y.	R. A. Allen	240.70		49.01	do	Oct. 30, 1888	238.10		\$49.01	Allowed	Nov. 26, 1889
West Gray, Me.	L. G. Eldon	2.00		13.65	Fire	July 28, 1888				do	Nov. 9, 1889
West Plains, Mo.	J. G. Fisher			70.75	Burglary	Jan. 20, 1889			70.75	Disallowed	Nov. 26, 1889
West Point, Ky.	George Richardson			4.54	In transit	July 29, 1885				Disallowed	Nov. 26, 1889
West Side, Iowa	James S. Maerl	0.40		5.00	Fire	Oct. 4, 1888			101.35	Allowed	Apr. 29, 1890
Wharton, Tex.	A. M. Watts			161.35	Fire	Dec. 5, 1888				Disallowed	May 21, 1890
Whistler, Ala.	Ira H. Pringle			2.32	Burglary	Oct. 11, 1888			142.55	do	Feb. 11, 1890
Whitaker, Ind.	H. C. Hance	.67		3.50	do	June 30, 1888			551.06	Allowed	Apr. 4, 1889
Whitcomb, Ark.	J. B. Chesel	4.00		500.84	Fire	Feb. 9, 1889			20.20	do	Mar. 5, 1890
White Cloud, Mich.	R. S. Trask	132.32		24.00	Burglary	Nov. 6, 1888			17.82	do	Do.
Whitney, Ohio	A. J. Fulton			20.20	Fire	Nov. 6, 1888			11.72	do	Apr. 29, 1890
Wickliffe, Ky.	S. J. Moore			36.48	do	Mar. 10, 1885				do	Apr. 12, 1890
Wilder, Kans.	W. H. Glynn			19.76	do					do	
Williamsville, Del.	S. K. Bradford	1.00		14.47	do					do	

Location	Name	17.08	Burglary	Dec. 1, 1888	Disallowed	May 21, 1890
Williamsville, Mich.	J. F. Merrill	5.00	Fire	Feb. 9, 1889	Disallowed	May 21, 1890
Willow, Md.	M. E. Super	8.40	do	Feb. 25, 1889	Allowed	June 10, 1890
Willow, Minn.	F. N. Klupp	84.79	Burglary	Jan. 5, 1889	Disallowed	Mar. 26, 1890
Winchester, Mass.	E. S. Merrill	228.98	do	Sept. 6, 1888	Allowed	May 8, 1890
Windsor, N. Y.	J. M. Chalfee	1.79	do	Jan. 19, 1889	do	May 13, 1890
Winkle, Ohio	A. S. Calley	3.52	do	Dec. 13, 1888	do	Do.
Winnipauk, Conn.	J. C. Randle	73.46	do	Apr. 27, 1889	do	Apr. 12, 1890
Windsor, Neb.	L. McDerby	57.00	Fire	Feb. 22, 1872	Disallowed	June 18, 1890
Winthrop, Ind.	Fannie E. Ellis	29.65	Burglary	Apr. 27, 1889	Allowed	Jan. 2, 1890
Wolcott, N. Y.	M. C. Padlock	(4)	do	Feb. 22, 1872	Disallowed	May 8, 1890
Woodbine, Iowa.	H. Harsbarger	60.00	do	Apr. 25, 1888	do	Jan. 7, 1890
Woodburn, Ill.	W. T. Carson	5.00	In transit	Dec. 22, 1888	Dismissed	Mar. 7, 1890
Woodbury, Pa.	H. W. Oellig	5.00	Burglary	Aug. 25, 1888	Disallowed	Nov. 26, 1889
Woodstown, N. J.	W. B. French	10.00	In transit	Oct. 24, 1888	do	Mar. 5, 1890
Worthington, Ind.	P. H. Wilson	10.00	Burglary	Nov. 5, 1886	do	Nov. 26, 1889
Wyoming, Ohio	F. W. Brown	291.67	do	Sept. 7, 1888	Allowed	June 10, 1890
Yellville, Ark.	M. M. Noe	15.00	In transit	Oct. 27, 1888	do	June 10, 1890
York, N. Y.	K. W. Reiss	1.44	Burglary	Jan. 19, 1889	Allowed	May 13, 1890
Yorktown, Tex.	M. Riedel	12.00	In transit	Apr. 21, 1889	do	Apr. 29, 1890
Do	do	46.00	do	Apr. 21, 1889	do	Do.
Yorkville, Tenn.	James A. Whaley	49.63	Burglary	Mar. 22, 1889	do	June 10, 1890
Zedler's Mill, Tex.	William B. Rhodes	64.00	Fire	Aug. 5, 1888	do	June 18, 1890
				8,198.51	5,277.19	27,618.05

1 Loss resulted from negligence of postmaster.  
 2 Unknown.  
 3 Stamps recovered.  
 4 Not presented within the time required by statute.  
 5 No loss sustained. Claim was based upon misapprehension.  
 6 Loss, if any, resulted from negligence of postmaster.  
 7 No satisfactory proof of loss.

\* Money refunded to postmaster by a railway postal clerk.  
 \* Non-compliance with instructions concerning remitance.

## 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, 1890.

## 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	Anniston, Ala. ....	2	\$2,300	Nov. 1, 1889	Nov. 1, 1894	5	\$300.00	
2	Birmingham, Ala. ....	1	3,100	Oct. 22, 1887	Oct. 22, 1892	5	1,800.00	
3	Hot Springs, Ark. ....	2	2,400	Jan. 1, 1887	Jan. 1, 1892	5	1,020.00	
4	Fresno, Cal. ....	2	2,500	Oct. 8, 1888	Oct. 8, 1893	5	1.00	Heat and light.
5	Marysville, Cal. ....	2	2,000	July 1, 1887	July 1, 1892	5	300.00	
6	Oakland, Cal. ....	1	3,200	Dec. 1, 1886	Dec. 1, 1891	5	1,200.00	
7	Pomona, Cal. ....	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	300.00	
8	Red Bluff, Cal. ....	2	2,100	July 1, 1887	July 1, 1892	5	360.00	
9	Riverside, Cal. ....	2	2,200	Apr. 1, 1889	Apr. 1, 1894	5	1.00	
10	San Bernardino, Cal. ....	2	2,400	June 30, 1888	June 30, 1893	5	1.00	Heat.
11	San Diego, Cal. ....	1	3,000	....do.....	....do.....	5	1,200.00	Heat and light.
12	Santa Ana, Cal. ....	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	300.00	
13	Santa Barbara, Cal. ....	2	2,400	July 1, 1889	July 1, 1894	5	1.00	Do.
14	Stockton, Cal. ....	2	2,600	Aug. 13, 1889	Aug. 13, 1894	5	780.00	
15	Aspen, Colo. ....	2	2,400	May 15, 1890	May 15, 1895	5	1,000.00	Do.
16	Colorado Springs, Colo. ....	2	2,700	Feb. 1, 1886	Feb. 1, 1891	5	1.00	Do.
17	Denver, Colo. ....	1	3,600	Nov. 28, 1889	Nov. 28, 1892	3	10,500.00	
18	Greely, Colo. ....	2	2,000	Apr. 1, 1889	Apr. 1, 1894	5	600.00	Do.
19	Leadville, Colo. ....	2	2,600	July 1, 1889	July 1, 1894	5	1.00	
20	Pueblo, Colo. ....	2	2,800	May 1, 1887	May 1, 1892	5	1.00	
21	Trinidad, Colo. ....	2	2,300	Mar. 16, 1889	Mar. 16, 1894	5	600.00	Do.
22	Birmingham, Conn. ....	2	2,400	July 1, 1886	July 1, 1891	5	1,000.00	
23	Bridgeport, Conn. ....	1	3,200	Mar. 31, 1888	Mar. 31, 1893	5	3,087.50	Heat.
24	Danbury, Conn. ....	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	700.00	Heat and light.
25	Meriden, Conn. ....	2	2,900	Apr. 19, 1889	Apr. 19, 1894	5	1,800.00	Do.
26	New Britain, Conn. ....	2	2,600	June 30, 1888	June 30, 1893	5	1,045.00	Heat.
27	New London, Conn. ....	2	2,600	Oct. 1, 1888	Oct. 1, 1893	5	2,500.00	Heat and light.
28	Norwich, Conn. ....	2	2,700	Apr. 1, 1889	Apr. 1, 1894	5	1,800.00	
29	Stamford, Conn. ....	2	2,500	Apr. 1, 1890	Apr. 1, 1895	5	1,400.00	
30	Wallingford, Conn. ....	2	2,000	Dec. 12, 1887	Dec. 12, 1892	5	650.00	Do.
31	Waterbury, Conn. ....	1	2,900	Apr. 1, 1890	Apr. 1, 1895	5	2,400.00	
32	Washington, D. C. ....	1	5,000	July 1, 1889	July 1, 1894	5	8,000.00	
33	Orlando, Fla. ....	2	2,000	Apr. 18, 1888	Apr. 18, 1893	5	400.00	
34	Columbus, Ga. ....	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	1,200.00	
35	Rome, Ga. ....	2	2,400	June 30, 1888	June 30, 1893	5	600.00	
36	Savannah, Ga. ....	1	3,200	Dec. 1, 1885	Dec. 1, 1890	5	1,850.00	
37	Belleville, Ill. ....	2	2,900	Oct. 1, 1888	Oct. 1, 1893	5	450.00	Do.
38	Bloomington, Ill. ....	2	2,600	Oct. 1, 1886	Oct. 1, 1891	5	1,250.00	
39	Charleston, Ill. ....	3	1,700	Jan. 1, 1890	Jan. 1, 1894	1	400.00	Do.
40	Danville, Ill. ....	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	600.00	
41	Decatur, Ill. ....	2	2,700	June 30, 1888	June 30, 1893	5	900.00	
42	Dixon, Ill. ....	2	2,200	Sept. 15, 1887	Sept. 15, 1892	5	175.00	
43	Elgin, Ill. ....	2	2,800	Feb. 23, 1888	Feb. 23, 1893	5	1,500.00	
44	Englewood, Ill. ....	2	2,500	Oct. 1, 1887	Oct. 1, 1892	5	500.00	Do.
45	Evanston, Ill. ....	2	2,400	Oct. 1, 1889	Oct. 1, 1894	5	1,000.00	
46	Freeport, Ill. ....	2	2,600	Nov. 1, 1887	Nov. 1, 1892	5	600.00	
47	Galesburg, Ill. ....	2	2,700	Nov. 1, 1889	Nov. 1, 1894	5	1,000.00	
48	Jacksonville, Ill. ....	2	2,500	Feb. 1, 1889	Feb. 1, 1894	5	600.00	Do.
49	Joliet, Ill. ....	2	2,700	Sept. 15, 1887	Sept. 15, 1892	5	850.00	
50	Kankakee, Ill. ....	2	2,200	July 1, 1886	July 1, 1891	5	180.00	
51	Lincoln, Ill. ....	2	2,200	July 2, 1888	July 2, 1893	5	600.00	
52	Mattoon, Ill. ....	2	2,100	Mar. 1, 1889	Mar. 1, 1894	5	600.00	
53	Moline, Ill. ....	2	2,500	July 1, 1890	July 1, 1895	5	1,325.00	
54	Monmouth, Ill. ....	2	2,200	Jan. 1, 1883	Jan. 1, 1891	8	400.00	
55	Oak Park, Ill. ....	2	2,300	July 1, 1889	July 1, 1894	5	750.00	
56	Ottawa, Ill. ....	2	2,400	Jan. 15, 1887	Jan. 15, 1892	5	1.00	
57	Pekin, Ill. ....	2	2,300	Oct. 1, 1887	Oct. 1, 1892	5	200.00	
58	Quincy, Ill. ....	1	3,100	Apr. 1, 1873	Apr. 1, 1893	20	1,800.00	
59	Rockford, Ill. ....	1	3,000	Jan. 1, 1890	Jan. 1, 1895	5	1,200.00	
60	Rock Island, Ill. ....	2	2,600	Mar. 15, 1888	Mar. 15, 1893	5	1,000.00	
61	South Chicago, Ill. ....	2	2,300	Jan. 1, 1887	Jan. 1, 1892	5	1.00	
62	Sterling, Ill. ....	2	2,300	Nov. 1, 1887	Nov. 1, 1892	5	600.00	
63	Streator, Ill. ....	2	2,300	Jan. 1, 1888	Jan. 1, 1893	5	900.00	
64	Crawfordville, Ind. ....	2	2,200	May 27, 1889	May 27, 1894	5	450.00	
65	Elkhart, Ind. ....	2	2,600	July 1, 1886	July 1, 1891	5	1.00	
66	Goshen, Ind. ....	2	2,300	Jan. 1, 1890	Jan. 1, 1895	5	300.00	
67	Greencastle, Ind. ....	2	2,000	Sept. 2, 1889	Sept. 2, 1890	1	120.00	
68	Greenburg, Ind. ....	3	1,700	May 20, 1890	May 20, 1891	1	850.00	Do.

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—			
69	Kokomo, Ind. ....	2	\$2,000	Jan. 20, 1890	Jan. 20, 1895	5	\$700.00	Heat and light.
70	La Fayette, Ind. ...	2	2,700	July 1, 1886	July 1, 1891	5	1,100.00	
71	La Porte, Ind. ....	2	2,200	Jan. 1, 1887	Jan. 1, 1892	5	700.00	
72	Logansport, Ind. ...	2	400	Dec. 5, 1887	Dec. 5, 1892	5	1,200.00	Do.
73	Madison, Ind. ....	2	200	Jan. 1, 1888	Jan. 1, 1893	5	400.00	
74	Marion, Ind. ....	2	300	Feb. 1, 1890	Feb. 1, 1895	5	700.00	Do.
75	Muncie, Ind. ....	2	300	Feb. 15, 1888	Feb. 15, 1893	5	30.00	
76	Peru, Ind. ....	2	600	Jan. 1, 1889	Jan. 1, 1894	5	500.00	Fuel and light
77	Richmond, Ind. ....	2	2,700	Jan. 1, 1889	do. ....	5	1,400.00	
78	South Bend, Ind. ...	2	800	Jan. 1, 1885	Jan. 1, 1891	6	1,200.00	
79	Valparaiso, Ind. ...	2	200	Jan. 1, 1889	Jan. 1, 1894	5	400.00	Heat,
80	Vincennes, Ind. ...	2	200	Feb. 1, 1888	Feb. 1, 1893	5	1.00	
81	Atlantic, Iowa. ....	2	100	Jan. 13, 1890	Jan. 13, 1895	5	375.00	
82	Burlington, Iowa ...	1	3,000	Jan. 15, 1884	Jan. 12, 1894	10	2,500.00	Heat and light.
83	Cedar Rapids, Iowa.	1	2,900	Jan. 1, 1885	Jan. 1, 1895	10	1,200.00	
84	Creston, Iowa. ....	2	2,200	Feb. 1, 1889	Feb. 1, 1894	5	610.00	
85	Davenport, Iowa. ...	1	3,100	July 1, 1889	July 1, 1894	5	1,200.00	Do.
86	Decorah, Iowa. ....	2	160	July 1, 1889	July 1, 1894	5	300.00	
87	Fort Dodge, Iowa. ...	2	600	Apr. 1, 1890	Apr. 1, 1895	5	600.00	
88	Fort Madison, Iowa.	2	2,100	Feb. 1, 1890	Feb. 1, 1895	5	\$800.00	Heat and light.
89	Iowa City, Iowa. ...	2	2,400	Jan. 1, 1885	Jan. 1, 1895	10	1,200.00	
90	Keokuk, Iowa. ....	2	2,700	Oct. 1, 1880	Oct. 1, 1891	5	1,000.00	
91	Le Mars, Iowa. ....	2	160	Aug. 15, 1888	Aug. 15, 1891	5	125.00	Do.
92	Marshalltown, Iowa.	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	800.00	
93	Muscatine, Iowa. ...	2	2,400	July 1, 1887	July 1, 1892	5	1,000.00	
94	New Hampton, Iowa.	3	1,000	Apr. 1, 1890	Apr. 1, 1891	1	300.00	Do.
95	Oskaloosa, Iowa. ...	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	400.00	
96	Ottumwa, Iowa. ....	2	2,700	May 1, 1886	May 1, 1891	5	500.00	
97	Sioux City, Iowa. ...	1	3,100	Feb. 4, 1889	Feb. 4, 1894	5	2,800.00	Do.
98	Vinton, Iowa. ....	3	1,800	Jan. 1, 1888	Jan. 1, 1894	5	1.00	
99	Waterloo, Iowa. ....	2	2,400	Jan. 6, 1890	Jan. 6, 1895	5	250.00	
100	Abilene, Kans. ....	2	2,200	Sept. 1, 1887	Sept. 1, 1892	5	1.00	Heat.
101	Arkansas City, Kans.	2	2,200	Mar. 1, 1889	Mar. 1, 1894	5	500.00	
102	Atchison, Kans. ...	2	2,300	Sept. 15, 1888	Sept. 15, 1893	5	1,350.00	
103	Chanute, Kans. ....	3	1,600	Apr. 1, 1890	Apr. 1, 1891	1	400.00	Do.
104	Dodge City, Kans. ...	3	1,700	Jan. 1, 1888	Jan. 1, 1893	5	400.00	
105	Garden City, Kans.	2	2,000	Mar. 31, 1888	Mar. 31, 1893	5	1.00	
106	Hutchinson, Kans. ...	2	2,400	July 1, 1889	July 1, 1894	5	225.00	Do.
107	Kansas City, Kans. ...	2	2,600	Nov. 1, 1889	Nov. 1, 1894	5	1,200.00	
108	Larned, Kans. ....	3	1,700	Nov. 4, 1888	Nov. 4, 1893	5	200.00	
109	Lawrence, Kans. ...	2	1,700	Apr. 1, 1890	Apr. 1, 1895	5	1,800.00	Do.
110	McPherson, Kans. ...	2	100	Sept. 24, 1888	Sept. 24, 1893	5	300.00	
111	Parsons, Kans. ....	2	600	Jan. 1, 1890	Jan. 1, 1895	5	450.00	
112	Wellington, Kans. ...	2	100	July 1, 1886	July 1, 1890	4	180.00	Heat.
113	Wichita, Kans. ....	1	3,000	Oct. 1, 1886	Oct. 1, 1891	5	1.00	
114	Winfield, Kans. ....	2	2,300	Mar. 1, 1888	Mar. 1, 1893	5	900.00	
115	Bowling Green, Ky.	2	2,000	Sept. 12, 1887	Sept. 12, 1892	5	500.00	Do.
116	Newport, Ky. ....	2	500	Dec. 16, 1880	Dec. 16, 1894	4	1,400.00	
117	Arnold, Me. ....	2	300	Apr. 1, 1887	Apr. 1, 1895	5	700.00	
118	Augusta, Me. ....	1	3,000	July 1, 1886	July 1, 1891	5	1,300.00	Heat.
119	Lewiston, Me. ....	2	600	Feb. 1, 1890	Feb. 1, 1895	5	1,100.00	
120	Waterville, Me. ....	2	100	June 15, 1887	June 15, 1892	5	600.00	
121	Cumberland, Md. ....	2	400	Apr. 1, 1887	Apr. 1, 1892	5	600.00	Do.
122	Frederick, Md. ....	2	300	July 1, 1887	July 1, 1892	5	1,000.00	
123	Hagerstown, Md. ...	2	400	June 30, 1888	June 30, 1893	5	800.00	
124	Attleborough, Mass.	2	2,100	Oct. 1, 1889	Oct. 1, 1894	5	600.00	Do.
125	Beverly, Mass. ....	2	2,300	Jan. 1, 1887	Jan. 1, 1892	5	600.00	
126	Brookton, Mass. ....	2	500	Oct. 15, 1887	Oct. 15, 1892	5	1,400.00	
127	Fitchburg, Mass. ...	2	700	Aug. 15, 1887	Aug. 15, 1892	5	1,700.00	Heat and light.
128	Greenfield, Mass. ...	2	400	July 1, 1886	July 1, 1891	5	500.00	
129	Haverhill, Mass. ...	2	500	Feb. 1, 1890	Feb. 1, 1895	5	2,500.00	
130	Holyoke, Mass. ....	2	800	Nov. 1, 1888	Nov. 1, 1893	5	1,200.00	Do.
131	Hyde Park, Mass. ...	2	600	Feb. 1, 1888	Feb. 1, 1893	5	800.00	
132	Lawrence, Mass. ...	2	2,800	Jan. 1, 1888	Jan. 1, 1893	5	1,550.00	

## 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—			
133	Lynn, Mass.....	1	\$3, 100	Dec. 15, 1889	Dec. 15, 1894	5	\$2, 800.00	Heat.
134	Melden, Mass....	2	2, 400	Oct. 1, 1886	Oct. 1, 1891	5	800.00	Do.
135	Melrose, Mass....	2	2, 000	Oct. 1, 1887	Oct. 1, 1892	5	350.00	Heat and light.
136	Milford, Mass....	2	2, 000	Jan. 1, 1890	Jan. 1, 1895	5	500.00	Do.
137	Newburyport, Mass.	2	2, 500	Mar. 13, 1886	Mar. 13, 1891	5	900.00	
138	Newton, Mass....	2	2, 300	Oct. 1, 1888	Oct. 1, 1893	5	1, 050.00	Do.
139	Newtonville, Mass	2	2, 100	Jan. 1, 1889	Jan. 1, 1894	5	575.00	Do.
140	North Adams, Mass.	2	2, 700	Oct. 15, 1887	Oct. 15, 1892	5	1, 000.00	Do.
141	Northampton, Mass.	2	2, 500	July 1, 1887	July 1, 1892	5	675.00	Heat.
142	Pittsfield, Mass...	2	2, 600	Jan. 1, 1890	Jan. 1, 1900	10	1, 400.00	Do.
143	Plymouth, Mass...	2	2, 100	May 1, 1890	May 1, 1895	5	700.00	Heat and light.
144	Salem, Mass.....	2	2, 800	Jan. 21, 1887	Jan. 21, 1892	5	2, 100.00	Do.
145	South Framingham, Mass.	2	2, 000	Oct. 1, 1887	Oct. 1, 1892	5	625.00	Do.
146	Springfield, Mass.	1	3, 300	do do	do do	5	2, 500.00	Heat.
147	Taunton, Mass....	2	2, 700	July 1, 1886	July 1, 1890	4	1, 250.00	
148	Waltham, Mass....	2	2, 500	Feb. 1, 1886	Feb. 1, 1891	5	1, 200.00	
149	Westfield, Mass...	2	2, 600	Apr. 1, 1890	Apr. 1, 1895	5	1, 150.00	
150	Woburn, Mass....	2	2, 300	Jan. 1, 1889	Jan. 1, 1894	5	1, 250.00	Heat and light.
151	Worcester, Mass...	1	3, 700	June 30, 1888	June 30, 1893	5	3, 200.00	Heat.
152	Adrian, Mich....	2	2, 400	Apr. 9, 1890	Apr. 9, 1895	5	500.00	
153	Alpena, Mich....	2	2, 000	Mar. 1, 1889	Mar. 1, 1891	5	400.00	
154	Ann Arbor, Mich.	2	2, 000	do do	do do	5	1, 200.00	
155	Battle Creek, Mich	2	2, 700	Jan. 1, 1889	Jan. 1, 1894	5	1, 300.00	Heat.
156	Bay City, Mich....	2	2, 600	Apr. 21, 1886	Apr. 21, 1891	5	700.00	
157	Big Rapids, Mich.	2	2, 100	July 15, 1888	July 15, 1893	5	650.00	Heat and light.
158	Charlotte, Mich...	2	2, 000	June 2, 1890	June 2, 1894	4	550.00	
159	East Saginaw, Mich.	1	3, 000	June 1, 1890	June 1, 1895	5	2, 200.00	
160	Flint, Mich....	2	2, 400	Apr. 1, 1889	Apr. 1, 1894	5	800.00	
161	Hillsdale, Mich....	2	2, 200	Jan. 20, 1887	Jan. 20, 1892	5	375.00	
162	Ionia, Mich....	2	2, 200	Jan. 1, 1889	Jan. 1, 1894	5	750.00	
163	Jackson, Mich....	2	2, 800	Dec. 21, 1887	Dec. 21, 1892	5	1, 400.00	
164	Kalamazoo, Mich...	1	3, 000	Jan. 1, 1889	Jan. 1, 1894	5	950.00	
165	Lansing, Mich....	2	2, 800	Oct. 1, 1887	Oct. 1, 1892	5	1, 500.00	Heat.
166	Marquette, Mich...	2	2, 200	Mar. 15, 1888	Mar. 15, 1893	5	700.00	
167	Pontiac, Mich....	2	2, 000	Jan. 1, 1888	Jan. 1, 1893	5	400.00	
168	Ypsilanti, Mich....	2	2, 200	May 1, 1889	May 1, 1894	5	300.00	
169	Duluth, Minn....	1	3, 000	June 15, 1887	June 15, 1892	5	1, 450.00	Heat and light.
170	Faribault, Minn...	2	2, 200	Oct. 1, 1888	Oct. 1, 1893	5	600.00	
171	Mankato, Minn....	2	2, 400	May 16, 1890	May 16, 1895	5	1, 200.00	
172	Red Wing, Minn...	2	2, 100	Jan. 1, 1889	Jan. 1, 1894	5	1, 000.00	
173	Rochester, Minn...	2	2, 200	Jan. 1, 1890	Jan. 1, 1895	5	1, 050.00	
174	Winona, Minn....	2	2, 600	Jan. 1, 1887	Jan. 1, 1892	5	1, 800.00	
175	Meridian, Miss...	2	2, 300	Feb. 15, 1887	Feb. 15, 1892	5	480.00	
176	Natchez, Miss....	2	2, 300	Apr. 1, 1887	Apr. 1, 1890	3	480.00	
177	Vicksburg, Miss...	2	2, 500	Sept. 1, 1886	Sept. 1, 1891	5	1, 000.00	
178	St. Joseph, Mo...	1	3, 300	Feb. 1, 1889	Feb. 1, 1894	5	900.00	
179	Sedalia, Mo....	2	2, 500	Oct. 1, 1886	Oct. 1, 1891	5	400.00	
180	Springfield, Mo...	2	2, 700	May 1, 1887	May 1, 1892	5	1, 050.00	Do.
181	Butte City, Mont.	2	2, 600	Nov. 24, 1886	Nov. 24, 1891	5	1.00	Do.
182	Helena, Mont....	2	2, 700	Mar. 8, 1889	Mar. 8, 1891	5	1, 200.00	
183	Beatrice, Nebr....	2	2, 400	Mar. 7, 1887	Mar. 7, 1892	5	700.00	
184	Fremont, Nebr....	2	2, 400	June 15, 1890	June 15, 1895	5	1, 130.00	Heat and light.
185	Grand Island, Nebr	2	2, 300	June 30, 1888	June 30, 1893	5	600.00	
186	Hastings, Nebr....	2	2, 500	May 1, 1887	May 1, 1892	5	600.00	
187	Dover, N. H....	2	2, 400	May 1, 1886	May 1, 1891	5	800.00	Heat.
188	Keene, N. H....	2	2, 400	July 1, 1890	July 1, 1895	5	950.00	Heat and light.
189	Nashua, N. H....	2	2, 600	Jan. 1, 1890	Jan. 1, 1895	5	1, 400.00	Heat.
190	Asbury Park, N. J.	2	2, 400	Jan. 10, 1887	Jan. 18, 1892	5	600.00	Heat and light.
191	Atlantic City, N. J.	2	2, 600	Mar. 30, 1888	Mar. 30, 1893	5	1, 100.00	Do.
192	East Orange, N. J.	2	2, 900	June 30, 1888	June 30, 1893	5	900.00	Heat.
193	Elizabeth, N. J....	2	2, 700	Apr. 1, 1888	Apr. 1, 1893	5	800.00	
194	Hoboken, N. J....	2	2, 600	May 15, 1890	May 15, 1895	5	1, 200.00	
195	Morristown, N. J...	2	2, 500	April 1, 1887	Apr. 1, 1892	5	600.00	
196	New Brunswick, N. J.	2	2, 600	June 30, 1888	June 30, 1893	5	900.00	Heat and light.
197	Orange, N. J....	2	2, 700	Mar. 31, 1888	Mar. 31, 1893	5	1, 000.00	Heat.
198	Paterson, N. J....	1	3, 000	May 1, 1886	May 1, 1891	5	1, 500.00	Do.

## 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—			
202	Plainfield, N. J. . . .	2	\$2,600	May 1, 1886	May 1, 1891	5	\$1,050.00	
203	Princeton, N. J. . . .	2	2,300	Jan. 1, 1890	Jan. 1, 1893	3	700.00	Heat and light.
204	Rutherford, N. J. . . .	2	2,000	May 1, 1890	May 1, 1895	5	260.00	
205	Vineland, N. J. . . .	2	2,100	Jan. 1, 1890	Jan. 1, 1893	3	200.00	
206	Amsterdam, N. Y. . .	2	2,500	Aug. 1, 1889	Aug. 1, 1894	5	1,200.00	
207	Batavia, N. Y. . . . .	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	1,100.00	Do.
208	Bath, N. Y. . . . .	2	2,000	July 1, 1887	July 1, 1892	5	500.00	Do.
209	Finghamton, N. Y. . .	1	3,100	Oct. 1, 1888	Oct. 1, 1893	5	1,840.00	Heat.
210	Brookport, N. Y. . . .	2	2,100	Apr. 1, 1889	Apr. 1, 1894	5	350.00	
211	Brooklyn, N. Y. . . .	1	6,000	July 1, 1889	July 1, 1893	4	\$6,700.00	
212	Coboes, N. Y. . . . .	2	2,300	Oct. 1, 1887	Oct. 1, 1892	5	850.00	
213	Corning, N. Y. . . . .	2	2,200	Mar. 1, 1877	Mar. 1, 1892	5	975.00	Fuel and light.
214	Courtland, N. Y. . . .	2	2,500	Mar. 1, 1890	Mar. 1, 1895	5	1,260.00	Heat and light.
215	Danville, N. Y. . . . .	2	2,000	July 1, 1887	July 1, 1892	5	850.00	
216	Dunkirk, N. Y. . . . .	2	2,300	Mar. 1, 1888	Mar. 1, 1893	5	450.00	
217	Elmira, N. Y. . . . .	1	3,100	Feb. 1, 1889	Feb. 1, 1894	5	2,400.00	Do.
218	Geneva, N. Y. . . . .	2	2,700	Apr. 1, 1890	Apr. 1, 1895	5	800.00	Do.
219	Glens Falls, N. Y. . .	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	Do.
220	Gloversville, N. Y. . .	2	2,400	Apr. 1, 1890	Apr. 1, 1895	5	1,200.00	Heat.
221	Hoodack Falls, N. Y. .	2	2,000	May 1, 1880	May 1, 1890	5	400.00	
222	Hornellsville, N. Y. .	2	2,400	July 1, 1887	July 1, 1892	5	1,200.00	Heat and light.
223	Ithaca, N. Y. . . . .	2	2,700	July 1, 1882	July 1, 1891	10	1,500.00	Fuel.
224	Jamestown, N. Y. . . .	2	2,700	May 1, 1886	May 1, 1893	6	1,200.00	Heat.
225	Johnstown, N. Y. . . .	2	2,200	July 14, 1888	July 14, 1890	2	550.00	
226	Kingston, N. Y. . . . .	2	2,300	June 1, 1882	June 1, 1889	7	550.00	
227	Le Roy, N. Y. . . . .	3	1,900	July 1, 1887	July 1, 1892	5	200.00	
228	Little Falls, N. Y. . .	2	2,400	Jan. 1, 1884	Jan. 1, 1894	10	850.00	
229	Lockport, N. Y. . . . .	2	2,600	Apr. 1, 1882	Apr. 1, 1892	10	1,000.00	Heat.
230	Malone, N. Y. . . . .	2	2,000	Apr. 1, 1889	Apr. 1, 1894	5	550.00	
231	Middletown, N. Y. . . .	2	2,500	Mar. 31, 1888	Mar. 31, 1893	5	1,400.00	Heat and light.
232	Mount Vernon, N. Y. .	2	2,500	Feb. 1, 1889	Feb. 1, 1894	5	600.00	
233	Newburgh, N. Y. . . .	2	2,800	Apr. 1, 1890	Apr. 1, 1895	5	1,700.00	
234	Niagara Falls, N. Y. .	2	2,100	Apr. 1, 1889	Apr. 1, 1894	5	700.00	Heat.
235	Norwich, N. Y. . . . .	2	2,200	Mar. 26, 1888	Mar. 26, 1893	5	600.00	
236	Oneida, N. Y. . . . .	2	2,300	Mar. 31, 1888	Mar. 31, 1893	5	600.00	
237	Oneonta, N. Y. . . . .	2	2,300	July 1, 1887	July 1, 1892	5	600.00	
238	Owego, N. Y. . . . .	2	2,200	Oct. 1, 1888	Oct. 1, 1893	5	700.00	
239	Penn Yan, N. Y. . . . .	2	2,200	July 2, 1888	July 2, 1893	5	450.00	Heat and light.
240	Port Jervis, N. Y. . . .	2	2,200	June 30, 1888	June 30, 1893	5	1,000.00	Do.
241	Rochester, N. Y. . . . .	1	3,800	Apr. 1, 1886	Apr. 1, 1891	5	5,000.00	Heat.
242	Rome, N. Y. . . . .	2	2,600	Oct. 1, 1886	Oct. 1, 1891	5	425.00	Do.
243	Sag Harbor, N. Y. . . .	3	1,500	May 1, 1890	May 1, 1891	1	850.00	Heat and light.
244	Saratoga Springs, N. Y. .	2	2,700	Jan. 1, 1883	Jan. 1, 1893	10	1,500.00	
245	Schenectady, N. Y. . . .	2	2,500	July 1, 1887	July 1, 1892	5	1,000.00	
246	Sing Sing, N. Y. . . . .	2	2,300	Mar. 1, 1886	Mar. 1, 1891	5	400.00	
247	Tonawanda, N. Y. . . .	2	2,000	July 1, 1887	July 1, 1892	5	400.00	
248	Troy, N. Y. . . . .	1	3,800	May 1, 1890	May 1, 1893	3	3,250.00	Do.
249	Watertown, N. Y. . . .	2	2,700	Jan. 15, 1887	Jan. 15, 1892	5	1,000.00	
250	Waverly, N. Y. . . . .	2	2,000	July 1, 1887	July 1, 1892	5	500.00	Do.
251	West New Brighton, N. Y. .	2	2,200	Nov. 1, 1889	Nov. 1, 1894	5	810.00	
252	Yonkers, N. Y. . . . .	2	2,700	June 1, 1887	June 1, 1892	5	1,500.00	
253	Asheville, N. C. . . . .	1	2,400	Oct. 26, 1889	Oct. 26, 1894	5	400.00	
254	Charlotte, N. C. . . . .	2	2,500	Nov. 10, 1888	Nov. 10, 1893	5	600.00	
255	Wilmington, N. C. . . .	2	2,700	Sept. 1, 1888	Sept. 1, 1893	5	1,600.00	
256	Fargo, N. Dak. . . . .	2	2,600	Jan. 1, 1890	Jan. 1, 1895	5	1,150.00	Heat and light.
257	Grand Forks, N. Dak. . .	2	2,300	Jan. 1, 1890	Jan. 1, 1893	3	1,200.00	Do.
258	Akron, Ohio . . . . .	1	3,100	July 1, 1889	July 1, 1891	2	1,380.00	Do.
259	Alliance, Ohio . . . . .	2	2,000	May 1, 1890	May 1, 1895	5	900.00	Do.
260	Ashtabula, Ohio . . . .	2	2,000	Apr. 1, 1890	Apr. 1, 1895	5	200.00	Do.
261	Bellaire, Ohio . . . . .	2	2,100	July 1, 1889	July 1, 1894	5	500.00	
262	Bucyrus, Ohio . . . . .	2	2,000	Feb. 15, 1889	Feb. 15, 1894	5	450.00	Do.
263	Canton, Ohio . . . . .	2	2,900	May 16, 1889	May 6, 1894	5	1,300.00	
264	Chillicothe, Ohio . . . .	2	2,400	Apr. 1, 1886	Apr. 1, 1891	5	1,000.00	Do.
265	Dayton, Ohio . . . . .	1	3,200	Oct. 15, 1883	Oct. 15, 1893	10	2,850.00	Heat.

\* \$3,000 per annum additional allowed for rent at Brooklyn for addition to main office, not under lease.  
 † Or until completion of Government building.

## 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—			
266	Delaware, Ohio...	2	\$2,300	Apr. 15, 1883	Apr. 15, 1893	5	\$500.00	
267	East Liverpool, Ohio...	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	700.00	Heat and light.
268	Elyria, Ohio...	2	2,200	Oct. 1, 1889	Oct. 1, 1894	5	650.00	Do.
269	Findlay, Ohio...	2	2,500	Nov. 9, 1889	Nov. 9, 1894	5	1,200.00	Do.
270	Freemont, Ohio...	2	2,300	July 1, 1887	July 1, 1892	5	400.00	
271	Gallipolis, Ohio...	3	1,900	Mar. 1, 1890	Mar. 1, 1890	1	300.00	
272	Hamilton, Ohio...	2	2,500	Oct. 1, 1886	Oct. 1, 1891	5	600.00	Do.
273	Ironton, Ohio...	2	2,000	July 1, 1887	July 1, 1892	5	380.00	
274	Kenton, Ohio...	2	2,000	Sept. 7, 1889	Sept. 7, 1894	5	500.00	
275	Lima, Ohio...	2	2,500	Mar. 15, 1888	Mar. 15, 1894	5	1,000.00	Do.
276	Manassah, Ohio...	2	2,800	Apr. 1, 1889	Apr. 1, 1894	5	1,150.00	Do.
277	Marietta, Ohio...	2	2,200	June 1, 1890	June 1, 1895	5	650.00	
278	Marion, Ohio...	2	2,200	July 1, 1887	July 1, 1892	5	400.00	
279	Massillon, Ohio...	2	2,200	Sept. 20, 1886	Sept. 20, 1891	5	1.00	
280	Mt. Vernon, Ohio...	2	2,100	Apr. 1, 1887	Apr. 1, 1892	5	500.00	
281	Norwalk, Ohio...	2	2,200	July 1, 1886	July 1, 1891	5	550.00	
282	Oberlin, Ohio...	2	2,200	Mar. 1, 1890	Mar. 1, 1895	5	350.00	
283	Painesville, Ohio...	2	2,400	Oct. 22, 1887	Oct. 22, 1892	5	275.00	
284	Piqua, Ohio...	2	2,400	Sept. 2, 1889	Sept. 2, 1893	4	1,000.00	
285	Salem, Ohio...	2	2,300	Nov. 1, 1889	Nov. 1, 1894	5	600.00	
286	Springfield, Ohio...	1	3,200	Mar. 15, 1887	Mar. 15, 1892	5	2,200.00	Heat.
287	Stonewall, Ohio...	2	2,400	Feb. 1, 1887	Feb. 1, 1892	5	900.00	Do.
288	Tiffin, Ohio...	2	2,300	July 1, 1886	July 1, 1891	5	500.00	
289	Troy, Ohio...	2	2,100	July 1, 1887	July 1, 1892	5	600.00	Heat and light.
290	Urbana, Ohio...	2	2,200	Jan. 8, 1887	Jan. 8, 1892	5	300.00	
291	Warren, Ohio...	2	2,300	Aug. 15, 1887	Aug. 15, 1892	5	650.00	Do.
292	Wooster, Ohio...	2	2,300	Dec. 11, 1886	Dec. 11, 1891	5	600.00	
293	Xenia, Ohio...	2	2,200	Jan. 1, 1887	Jan. 1, 1892	5	400.00	
294	Youngstown, Ohio...	2	2,700	July 1, 1887	July 1, 1892	5	1,200.00	Do.
295	Zanesville, Ohio...	2	2,800	Sept. 1, 1888	Sept. 1, 1891	3	800.00	
296	Allentown, Pa...	2	2,700	Oct. 1, 1889	Oct. 1, 1894	5	2,000.00	Do.
297	Salem, Oregon...	2	2,200	Mar. 1, 1889	Mar. 1, 1894	5	1.00	
298	Altos, Pa...	2	2,700	Oct. 1, 1888	Oct. 1, 1893	5	900.00	
299	Bellefont, Pa...	2	2,100	July 2, 1888	July 2, 1893	5	380.00	Do.
300	Bethlehem, Pa...	2	2,300	May 1, 1886	May 1, 1891	5	700.00	Heat.
301	Bratford, Pa...	2	2,600	Nov. 16, 1887	Nov. 16, 1892	5	600.00	Do.
302	Carlisle, Pa...	2	2,200	Mar. 1, 1890	Mar. 1, 1895	5	450.00	Heat and light.
303	Chambersburg, Pa...	2	2,300	Jan. 1, 1890	Jan. 1, 1895	5	440.00	
304	Chester, Pa...	2	2,500	Oct. 1, 1888	Oct. 1, 1892	4	575.00	
305	Columbia, Pa...	2	1,900	Feb. 15, 1890	Feb. 15, 1894	4	300.00	
306	Corry, Pa...	2	2,200	June 1, 1887	June 1, 1892	5	350.00	
307	Danville, Pa...	2	2,000	Oct. 1, 1887	Oct. 1, 1892	5	500.00	
308	Downingtown, Pa...	3	1,400	Aug. 15, 1886	Aug. 15, 1891	5	1.00	
309	Easton, Pa...	2	2,600	Apr. 1, 1887	Apr. 1, 1892	5	1,100.00	
310	Franklin, Pa...	2	2,200	Apr. 1, 1889	Apr. 1, 1894	5	600.00	Heat.
311	Greensburg, Pa...	2	2,100	Apr. 30, 1889	Apr. 1, 1890	4	750.00	
312	Hazleton, Pa...	2	2,300	July 1, 1889	July 1, 1894	5	1,200.00	
313	Huntingdon, Pa...	2	2,400	Apr. 1, 1888	Apr. 1, 1893	5	300.00	
314	Johnstown, Pa...	2	2,500	July 1, 1886	July 1, 1891	5	750.00	Heat and light.
315	Lancaster, Pa...	2	2,900	Oct. 1, 1887	Oct. 1, 1892	5	2,600.00	
316	Lebanon, Pa...	2	2,500	Mar. 31, 1888	Mar. 31, 1893	5	850.00	
317	Lock Haven, Pa...	2	2,300	Mar. 1, 1888	Mar. 1, 1893	5	600.00	
318	McKeesport, Pa...	2	2,300	Jan. 1, 1888	Jan. 1, 1893	5	500.00	
319	Meadville, Pa...	2	2,500	Jun. 30, 1888	June 30, 1891	3	1,000.00	
320	New Castle, Pa...	2	2,400	Oct. 1, 1886	Oct. 1, 1891	5	700.00	Do.
321	Norristown, Pa...	2	2,400	Feb. 1, 1889	Feb. 1, 1894	5	1,000.00	
322	Pittston, Pa...	2	2,300	July 1, 1886	July 1, 1891	5	500.00	
323	Pottstown, Pa...	2	2,300	Mar. 31, 1888	Mar. 31, 1893	5	800.00	Do.
324	Scranton, Pa...	1	3,100	Apr. 1, 1889	Apr. 1, 1894	5	2,700.00	Heat.
325	Shamokin, Pa...	2	2,100	Jan. 1, 1889	Jan. 1, 1894	5	400.00	
326	Titusville, Pa...	2	2,400	Nov. 1, 1889	Nov. 1, 1894	5	750.00	
327	Towanda, Pa...	2	2,000	do	do	5	500.00	Heat and light.
328	Warren, Pa...	2	2,600	do	do	5	1,000.00	Do.
329	Wilkes-Barre, Pa...	2	2,900	Apr. 1, 1880	Apr. 1, 1891	5	1,100.00	Heat.
330	Williamsport, Pa...	2	2,900	June 30, 1888	June 30, 1892	4	800.00	
331	York, Pa...	2	2,700	Apr. 1, 1889	Apr. 1, 1894	5	1,000.00	
332	Westerly, R. I...	2	2,200	Oct. 1, 1888	Oct. 1, 1893	5	800.00	
333	Aberdeen, S. Dak...	2	2,400	Dec. 6, 1887	Dec. 6, 1892	5	600.00	
334	Huron, S. Dak...	2	2,300	Jan. 1, 1890	Jan. 1, 1895	5	700.00	
335	Sion Falls, S. Dak...	2	2,500	Feb. 1, 1888	Feb. 1, 1893	5	1,200.00	Heat and light.

## LEASES—Continued.

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

## 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—			
336	Chattanooga, Tenn.	1	\$3,100	Jan. 2, 1888	Jan. 2, 1893	5	\$5.00	
337	Bonham, Tex.	3	1,000	Jan. 2, 1886	Jan. 2, 1891	5	1.00	
338	Corsicana, Tex.	2	2,000	Apr. 1, 1890	Apr. 1, 1895	5	400.00	
339	Fort Worth, Tex.	2	2,800	Jan. 1, 1890	Jan. 1, 1895	5	1,400.00	Do.
340	Gainesville, Tex.	2	2,100	do	do	5	360.00	Do.
341	Houston, Tex.	2	2,900	Aug. 1, 1886	Aug. 1, 1890	4	900.00	
342	Paris, Tex.	2	2,200	Sept. 1, 1887	Sept. 1, 1892	5	240.00	
343	Sherman, Tex.	2	2,400	Nov. 1, 1887	Nov. 1, 1892	5	360.00	
344	Ogden, Utah	2	2,500	Aug. 1, 1888	Aug. 1, 1893	5	600.00	Do.
345	Salt Lake City, Utah.	1	3,100	July 1, 1886	July 1, 1891	5	1,200.00	
346	Bennington, Vt.	2	2,200	Jan. 1, 1880	Jan. 1, 1894	5	800.00	Do.
347	Brattleborough, Vt.	2	2,500	Oct. 1, 1880	Oct. 1, 1891	5	650.00	
348	Montpelier, Vt.	2	2,400	Jan. 1, 1880	Jan. 1, 1894	5	850.00	
349	St. Johnsbury, Vt.	2	2,200	July 1, 1889	July 1, 1894	5	600.00	
350	Lynchburg, Va.	2	2,800	July 1, 1886	July 1, 1891	5	700.00	
351	Staunton, Va.	2	2,400	July 1, 1887	July 1, 1892	5	400.00	
352	Seattle, Wash.	1	3,000	Oct. 14, 1889	Oct. 14, 1894	5	2,700.00	Do.
353	Spokane Falls, Wash.	2	2,600	Dec. 1, 1889	Dec. 1, 1894	5	780.00	
354	Walla Walla, Wash.	2	2,300	June 30, 1888	June 30, 1893	5	620.00	Do.
355	Appleton, Wis.	2	2,300	Jan. 1, 1890	Jan. 1, 1895	5	900.00	
356	Ashland, Wis.	2	2,400	Nov. 12, 1887	Nov. 12, 1892	5	600.00	Do.
357	Beloit, Wis.	2	2,500	Mar. 1, 1890	Mar. 1, 1895	5	800.00	
358	Chippewa Falls, Wis.	2	2,100	June 1, 1889	June 1, 1894	5	800.00	Do.
359	Eau Claire, Wis.	2	2,500	Oct. 1, 1886	Oct. 1, 1891	5	1,500.00	
360	Fond du Lac, Wis.	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	600.00	Do.
361	Green Bay, Wis.	2	2,300	June 7, 1890	June 7, 1895	5	1,200.00	
362	Janesville, Wis.	2	2,500	Jan. 1, 1887	Jan. 1, 1892	5	1,100.00	
363	Marquette, Wis.	2	2,100	July 2, 1888	July 2, 1893	5	350.00	
364	Marine, Wis.	2	2,800	July 1, 1889	July 1, 1893	4	1,160.00	
365	Sheboygan, Wis.	2	2,200	Mar. 1, 1889	Mar. 1, 1894	5	800.00	
366	Watertown, Wis.	2	2,000	Jan. 1, 1888	Jan. 1, 1893	5	500.00	
367	Cheyenne, Wyo.	2	2,400	Nov. 10, 1888	Nov. 10, 1893	5	1,500.00	Do.
Total rental at 267 offices							324,042.50	

## POSTAL STATIONS.

1	Baltimore, Md.	1	\$5,000	Jan. 15, 1887	Jan. 15, 1892	5	\$650.00	
	West Baltimore							
	Boston, Mass.	1	6,000					
2	Back Bay			Oct. 1, 1888	Oct. 1, 1893	5	1,500.00	Heat and light.
3	Brighton			July 1, 1887	July 1, 1892	5	575.00	Do.
4	Brookline			Mar. 31, 1888	Mar. 31, 1893	5	800.00	Do.
5	Cambridge			Sept. 15, 1887	Sept. 15, 1892	5	750.00	Do.
6	Cambridgeport			Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	
7	Charlestown			Nov. 1, 1886	Nov. 1, 1891	5	800.00	Heat.
8	Chelsea			June 1, 1890	June 1, 1895	5	2,000.00	Heat and light.
9	Dorchester			Aug. 1, 1889	Aug. 1, 1894	5	1,000.00	Do.
10	East Boston			July 1, 1889	July 1, 1894	5	1,450.00	Do.
11	East Cambridge			Mar. 31, 1888	Mar. 31, 1893	5	500.00	
12	Jamaica Plain			Jan. 1, 1890	Jan. 1, 1895	5	550.00	Do.
13	Mattapan			Mar. 1, 1890	Mar. 1, 1895	5	400.00	
14	North Cambridge			Apr. 1, 1887	Apr. 1, 1892	5	500.00	Do.
15	Revere			Nov. 10, 1887	Nov. 10, 1892	5	150.00	Do.
16	Roxbury			Feb. 1, 1889	Feb. 1, 1894	5	1,500.00	Heat.
17	Somerville			Jan. 5, 1889	Jan. 5, 1894	5	1,000.00	Heat and light.
18	Station A			Dec. 1, 1885	Dec. 1, 1889	4	1,050.00	
19	South Boston			Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	
20	Winthrop			Sept. 1, 1887	Sept. 1, 1892	5	144.00	

## 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.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
	Brooklyn, N. Y.	1	\$5,000					
21	Brevort			Dec. 1, 1887	Dec. 1, 1897	10	\$1,700.00	Heat.
22	Greenpoint			May 1, 1886	May 1, 1891	5	720.00	Heat and light.
23	Station E			Nov. 1, 1883	Nov. 1, 1891	5	625.00	Do.
24	Station S			Dec. 1, 1885	Dec. 1, 1889	4	600.00	Heat.
25	Station W			Jan. 21, 1888	Jan. 21, 1893	5	2,000.00	
	Chicago, Ill.	1	6,000					
26	Cottage Grove			Dec. 1, 1888	May 1, 1893	4 1/2	1,020.00	Heat and light.
27	Madison Street			May 1, 1886	May 1, 1891	5	1,115.00	
28	North Division			May 1, 1887	May 1, 1892	5	2,100.00	Fuel and light.
29	Ogden Avenue Station.			Jan. 15, 1890	Jan. 15, 1895	5	750.00	Heat and light
30	South Division			Oct. 1, 1886	Oct. 1, 1891	5	1,300.00	Heat.
31	Stock Yards			Feb. 15, 1889	Feb. 15, 1894	5	1,300.00	Heat and light.
32	Twenty-second Street Station.			Feb. 1, 1890	Feb. 1, 1894	5	780.00	Do.
	Cincinnati, Ohio	1	6,000					
33	Station C			Oct. 1, 1887	Oct. 1, 1892	5	180.00	
34	Station E			June 1, 1888	June 1, 1893	5	450.00	Do.
35	Indianapolis, Ind.	1	3,500					
	Union Depot			Oct. 1, 1888	Oct. 1, 1893	5	900.00	Do.
36	Kansas City, Mo.	1	3,500					
	West Kansas City.			June 1, 1886	June 1, 1891	5	312.00	Heat.
	Los Angeles, Cal.	1	3,300					
37	Station B			June 1, 1888	June 1, 1893	5	600.00	Heat and light.
38	East Los Angeles.			do	do	5	500.00	Do.
39	Milwaukee, Wis.	1	3,700					
	South Side			Apr. 1, 1889	Apr. 1, 1894	5	600.00	
	New York, N. Y.	1	8,000					
40	Station A			Feb. 1, 1890	Feb. 1, 1895	5	6,200.00	Heat.
41	Station B			May 1, 1888	May 1, 1893	5	3,000.00	
42	Station C			Sept. 16, 1889	Sept. 16, 1894	5	3,500.00	Do.
43	Station D			May 1, 1889	May 1, 1894	5	5,000.00	
44	Station E			May 1, 1890	May 1, 1895	5	4,200.00	Do.
45	Station F			Jan. 1, 1889	Jan. 1, 1894	5	2,700.00	
46	Station G			May 1, 1887	May 1, 1892	5	2,900.00	Do.
47	Station H			May 1, 1888	May 1, 1893	5	2,200.00	
48	Station I			Jan. 1, 1887	Jan. 1, 1892	5	2,000.00	
49	Station L			Aug. 1, 1889	Aug. 1, 1894	5	2,600.00	
50	Station M			Apr. 1, 1890	Apr. 1, 1895	5	900.00	
51	Station O			Mar. 1, 1890	Mar. 1, 1895	5	9,000.00	Do.
52	Station P			May 1, 1890	May 1, 1895	5	5,900.00	
53	Station R			Oct. 1, 1888	Oct. 1, 1893	5	750.00	
54	Station S			May 1, 1889	May 1, 1894	5	350.00	
55	Station T			Jan. 1, 1887	Jan. 1, 1892	5	450.00	
56	Station W			Nov. 29, 1889	Nov. 29, 1894	5	2,100.00	Do.
57	High Bridge			Feb. 1, 1889	Feb. 1, 1894	5	500.00	
	Philadelphia, Pa.	1	6,000					
58	Station F			July 1, 1886	July 1, 1891	5	420.00	
59	Columbia Avenue Station.			Mar. 1, 1890	Mar. 1, 1895	5	1,600.00	Heat and light.
60	Kensington Station.			do	do	5	610.00	
61	West Park Station.			do	do	5	600.00	
62	Southwest Station.			May 5, 1890	May 5, 1895	5	600.00	
63	Passayunk Station.			Apr. 7, 1890	Apr. 7, 1895	5	800.00	Do.
64	East Chestnut Street Station.			Mar. 1, 1890	Mar. 1, 1895	5	2,150.00	Do.

## 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.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
65	Philadelphia, Pa.— Continued Paschallville Station.			Apr. 21, 1890	Apr. 21, 1895	5	\$600.00	Heat and light.
66	Pittsburgh, Pa. . . . .	1	\$3,000	June 1, 1888	June 1, 1891	5	250.00	Do.
67	Station B . . . . .			Oct. 1, 1887	Oct. 1, 1892	5	400.00	Do.
68	East Liberty . . . . .			Sept. 1, 1888	Sept. 1, 1892	4	400.00	Do.
69	South Side . . . . .							
69	St. Louis, Mo. . . . .	1	6,000	Jan. 1, 1887	Jan. 1, 1892	5	180.00	Do.
70	Station B . . . . .			June 1, 1888	June 1, 1893	5	420.00	
71	Station E . . . . .			July 1, 1886	July 1, 1890	4	420.00	
71	North St. Louis . . . . .							
72	San Francisco, Cal. . . . .	1	5,000	Jan. 1, 1890	Jan. 1, 1895	5	1,500.00	Do.
72	Station B . . . . .							
73	Springfield, Mo. . . . .	2	2,600	Jan. 1, 1888	Jan. 1, 1893	5	1.00	
73	Station A . . . . .							
74	Washington, D. C. . . . .	1	5,000	Oct. 1, 1889	Oct. 1, 1894	5	900.00	Do.
74	East Capitol Station . . . . .							
	Total rental at 74 stations . . . . .						101,032.00	

## RECAPITULATION.

	No.	Amount.
Total of post-offices . . . . .	367	\$324,042.50
Total of postal stations . . . . .	74	101,032.00
Grand total, offices and stations . . . . .	441	425,074.50



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REPORT  
OF THE  
CHIEF POST-OFFICE INSPECTOR  
FOR  
1890.

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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., October 21, 1890.*

SIR: I have the honor to submit herewith for your information a number of statistical tables showing the workings of the force of post-office inspectors during the fiscal year ended June 30, 1890. I have appended to each table explanatory comments of my own which, taken with the tables, form a report of the work of the office and its agents for the year.

The duties of inspectors may be generally classed as of two distinct kinds—the work growing out of depredations upon the mails and miscellaneous work which does not relate to nor have its origin in the former. These two kinds of duties the statistics exhibited in the following tables explain. With the former the general public is more directly concerned, and with the latter the postal service, in all its branches, which has come to be termed “the Department.” How much, then, depends on faithful performance of these two kinds of duty. The public feels losses keenly and cries out loudly when it suffers from the dishonest pilferer of letters, and the inspector must respond quickly and successfully to meet the demands put upon him in this direction. So much depends upon the safe and speedy delivery of letters that the public becomes the best critic in many cases.

With the watchful eyes of fraternal branches of the Department over his movements, the inspector must exercise great care and delicacy in the performance of tasks committed to him by those branches, for on his judgment and on his reports depend, in a large measure, the action and policy of the Department. I think I may be pardoned for the feeling of satisfaction that impels me to report that the officers of this branch of the service have had an eye single to their duties both toward the public and the Department. They have been ever zealous and faithful in their efforts to correct wrong, to make the crooked straight, to cast light upon dim questions, and to lend assistance in clearing the way to a good postal service. The first class of duties mentioned has its origin largely in the complaints of the public in the treatment of its mail-matter. This is of two kinds—registered and ordinary. Experience long ago separated these two classes of complaints and in the office gave them separate designations with appropriate subdivisions.

The first of these is class A. This relates to complaints of all kinds received concerning the domestic registered mail; complaints of losses, delays, rifling, tampering, and wrong delivery, etc. The number and cause of these complaints will appear from the subjoined table, marked Exhibit A.

EXHIBIT A.—*Number and character of complaints (by States) upon which "A" cases were made up and referred to post-office inspectors for investigation during the fiscal year ended June 30, 1890.*

States and Territories.	Letters.		Pack-ages.		Total.	Alleged cause of complaint.									Total.
	In which contents were stated when complaint was made.	Contents not stated.	Contents stated.	Not stated.		Rifling.	Loss.	Loss from R. P. E.	Detention.	Wrong delivery.	Tampering.	Carelessness of postal employees.	Improper dispatch.	Other causes.	
Alabama	102	79	2	2	185	70	91	15	2	3	2			2	185
Alaska		2	6		8		8								8
Arizona	31	35		1	67	45	19	3							67
Arkansas	86	89	2	1	178	69	80	14	1	8	2		1	3	178
California	35	83	6	4	128	50	60	6	1	3			1	1	124
Colorado	75	104	4	4	187	55	113	12	2	4			1	1	187
Connecticut	12	31	11	10	64	17	37	4	1	3	3		2		64
Dakota*	12	6		1	19	11	5	1			1		1	1	19
Delaware	3				3	2				1					3
District of Columbia	101	229	1	17	348	12	327	3		1	1			4	348
Florida	41	50	1	5	97	35	53	5		1	1			2	97
Georgia	123	140	2	1	266	122	125	9		2	5			3	266
Idaho	19	11			30	16	10		3					1	30
Illinois	103	109	16	33	266	93	139	10	3	7	1	1	3	9	266
Indiana	143	60		5	208	117	63	11	3	6	3		5		208
Indian Territory	16	19			35	12	21	2							35
Iowa	56	45	2	7	110	50	41	9		7	2			1	110
Kansas	100	58	3	7	168	82	66	7	1	3			1	8	168
Kentucky	125	81	2	5	213	117	81	7		5	1	1	1	1	213
Louisiana	118	67	2	3	190	102	72	8	1	4	1		1	1	190
Maine	17	22	2	3	44	15	23	3	1					2	44
Maryland	32	26	2	4	64	30	23	6		2	1			2	64
Massachusetts	27	72	4	11	114	19	80	5	3	7					114
Michigan	63	35	1	2	101	54	34	5	2	3	1			2	101
Minnesota	48	29		3	80	41	30	3	2	1	1			2	80
Mississippi	121	124		3	248	113	121	7	4		1			2	248
Missouri	171	96	4	14	285	129	113	15	8	8	4		2	6	285
Montana	25	188	1	1	215	21	185	7	1		1				215
Nebraska	123	428	2	5	558	56	485	6		6	1		4		558
Nevada	3	4			7	3	3	1							7
New Hampshire	10	6			16	7	9								16
New Jersey	39	21	1	3	64	26	31	5		1				1	64
New Mexico	24	237	1	1	263	9	243	2	1	7				1	263
New York	93	121	31	28	273	82	154	11	6	10	4	1		5	273
North Carolina	157	70	3	2	232	153	39	25		3	7	1	1	3	232
North Dakota	11	69			80	7	72		1						80
Ohio	123	88	2	4	217	99	90	8	2	8	3		2	5	217
Oregon	42	44		5	91	42	29	9		5				6	91
Pennsylvania	108	130	5	14	257	84	134	13	2	10	4		4	6	257
Rhode Island	4	2		1	7	3	3								7
South Carolina	93	88		2	183	92	84	6		1					183
South Dakota	16	10			26	13	6	4	2	1					26
Tennessee	134	92	1	3	230	109	105	9	3	3				1	230
Texas	150	100	3	8	261	133	99	19	4	5	1				261
Utah	25	43	1		69	28	35	4	1		1				69
Vermont	6	10	1	3	20	5	13			1			1		20
Virginia	133	84	5	4	226	106	89	14	5	5	3		4		226
Washington	40	45	3	5	93	25	62	3	1	1	1				93
West Virginia	101	34		3	138	92	37	7					1	1	138
Wisconsin	51	47	2		100	43	53	3	1						100
Wyoming	20	16		1	37	10	26	1							37
Grand total.....	3,311	3,679	135	244	7,369	2,725	3,927	327	68	141	37	4	22	91	7,369

\* Before division.



EXHIBIT B.

States and Territories.	O. K.	No cause for complaint.		No loss. Cause of complaint—					De- partment.	Not registered.	Burning of post-offices.		Total
		Improper address.	Unavoidable delay.	Carelessness of postal employes.	Improper dispatch.	Other causes.	No inclosure.	Not rifled.			Burning of post-offices.	Burning of postal cars.	
Alabama	39	3	1	10	4	3	2	5					96
Alaska													28
Arizona	9				1	1	3	2	1				97
Arkansas	31	1	2	3	3	7	3	7	2				108
California	44			3	1	3		2	1	1	1	2	67
Colorado	38	1		5	1		3	2	3				49
Connecticut	30		1	3	2	2	1	1	4				18
Dakota	9			1		1		1	1				3
Delaware													249
District of Columbia	210		4	5	8	15	1	1	4	1			70
Florida	29			8	2	12	1	6	2	2			143
Georgia	27			7	1	10	8	13		1			11
Idaho	6			1				1					208
Illinois	105	3	3	17	5	12	13	13	3	1	1		151
Indiana	23		1	8	1	4	9	13					14
Indian Territory	7			1	1			1					61
Iowa	26	1	1	6	3	1	4	8	1				117
Kansas	45		6	8	6	8	6	9					185
Kentucky	30	1	2		20	4	7		1	2	1	1	79
Louisiana	31		2	3	2	4	4	24	1	1			37
Maine	7			4	2	5	1	2	1		2		58
Maryland	27			1	1		2	7	1				88
Massachusetts	45	1		3	2	5	2	2	1		1		63
Michigan	26	1	1	5	2	2	4	8	2	1			59
Minnesota	24			6		3	3	5	7	1			116
Mississippi	26	2	1	10	1	3	6	30	1	1			144
Missouri	66	2	4	4	10	13	9	5	2	2			27
Montana	14			1		1	1	2					480
Nebraska	42			2	2	3	1	5					5
Nevada	1	1						1					9
New Hampshire	2				1	1	1			1			46
New Jersey	8			8		2	2	6	2				153
New Mexico	16					1		2					245
New York	114	4	1	18	9	16	11	23	4	6			86
North Carolina	37		1	2		6	3	10	4	1	2		8
North Dakota	4					2							181
Ohio	51	3		11	2	7	7	16	1	2	1		38
Oregon	21		2	2		1	2	6	1				177
Pennsylvania	66	1	1	14	3	9	4	14	2	13			5
Rhode Island	2							1	1	1			118
South Carolina	23			6	13	1	1	5	2	1			11
South Dakota	4			2	1			1	1				178
Tennessee	26	2	1	15	4	7	3	14	1				109
Texas	47	1	1	15	5	10	5	9	2		2		18
Utah	12							2	1				15
Vermont	11			1				1					217
Virginia	34		1	6		6	6	14	1	6			56
Washington	25			6		1	2	3	1				116
West Virginia	22			1	1	2	2	9	2				76
Wisconsin	19			3	1	6	4	8	1		1		19
Wyoming	4			6		2							714
Total	1,563	28	37	236	118	202	143	328	66	44	13	3	419
				619				581			76		

From the foregoing table it appears that there were received during the year 7,369 complaints of all kinds, and of these 6,990 were complaints of depredations upon registered letters and 379 upon registered packages (third and fourth class matter); 2,725 complaints were of rifling; 3,927 were of loss of the entire letter or packet; 327 loss of the letter or package from the accompanying registered package envelope; 68 complaints of detention were received; 144 of wrong delivery; 57 of tampering; and 120 others of various wrongs. Of these 7,369 complaints 4,714 have been investigated and reported upon during the year. The result of these investigations is shown in the following table, Exhibit B:

Investigation showed that no loss had occurred, either to sender or addressee, in 2,763 cases, the letter or packet having been safely delivered or the cause of complaint groundless. Of the reported cases of rifling, investigation showed that in 143 cases no inclosure was made by the sender; in 328 no rifling had occurred (all that was inclosed had been received); 66 cases of rifling occurred either before mailing or after delivery, thus relieving the Post-Office Department of blame; and 44 cases of reported lost registered matter were found not to have been registered at all, either having been sent in the ordinary mail or not mailed. Loss was found to have occurred in 1,951 cases. A careful scrutiny of Exhibit B will show to what causes the loss was attributable. It is gratifying to state that of these losses only 666 cases are chargeable to the dishonesty or carelessness of postal employés. But by application of the disciplinary rules of the service reimbursement was required and recovery of stolen amounts was made in 489 cases; the lost articles or valuables were traced into the Dead Letter Office and restored to the owners in 183 cases, and in 67 cases voluntary reimbursement was made by the party at fault before the loss was reported to the Department. This leaves 1,117 cases in which the cause of the loss was ascertained, but in which no one was at fault or in which under the circumstances no recovery could be made. There were also 105 cases in which no trace of the reported lost matter could be found, making in all 1,222 cases in which actual loss was ascertained to have occurred.

There were on hand July 1, 1889, 2,667 cases, and of these 2,083 were investigated and loss was found to have occurred in 568 cases, or a little more than 27 per cent. Now, taking this percentage as a basis and assuming that as great a percentage of loss will be found to have occurred in the 2,655 cases of the fiscal year uninvestigated, we have 616, which added to the 1,222 cases in which loss was by investigation found to have occurred, we have a total ascertained and estimated loss of 1,838. This compared with the total number of domestic registered pieces handled during the year, viz, 14,148,564, shows a loss of 1 piece for every 7,697 handled.

At first thought, this number seems alarmingly large, but the tables given in this report, Exhibits B and E, must be considered in connection therewith. The year has been one marked by casualties which the Post-Office Department could neither avoid nor prevent. By examining Exhibit B it will be observed that of the 1,951 cases of loss 1,180 were due to accidents, or more than 60 per cent., while only 686 were ascertained to be due to dishonesty or delinquency of postal employés. Last year the losses due to casualties were 586 only, out of a total of 1,283, or 45 per cent., while 591 were chargeable to the employés of the service. The number of complaints investigated during the year of those referred was 4,714, as against 3,998 last year, while the losses unaccounted for is one less this year than last. This, I am satisfied, indicates careful work on the part of this office, and relieves the Department of blame for increase of loss, which by another year may be greatly reduced, as there may be no great casualties to swell the totals of our annual reports.

Exhibit C shows the treatment of the 2,667 cases on hand July 1, 1889, and Exhibit D a résumé of the work done during the year in the treatment of cases of class A, and it is, in fact, a recapitulation of Exhibits A, B, and C.

30, 1890

States and

resulting from—

States and Territories	Theft.	Estimated amount lost.	Amount recovered.	Losses paid through the office of Chief Post-Office Inspector.	Losses paid through dead-letter office.	Losses paid outside the Department.	Amount paid in last two columns.	No recovery.	No discovery.	Total.
Alabama	18	\$759.75	\$759.75	34		3	\$112.00	4	9	60
Alaska										2
Arizona	5	155.10	33.25	12				7	2	25
Arkansas	5	7.00	7.00	11		1	10.00	33	2	77
California	11	10.00		6				2	4	38
Colorado				5					1	12
Connecticut		8.00	8.00	13					1	18
Dakota	2	4.90	4.90	7					2	29
Delaware						1	10.00			1
District of Columbia				3				71	1	156
Florida		10.00	10.00	20		3	113.72			32
Georgia	2	191.60	191.60	30		2	102.75		3	48
Idaho						1	23.64		1	4
Illinois	124	676.80	10.00	15	5	2	18.36	127	3	216
Indiana		8.55		9	19	2	118.12	5	5	67
Indian Territory				55				2		64
Iowa				4	1	1	30.65		3	33
Kansas	1	50.00	50.00	20					6	82
Kentucky	5	227.56	213.81	27	9		13.87	7	10	80
Louisiana	2	222.00	81.00	10		1	1.25	3	1	45
Maine		5.55	5.55	2		1	5.00	7		15
Maryland		20.00	20.00	5	2		1.60		1	16
Massachusetts		4.00	4.00	6					1	15
Michigan	1	169.75	169.75	24	1		50	4	4	58
Minnesota	1	26.10	23.00	9		2	45.00	11		39
Mississippi	6	613.10	121.10	17				16	2	63
Missouri	1	98.00	30.00	20		1	1.50	7	2	6
Montana				4				1	4	16
Nebraska		56.83	56.83	7		1	5.00		5	20
Nevada										1
New Hampshire										
New Jersey		52.00		2				2	5	12
New Mexico				4						6
New York	4	96.68	19.68	24	1			12	3	80
North Carolina	8	210.87	210.87	12		1	20.00	1	3	34
Ohio	2	35.50	12.50	29		9	17.74	3	6	66
Oregon		32.75	32.75	7					1	17
Pennsylvania	1	15.68	7.00	25		2	20.00	7	5	39
Rhode Island				3						3
South Carolina				14		4	55.20			21
Tennessee		16.85	6.50	43	4	3	21.42	4		62
Texas		120.47	23.50	38		1	1,495.00	61	4	133
Utah				14						19
Vermont		15.00						1		3
Virginia	1	37.31	4.25	19	3		3.95	33	12	78
Washington	4	136.63	44.50	15	1		3.00	20	1	48
West Virginia				6	3		4.50	1		20
Wisconsin	2	72.00	50.00	4		2	30.00	1	1	22
Wyoming								1		1
Total	183	4,366.33	2,211.09	634	58	35	2,281.37	454	114	2,083



An examination of Exhibit D shows an increase of 12 per cent. in the whole number of complaints received during the fiscal year ended June 30, 1890, over the number of complaints reported in the previous fiscal year, while the number of complaints during the year 1889 was 36 per cent. greater than the whole number of complaints reported in the fiscal year ended June 30, 1888. This is a reduction of two thirds in the rate per cent. of increase in favor of the fiscal year just ended, a most gratifying evidence of the increased "celerity, certainty, and security" with which the mails carrying valuables of all kinds have been handled throughout the postal service during the period just closed. This showing undoubtedly indicates a marked improvement in the conduct of this important branch of the service, an improvement to the promotion of which, I am convinced, the corps of inspectors has contributed its full share.

#### EXHIBIT D.—Recapitulation of "A" cases.

[Based upon tabulated statements for the fiscal year ended June 30, 1890, together with actual count of "A" cases in the Post-Office Department on July 1, 1890.]

Cases made up:	
Cases outstanding July 1, 1889 .....	2,767
Cases referred for investigation during the fiscal year 1889-'90 .....	7,369
Total .....	10,136
Disposed of as follows:	
Cases closed during the fiscal year 1889-'90:	
Previous-year cases .....	2,083
Current-year cases .....	4,744
	6,797
Balance still outstanding .....	3,339
As follows:	
Cases returned by inspectors still under consideration by office:	
Previous-year cases .....	62
Current-year cases .....	329
Cases still in the hands of other bureaus of the Department:	
Previous-year cases .....	64
Current-year cases .....	93
Cases still in the hands of post-office inspectors for investigation July 1, 1890 .....	2,792
	3,339

#### RESUMÉ.

Whole number of "A" cases made up in the fiscal year—	
1887-'88 .....	4,820
1888-'89 .....	6,560
1889-'90 .....	7,369
Increase in two years of over 52 per cent.	

The next class of cases grows out of complaints received of depredations upon the ordinary mail. To this has been given the designation Class B.

Exhibit E fully sets forth the work done in this class of cases. There were received, made into cases, and referred for investigation 51,745. Of these, 38,099 were investigated, leaving 13,646 awaiting investigation June 30, 1890. Twenty-nine thousand and fifty-three of these complaints related to lost letters, and 20,900 to lost packages, third and fourth-class matter. Eight hundred and seventy-two post-offices were burglarized and 358 were destroyed by fire. Sixty-three postal cars were wrecked or burned. There were 51 highway robberies of mail stages, 3 mail-messenger wagons were robbed, 153 mail-pouches were reported lost, and 292 were cut by accident or intention, or stolen.

## EXHIBIT E.—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 robbed.	Post-offices burned.	Postal cars wrecked or burned.	Stages robbed.	Mail messengers or wagons robbed.	Pouches lost.	Pouches cut intentionally or by accident, or stolen.	Total number of complaints received.
Alabama.....	246	196	50	72	19	13	1	3	.....	3	10	367
Arkansas.....	123	100	23	34	14	9	4	.....	.....	1	6	191
California.....	508	388	120	440	14	10	1	14	1	16	4	1,008
Colorado.....	271	224	47	133	10	7	2	.....	.....	.....	1	424
Connecticut.....	711	569	145	357	14	1	.....	1	.....	3	4	1,094
Delaware.....	128	147	21	46	1	1	1	.....	.....	.....	.....	177
Florida.....	177	143	34	79	12	1	.....	.....	.....	3	5	277
Georgia.....	379	296	83	246	34	10	.....	1	.....	.....	.....	681
Illinois.....	2,187	1,885	302	2,935	36	13	3	3	.....	0	35	5,218
Indiana.....	548	462	86	294	11	9	1	.....	.....	4	13	913
Iowa.....	433	351	79	255	26	13	4	.....	1	2	19	753
Kansas.....	344	276	68	192	29	11	1	.....	.....	2	2	583
Kentucky.....	439	343	96	434	19	24	2	7	.....	8	8	941
Louisiana.....	248	191	57	157	7	3	1	.....	.....	3	3	422
Maine.....	376	320	56	121	23	5	1	.....	.....	3	.....	529
Maryland.....	792	658	136	426	13	9	3	.....	.....	.....	4	1,247
Massachusetts.....	1,696	1,468	228	884	11	3	.....	.....	.....	6	7	2,607
Michigan.....	605	500	105	423	39	7	.....	.....	.....	6	6	1,080
Minnesota.....	320	276	44	170	13	4	1	.....	.....	1	5	515
Mississippi.....	123	99	24	31	13	11	.....	2	.....	5	4	189
Missouri.....	1,070	858	212	987	75	22	3	.....	.....	12	14	2,183
Nebraska.....	239	191	48	170	15	3	2	.....	.....	2	8	439
Nevada.....	9	6	3	12	.....	2	.....	1	.....	.....	.....	24
New Hampshire.....	235	202	33	65	14	1	.....	.....	.....	.....	.....	345
New York.....	6,666	4,518	2,148	6,472	64	19	1	.....	.....	6	14	13,242
New Jersey.....	1,113	845	268	375	13	4	.....	.....	.....	.....	1	1,906
North Carolina.....	241	181	60	65	15	5	1	.....	.....	4	.....	332
North Dakota.....	102	92	10	21	2	5	.....	1	.....	3	.....	134
Ohio.....	1,444	1,211	233	1,140	88	12	2	.....	.....	12	19	2,717
Oregon.....	61	50	11	42	5	6	.....	5	.....	5	1	127
Pennsylvania.....	3,666	3,447	419	2,619	57	19	.....	1	1	1	11	5,975
Rhode Island.....	184	143	41	271	5	.....	.....	.....	.....	.....	1	461
South Carolina.....	187	151	26	58	8	3	1	1	.....	.....	2	264
South Dakota.....	63	60	3	32	.....	3	.....	.....	.....	1	.....	99
Tennessee.....	261	182	79	127	13	17	3	1	.....	3	9	434
Texas.....	385	286	99	141	24	8	7	5	.....	4	5	579
Vermont.....	126	106	20	30	.....	2	.....	.....	.....	1	1	168
Virginia.....	682	551	131	331	17	17	4	.....	.....	4	23	1,078
Washington.....	104	89	15	30	7	5	2	.....	.....	6	5	139
West Virginia.....	153	148	35	63	20	12	1	1	.....	5	14	299
Wisconsin.....	453	375	78	271	15	14	.....	.....	.....	1	1	755
Alaska.....	3	3	.....	1	.....	1	.....	.....	.....	.....	.....	5
Arizona.....	19	15	4	6	.....	.....	1	2	.....	.....	4	32
District of Columbia.....	549	438	111	352	.....	.....	.....	.....	.....	1	4	966
Idaho.....	12	10	2	4	.....	.....	.....	2	.....	1	2	22
Indian Ter.....	23	21	2	7	1	1	.....	.....	.....	.....	.....	38
Montana.....	42	30	12	18	1	3	.....	1	.....	.....	3	71
New Mexico.....	33	26	7	22	4	2	1	.....	.....	3	2	67
Utah.....	21	16	5	27	2	2	1	.....	.....	2	1	56
Wyoming.....	23	13	10	14	3	.....	.....	2	.....	.....	3	45
Total.....	29,053	23,114	5,939	20,000	872	358	63	51	3	153	292	51,745

## EXHIBIT E.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters—Continued.

## RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discov- ery.	No loss.	Losses chargeable to care- lessness or depre- dation of postal employ- ees.	Losses charge- able to accident.	Losses charge- able to persons not in the postal service.	Cases still in hands of inspectors for in- vestiga- tion.
Alabama	27	67	116	1	2	154
Arkansas	2	30	43	1		115
California	199	168	265	5	6	365
Colorado	161	100	86	4	4	69
Connecticut	386	148	331	1	32	196
Delaware	25	23	84			45
Florida	63	61	100	2	2	49
Georgia	40	159	172	1	6	303
Illinois	938	319	2,701	8	7	1,245
Indiana	86	54	341		48	383
Iowa	271	143	127	6		206
Kansas	26	121	164	1	1	268
Kentucky	77	61	618	5	12	168
Louisiana	26	81	65		4	246
Maine	197	62	143	2	11	114
Maryland	60	165	846	7	15	154
Massachusetts	587	305	994		227	494
Michigan	373	87	200	1	30	389
Minnesota	177	44	130	1	3	160
Mississippi	5	31	48		2	103
Missouri	76	339	404	3	9	1,352
Nebraska	159	119	51	2	3	105
Nevada	10	2	2			10
New Hampshire	121	49	86		7	52
New York	1,200	1,437	8,084	4	19	2,498
New Jersey	221	102	804		7	372
North Carolina	49	63	118		1	101
North Dakota	41	8	17		1	67
Ohio	173	172	1,104	4	131	1,133
Oregon	31	28	19	2	7	40
Pennsylvania	372	390	4,143	5	241	822
Rhode Island	122	42			146	151
South Carolina	11	41	92	2	2	116
South Dakota	42	15	17		1	24
Tennessee	53	106	165	3	3	114
Texas	25	110	103		2	339
Vermont	65	22	54		3	24
Virginia	167	164	462	8	7	330
Washington	31	30	27	4	1	66
West Virginia	53	67	61	5	7	106
Wisconsin	255	53	238	2		207
Alaska	2	2				1
Arizona	1	11	3			17
District of Columbia	143	165	324		15	259
Idaho	3	5	2		1	11
Indian Territory		4	7			27
Montana	14	11	15	1		30
New Mexico	20	17	12	1		17
Utah	17	15	2	3	2	17
Wyoming	17	12	3		1	12
Total	7,160	5,839	23,985	95	1,029	13,646

A still further subdivision of the first branch of the work of the office has been given the designation of Class F and is set forth in Exhibits F, F,<sup>1</sup> F.<sup>2</sup>

#### CLASS F CASES.

The number of this class of complaints received from postmasters, foreign postal administrations, and all other sources for the fiscal year ended June 30, 1890, were 10,644. Of these, 6,064 related to registered mail, 4,125 to unregistered mail, and 455 cases related to miscellaneous complaints, as to treatment of mail matter passing between the United States and foreign countries.

The number of cases of this class brought to a close during the year was 10,436, of which 5,899 related to registered mail, 3,791 to unregistered mail, and 746 to miscellaneous complaints. Of the inquiries made regarding registered matter 5,385 cases were finally closed without loss, or if loss was sustained it was made good to the sender or addressee as a result of investigation. In this number are included 15 cases of alleged abstraction of contents in which it was ascertained that no loss had been sustained, also 12 cases of alleged rifling and 29 cases of loss, in which, as a result of investigation, the losses were required to be made good. Of this last number collections were made and repayment effected through the office of chief inspector in 34 cases; 209 cases closed without loss related to registered mail matter passing through the United States in transit from one foreign country to another, which became the subject of inquiry by this office. The registered cases included in the accompanying table (Exhibit F) represent those which could be conveniently grouped, as between certain States and foreign countries, in which 5,086 complaints were closed without loss.

Of the whole number of cases treated relating to registered mail passing between the United States and foreign countries, the losses, thefts, and casualties amounted to 514 cases, as follows:

Number of cases of alleged rifling .....	142
Number lost in transit, not received by addressees .....	68
Number destroyed by burning of post-offices .....	123
Number destroyed by burning of postal cars .....	152
Lost by wreck .....	3
Losses by robbery of post-offices or of mail .....	27
	<hr/>
	514
Total represented by casualties .....	277
Charged to United States employees .....	41
Losses located outside the United States .....	44
	<hr/>
	362
Number not accounted for, and in which the loss or responsibility may be said to rest equally between the United States and foreign countries .....	152

**EXHIBIT F.**—*States and countries between which the registered mail was passing, and number of cases in which investigation determined that no losses had been sustained, or in which the losses sustained were made good, as a result of investigation.*

States and Territories.	Austria.	Belgium.	Central America.	Canada.	Denmark.	France.	Germany.	Great Britain.	Italy.	Mexico.	Netherlands.	Norway.	Russia.	Spain.	Sweden.	South America.	Switzerland.	U. S. of Colombia.	West Indies.	Miscellaneous.	Total.
Alabama.....	3						6	9	3				3							1	25
Alaska.....	1			1									1								3
Arizona.....				1		1	2	2	5	2											14
Arkansas.....	3						4	2	2												13
California.....	37	1	2	19		13	58	60	41	11			4	7	9	2	10	5	7	15	301
Colorado.....	11			1	4		20	13	11			1	1	1							66
Connecticut.....	5		1	11	1	4	16	17	0	1	1			4					1		69
Dakota.....	8			7	2		10	5					2								38
Delaware.....							5														6
District of Columbia.....	1			8		7	12	5	3	3					2		1	2		4	48
Florida.....						2	1	4	3										3		15
Georgia.....	1						6	5	1				3		1					1	18
Idaho.....				1			2	3													7
Illinois.....	49	1		12	2	7	131	70	43	8	1	4	23		21	4	4	1		5	386
Indiana.....	1			1			21	6		1	1		3				1			1	26
Indian Territory.....				1		2	2														6
Iowa.....	8			1	2		23	14						1	1	5	2				58
Kansas.....	9	3	1	4	1		20	4	3				9		0	2	3			1	66
Kentucky.....	2			1		1	12	4					3						1		29
Louisiana.....	3		1	7		10	5	11	20	5	1		3	1		1		4	5	2	79
Maine.....				7			2	2												2	14
Maryland.....	5						24	8	3				5		1						46
Massachusetts.....	9		1	114	4	9	19	81	39	5	1		27	2	9	10	3	1	5	12	351
Michigan.....	18	2		15	1	1	34	20	5	2	2		6	1	3		1		1	1	113
Minnesota.....	16	1		8	1	1	28	10			1		5	7	1	9	2	5			95
Mississippi.....	2					1	2		1												10
Missouri.....	17	1	3	11		2	73	20	16	5		1	10		1	5	2		2	3	172
Montana.....				4		1	8		1				2		2						27
Nebraska.....	15			1	2	1	28	19	3	1			4		7		4				85
Nevada.....	1			1			3	3					1							1	11
New Hampshire.....				11		1	1	2	1												16
New Jersey.....	10		1	4		3	49	22	9	1	1		4			2	1	2	1	2	112
New Mexico.....	1			1		1	4		2	3											14
New York.....	156	5	13	18	2	65	376	225	301	21	4	2	40	19	6	42	22	12	33	15	1,386
North Carolina.....							2	3					1								6
Ohio.....	37			11	1	9	80	22	15	3			10			4	4	1	1	2	200
Oregon.....	2						11	11					1		1						27
Pennsylvania.....	139	2	1	17		12	205	114	85	7	2		44	1	9	12	8	2	11	12	683
Rhode Island.....		1					3	11	6				1		1				1	2	26
South Carolina.....							3	3													6
Tennessee.....	3						14	5	4	2			3				4			1	36
Texas.....	22	1		4		2	44	12	7	11			1	2			2				109
Utah.....	1			4			1	6	2								1				15
Vermont.....				2			2	3	1	2											10
Virginia.....				3		1	5	6	1								1			1	18
Washington.....	6			6	2		15	24	5	1		2	1						1		63
West Virginia.....	1						3	3	2										1	1	12
Wisconsin.....	20			6	1	1	66	7	7	1		9	4		2	1	5	2			132
Wyoming.....				2			2	3	1												8
Total.....	623	18	24	326	22	164	1,458	889	664	98	13	29	245	30	94	108	85	38	67	82	5,086

Of the ordinary mail passing between the United States and foreign countries made the subject of investigation, Exhibit F 1, represents 1,246 cases in which no loss was sustained or the missing mail-matter was reclaimed by means of the inquiries instituted. Exhibit F 2, shows 2,545 cases in which the losses could not be located.

It should be remembered that there is no certain means of tracing ordinary mail-matter, as it is not recorded in transit, either in the United States or foreign countries; but by diligent inquiry at offices of origin and destination, at foreign and domestic exchange offices, and the dead-letter branches of the United States and other countries, many of these losses have been located, and the letters or parcels, or their missing contents, have been restored to senders or addressees.

The miscellaneous cases treated under Class F, affecting mail matter received from or in transit to foreign countries which became the subject of investigation, are summarized as follows:

Cases relating to dutiable mail-matter .....	358
Cases affecting international money-orders .....	45
Complaints as to lottery circulars, &c., mailed in foreign countries to persons residing in this country .....	27
Miscellaneous complaints on other subjects .....	816
	<hr/> 746

## SUMMARY—CLASS F CASES.

Number of F cases on hand June 30, 1890, as unfinished .....	2,072
Number of new cases reported for fiscal year 1890 .....	10,644
	<hr/> 12,716
Number of such cases closed for the year, the necessary inquiries having been concluded .....	10,436
Number remaining unfinished July 1, 1890 .....	2,280
	<hr/> 12,716

EXHIBIT F 1.—States and countries between which the unregistered mail-matter was passing, and number of cases in which investigation showed that no losses had been sustained or was the means of reclaiming the missing articles.

States and Territories.	Austria.	Belgium.	Central America.	Canada.	Denmark.	France.	Germany.	Great Britain.	Italy.	Mexico.	Netherlands.	Norway.	Russia.	Sweden.	Switzerland.	South America.	U. S. Colombia.	West Indies.	Miscellaneous.	Total.
Alabama .....				4			1	3												4
Arkansas .....				1			1	1												5
California .....			2	2		3	6	29		2	1			2	1	1	1			51
Colorado .....		1		1			3	16												21
Connecticut .....				5			3	13	1	1										23
Dakota .....								2												2
Delaware .....	1						1	1												3
District of Columbia .....	1	1			1	1	6	6	2	1								1	2	22
Florida .....								1												1
Georgia .....					3			6												
Idaho .....								1												
Illinois .....	2			22		2	9	46			1	2	1							85
Indiana .....						1	1	2												4
Indian Territory .....								1												1
Iowa .....						1		8												
Kansas .....				2			1	7												11
Kentucky .....				2		1		4												
Louisiana .....		1	2			2		1												6
Maine .....				1		1		1												3
Maryland .....				2		1	1	5												11
Massachusetts .....				14		2	7	40												63
Michigan .....				10		1	3	14		1	4	1			2	1				37
Minnesota .....				5	1	1	1	3					1	1						14
Mississippi .....								1												1
Missouri .....				2		1	2	7		1				1	1					15
Montana .....								2												2
Nebraska .....				1			3	6												10
New Hampshire .....				2				5												7
New Jersey .....				2		1	4	32	1						2					42
New Mexico .....	1							1												2
New York .....	14	2	3	148	1	26	51	210	3	1	4	3	4	8	12	5	6	31	3	535
North Carolina .....								1												1
Ohio .....		1		7		3	13	14	1	1		2	1							43
Oregon .....				1				1												2
Pennsylvania .....	2		1	11		4	14	83	2	1	1	1		1	3	1		3	4	122
Rhode Island .....							1	6								1				8
South Carolina .....				1				1												2
Tennessee .....				1				2												3
Texas .....						2		12											1	15
Utah .....						1		4												5
Vermont .....				2				1												3
Virginia .....				1			2	3		1						1				8
Washington .....								5												5
Wisconsin .....				1				4		2						2				9
Wyoming .....								3												3
Total .....	21	6	8	254	2	52	136	615	12	9	12	10	8	13	22	12	7	36	11	1,246

**EXHIBIT F 2.**—*States and countries between which the unregistered mail matter was passing, and the number of cases in which, after diligent inquiry, the losses could not be located either in the United States or in foreign countries.*

States and Territories.	Austria.	Belgium.	Central America.	Canada.	Denmark.	France.	Germany.	Great Britain.	Italy.	Mexico.	Netherlands.	Norway.	Russia.	Spain.	Sweden.	Switzerland.	South America.	U. S. Colombia.	West Indies.	Miscellaneous.	Total.
Alabama				2				8							1						11
Arizona				1				2													3
Arkansas				6			1	1													8
California			1	2	3	10	10	77		5	1										112
Colorado		1		4				26			1										33
Connecticut				17		1	4	20	1									1			44
Dakota				2				6													9
Delaware				1				6							1						6
District of Columbia	2		1	6		3	4	18		1						1	1				37
Florida				1				5	1												7
Georgia						1	1	9													11
Idaho								1													1
Illinois	2			66		6	20	52						3	5				2	1	157
Indiana				2			2	7							1						12
Indian Territory								1													1
Iowa				4				10		1					1				1		17
Kansas				2			1	15	1					1							20
Kentucky				4		2		4												1	11
Louisiana				1		5	1	3													14
Maine				16		1	4	4											4	1	29
Maryland				2		2	8	9		1											23
Massachusetts	1	4	1	73	1	5	7	70	2						2	1	1	2	1	3	174
Michigan		1		66			2	23		3											98
Minnesota	1			5			4	8			2	1								1	22
Mississippi						1		1													2
Missouri	1			6		1	8	16	4	4		1			2					1	44
Montana	1			6				11													18
Nebraska				1			1	8				1				1					12
Nevada							2	1													3
New Hampshire				13				2													15
New Jersey	1	1		5	1	6	12	22	1	1						2		1	2		55
New Mexico				1				1	1												3
New York	52	24	1	202	3	84	104	379	17	12	4	2	6	1	9	4	11	4	41	10	1,060
North Carolina								3													3
Ohio	6	1		27		4	14	38						1		1	2			2	56
Oregon				2		1		5													9
Pennsylvania	18	6		30		9	23	110	5	1		4	2		2	5	4		12	2	233
Rhode Island		1		11		1	4	10												1	29
South Carolina								2													2
Tennessee			1			2	1	4													8
Texas				2		3	3	9		1					1						19
Utah				3				2							1	1					7
Vermont				3				1												1	5
Virginia	1						1	12				1									15
Washington	1	1	1	6				10			1	1			1						22
West Virginia							1	1													2
Wisconsin	2	1		1	1		7	7		1	1				1						23
Wyoming				1	1		2	3													7
Total	90	41	6	692	10	147	249	1,043	33	27	12	12	18	1	29	17	20	8	65	252	545

The second part of the inspector's duties heretofore indicated, and which are more nearly allied to the Department than to the public, is set forth in Exhibits G, G 1, and G 2.

This has been designated Class C. Of this class 10,721 cases were referred for investigation. These are not properly mail depredations, nor do they grow out of the latter. They spring from the needs of the Department in seeking information for improving or extending the service in any of its branches, and from the violation of postal laws and regulations by postal officials and others. As may be inferred their performance is oftentimes a delicate task, requiring tact and judgment, else the results obtained are of little value.

I regret that more attention could not have been given to the inspection of the smaller post-offices, but with the force at my command, this has not been practicable, with due regard for the proper performance of other work. Great benefit may be derived by postmasters and post office employes, and much good may result to the service from personal visits and instruction of the authorized representatives of the Post-Office Department. Much can be learned in a few minutes' conversation that faithful study of the regulations will not show. The moral effect upon post-office officials in remote communities of a personal visit of one of your representatives can not be too highly estimated. Many of these officials have never seen such a representative, and the fact that the Department has enough interest in the office to send some one to look into it is an indication that the holding of it is not a mere perfunctory act, nor a position to be lightly esteemed. It reassures the postmaster and gives him fresh confidence in himself and increases the dignity of his position in his own opinion and in that of his neighbors, and thus indirectly augments the moralé of the service. I most respectfully ask, then, for this reason that the appropriation for the inspection service be restored to \$300,000. It is hoped that, during the year upon which we have now entered, something may be done in this direction with the increase of \$50,000 granted by Congress, but, at best, we can not hope to reach all the post-offices and inspect them even once during the time. If the money-order offices alone are critically inspected it will be as much as can be faithfully done with the available force. There were of these (July 7, 1890) 10,344; January 1, 1890, there were 60,140 post-offices of all kinds, and if only the money-order offices are inspected 49,796 offices will remain unvisited.

**EXHIBIT G.**—*Number, nature of case, and office of original reference of miscellaneous cases (Class C) referred to post-office inspectors for investigation during the fiscal year ended June 30, 1890.*

Class of cases.	Offices from which references were made for investigation.										
	Postmaster-General.	First Assistant Postmaster-General.	Second Assistant Postmaster-General.	Third Assistant Postmaster-General.	Superintendent of the Money-order system.	General Superintendent of the Railway Mail Service.	Assistant Attorney-General Post-Office Department.	Superintendent of the Free Delivery System.	Office of Chief Post-Office Inspector.	Auditor of the Treasury Post-Office Department.	Total number of each class of cases.
Responsibility of sureties.....	4,307										4,307
Inspection of post offices.....	15	15		34					426	2	492
Complaints and charges against postmasters and employes of post-offices.....	131	594	21	47	60	15	51		695	7	1,621
Violation of section 259, postal laws and regulations.....		1		50					3	1	55
Establishment of post-offices and stations.....		23							12		35
Discontinuance of post-offices and stations.....		16							22		38
Allowances for post-offices.....	2	116							40		167
Location, change of site, etc., of post-offices.....	12	227							30		269
Appointment of postmasters.....		31							17		48
Free-delivery system.....								29			29
Mail-messenger service.....			3						8		11
Lease of post-offices.....							155		1		156
Routes: Establishment, discontinuance, or change of service.....				10					50		60
Routes: Charges against contractors, carriers, etc.....			21						36		57
Mail-keys: Loss, etc.....			27			1			14		42
Charges against railway post-office clerks.....						11			7		18
Collection of balance due the United States.....									5	69	74
Inspection of money-order business, collection of funds, forwarding statements, and instruction of postmasters.....					222				5		227
Wrong payment of money-orders and postal notes.....					113				11	1	125
Establishing and discontinuance of money-order service.....					42				12		54
Section 280, and act of June 18, 1888, as amended.....	2	5		10		6	49		408		480
Section 379.....				1			8		21		30
Section 515.....		1		13					1		15
Section 706.....			1				4		3		8
Section 1442.....									3		3
Section 1447.....		14	4	1			10	1	91		121
Section 1448.....		5	1			1	12		122		141
Section 1449.....							1		10		11
Section 1460.....		3		4	2	6	38		315		368
Section 1469.....				6		1	1		78		86
Miscellaneous investigations and complaints.....	33	164	90	117	81	54	234	8	759	33	1,573
Total.....	195	5,522	178	283	520	95	563	38	3,214	113	10,721

*Exhibit G 1.—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, 1890.*

Number referred to and relating to office of—	
Postmaster-General .....	215
First Assistant Postmaster-General .....	5,057
Second Assistant Postmaster-General .....	207
Third Assistant Postmaster-General .....	242
Superintendent Money-Order System .....	416
General Superintendent Railway Mail Service .....	63
Assistant Attorney-General .....	424
Superintendent Free Delivery System .....	61
Auditor of the Treasury for the Post-Office Department .....	80
Relating to office of the chief post-office inspector and filed .....	1,242
Reports of the inspection of post-offices referred to the several bureaus of the Department .....	414
<b>Total .....</b>	<b>8,421</b>

*Exhibit G 2.—Recapitulation.*

Cases (Class C) referred to inspectors for investigation during the fiscal year 1890 .....	10,721
Cases on hand July 1, 1889, referred for investigation during previous years .....	7,524
<b>Total to be accounted for .....</b>	<b>18,245</b>
Cases referred to inspectors, reported upon, and finally closed during fiscal year 1890 .....	8,421
Cases referred to inspectors during previous years, reported upon, and finally closed during the fiscal year 1890 .....	7,214
<b>Total number cases closed .....</b>	<b>15,635</b>
Cases remaining in the hands of inspector July 1, 1890 (uninvestigated) .....	2,610

Exhibit H is a statement showing the treatment of cases by the office in which collection or recoveries of amounts lost was made on account of mail depredations.

*EXHIBIT H.—Statement of the receipt and disbursement of moneys collected and recovered on account of losses in the mails during the fiscal year 1890.*

RECEIPTS.

Balance remaining over unexpended from the fiscal year 1889. (Being moneys recovered during the previous fiscal years) .....	\$2,581.90
Total amount collected and recovered (and received at the Department) from July 1, 1889, to and including June 30, 1890 .....	17,619.81
<b>Total amount to be accounted for .....</b>	<b>20,202.71</b>

DISBURSEMENTS.

Total amount restored to proper owners on account of reported losses:	
In 1,013 Class A cases .....	\$13,849.26
In 116 Class B cases .....	551.82
In 4 Class C cases .....	11.90
In 33 Class F cases .....	404.05
In 4 Class special cases .....	14.14
Total amount (no proper owners found) covered into the United States Treasury:	
In 12 Class A cases .....	73.97
In 4 Class B cases .....	7.35
In 1 Class F case .....	3.00
In 3 Class special cases .....	53.68
<b>Total number of cases treated, 1,190 .....</b>	<b>14,969.17</b>
Balance remaining unexpended at the ending of the fiscal year 1890 .....	5,233.54

There were treated by inspectors during the year:

Cases of Class A, including those referred in previous years .....	7,344
Cases of Class B, including those referred in previous years .....	54,321
Cases of Class C, including those referred in previous years .....	15,635
Cases of Class F, including those referred in previous years .....	10,436
<b>Total .....</b>	<b>87,736</b>

The statement concerning cases of Class F includes those treated directly by office of chief inspector and not referred to inspectors for investigation. There remained on hand, awaiting treatment, June 30, 1890, of all classes of cases, 21,637.

Exhibit I is a statement showing the criminal statistics of the office for the year.

EXHIBIT I.—Fiscal year ended June 30, 1890.

State where arrested.	STATE COURTS.						
	Offenders.			Disposition of cases.			Grand total in each State.
	Burglars.	All others.	Total.	Convicted.	Acquitted.	Awaiting trial.	
Alabama.....							20
Arizona.....							
Arkansas.....							12
California.....							29
Colorado.....							70
Connecticut.....	2		2	1		1	48
Delaware.....							1
District of Columbia.....							6
Florida.....							20
Georgia.....	2	1	3			3	35
Idaho.....							
Illinois.....		1	1	1		1	71
Indiana.....							20
Indian Territory.....							9
Iowa.....	3		3	3		3	10
Kansas.....	2		2	2		2	36
Kentucky.....	1		1	1		1	13
Louisiana.....							23
Maine.....							7
Maryland.....							14
Massachusetts.....	1	2	3			3	42
Michigan.....	4	2	6			6	16
Minnesota.....	2		2			2	22
Mississippi.....		1	1			1	19
Missouri.....	8	3	6			6	57
Montana.....							
Nebraska.....							14
Nevada.....							
New Hampshire.....	2		2			2	4
New Jersey.....							15
New Mexico.....							3
New York.....	8	5	13	2		11	86
North Carolina.....							20
North Dakota.....							3
Ohio.....	5		5			5	50
Oregon.....		3	3			3	8
Pennsylvania.....	1	1	2			2	68
Rhode Island.....							2
South Carolina.....							7
South Dakota.....							2
Tennessee.....							35
Texas.....	4	2	6		2	4	26
Utah.....							1
Vermont.....							8
Virginia.....	2		2	1		1	38
Washington.....	1		1		1	1	4
West Virginia.....							4
Wisconsin.....	1		1	1		1	16
Wyoming.....							
Total.....	48	21	69	12	3	54	1,014

P. M. G. 90—4



I need hardly call attention to the great labor of inspectors in seeking information and preparing data concerning the workings of the lottery companies and in demonstrating the defects in the law existing concerning them.

It is a well known fact that the use of the mails by these nefarious enterprises has been the principal means of reaching the ignorant and gullible and in reaping from their victims a rich harvest of ill-gotten gains.

The subject-matter submitted to you in this connection has been gathered from every part of the land and practically verified by observation here in Washington, almost in the shadow of the Department building.

I feel that we can be proud of the success achieved.

I recommend that the act of June 17, 1878 (20 Statutes, 140), be so amended as to provide for the appointment by the Postmaster-General of twelve post-office inspectors at a salary of two thousand five hundred dollars per annum, instead of ten now provided for. This becomes necessary because of the recent creation of two new divisions with headquarters at Helena, Mont., and Austin, Tex.

In conclusion, I beg to call attention to the increase in the number of burglaries of post offices, which this year is 872 as against 849 last year, and beg to renew my recommendation of last year for a special appropriation of \$25,000 for the payment of rewards for the apprehension and conviction of burglars; also to include in the same appropriation provision for the payment of rewards for the apprehension and conviction of highway stage and train robbers, which are, under your order No. 237, dated June 27, 1890, 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.

The necessity for this appropriation is the same now as last year, as these robberies are increasing.

Very respectfully,

E. G. RATHBONE,  
*Chief Post-Office Inspector.*

The POSTMASTER-GENERAL.



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REPORT  
OF THE  
TOPOGRAPHER  
OF THE  
POST-OFFICE DEPARTMENT  
FOR  
1890.

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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 25, 1890.

SIR: I have the honor to submit herewith the annual report of this office for the fiscal year ended June 30, 1890.

The Topographer's Office has been occupied in the preparation and publication of the bi-monthly editions of post-route maps; in the construction of new maps to replace those requiring new compilations, and also those which, from the continuous changes and additions necessitated by the extension of the postal service, have become unserviceable; in noting upon the post-route maps, for the use of the Post-Office Department, every month, the daily establishments and changes in post-offices and changes in service; and in correcting by hand, whenever feasible, such maps of former editions remaining on hand, for the use of the postal service.

These maps, by the present method of reproduction, being issued every two months and corrected up to date, form a continuous history of the progress and changes of post routes, and are of great use in the various branches of the postal service.

MAP WORK.

1. *Construction of new maps.*—During the past fiscal year we have been enabled to complete and publish all the maps which had been allowed to remain in an unfinished state, or were in course of preparation, and also to construct and complete new sheets to replace former copies requiring new compilations.

The maps completed and published are as follows: New England (except Maine), in two-sheet form; New York, in four-sheet form; Ohio and Indiana, in two-sheet form; Texas, in two-sheet form; and Oregon and Washington, in two-sheet form; twelve sheets in all.

There are now in course of preparation: North and South Dakota, in two-sheet form; Colorado, in two-sheet form; Montana, Idaho, and Wyoming, in two-sheet form; and Utah, in one sheet form; seven sheets in all.

Owing to the worn condition of the working surfaces of some of the lithographic base stones, in consequence of the long use and repeated corrections they have been subjected to since 1883, there remain a number of maps which should be replaced by either new lithographic or photolithographic copies. Also, those maps, hitherto regarded as pre-

liminary, should be replaced by new constructions, as they were compiled at a time when reliable and systematic surveys were wanting to constitute a basis for correct compilation.

In order to provide for the renewal of these maps in time, the services of two additional draughtsmen will be required.

The process employed in the reproduction of these maps is that of photolithography. All corrections and additions by this process, consisting of establishments and changes in post-offices, changes in their intermediate distances, frequency of star routes in colors, the railway-mail service, county and State boundaries in colors, the whole mode of supply, are shown upon the regular bi-monthly editions of the post route maps.

2. *Sub maps.*—Two drawings, showing the environs of Des Moines, Iowa, and St. Paul and Minneapolis, Minn., the territory embraced in these special drawings being overcrowded on the general edition of post-route maps, have been prepared and transferred to their respective base-stones of the general edition.

3. *Special diagrams.*—Sample diagrams of the States of New Jersey, Alabama, Georgia, Michigan, Wisconsin, Minnesota, North and South Dakota, Colorado, Indiana, Ohio, Kentucky, Tennessee, Louisiana, Kansas, Missouri, Washington, Oregon, Arkansas and Indian Territory, have been prepared 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.

Twelve thousand and seven hundred sheets of these diagrams, comprising nineteen States and Territories, have been printed and furnished to the General Superintendent of the Railway Mail Service. It being found too expensive to supply the numerous employés (postal-car clerks and others) of that service with the elaborate maps of the general edition, these cheap special diagrams are made up from transfers from the base stones of the post-route maps, and designed to show only the black work of the latter maps.

4. *The preparation of the bi-monthly editions of the post-route maps of the United States.*—In the preparation and publication of the bi-monthly revised editions of the post-route maps, by means of prints from lithographic stones, the draughting force of this office has prepared for the contractors 720 correction sheets for the black work and 360 color-correction sheets for the color work. The work on these lithographic stones, during the interval between each edition, is brought up to the latest possible exhibit of the existing postal service, by means of these corrected sheets furnished the contractors.

Also three hundred and sixty sample sheets, showing the monthly changes in the postal service, have been kept up by the draughtsmen. These sample sheets are used by the lady correctors in bringing up the postal service on the published maps that may be on hand in the intervening months.

5. *Diagrams*—For the daily use of the officers and clerks of the several bureaus of the Post-Office Department, twelve complete sets of postal diagrams, comprising in all three hundred and three maps, have been brought up monthly. These diagrams graphically exhibit the mail service throughout the extent of the United States as actually in operation at the beginning of each month.

In addition to this series of diagrams there have been furnished at longer intervals than a month two hundred and seventy-five maps for the use of the Postmaster-General, Finance and Inspection Divisions, Money-Order Office, and other officers of the Department.

## MISCELLANEOUS ROUTINE WORK.

(1) Thirteen thousand six hundred and twenty-six corrections and additions have been made on the post-route maps, consisting of establishments and changes in post-offices and changes in service. All of these items have been transferred to working maps, sample and correction sheets, and entered in books, classified by States, etc., for the use of the draughtsmen.

(2) Sixteen thousand one hundred and thirty sheets of post-route maps, consisting of five thousand seven hundred and eighty-nine maps of States and Territories, mostly in combined form, have been distributed during the past fiscal year. The greater part of this distribution was to postmasters, post-office inspectors, officers and clerks of the Railway Mail Service, diagrams for the use of the officers and clerks of the Post-Office Department in Washington, and other agents of the Department, the remainder being furnished on request to Senators and Members of the House of Representatives, committees of Congress, and when available to other Departments of the Government, purchasers, educational and scientific institutions.

In order that these maps may be of greatest use in the various branches of the postal service it is important that they should be mounted in suitable form. Forty-five per cent. of the maps issued have therefore been backed on muslin and mounted on rollers or bound in folio or octavo for portable use.

All requests for post-route maps received by this office, for the use of the general postal service or other applicants, have received prompt attention, and since the mounting facilities have been enlarged there has been no unnecessary delay in furnishing mounted maps.

A detailed statement of this distribution of maps during the past fiscal year is appended, with a side comparison with numbers issued for the year preceding.

The sales of post-route maps, as authorized by law, amounted, during the past fiscal year, to \$2,806.

(3) The miscellaneous correspondence comprised five thousand and seven hundred letters, written upon the various subjects pertaining to the detail of the office. The number of letters received was five thousand three hundred and ninety.

In order to locate correctly the lines of railroads one hundred and thirty-one letters of request have been addressed to engineers and other officers of the railroads, inclosing a tracing or a 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.

Seventeen hundred and eighty-six circular queries have been sent to postmasters to obtain the precise location of their post-offices, such being necessary when the description in the papers furnished through the Appointment Office is found inadequate.

In addition to the general duties of this office, it is called upon to furnish, for other departments of the Government, certificate of distances by post-routes, required in the settlement of mileage accounts by officers of the public service. This work has, as usual, received prompt attention. During the past fiscal year one thousand two hundred and five letters have been answered, covering one thousand seven hundred and twenty-four queries. These calls, in many cases, involve references to postal records of twenty and thirty years ago. Lists of counties in the United States and lists of distances of the shortest post

routes between the larger and more important places, have been furnished for the United States Official Postal Guide.

I respectfully submit that in the appropriation bill the usual proviso be inserted that the Postmaster-General may authorize the sale of post-route maps to the public at cost, the proceeds to be used as a further appropriation for the preparation and publication of post-route maps.

I take pleasure in testifying to the general faithful and efficient work of the employes of this office.

A condensed statement of the work performed in the Topographer's Office for the fiscal year ending June 30, 1890, is herewith added.

Very respectfully,

C. ROESER, JR.,

*Topographer, Post-Office Department.*

Hon. JOHN WANAMAKER,

*Postmaster-General, Post-Office Department.*

*Detailed statement of post-route maps issued during the fiscal year ending June 30, 1890.*

To whom furnished.	No. of maps issued during the fiscal year ending--	
	June 30, 1890.	June 30, 1889.
Postmasters .....	640	632
Post-office inspectors .....	149	125
The railway mail service (besides diagrams) .....	2, 382	2, 027
Post-Office Department (officers and clerks) .....	775	471
Miscellaneous (including Senators and Members of the House of Representatives, committees of Congress, officers of other Government Departments, educational and scientific institutions, and maps sold to private parties) .....	1, 843	1, 316
Total .....	*5, 789	†4, 671

\* Maps issued during 1890 = 16,130 sheets.

† Maps issued during 1889 = 12,256 sheets.

*Condensed statement of work performed in the Topographer's Office during the fiscal year ending June 30, 1890.*

Construction of new maps in sheets .....	12
Sub-maps .....	2
Special sample diagrams for Railway Mail Service .....	19
Correction, color correction, and sample sheets .....	1, 440
Diagrams "kept up" monthly for Post-Office Department .....	303
Diagrams furnished at longer intervals than a month .....	275
Corrections and additions to post-route maps .....	13, 636
Letters received .....	5, 390
Letters written .....	5, 700
Railroad letters and tracings sent out .....	131
Certificate of distances furnished .....	1, 205
Circular queries to postmasters .....	1, 780

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**REPORT**  
**OF THE**  
**FIRST ASSISTANT POSTMASTER-GENERAL**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1890.**

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# REPORT

## OF THE

### FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE FIRST ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., November 22, 1890.

SIR: I have the honor to submit the following report of the work of this Bureau for the fiscal year ended June 30, 1890:

#### APPOINTMENT DIVISION.

*Post-offices established and discontinued, postmasters appointed, and the increase or decrease as compared with the previous year.*

Post-offices.	June 30, 1889.	June 30, 1890.	Increase.	Decrease.
Post-offices established during the year.....	2, 770	4, 427	1, 657	
Post-offices discontinued during the year.....	1, 147	1, 025		122
Net increase over previous year.....	1, 623	3, 402	1, 779	
Whole number of post-offices.....	58, 999	62, 401	3, 402	
Number of presidential.....	2, 684	2, 738	54	
Number of fourth-class.....	56, 315	59, 663	3, 348	

#### *Appointments during the year.*

Appointments.	June 30, 1889.	June 30, 1890.	Increase.	Decrease.
On resignations and expirations of term.....	8, 553	8, 919	366	
On removals.....	7, 853	6, 569		1, 284
On offices becoming presidential.....	301	134		167
On deaths of postmasters.....	553	673	120	
On establishment of post-offices.....	2, 770	4, 427	1, 657	
Total.....	20, 030	20, 722	2, 143	1, 451

Total appointments during the year.....	20, 722
Total offices discontinued.....	1, 025
Number of names and sites changed.....	1, 581
Total cases acted upon.....	23, 328

The number of new offices established and the increase in the number of post-offices, arranged by sections, States and Territories, were as follows :

States and Territories.	Estab- lished.	Increase.
<i>New England States.</i>		
Maine .....	63	28
New Hampshire .....	14	7
Vermont .....	23	11
Massachusetts .....	27	16
Rhode Island .....	10	9
Connecticut .....	20	11
Total .....	157	82
<i>Middle States and District of Columbia.</i>		
New York .....	133	89
New Jersey .....	39	24
Delaware .....	13	8
Maryland .....	68	40
Pennsylvania .....	315	215
District of Columbia .....	3	
Total .....	571	376
<i>States and Territories on Pacific Slope.</i>		
Oregon .....	114	60
California .....	162	72
Nevada .....	24	11
Washington .....	167	125
Arizona .....	17	10
Alaska .....	3	2
Total .....	487	280
<i>Southern States and Indian Territory.</i>		
Virginia .....	241	165
West Virginia .....	180	128
North Carolina .....	252	159
South Carolina .....	110	59
Georgia .....	264	133
Florida .....	117	54
Alabama .....	246	175
Mississippi .....	153	94
Louisiana .....	97	58
Texas .....	275	142
Arkansas .....	182	84
Missouri .....	202	134
Tennessee .....	224	155
Kentucky .....	238	173
Indian Territory .....	148	102
Total .....	2,909	1,815
<i>States and Territories of the West and Northwest.</i>		
Ohio .....	166	117
Indiana .....	96	63
Michigan .....	116	68
Illinois .....	98	49
Wisconsin .....	112	83
Iowa .....	102	45
Minnesota .....	103	52
Kansas .....	88	23
Nebraska .....	79	37
Colorado .....	120	67
Dakota (North and South included) .....	117	87
New Mexico .....	36	28
Montana .....	79	46
Wyoming .....	55	42
Idaho .....	46	33
Utah .....	23	9
Total .....	1,436	849

The greatest increase in the number of post offices in any of the States for the year was 215 in Pennsylvania. In Alabama the increase in number was 175; Kentucky, 173; Virginia, 153; North Carolina, 159; Tennessee, 155, and Texas, 142. The largest increase for the previous year was 121 in Pennsylvania. There was no decrease in any of the States or Territories in the number of offices.

In each of eleven of the States there were upwards of two thousand offices in operation on June 30. The following are the States and the whole number of offices:

Pennsylvania .....	4,570
New York .....	3,406
Ohio .....	3,073
Virginia .....	2,706
North Carolina .....	2,511
Illinois .....	2,401
Missouri .....	2,309
Tennessee .....	2,273
Texas .....	2,248
Kentucky .....	2,214
Indiana .....	2,056

In only nine of the States are there one hundred or more Presidential offices. Those are as follows:

New York .....	240
Pennsylvania .....	200
Illinois .....	196
Ohio .....	154
Massachusetts .....	144
Michigan .....	137
Iowa .....	136
Kansas .....	129
Indiana .....	100

The following tables, A, B, C, and D, are given for general information :

TABLE A.—Operations of the Appointment Division for the fiscal year ended June 30, 1890.

States and Territories.	Post-offices.				Fourth-class post-masters.			Presidential cases.				Total cases.	
	Established.	Discontinued.	Names and sites changed.	Appointments on changes of name and site.	Resigned.	Removed.	Deceased.	Resigned.	Commissions expired.	Removed.	Deceased.		Offices become Presidential.
Alabama.....	197	22	51	20	206	90	20	1	8	4	..	2	601
Alaska.....	3	1	2	..	4	1	..	..	..	..	..	..	11
Arizona.....	17	7	4	3	29	15	1	2	1	1	..	..	77
Arkansas.....	141	57	85	60	214	131	26	2	2	9	..	1	668
California.....	115	43	20	11	191	116	12	2	20	19	..	7	551
Colorado.....	95	28	26	12	157	49	11	7	7	6	..	4	390
Connecticut.....	13	2	4	1	37	54	5	1	21	1	..	..	138
Dakota (to November 2, 1889).....	22	2	7	3	47	21	4	..	..	3	..	..	106
Delaware.....	10	2	..	..	9	18	1	..	3	1	..	..	44
District of Columbia.....	1	1	1	..	1	1	..	..	..	..	..	..	5
Florida.....	92	38	17	3	149	69	15	1	1	9	1	1	393
Georgia.....	106	63	63	23	243	91	25	1	10	4	..	1	697
Idaho.....	40	7	11	5	47	10	2	2	..	1	..	1	121
Illinois.....	67	18	26	3	269	209	18	12	39	49	2	8	717
Indiana.....	79	16	11	3	261	276	15	15	16	31	..	3	723
Indian Territory.....	122	20	22	11	61	14	3	..	..	..	..	3	245
Iowa.....	76	31	18	10	226	222	15	22	19	21	1	2	653
Kansas.....	70	47	85	42	354	165	14	32	19	34	2	5	827
Kentucky.....	199	26	54	17	370	192	25	2	16	8	..	2	894
Louisiana.....	73	15	5	..	99	39	14	..	5	5	..	2	257
Maine.....	39	11	9	2	103	128	11	1	8	8	..	3	321
Maryland.....	52	12	15	4	91	101	23	1	7	3	..	2	307
Massachusetts.....	20	4	3	1	45	49	8	3	43	11	1	4	191
Michigan.....	89	21	50	19	264	224	9	16	21	31	3	6	734
Minnesota.....	75	23	43	24	151	106	8	6	11	11	..	1	435
Mississippi.....	124	30	30	14	168	87	17	1	6	9	2	3	477
Missouri.....	170	36	70	20	413	259	24	13	20	21	2	6	1,034
Montana.....	65	19	15	13	81	16	1	3	2	2	..	2	296
Nebraska.....	71	34	57	25	203	110	6	22	11	13	1	2	530
Nevada.....	13	2	..	..	11	3	1	..	1	5	1	1	38
New Hampshire.....	9	2	7	..	34	80	7	3	8	10	..	3	163
New Jersey.....	30	6	15	1	58	90	13	2	21	7	3	1	246
New Mexico.....	33	5	9	5	55	17	..	2	2	2	..	..	125
New York.....	101	12	30	5	241	373	40	14	42	48	3	9	913
North Carolina.....	203	44	92	26	224	164	24	1	14	..	..	1	767
Ohio.....	137	20	29	8	340	531	28	12	42	23	..	7	1,169
Oregon.....	83	23	19	8	130	18	9	5	4	1	1	3	296
Pennsylvania.....	250	35	44	5	417	447	31	8	52	35	1	8	1,328
Rhode Island.....	9	..	1	..	13	18	..	..	..	1	..	1	43
South Carolina.....	91	32	15	5	113	80	12	..	5	3	..	1	352
Tennessee.....	178	23	92	34	328	168	28	2	9	11	..	3	842
Texas.....	208	66	62	40	461	167	28	5	18	26	3	6	1,050
Utah.....	13	4	7	5	25	6	3	..	1	2	..	..	61
Vermont.....	14	3	2	..	45	80	8	4	5	2	1	2	166
Virginia.....	202	37	141	69	366	472	43	1	8	14	..	3	1,287
Washington.....	132	7	43	25	125	31	2	5	1	2	..	8	356
West Virginia.....	160	32	53	9	230	131	13	..	6	4	..	2	631
Wisconsin.....	100	17	43	14	172	181	11	8	27	18	3	4	584
Wyoming.....	45	3	12	10	50	9	2	1	2	1	..	..	125
North Dakota, from November 3, 1889.....	36	7	30	25	76	32	2	1	5	3	..	..	192
South Dakota, from November 3, 1889.....	47	9	31	23	79	51	4	5	5	10	..	..	241
Total.....	4,427	1,025	1,581	(666)	8,086	6,612	642	253	580	557	31	134	23,328

**TABLE B.—Presidential post-offices in each State and Territory on June 30, 1889, and June 30, 1890, with the increase and decrease; also the number of offices of each class and the total number of offices in the United States on that date.**

States and Territories.	June 30, 1889.	June 30, 1890.	Increase.	Decrease.	First class.	Second class.	Third class.	Fourth class.	Total, June 30, 1890.
Alabama.....	26	27	1		2	4	21	1,866	1,893
Alaska.....								17	17
Arizona.....	5	5				1	4	165	170
Arkansas.....	24	25	1		1	3	21	1,452	1,477
California.....	83	85	2		5	15	65	1,270	1,355
Colorado.....	39	40	1		1	6	33	636	676
Connecticut.....	62	58		4	3	15	40	437	495
Dakota.....	51	50		1		8	42	1,117	1,167
Delaware.....	8	8			1		7	149	157
District of Columbia.....	1	1						12	13
Florida.....	19	18		1		5	13	817	835
Georgia.....	32	32			3	5	24	1,846	1,878
Idaho.....	6	7	1				7	253	260
Illinois.....	191	196	5		4	34	158	2,205	2,401
Indiana.....	98	100	2		4	21	75	1,956	2,056
Indian Territory.....	1	3	2				3	344	347
Iowa.....	136	136			6	18	112	1,645	1,781
Kansas.....	137	129		8	2	17	110	1,709	1,838
Kentucky.....	43	45	2		1	0	35	2,169	2,214
Louisiana.....	14	15	1		1	2	12	831	846
Maine.....	44	45	1		3	7	35	1,049	1,094
Maryland.....	22	22			1	3	18	1,029	1,051
Massachusetts.....	142	144	2		6	39	99	711	855
Michigan.....	137	137			4	26	107	1,720	1,857
Minnesota.....	59	58		1	3	8	47	1,214	1,272
Mississippi.....	27	30	3			5	25	1,248	1,278
Missouri.....	85	92	7		8	10	79	2,297	2,389
Montana.....	18	18				2	16	330	348
Nebraska.....	80	81	1		2	7	72	1,026	1,107
Nevada.....	8	7		1		2	5	141	148
New Hampshire.....	36	37	1			6	31	496	533
New Jersey.....	74	74			4	20	50	757	831
New Mexico.....	9	10	1			2	8	246	256
New York.....	236	240	4		11	61	168	3,166	3,406
North Carolina.....	28	28				7	21	2,483	2,511
Ohio.....	154	154			7	45	102	2,919	3,073
Oregon.....	15	18	3		1	2	15	635	653
Pennsylvania.....	192	200	8		7	41	152	4,370	4,570
Rhode Island.....	12	13	1		1	5	7	125	138
South Carolina.....	21	22	1		1	2	19	1,074	1,096
Tennessee.....	32	35	3		4	2	29	2,238	2,273
Texas.....	78	81	3		3	11	67	2,167	2,248
Utah.....	5	5			1	1	3	248	253
Vermont.....	28	29	1			8	21	505	534
Virginia.....	42	41		1	2	7	32	2,065	2,706
Washington.....	13	21	8		1	3	17	581	602
West Virginia.....	17	19	2		1	2	16	1,558	1,577
Wisconsin.....	87	90	3		1	18	71	1,350	1,610
Wyoming.....	7	7				2	5	219	226
Total.....	2,684	2,738	71	17	102	517	2,119	59,663	62,401

NOTE.—In the above table, North and South Dakota are counted as Dakota. North Dakota had on June 30, 1890, 18 Presidential and 475 fourth-class offices, and South Dakota 32 Presidential and 642 fourth-class offices.

**TABLE C.**—Operations of the appointment division of the office of the First Assistant Postmaster-General, as to fourth-class offices, for the year ended June 30, 1890, also post-offices in each State and Territory on June 30, with the increase over the corresponding number on June 30, 1889.

States and Territories.	Post-offices.				Fourth-class post-masters.			Total cases.	Total post-offices June 30, 1890.	Increase over 1889.
	Established.	Discontinued.	Names and sites changed.	Appointments on changes of name and site.	Resigned.	Removed.	Deceased.			
Alabama.....	197	22	51	20	206	90	20	536	1,893	175
Alaska.....	3	1	2			1		11	17	2
Arizona.....	17	7	4	3	29	45	1	73	170	10
Arkansas.....	141	57	85	60	214	131	26	654	1,477	84
California.....	115	43	20	11	191	116	12	497	1,355	72
Colorado.....	95	28	26	12	157	49	11	306	676	67
Connecticut.....	13	2	4	1	37	54	5	115	495	11
Dakota (to Nov. 2, 1889).....	22	2	7	3	47	21	4	103		
Delaware.....	10	2			9	18	1	40	157	8
District of Columbia.....	1	1	1		1	1		5	13	
Florida.....	92	38	17	3	149	69	15	380	835	54
Georgia.....	196	63	63	23	243	91	25	681	1,878	133
Idaho.....	40	7	11	5	47	10	2	117	200	33
Illinois.....	67	18	26	3	269	209	18	607	2,401	49
Indiana.....	79	16	11	3	261	276	15	658	2,056	63
Indian Territory.....	122	20	22	11	61	14	3	242	347	102
Iowa.....	76	31	18	10	226	222	15	588	1,781	45
Kansas.....	70	47	85	42	354	165	14	735	1,838	23
Kentucky.....	199	26	54	17	370	192	25	866	2,214	173
Louisiana.....	73	15	5		99	39	14	245	846	58
Maine.....	39	11	9	2	103	128	11	301	1,034	28
Maryland.....	52	12	15	4	91	161	23	294	1,051	40
Massachusetts.....	20	4	3	1	45	49	8	129	855	16
Michigan.....	89	21	50	19	264	224	9	657	1,857	68
Minnesota.....	75	23	43	24	151	166	8	406	1,272	52
Mississippi.....	124	30	30	14	168	87	17	456	1,278	94
Missouri.....	170	36	70	20	413	259	24	972	2,389	134
Montana.....	65	19	15	13	81	16	1	197	348	46
Nebraska.....	71	34	57	25	203	110	6	481	1,107	37
Nevada.....	13	2			11	3	1	30	148	11
New Hampshire.....	9	2	7		34	80	7	139	533	7
New Jersey.....	30	6	15	1	58	90	13	212	831	24
New Mexico.....	33	5	9	5	55	17		119	256	28
New York.....	101	12	30	5	241	373	40	797	3,406	89
North Carolina.....	203	44	92	26	224	164	24	751	2,511	159
North Dakota (from November 3, 1889).....	36	7	30	25	76	32	2	183	493	
Ohio.....	137	20	29	8	340	531	28	1,085	3,073	117
Oklahoma (Included in Indian Territory).....										
Oregon.....	83	23	19	8	130	18	9	282	653	60
Pennsylvania.....	250	35	44	5	417	447	31	1,224	4,570	215
Rhode Island.....	9		1		13	18		41	138	9
South Carolina.....	91	32	15	5	113	80	12	343	1,096	59
South Dakota (from November 3, 1889).....	47	9	31	23	79	51	4	231	674	
Tennessee.....	178	23	92	34	328	168	28	817	2,273	155
Texas.....	208	66	62	40	461	167	28	992	2,948	142
Utah.....	13	4	7	5	25	6	3	58	233	9
Vermont.....	14	3	2		45	80	8	152	534	11
Virginia.....	202	37	141	69	366	472	43	1,261	2,766	105
Washington.....	132	7	43	25	125	31	2	340	602	125
West Virginia.....	160	32	53	9	230	131	13	619	1,577	128
Wisconsin.....	100	17	43	14	172	181	11	524	1,640	83
Wyoming.....	45	3	12	10	50	9	2	121	226	42
[Dakota].....									[1,167]	87
Total.....	4,427	1,025	1,581	666	8,086	6,012	642	21,773	62,461	3,402

TABLE D.—*Appointments made upon resignations, commissions expired, removals, deaths, etc., at Presidential post-offices during the fiscal year ended June 30, 1890.*

States and Territories.	Resigned.	Commissions expired.	Removal.	Deceased.	Offices become Presidential.	Total number of cases.
Alabama	1	8	4		2	15
Alaska						
Arizona	2	1	1			4
Arkansas	2	2	9		1	14
California	8	20	19		7	54
Colorado	7	7	6		4	24
Connecticut	1	21	1			23
Dakota (to November 2, 1889)			3			3
Delaware		3	1			4
District of Columbia						
Florida	1		9	1	1	13
Georgia	1	10	4		1	16
Idaho	2		1		1	4
Illinois	12	39	49	2	8	110
Indiana	15	16	31		3	65
Indian Territory					3	3
Iowa	22	19	21		2	65
Kansas	32	19	34	1	5	92
Kentucky	2	16	8	2	2	28
Louisiana		5	5		2	12
Maine	1	8			3	12
Maryland	1	7	3		2	13
Massachusetts	3	43	3		4	62
Michigan	16	21	31	3	6	77
Minnesota	6	11	11		1	29
Mississippi	1	6	9	2	3	21
Missouri	13	20	21	2	6	62
Montana	3	2	2		2	9
Nebraska	22	11	13		2	49
Nevada		1	5	1	1	8
New Hampshire	3	8	10		3	24
New Jersey	2	21	7		1	31
New Mexico	2	2	2	3		9
New York	14	42	48	3	9	116
North Carolina	1		14		1	16
North Dakota (from November 3, 1889)	1	5	3			9
Ohio	12	42	23		7	84
Oklahoma						
Oregon	5	1		1		7
Pennsylvania	8	52	35	1	3	100
Rhode Island			1		1	2
South Carolina		5	3		1	9
South Dakota (from November 3, 1889)		5	10			15
Tennessee	3	9	11		3	26
Texas	5	18	26	3	6	58
Utah		1	2			3
Vermont		5	2			7
Virginia	4	8	14	1	3	29
Washington	5	1	2		8	16
West Virginia		4			2	6
Wisconsin	8	27	18	3	4	60
Wyoming	1	2	1			4
Total	253	580	557	31	134	1,555

## DIVISION OF SALARIES AND ALLOWANCES.

## DUTIES ASSIGNED TO THE SALARY AND ALLOWANCE DIVISION.

The most important duties are the adjustment of salaries of Presidential postmasters, or postmasters of the first, second, and third classes; consideration of applications for clerk-hire, rent, fuel, light, furniture, miscellaneous and incidental expenses for first and second class post-offices, and rent, fuel, and light for third-class offices; examination of the quarterly returns, or accounts of postmasters at offices of the first and second classes, before finally passed by the Auditor of the Treasury for the Post-Office Department; the regulation of the salaries and duties of employes 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 deposit for keys for lock-boxes, and the large and constantly increasing correspondence relative to the subject-matters stated.

Additional duties have been imposed upon the salary and allowance division by the act of Congress which provides that clerks doing money-order business at offices of the first and second classes shall be compensated from the allowance for clerk-hire. The apportionment for salaries of money-order clerks at first and second class offices is now made through the salary and allowance division, and the commissions accruing on money-order accounts are returned under existing law 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 the biennial adjustment as heretofore authorized, also largely increases the work of this division. The *seventh annual* adjustment of the salaries of Presidential postmasters was made upon the basis of the gross receipts which accrued at the respective offices for the four quarters ended March 31, 1890. The recent law 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, has also greatly increased the work of the division. By the adjustment of the salaries of Presidential postmasters, which took effect July 1, 1890, 2,147 offices were assigned to the third class, being an increase of 114 offices as compared with the number of third-class offices July 1, 1889.

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 clerks attached to first and second class post-offices; and, also, by the act of Congress approved October 1, 1890, relative to leaves of absence of not exceeding fifteen days in any one fiscal year, with full pay, for clerks and employes attached to first and second class post-offices.

The various operations of the Salary and Allowance Division during the past fiscal year are concisely stated in the following tabulated statement:

*Operations of the Salary and Allowance Division for the fiscal year ended June 30, 1890.*

Items.	Fiscal year 1889-'90.	
	Total number.	Aggregate of allowances.
Letters received .....	84,268	
Letters written .....	44,210	
Circular letters sent out .....	20,314	
Allowances for clerk-hire made .....	7,082	
Total allowed for clerks in post-office .....		\$6,550,000.00
Allowances for clerk-hire declined .....	2,895	
Allowances for rent, fuel, and light made .....	12,591	
Total amount allowed for rent, fuel, and light .....		1,024,506
Allowances for rent, fuel, and light declined .....	1,503	
Allowances for miscellaneous items made .....	13,045	
Total allowed for miscellaneous items .....		110,000.00
Allowances for miscellaneous items declined .....	3,022	
Allowances for furniture made .....	1,027	
Total allowed for furniture. (See amount miscellaneous.) .....		
Allowances for furniture declined .....	1,074	
Allowances for advertising made .....	325	13,372.73
Total allowed for advertising .....		
Allowances for advertising declined .....	474	

*Operations of the Salary and Allowance Division for the fiscal year, etc.—Continued.*

Items.	Fiscal year 1889-'90.	
	Total number.	Aggregate of allowances.
Cases sent to Chief Post-Office Inspector for information.....	493	.....
Fourth-class post-offices reported by the Auditor when the annual compensation of the postmaster amounts to \$1,000, exclusive of money-order commissions.....	118	.....
Fourth-class offices assigned to the Presidential class.....	118	.....
Aggregate required to pay the salaries of postmasters at the above Presidential offices (118) for one year.....		\$131,700
Special adjustments of postmasters' salaries.....	118	.....
Aggregate sum required to pay the above increased salaries for one year.....		131,700
Postmasters' salaries reduced and discontinued.....	1	.....
Aggregate amount saved by salaries reduced and discontinued, as above.....		1,500
Total salaries of postmasters adjusted during the year.....	2,888	.....
Aggregate salaries involved in the adjustments (2,888), as above.....		4,785,800
First-class post-offices (salary of postmaster \$3,000 to \$6,000 a year).....	116	.....
Second-class post-offices (salary of postmaster \$2,000 to \$2,900 a year).....	550	.....
Third-class post-offices (salary of postmaster \$1,000 to \$1,900 a year).....	2,066	.....
Total Presidential post-offices July 1, 1890.....	2,732	.....
Total required for salaries of Presidential postmasters, as above (2,732), for one year.....		4,613,500
Allowance for clerk hire reduced and discontinued.....	47	.....
Amount saved by clerk hire reduced and discontinued.....		21,850
Allowances for rent, fuel, and light reduced and discontinued.....	185	.....
Amount saved by rent, fuel, and light reduced and discontinued.....		31,952
Employees (average).....	10.9	.....
Employees, review of postmasters' salaries (average).....	1.5	.....

The letters received during the fiscal year ended June 30, 1890, numbered 34,268, being an increase of 942, as compared with 1889. In addition to the letters received, copies of the quarterly returns of the Presidential offices for the four quarters ended March 31, 1890, numbering 11,080, were received and considered, as well as the rosters of clerks and employés attached to the 102 first-class and 519 second-class offices and the stations connected therewith. Forty-four thousand two hundred and ten letters were written, being an increase of 3,709, or 9.2 per cent., as compared with 1889. Twenty thousand three hundred and fourteen circular letters were sent out, being an increase of 2,329, as compared with 1889. Seven thousand six hundred and eighty-two allowances for clerk-hire were made, being an increase of 1,023, or 15.4 per cent., as compared with 1889. Two thousand eight hundred and ninety-five applications for clerk-hire were declined. Twelve thousand five hundred and ninety-one allowances for rent, fuel, and light for first, second, and third-class post-offices were made, being an increase of 5,189, or 70.1 per cent., as compared with 1889. This increase was occasioned by the general revision of the allowances for these items for the offices stated. One thousand five hundred and three allowances for rent, fuel, and light were declined, being an increase of 311, as compared with 1889. Quite a number of these applications were declined, for the reason that, under existing law, the maximum amount which could be approved for rent for an office of the third-class was \$400, and the maximum sum which could be approved for fuel and light was \$60.

The requests for allowances in excess of the amounts stated could not be approved under the law. Thirteen thousand and forty-five allowances for miscellaneous and incidental items were made, being an increase of 2,977, or 29.6 per cent., as compared with 1889. Three thousand and twenty-two allowances for miscellaneous items were declined, being an increase of 376, as compared with 1889. One thousand and twenty-seven allowances for furniture were made, being an increase of

247, or 31.7 per cent. as compared with 1889. Three hundred and twenty-five allowances for advertising were made, being an increase of 75 as compared with 1889. Four hundred and seventy-four allowances for advertising were declined, being an increase of 142 as compared with 1889. One hundred and eighteen 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 quarters, exclusive of money-order commission. Of this number 118 offices were assigned to the third class; the aggregate of salaries of postmasters thereat making a total of \$131,700. The total number of salaries of Presidential postmasters adjusted during the year amounted to 2,888, and the aggregate amount involved for salaries in all adjustments amounted to \$4,785,800. Forty-seven allowances for clerk-hire were reduced or discontinued, making a saving of 21,850; and 185 allowances for rent, fuel, and light were reduced or discontinued, involving a saving of \$31,952.

A tabulated statement is herewith respectfully submitted, showing the operation of the salary and allowance division for the fiscal years 1880 to and including 1890, with an increase of the work since 1880.

*Operations of the Salary and Allowance Division.*

Items.	Fiscal year ended June 30—											Increase 1890 over 1880.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	
Letters received.....	4,898	4,255	8,806	10,520	17,837	21,873	24,031	29,834	31,458	33,326	34,268	29,370
Letters answered.....	5,160	4,751	7,398	10,002	21,303	28,332	30,105	35,568	37,441	40,501	44,210	39,050
Circular letters sent out.....	13,503	14,483	21,228	24,944	15,086	25,314	23,019	17,985	20,314	20,314	20,314	
Allowances for clerk-hire made.....	1,336	1,694	2,280	2,758	3,917	3,352	3,412	4,737	5,477	6,650	7,682	6,346
Allowances for clerk-hire declined.....	1,929	1,603	1,694	2,604	1,319	1,688	1,727	2,455	2,148	2,816	2,895	960
Allowances for rent, fuel, and light made.....	392	379	499	2,461	2,518	1,690	1,353	1,359	2,142	7,402	12,591	12,190
Allowances for rent, fuel, and light declined.....	223	144	171	622	967	507	668	683	787	1,192	1,503	1,280
Allowances for miscellaneous items made.....	484	703	3,177	4,970	4,551	4,709	4,983	6,726	8,125	10,068	13,045	12,501
Allowances for miscellaneous items declined.....	96	534	856	2,501	1,613	1,356	2,130	3,131	2,788	2,646	3,022	2,926
Allowances for furniture made.....	166	117	258	543	647	578	523	654	748	780	1,027	861
Allowances for furniture declined.....	596	337	244	915	779	595	720	907	919	1,002	1,074	478
Allowances for stationery made.....	615	635	2,628	3,239	( <sup>1</sup> )							
Allowances for stationery declined.....	19	19	918	1,128	207	50	*28					
Allowances for advertising made.....			21	368	218	232	240	207	226	250	325	325
Allowances for advertising declined.....			39	120	116	130	214	243	342	332	474	474
Cases referred to the Chief Post-Office Inspector.....	48	34	189	368	283	89	278	426	459	516	493	445
Special adjustments postmasters' salaries.....		251	238	349	328				201	199	118	118
Biennial adjustments postmasters' salaries.....	1,764		2,012		4,875							
Fourth class post-offices reported by the Auditor, where the annual compensation of the postmaster amounts to \$1,000, exclusive of money-order commissions.....	117	152	192	298	228	44	57	118	210	281	118	1
Presidential offices relegated to fourth class.....			9	15	97	134	45	22	28	46	37	37
Fourth class offices assigned to third class.....	99	113	145	174	218	44	57	118	197	198	118	19
Lease cases prepared.....			23	176	37	( <sup>2</sup> )						
Leases in operation.....			313	228	298	( <sup>3</sup> )						

<sup>1</sup> Transferred to divisions of post-offices up-  
plies.

<sup>2</sup> Relates to stationery, fiscal year ended June  
30, 1883.

<sup>3</sup> Transferred to law and lease clerk.

# FIRST ASS'T—ADJUSTMENT OF POSTMASTERS' SALARIES. 207

*Operations of the Salary and Allowance Division—Continued.*

Items.	Fiscal year ended June 30—										Increase 1890 over 1889.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
Cases of all kinds made special.....		117	787	378	194	181					
Discontinued rent, fuel, and light.....			5	22	217	110	107	76	107	104	185
Discontinued clerk-hire.....			17	217	92	720	122	1,107	552	100	47
Presidential post-offices.....	1,764	1,863	2,063	2,176	2,323	2,233	2,244	2,336	2,502	2,652	2,732
Claims for re-adjustment of postmasters' salaries under act of March 3, 18-3.....				6,537	26,892	16,521	11,897	11,189			
Railway mail allowances made.....		474									
Employés (average).....	3	3	4	5	7	* 15	* 13	* 17.6	* 15.5	* 10.5	* 10.9

\* Transferred to office of Second Assistant Postmaster-General.

\* 8+ employés on review of postmasters' salaries (1885 and 1886).

\* 11+ employés on review of postmasters' salaries (1887).

\* 9+ employés on review of postmasters' salaries (1888).

\* 14+ employés on review of postmasters' salaries (18-9).

\* 15 employés on review of postmasters' salaries (1890).

## ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES.

Under the act of Congress approved March 3, 1883, annual adjustments of salaries of Presidential postmasters are now made instead of biennial adjustments, as heretofore authorized. In compliance with this law, the seventh 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, 1890, to take effect July 1, 1890. This adjustment was made upon the basis of the adjustment for one year, or four quarters, at the two-cent, or reduced rate of letter postage. The salaries of 2,770 postmasters were reviewed. The result of the adjustment was an assignment of 116 offices to the first class, 550 to the second class, and 2,066 to the third class. This was a net increase of 14 first-class offices, 33 second-class offices, and 33 third class offices, from July 1, 1890, as contrasted with the same items for the previous year. Under the operation of the act of March 3, 1883, 10 offices were assigned from the fourth to the third class, October 1, 1889; 43 offices January 1, 1890; 33 offices April 1, 1890, and 32 offices July 1, 1890, making a total of 118 additional third-class offices.

Thirty-seven offices (all third-class) were relegated to the fourth class July 1, 1890, making the total number of Presidential offices July 1, 1890, 2,732, an increase of 80 offices, as compared with the same item July 1, 1889.

The aggregate amount required to pay the salaries of Presidential postmasters from July 1, 1890, is \$4,613,500, an increase of \$184,400, or 4.2 per cent. as compared with the same item July 1, 1889. The grand total of gross receipts which accrued at Presidential offices for the four quarters ended March 31, 1890, amounted to \$45,429,361.74, being an increase of \$3,675,283, or 8.8 per cent. as contrasted with the receipts as shown by the adjustment which took effect July 1, 1889. The aggregate of salaries of Presidential postmasters will absorb 10.16 per cent. of the revenue of Presidential offices, being 0.45 per cent less than the percentage shown by the review of 1889. The grand total of gross receipts which accrued at these offices for the four quarters ended March

31, 1890, is 76.32 per cent. of the revenue of the Department for the same period.

The classification of Presidential post-offices, made in accordance with the requirements of the act of Congress, approved March 3, 1883, in effect July 1, 1890, is concisely stated as follows :

<b>First class:</b>			
Total, June 30, 1890 .....	2	102	
Relegated to second class, July 1, 1890 .....	16		
Second class advanced to first class, July 1, 1890 .....		14	14
Net increase, July 1, 1890 .....			
Total first-class, July 1, 1890 .....		116	116
<b>Second class:</b>			
Total, June 30, 1890 .....		517	
Second advanced to first class, July 1, 1890 .....	16		
Second relegated to third class, July 1, 1890 .....	8		
First relegated to second class, July 1, 1890 .....	2		
Third advanced to second class, July 1, 1890 .....	53		
Fourth advanced to second class, July 1, 1890 .....	2		
Net increase, second class, July 1, 1890 .....		33	33
Total second class, July 1, 1890 .....		550	550
<b>Third class:</b>			
Total June 30, 1890 .....		2, 119	
Third advanced to second class, July 1, 1890 .....	53		
Fourth advanced to second class, July 1, 1890 .....	2		
Third relegated to fourth class, July 1, 1890 .....	37		
Third discontinued July 1, 1890 .....	1		
Second relegated to third class, July 1, 1890 .....	8		
Fourth advanced to third class, July 1, 1890 .....	30		
Net decrease third class, July 1, 1890 .....		53	53
Total third-class, July 1, 1890 .....		2, 066	2, 066
Grand total Presidential post-offices (first, second, and third classes), July 1, 1890 .....			2, 732

The number of offices, aggregate of salaries of Presidential postmasters' salaries, and aggregate gross receipts, arranged by classes, in effect July 1, 1890, is shown as follows:

Class.	Number of offices.	Aggregate salaries of postmasters.	Aggregate gross receipts, four quarters ended March 31, 1890.
First .....	116	\$400, 100	\$20, 500, 937. 46
Second .....	550	1, 286, 700	8, 285, 100. 45
Third .....	2, 066	2, 917, 700	7, 634, 323. 83
Total .....	2, 732	4, 613, 500	45, 429, 361. 74

The several adjustments of 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; July 1, 1889; July 1, 1890, 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, 689	\$33, 535, 253. 05	11. 06	74. 28
July 1, 1884 .....	2, 323	3, 828, 700	1, 648	33, 031, 697. 33	11. 59	74. 80
July 1, 1885 .....	2, 238	3, 630, 000	1, 625	31, 792, 220. 55	11. 42	75. 36
July 1, 1886 .....	2, 244	3, 685, 500	1, 642	32, 401, 551. 58	11. 34	74. 07
July 1, 1887 .....	2, 336	3, 880, 300	1, 661	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
July 1, 1890 .....	2, 732	4, 613, 500	1, 689	45, 429, 361. 74	10. 10	76. 32

A summary of the adjustments of salaries of Presidential postmasters, July 1, 1889, and July 1, 1890, 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, 1889 .....	2, 652	\$4, 429, 100	.....
July 1, 1890 .....	2, 732	4, 613, 500	.....
Total increase (or gain) .....	80	184, 400	\$184, 400
This increase is shown in detail as follows:			
Total number of first, second and third class post-offices, whereat increases were made July 1, 1890 .....	993	123, 500	
New offices during fiscal year:			
October 1, 1889 .....	10	11, 300	
January 1, 1890 .....	43	47, 000	
April 1, 1890 .....	33	35, 600	
July 1, 1890 .....	32	37, 800	
Total .....		131, 700	
Grand total of increase .....		255, 200	
REDUCTIONS.			
Relegated to fourth class, July 1, 1890 .....	37	39, 100	
By reductions at 241 Presidential offices .....		30, 200	
By Presidential offices discontinued .....		1, 500	
University of Virginia, July 1, 1890 .....			
Total .....		70, 800	
By balance, net increase of salaries July 1, 1890 .....		184, 400	184, 400
Total .....		255, 200	

A tabulated statement, showing the number of Presidential offices, the aggregate of the salaries of Presidential postmasters, and the aggregate gross receipts which accrued at the respective offices for the

four quarters ended March 31, 1890, arranged by States and Territories, in alphabetical order, is respectfully submitted, as follows:

States and Territories.	Presidential post-offices, adjustment July 1, 1890.	Aggregate salaries of postmasters.	Aggregate receipts, four quarters ending March 31, 1890.
Alabama.....	28	\$48,200	\$275,183.13
Alaska.....			
Arizona.....	5	8,300	27,482.57
Arkansas.....	25	39,300	162,891.60
California.....	81	138,100	1,366,644.76
Colorado.....	41	66,900	560,892.91
Connecticut.....	60	100,000	851,289.14
Delaware.....	8	12,800	88,539.11
District of Columbia.....	1	5,000	411,198.21
Florida.....	18	32,400	156,811.64
Georgia.....	32	57,200	479,028.71
Idaho.....	6	8,600	22,896.93
Illinois.....	198	321,600	4,378,781.47
Indiana.....	100	171,100	969,742.49
Indian Territory.....	3	3,800	8,531.05
Iowa.....	136	220,500	1,062,484.81
Kansas.....	116	183,300	753,818.74
Kentucky.....	45	74,400	588,452.62
Louisiana.....	15	23,900	453,750.99
Maine.....	45	73,500	415,886.89
Maryland.....	22	38,500	739,841.20
Massachusetts.....	143	261,600	3,591,011.71
Michigan.....	137	224,300	1,401,258.84
Minnesota.....	57	92,300	924,115.42
Mississippi.....	30	45,700	151,759.79
Montana.....	17	29,000	141,787.17
Missouri.....	93	146,200	2,054,376.75
Nebraska.....	78	118,900	655,064.04
Nevada.....	6	9,000	28,888.83
New Hampshire.....	37	58,900	252,917.65
New Jersey.....	73	140,000	1,083,040.91
New Mexico.....	9	14,100	44,672.48
New York.....	246	441,300	9,640,129.91
North Carolina.....	28	46,500	193,069.37
North Dakota.....	17	25,600	88,564.16
Ohio.....	157	281,600	2,856,211.85
Oklahoma.....	3	5,700	21,938.98
Oregon.....	17	29,300	210,721.25
Pennsylvania.....	202	350,200	4,313,486.12
Rhode Island.....	14	27,100	360,516.23
South Carolina.....	22	34,500	169,446.52
South Dakota.....	32	47,200	157,296.27
Tennessee.....	35	58,700	525,919.45
Texas.....	80	133,100	696,650.59
Utah.....	5	10,300	94,458.22
Vermont.....	28	47,400	209,241.75
Virginia.....	40	68,600	500,606.43
Washington.....	22	37,300	247,067.83
West Virginia.....	19	30,800	143,413.43
Wisconsin.....	93	151,000	929,872.30
Wyoming.....	7	10,200	36,742.42
Total.....	2,732	4,613,500	45,429,361.74

Grand total gross receipts.....	\$45,429,361.74
Grand total postmasters' salaries.....	4,613,500.00
Percentage of gross receipts absorbed by salaries.....	10.16

#### 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 completed. The act of Congress approved August 4, 1886, limited the presentation of claims to January 1, 1887; and all applications filed prior to January 1, 1887, have been reviewed. The aggregate amount allowed as addi-

tional compensation under this act was \$1,221,009.69. Appropriations to pay these claims have been made by the Congress under dates of July 1, 1884, March 3, 1885, August 4, 1886, February 1, 1888, March 30, 1888, and October 19, 1888; the appropriation aggregating \$1,221,350.40.

A summary of the work of reviewing the salaries of these postmasters, as required by the act of March 3, 1883, as above stated, is shown in the annual reports of the Postmasters-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.

The subject-matter of the review of these salaries involved considerable additional work and correspondence during the fiscal year just closed, as a large number of claimants made application for review of salary not knowing that applications were barred from January 1, 1887, by the act of Congress approved August 4, 1886.

#### BOXES AND BOX-RENTS.

Boxes are classed as call-boxes, lock-boxes, and lock-drawers. They are provided as follows:

(1) Where post-offices are located in Government buildings by the Treasury Department.

(2) At first and second class post-offices, the lessor, by agreement in the lease, frequently furnishes the box outfit.

(3) Under existing law (R. S., sec. 4052, and sec. 490, P. L. and R., edition of 1887), patrons of post-offices 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.

Boxes are provided to accommodate patrons of the post-office, as a convenience to the postmaster, and as a source of revenue. At all 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 the fourth class offices the box-rents, under existing law, are practically allowed as a part of the compensation of the postmaster. (See section 2, act of March 3, 1883.) The supervision of box-rent rates by the Department has resulted in uniformity of prices, better accommodations to box-renters, and an increase of revenue from box-rents.

#### KEY DEPOSITS.

The key deposit is exacted as a security against the loss of keys. The money so collected is held by the postmaster as a trust fund. The deposit for keys lost or withheld over thirty days after the box to which it belongs has been vacated is forfeited, and is then transferred to the fund called "key deposit forfeiture fund." This forfeiture fund is used (1) for the purchase of new keys to replace those lost, broken, or withheld; (2) for necessary repairs to locks; and (3) for keeping the boxes in good condition.

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. The key deposit collected is at the rate of 50 cents for each key. The pres-

ent regulations of the Treasury Department require a deposit of only 25 cents for each key. Custodians of Government buildings have also been instructed to make return of the fund heretofore known as the forfeiture fund; and repairs to boxes and locks, and the purchase of new keys are now allowed from the appropriation for repairs, etc.

I am of opinion that the key-deposit rate should be reduced from 50 to 25 cents. The reduction to 25 cents will enable postmasters to rent more boxes and thereby increase the revenue from box-rents.

#### ALLOWANCES FOR RENT, FUEL, AND LIGHT FOR THIRD-CLASS OFFICES.

The act of Congress approved June 30, 1890, 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, and the salaries of the postmasters from \$1,000 to \$1,900 a year. An appropriation of \$571,500 is made for this purpose for the current fiscal year. The limitation relative to the allowance for rent, and also for fuel and light is continued for the present fiscal year, the same as the maximum amounts fixed by law for the past fiscal year, the maximum rent for a third-class office being \$400, and the maximum amount for fuel and light \$60 a year. As stated in the text relative to estimates for this purpose for the ensuing fiscal 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 the act of Congress approved March 3, 1883, to take effect July 1, 1890, 2,066 officers were assigned to the third class from the date named.

A tabulated statement of these offices, arranged to exhibit the offices and grades (salary of postmaster \$1,000 to \$1,900, inclusive), in the several States and Territories, in effect July 1, 1890, is herewith submitted.

*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, 1890.*

States and Territories.	Postmasters' salaries.										Total.
	\$1,000	\$1,100	\$1,200	\$1,300	\$1,400	\$1,500	\$1,600	\$1,700	\$1,800	\$1,900	
Alabama .....	1	5	1	2	2	3	4	1	3		22
Alaska .....											
Arizona .....			1			1		1		1	4
Arkansas .....	2	5	2	3	5	2	1	1	1	1	23
California .....	10	4	7	6	8	4	13	5	6	2	65
Colorado .....	3	4	5	1	5	4	5	2	4		33
Connecticut .....	1	8	2	8	5	7	3	6	1	4	45
Delaware .....			2	2	2				1		7
District of Columbia .....											
Florida .....	2		2	2	1	2		1	2	1	13
Georgia .....	1	2	6	2	3	5	3		2	2	26
Idaho .....		1		2	1	1					5
Illinois .....	13	26	12	16	30	22	16	14	8	4	161
Indiana .....	8	8	4	10	6	9	14	7	7	1	74
Indian Territory .....		1		1	1						3
Iowa .....	8	15	10	14	11	22	13	13	4	5	115
Kansas .....	11	13	12	9	12	13	14	7	7	3	101
Kentucky .....	4	6	3	3	4	5	5	3	3	1	37
Louisiana .....	2	2	3	1	2		3				13
Maine .....	4	7	3	4	7	3	3	2	3	1	37
Maryland .....		4	2	1	4	3	1	2			17
Massachusetts .....	5	14	7	4	13	16	12	14	11	2	98
Michigan .....	12	15	13	9	16	12	10	8	8	6	109
Minnesota .....	5	6	9	6	5	6	6		5	1	49
Mississippi .....		3	6	4	6	4		1		1	25
Missouri .....	6	11	12	9	12	7	5	6	5	5	89

*Third-class post-offices in each State and Territory, etc.—Continued.*

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	
Montana.....		2	1	1	1	3	2		3		13
Nebraska.....	4	12	12	6	10	9	8	6			70
Nevada.....	2		1						1		4
New Hampshire.....	2	8	3	2	4	2	5	3	1	2	32
New Jersey.....	2	4	6	5	5	5	6	5	7	2	47
New Mexico.....		1	1	1	1	1	1	1			7
New York.....	15	16	22	16	20	25	23	20	10	8	175
North Carolina.....	1	4	4	1	2	5	2	3	1		23
North Dakota.....		4		4	1	3	1	1	1		15
Ohio.....	9	12	12	9	18	12	16	11	3	5	107
Oklahoma.....					1						1
Oregon.....	1	3		1	4	1		2	2	2	16
Pennsylvania.....	11	26	13	13	23	18	16	14	13	7	154
Rhode Island.....	1		1	1	1	1	1	2			8
South Carolina.....		3	4	3	1	6	1	1	1		20
South Dakota.....	6	7	2	3	3	3	1	1	1	1	28
Tennessee.....	1	3	3	3	6	7	3		1	1	28
Texas.....	6	10	6	6	5	11	13	8	1	2	68
Utah.....						2	1				3
Vermont.....	3	2	3	2	3	6	3				23
Virginia.....	2	4	6	1	5	3	4	2	3	1	31
Washington.....	2	5		1	1	3	2		1	1	16
West Virginia.....	2	2	2	3	3	1	2	1	1		17
Wisconsin.....	10	9	6	9	9	11	5	8	4	4	75
Wyoming.....	1	1				3					5
Total.....	181	298	232	210	287	293	247	183	139	77	2,147

#### LEGISLATION RECOMMENDED.

*Classification and salaries of clerks in the larger offices.*—The recommendation heretofore made, relative to the classification and salaries of clerks and employes attached to first and second class 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 and employes, to take effect from July 1, 1889. The Congress, however, failed to appropriate a sum sufficient to meet the requirements of the service under the said act by \$350,000. The limited appropriation greatly embarrassed the Department in the administration of the service under this act. The appropriation as made by the Congress for clerks in post-offices for the current fiscal year is \$200,000 less than the sum estimated by the Department as required for this service, including the operation of the classification act. The maximum salaries for certain lines of clerical service are not large enough at present to command the highest order of clerical ability, and the law should be amended in this respect.

*Allowances for rent, fuel, and light for third-class offices.*—Authority for allowances for rent, fuel, and light for third-class offices was granted by the Congress for the first time in the history of the Department by the act approved July 24, 1888. This act, however, limited the maximum annual sum for rent to \$300, and the maximum annual amount for fuel and light to \$60; and the act approved March 2, 1889, increased the maximum annual sum for rent to \$400, and continued the maximum annual amount for fuel and light at \$60 a year. The act approved June 30, 1890, for the current fiscal year, re-affirms the maximum amounts to \$400 for rent and \$60 for fuel and light per annum. This limitation of the allowances for rent, fuel, and light for third-class offices is not in the interest of good service. The Department should have full discre-

tionary authority to fix these allowances for third-class offices in accordance with the best interests of the postal service, having in view the local conditions and 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 beg to again state that the present unjust class distinctions recognized by existing law relative to allowances for boxes, fixtures, furniture, miscellaneous, and incidental items, and stationery for Presidential offices should be expunged from the statutes. No good reason can be stated why the necessary boxes, fixtures, furniture, etc., should not be provided for *all* Presidential offices; and every reason in the interest of good service why they should be provided. At present 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 1877), all boxes erected and used in any post-office, no matter how furnished, become the absolute property of the United States. This condition of the service under existing law is a source of frequent disputes, scandals, and trouble between the outgoing and newly appointed postmasters, often involving the friends of the disputants, to the great injury of the postal service.

I therefore recommend that existing law be amended so that the Post-Office Department shall provide the boxes, fixtures, furniture, and miscellaneous and incidental items and stationery for Presidential post-offices. The stationery should be furnished from the Post-Office Department through the Division of Supplies, just as now furnished to the first and second class offices.

The adjustment made in accordance with the requirements of the act of March 3, 1883, which took effect July 1, 1890, resulted in 2,732 offices of the Presidential grade, classed as follows:

First class .....	116
Second class .....	550
Third class .....	2,066
<b>Total .....</b>	<b>2,732</b>

*Compensation to postmasters of the fourth class.*—I again invite attention to the need of legislation relative to the compensation of the fourth-class postmasters. The rates of compensation (act of Congress approved March 3, 1883) are not sufficient to enable the Department to secure the best service at these offices. I again recommend that the subject-matter of compensation of fourth-class postmasters be considered, with a view of providing proper rates of compensation to be fixed in even hundreds of dollars for a specified period, on the basis of the business of the respective offices for, say, the preceding year. An amendment of existing law, as suggested, will be in the interest of good service. At the close of the fiscal year ended June 30, 1890, the fourth-class offices numbered 59,603.

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, ADVERTISING FOR FIRST AND SECOND CLASS OFFICES, FOR THE FISCAL YEAR ENDING JUNE 30, 1892.

COMPENSATION TO POSTMASTERS.

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

Items.	1888-'89.	1889-'90.	Increase.	
			Amount.	Per cent.
Estimates .....	\$13,200,000.00	\$13,600,000.00	\$400,000.00	3.03
Appropriations .....	12,800,000.00	13,000,000.00	200,000.00	6.25
Expenditures .....	13,175,555.41	13,753,095.69	577,540.28	4.38

The appropriation made by the Congress for compensation to postmasters for the present fiscal year is \$14,000,000, being an increase of \$400,000, or 2.9 per cent., as compared with the appropriation for this purpose for the past fiscal year. The expenditures for compensation to postmasters for the past fiscal year amounted to \$13,753,095.69, being an excess of \$153,095.69, as compared with the appropriation as made by the Congress. The expenditures for compensation to postmasters by quarters for each of the fiscal years ended June 30, 1888, June 30, 1889, June 30, 1890, were as follows:

Quarter ended—	Fiscal year 1888.	Fiscal year 1889.	Fiscal year 1890.
September 30 .....	\$3,012,459.26	\$3,157,468.33	\$3,285,535.28
December 31 .....	3,130,275.60	3,301,209.78	3,447,089.23
March 31 .....	3,264,035.78	3,419,572.99	3,546,061.59
June 30 .....	3,192,963.55	3,297,304.31	3,474,409.61
Total .....	12,601,734.17	13,175,555.41	13,753,095.69

This statement shows that the increase of compensation to postmasters for the fiscal year ended June 30, 1889, amounted to \$573,821.24, or 4.6 per cent., and that the increase for the same purpose for the fiscal year ended June 30, 1890, amounted to \$577,540.28, or 4.4 per cent., the average increase being \$576,876.28, or 4.5 per cent.

At this ratio of increase the total compensation to postmasters for the fiscal year 1890-'91 will amount to \$14,329,971.97, and for the fiscal year 1891-'92 to \$14,974,821.

The aggregate of salaries of Presidential postmasters 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. The grand total of Presidential postmasters' salaries in effect July 1, 1890, amounted to \$4,613,500, an increase of \$184,400, or 4.2 per cent. The aggregate sum of the salaries of Presidential postmasters at offices of the first, second and third classes for the fiscal year ended June 30, 1890, amounted to \$4,469,975, being an increase of \$154,175, or 3.5 per cent.,

as compared with the same item for 1887. Subtracting the total of salaries of Presidential postmasters from the aggregate amount allowed for compensation of postmasters gives the sum of \$9,283,121, or the aggregate of compensation of fourth-class postmasters. This amount divided by the average number of fourth-class offices gives the sum of \$161.65 as the average compensation of a fourth-class postmaster.

The total revenue of the Department for the past fiscal year is stated to be \$60,882,097.92, being an increase of \$4,706,486.74, or 8.4 per cent., as compared with the previous year. The increase of revenue during the fiscal year 1888-'89 was \$3,480,434, or 6.6 per cent. The increase of revenue during the fiscal year ended June 30, 1890, as compared with the previous year, shows an advance of 1.8 per cent.

Having these facts in view, I am of opinion that an appropriation of \$14,900,000 will be required to compensate postmasters for the fiscal year ending June 30, 1892. I therefore recommend an appropriation of \$14,900,000, or an increase of \$900,000, or 6.4 per cent., be requested for the compensation of postmasters for the fiscal year ending June 30, 1892.

#### CLERKS IN POST-OFFICES.

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

Item.	1888-'89.	1889-'90.	Increase.	
			Amount.	Per cent.
Estimates .....	\$5,650,000.00	{ \$0,600,000.00 300,000.00	{ \$1,250,000.00	22.12
Appropriations .....	{ 5,950,000.00 25,000.00	{ 6,550,000.00	575,000.00	9.62
Expenditures .....	5,924,512.37	6,515,943.23	591,430.86	9.98

The appropriation for clerks for the present fiscal year is \$7,390,000, being an increase of \$840,000, as compared with the appropriation for the past fiscal year.

The appropriation, as made by the Congress for the present fiscal year, is \$200,000 less than the amount estimated by the Department for clerks in post-offices for the current fiscal year. This estimate, it should be observed, was made after careful consideration, having in view the results of the postal service to June 30, 1889, the requirements of the clerks' classification act, and the probable growth and increase of the service to the present time. It was then stated that it would require not less than \$350,000 to put the classification act into effect and authorize salaries for clerks as contemplated by the said act. The adjustment of salaries of clerks made in accordance with the requirements of the classification act, in effect July 1, 1890, has verified the statement heretofore made as to the amount needed for salaries, and the growth and increase of the service as estimated has been exceeded, as will be hereafter shown. While the increase of this appropriation as authorized by the Congress has enabled the Department to greatly improve the efficiency of the clerical force, the reduction of \$200,000 has prevented the improvements which should have been made.

The authorized allowances for clerk hire for the past fiscal year exactly absorbed the appropriation for clerks in post-offices as fixed by the Congress. In fact, the clerks' classification act, which was approved

by the Congress March 2, 1889, to take effect July 1, 1889, could not be put into operation properly because the appropriation as made by the Congress was \$350,000 short of the amount required to compensate the clerks as contemplated by the said act. The aggregate of all allowances for clerk hire on postal account at present is \$6,800,963, and on money-order clerk-hire account \$555,295, making a grand total of \$7,356,258.

The allowances for clerks in post-offices assigned to the first and second classes, 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.

By the adjustment of the salaries of Presidential postmasters in accordance with the requirements of the act of March 3, 1883, in effect July 1, 1890, a total of 116 offices were assigned to the first class, and 550 to the second class, making a grand total of 666 first and second class offices, or a net increase of 47 offices, or 13.2 per cent., as compared with the number in effect July 1, 1889.

The total receipts which accrued at first and second class offices, as shown by the adjustment which took effect July 1, 1890, amounted to \$37,795,038, being an increase of \$3,513,701, or 10.3 per cent. The increase of gross receipts which accrued at first and second class offices in 1889 amounted to \$2,984,924, or 9.5 per cent. of the revenue of the Department for the fiscal year ended June 30, 1890. The revenue of the Department for the fiscal year ended June 30, 1890, is stated at \$60,882,097.92, being an increase of \$4,706,486.74, or 8.4 per cent., as compared with the same item for the previous year.

With a view of showing the present increase of business and postal receipts more in detail, a tabulated statement is herewith submitted showing the gross receipts, and the increase thereof, in amount and per cent. at ten first-class offices for the fiscal year ended June 30, 1890.

Office.	State.	Gross receipts.		
		Year ended June 30, 1890.	Increase in amount.	Increase in per cent.
New York	New York	\$6,026,928	\$506,757	11.0
Chicago	Illinois	3,126,840	342,535	12.3
Philadelphia	Pennsylvania	2,218,839	187,290	9.2
Boston	Massachusetts	2,070,236	212,735	11.5
St. Louis	Missouri	1,138,204	133,232	13.3
Cincinnati	Ohio	810,606	62,325	8.3
San Francisco	California	696,155	30,690	4.6
Brooklyn	New York	716,250	59,907	9.1
Baltimore	Maryland	642,048	49,130	8.3
Pittsburgh	Pennsylvania	524,047	62,466	13.5
Totals		17,970,153	1,737,067	10.1
Averages		1,797,015	173,707	10.1

These offices (ten) show receipts amounting to 29.5 per cent. of the revenue of the Department for the fiscal year ended June 30, 1890, the average increase of receipts per office being \$173,707, or 10.1 per cent.

A table is also submitted of twenty representative offices to exhibit the gross receipts and the increase thereof, in amount and per cent.,

for the fiscal year ended June 30, 1890, contrasted with the same items for the previous year.

Office.	State.	Gross receipts year ended June 30, 1890.	Increase.	
			Amount.	Per cent.
Boston .....	Massachusetts .....	\$2,070,236	\$212,735	11.5
New York .....	New York .....	6,026,928	596,757	11.0
Brooklyn .....	do .....	716,250	59,907	9.1
Jersey City .....	New Jersey .....	134,006	16,696	14.2
Utica .....	New York .....	83,605	6,986	9.1
Richmond .....	Virginia .....	188,425	15,704	9.1
Atlanta .....	Georgia .....	159,263	12,752	8.7
Knoxville .....	Tennessee .....	62,941	10,002	18.9
Memphis .....	do .....	148,185	14,552	10.9
New Orleans .....	Louisiana .....	416,333	60,943	17.1
Dallas .....	Texas .....	100,668	20,664	26.0
Toledo .....	Ohio .....	173,916	23,885	15.9
Chicago .....	Illinois .....	3,126,884	342,458	12.3
Peoria .....	do .....	99,147	9,721	10.9
Davenport .....	Iowa .....	51,474	4,567	9.7
Omaha .....	Nebraska .....	240,352	24,186	10.9
Denver .....	Colorado .....	259,510	45,450	21.2
Salt Lake City .....	Utah .....	65,720	16,087	32.4
Portland .....	Oregon .....	133,604	26,334	24.5
Seattle .....	Washington .....	77,493	30,575	65.2
Total .....		14,340,340	1,550,961	348.6
Averages .....		717,017	77,548	17.4

This table shows a total increase of receipts in the sum of \$1,550,961, or an average per office of \$77,548, or 17.4 per cent. .

It has been shown that the increase of receipts at both first and second class post-offices for 1889 amounted to \$2,984,924, or 9.5 per cent., and for 1890 to \$3,513,701, or 10.3 per cent., as contrasted with the same items for the previous years. Considering the first-class offices separately, a clearer idea of the rapid increase of receipts is brought out, as the following statistics show :

*Increase of receipts at first-class offices.*

Year ended March 31—	Amount.	Per cent.
1888 .....	\$2,217,386	10.3
1889 .....	2,559,216	10.7
1890 .....	3,134,384	11.9

This statement shows an increase of \$3,134,384, or 11.9 per cent. of receipts at first-class offices for the year ended March 31, 1890; and an average increase of \$2,636,995, or 10.97 per cent. for the past three years. The first-class offices numbered 97 in 1888, 102 in 1889, and 116 in 1890.

The present number of first and second class offices is 666, a net increase of 47, or 13.2 per cent., as compared with the same item for the past year. To realize that these offices are the arteries of the service, consider that the receipts which accrued thereat for the four quarters ended March 31, 1890, amounted to \$37,795,037, or 62.1 per cent. of the revenue of the Department for the fiscal year ended June 30, 1890, while in number (666) they represent only 1.1 per cent. of the total number of post-offices in effect June 30, 1890. No other item of expense of this bureau is as important as that for clerks in post-offices. The increase of

the appropriation for this purpose is promptly responded to throughout the country by an improved clerical service.

The increase and growth of the postal service, as shown by the statements herein made, wonderful as it is, will be exceeded by June 30, 1892, if present conditions continue.

Having these facts in view, I am of opinion that \$8,349,000 will be needed to compensate clerks in post-offices for the fiscal year ending June 30, 1892. This amount is an increase, as compared with the appropriation made by the Congress for the present fiscal year of \$959,000, or 13 per cent. Omitting the sum of \$200,000 which was not appropriated, though estimated and requested for the present fiscal year, the estimated increase is only 10 per cent.

I therefore recommend that an appropriation of \$8,349,000 be requested for clerks in post-offices for the fiscal year ending June 30, 1892.

#### 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.	1888-'89.	1889-'90.	Increase.	
			Amount.	Per cent.
Estimates.....	\$552,000.00	\$600,000.00 *10,000.00	\$58,000.00	10.0
Appropriations .....	{ 550,000.00 5,000.00	{ 600,000.00 10,000.00	{ 55,000.00	9.9
Expenditures .....	559,064.31	579,069.62	40,005.31	07.4

\* Rent for Washington, D. C., post-office, act of March 2, 1889.

† Additional for rent, Washington, D. C., post-office, act of March 2, 1889

The appropriation for rent, light, and fuel for first and second class offices and stations connected therewith for the present fiscal year is \$665,000, being an increase of \$55,000, or 9 per cent., as compared with the appropriation for the past 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 \$579,069.62. The difference between the amount stated by the Auditor and the aggregate amount authorized by this office will be approved when proper vouchers are submitted.

During the past year nine first and second class offices were moved into Government buildings, making a total saving of \$17,979 for items of rent, fuel, and light. Three additional first and second class offices were moved from old to new Government buildings. A number of additional first and second class offices will be moved into Government buildings during the present year.

On July 1, 1890, by the adjustment made in accordance with the requirements of the act of March 3, 1883, 116 offices were assigned to the first class, and 550 to the second class, making a total of 666 first and second class offices, being a net increase of 47 offices, as compared with the number for the previous year.

The records show that the gross receipts which accrued at first and second class offices for the year ended March 31, 1889, amounted to \$34,281,337, being an increase of \$2,984,924, or 9.5 per cent. For the four quarters ended March 31, 1890, the gross receipts amounted to

\$37,795,038, or an increase of \$3,513,701, or 10.25 per cent., as compared with the previous year.

It should be noted that in addition to the first and second class offices, a large number of stations or branch offices have been established in connection with the larger post-offices, and that allowances for rent, light, and fuel have been authorized for many of these stations.

Having these facts in view, and the probable increase of the postal service, I am of opinion that an appropriation of \$731,500, or an increase of 10 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 ended June 30, 1892; and I so recommend.

#### RENT, LIGHT, AND FUEL FOR THIRD-CLASS OFFICES.

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

Items.	1888-'89.	1889-'90.	Per cent.	
			Increase.	Decrease.
Estimates.....	\$650,000.00	\$505,080.00	.....	22.3
Appropriations.....	450,000.00	505,080.00	12.2	.....
Expenditures.....	314,523.95	422,164.05	34.2	.....

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 appropriation for this purpose for the present fiscal year is \$571,500. This appropriation is made with the proviso that the allowance for rent in no case shall exceed \$400 and the allowance for fuel and light \$60 in any one year. This limitation of the allowances for rent, light, and fuel for third-class post-offices should be repealed, as the Postmaster-General should have full discretionary power to fix allowances for these items for third-class post-offices in accordance with the merits of the respective offices and the local surroundings. There is no restriction for allowances for rent, light, and fuel for first and second class offices, and there should be none for third-class offices.

By the adjustment of salaries of third-class postmasters, which took effect July 1, 1890, in accordance with the requirements of the act of March 3, 1883, 2,066 offices were assigned to the third-class. Eighty-two additional offices were added to this class from October 1, 1890, and one office discontinued, making a net increase of 81 offices, or a total of 2,147 from October 1, 1890.

These offices were graded as follows:

Salary of postmaster.	No. of offices.	Salary of postmaster.	No. of offices.
\$1,000.....	182	\$1,500.....	293
1,100.....	297	1,600.....	247
1,200.....	232	1,700.....	183
1,300.....	210	1,800.....	139
1,400.....	287	1,900.....	77

The number of these offices and the grade, by States and Territories, is shown in the following statement:

*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, 1890.*

States and Territories.	Postmasters' salaries.										Total.
	\$1,000.	\$1,100.	\$ 200.	\$1,300.	\$1,400.	\$1,500.	\$1,600.	\$1,700.	\$1,800.	\$1,900.	
Alabama.....	1	5	1	2	2	3	4	1	3		22
Alaska.....											
Arizona.....			1			1		1		1	4
Arkansas.....	2	5	2	3	5	2	1	1	1	1	23
California.....	10	4	7	6	8	4	13	5	6	2	65
Colorado.....	3	4	5	1	5	4	5	2	4		33
Connecticut.....	1	8	2	8	5	7	3	6	1	4	45
Delaware.....			2	2	2				1		7
District of Columbia.....											
Florida.....	2		2	2	1	2		1	2	1	13
Georgia.....	1	2	6	2	3	5	3		2	2	26
Idaho.....		1		2	1	1					5
Illinois.....	13	26	12	16	30	22	16	14	8	4	161
Indiana.....	8	8	4	10	6	9	14	7	7	1	74
Indian Territory.....		1		1	1						3
Iowa.....	8	15	10	14	11	22	13	13	4	5	115
Kansas.....	11	13	12	9	12	13	14	7	7	3	101
Kentucky.....	4	6	3	3	4	5	5	3	3	1	37
Louisiana.....	2	2	3	1	2		3				13
Maine.....	4	7	3	4	7	3	3	2	3	1	37
Maryland.....		4	2	1	4	3	1	2			17
Massachusetts.....	5	14	7	4	13	16	12	14	11	2	98
Michigan.....	12	15	13	9	16	12	10	8	6	6	109
Minnesota.....	5	6	9	6	5	6	6		5	1	49
Mississippi.....		3	6	4	6	4		1		1	25
Missouri.....	8	11	12	9	12	7	5	6	5	5	80
Montana.....		2	1	1	1	3	2		3		13
Nebraska.....	4	12	12	6	10	9	8	6	3		70
Nevada.....	2		1						1		4
New Hampshire.....	2	8	3	2	4	2	5	3	1	2	32
New Jersey.....	2	4	6	5	5	5	6	5	7	2	47
New Mexico.....		1	1	1	1	1	1	1			7
New York.....	15	16	22	16	20	25	23	20	10	8	175
North Carolina.....	1	4	4	1	2	5	2	3	1		23
North Dakota.....		4		4	1	3	1	1	1		15
Ohio.....	9	12	12	9	18	12	16	11	3	5	107
Oklahoma.....						1					1
Oregon.....	1	3		1	4	1		2	2	2	16
Pennsylvania.....	11	26	13	13	23	18	16	14	13	7	154
Rhode Island.....	1		1	1	1	1	1	2			8
South Carolina.....		3	4	3	1	6	1	1	1		20
South Dakota.....	6	7	2	3	3	3	1	1	1	1	28
Tennessee.....	1	3	3	3	6	7	3		1	1	28
Texas.....	6	10	6	6	5	11	13	8	1	2	68
Utah.....						2	1				3
Vermont.....	3	2	3	2	3	6	3				22
Virginia.....	2	4	6	1	5	3	4	2	3	1	31
Washington.....	2	5		1	1	3	2		1	1	16
West Virginia.....	2	2	2	3	3	1	2	1	1		17
Wisconsin.....	10	9	6	9	9	11	5	8	4	4	75
Wyoming.....	1	1				3					5
Total.....	181	298	232	210	287	203	247	183	139	77	2,147

A careful examination of special adjustments of the 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 four years, has resulted in an estimated increase of 150 additional third-class offices as the probable number for the current fiscal year, making the total estimated number of third-class offices July 1 next, 2,216.

Taking the average allowance for rent, fuel, and light as made under the appropriation for the current fiscal year, and the estimated number of offices as stated, it will require an appropriation of \$592,800 for this purpose for the next fiscal year; and I therefore recommend that

the Congress be requested to make an appropriation of \$592,800 for rent, light, and fuel for third-class post-offices for the fiscal year ending June 30, 1892.

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.	1888-'89.	1889-'90.	Increase.
			<i>Per cent.</i>
Estimates.....	\$100,000.00	\$110,000.00	10.00
Appropriations.....	100,000.00	110,000.00	10.00
Expenditures.....	87,269.74	103,139.61	18.18

The appropriation for this purpose for the current fiscal year is \$120,000, being an increase of \$10,000 as compared with the past year. Formerly two appropriations were made by the Congress for these items, but by the act of March 2, 1889, a single appropriation was made for miscellaneous and incidental items, including furniture, for first and second class offices. The aggregate amount allowed for these items for the past year exactly absorbed the appropriation. The items chargeable to this appropriation include all articles required for the postal service at first and second class offices which are not provided for by other appropriations.

By the adjustment made in accordance with the requirements of the act of March 3, 1883, 116 offices were assigned to the first class, being a net increase of 14 first class offices, and 550 to the second class, a net increase of 33 second-class offices, making a total of 666 first and second class post-offices in effect July 1, 1890. This shows a net increase of 47 first and second class offices as compared with the number for the previous year.

In addition to the regular offices, all stations connected with the larger offices are provided with miscellaneous and incidental items and furniture as needed from this appropriation.

The adjustment in effect July 1, 1890, shows that the total gross receipts which accrued at the first and second class offices for the four quarters ended March 31, 1890, amounted to \$37,795,038, being an increase of \$3,513,701, or 10.25 per cent. The increase of receipts which accrued at first and second class offices for the year ended March 31, 1889, amounted to \$2,984,924, or 9.5 per cent.

Taking these facts into consideration, and the growth of the postal service, I am of opinion that \$132,000, or an increase of 10 per cent., will be required for miscellaneous and incidental items, including furniture, for first and second class post-offices for the fiscal year ending June 30, 1892.

ADVERTISING FOR FIRST AND SECOND CLASS POST-OFFICES.

In compliance with Department Order No. 82, of 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, being the same amount as that appropriated for this purpose for the past fiscal year.

Some years ago the appropriation for this purpose was \$40,000, but was reduced by the Congress to \$20,000. On this account, most of the lists of unclaimed letters were published free as a matter of local interest or 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 one cent for each advertised letter, whether published in a newspaper or posted in a written list in the post-office. 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. This action caused a large number of postmasters to make application for allowances to pay the cost of advertising letter lists, but the limited appropriation will not warrant favorable action.

I am of opinion that the cost of publishing these letter lists should be provided for by the Congress.

The amount allowed by this office for advertising for the fiscal year ended June 30, 1890, is \$13,371.73, leaving a balance of only \$4,628.27 for advertising for the office of Postmaster-General, for which the appropriation of \$18,000 was made.

It is my opinion that a better administration of this branch of the service could be made if a separate appropriation for advertising for offices of the first and second classes was made for the office of the First Assistant Postmaster-General.

Having these facts in view, I therefore recommend that the Congress be requested to appropriate \$15,000 for the office of the First Assistant Postmaster-General for advertising for first and second class post-offices for the fiscal year ending June 30, 1892.

## SUMMARY OF ESTIMATES.

Item.	Present appropriation.	Estimates. 1891-'92.	Increase.	
			Amount.	Per cent.
Compensation to postmasters .....	\$14,000,000	\$14,900,000	\$900,000	6.4
Clerks in post-offices .....	7,200,000	8,349,000	959,000	13.0
Rent, fuel, and light, first and second class offices ..	665,000	731,500	66,500	10.0
Rent, fuel, and light, third-class offices ..	571,500	592,800	21,300	3.7
Miscellaneous, incidental, and furniture, first and second class offices .....	120,000	132,000	12,000	* 10.0
Advertising, first and second-class offices .....	*18,000	115,000		

\* This appropriation is made for the office of the Postmaster-General.

† No appropriation has been authorized for advertising, office of the First Assistant Postmaster-General.

## DIVISION OF BONDS AND COMMISSIONS.

To this division is assigned the duty of preparing and transmitting all letters of appointment of newly appointed postmasters, together with blank bonds and oaths for execution; recording the names of postmasters, the dates of their appointment, the names of their sureties, and the establishment, discontinuance, and changes of names and sites of post-offices; also to examine all bonds, and see that the same are properly executed and filed away alphabetically by States, and to prepare all postmasters' commissions for the signature of the President or the Postmaster-General (as the case may be), and see that such commissions are properly and promptly mailed when so signed.

The preparation of the various reports required under the laws and regulations of the Department is assigned to this division, as follows: daily, to the Division of Post-Office Supplies, office of the First Assistant Postmaster-General; to the Contract and Equipment Divisions, office of the Second Assistant Postmaster-General; to the Stamp Division, office of the Third Assistant Postmaster-General; and to the General Superintendent of the Railway Mail Service for publication in the Daily Bulletin; weekly, to the Superintendent of the Money-Order System and to the Auditor of the Treasury for the Post-Office Department; and quarterly, to the last-named office, together with a list of the offices transferred from the fourth class to the Presidential list.

The correspondence incident to the work of the division is prepared therein for the signature of the First Assistant Postmaster-General.

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 the postmasters appointed at money-order offices which do not belong to the Presidential list are entered alphabetically in a separate record, 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 39 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 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, \$34,160,000; money-order offices not on Presidential list, \$34,972,000; fourth-class offices other than money-order, \$34,607,000; making a total of \$103,839,000 in penalties secured by property valued at twice that amount, and showing an increase in the amount of penalties of \$5,953,000 during the last fiscal year.

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.

There is also presented a table showing the number and class of commissions issued during the year ended June 30, 1890.

*Work of the Bond Division for the fiscal year ended June 30, 1890.*

Presidential cases recorded and upon which appointment papers, bonds, etc., were mailed and commissions issued .....	2, 496
Appointment bonds examined, indorsed, and submitted to the Postmaster-General and approved .....	21, 313
Bonds returned for correction .....	2, 567
Appointment bonds filed .....	21, 313
New bonds required upon request of surety to be released .....	628
New bonds required at the instance of the Third Assistant Postmaster-General .....	80
New bonds required upon recommendation of post-office inspectors .....	114
New bonds required in consequence of the extension of the money-order business .....	757

New bonds required in consequence of the establishment of the postal-note business .....	174
New bonds sent upon request of postmasters .....	824
Total new bonds required .....	2,611
New bonds received, examined, indorsed, and submitted to the Postmaster-General for acceptance .....	2,105
New bonds reported to the Third Assistant Postmaster-General .....	81
New bonds reported to the Auditor .....	2,105
New bonds filed .....	2,105
Jackets prepared in sending new bonds .....	2,105
Commissions prepared and mailed to postmasters .....	21,394
Commissioned postmasters reported to the Auditor .....	21,313
Commissioned postmasters reported to the Third Assistant Postmaster-General .....	21,313
Commissioned postmasters reported for publication in the Postal Bulletin .....	21,313
Commissioned postmasters reported to the money-order office .....	4,534
New bonds reported to the money-order office .....	957
Blank designation and oaths mailed to acting postmasters .....	624
Designations and oaths of acting postmasters received, examined, indorsed, recorded, and filed .....	490
Circular letters sent on appointments, changes of names and sites, and discontinuances of post-offices .....	97,632
Circulars sent to appointees delinquent in the execution of their bonds .....	939
Circulars accompanying commissions sent to postmasters .....	167,930
Surety circulars sent to chief post-office inspector .....	3,936
Circulars sent to postmasters delinquent in furnishing new bonds .....	2,531
Circular letters sent notifying sureties of death of postmaster .....	624
Post-office inspectors' reports on responsibility of sureties received, examined, and filed .....	4,231
Blank oaths for assistant postmasters, clerks, and employes mailed .....	26,698
Oaths of assistant postmasters, clerks, and employes received, examined, indorsed, and filed .....	35,031
Entries made on the books of the division .....	118,595
Current record books in use in the division .....	39
Blank forms in use in the division .....	75

*Increase of business in the Bond Division, Post-Office Department, for the year 1890 as compared with 1889.*

	Year ending June 30 -	
	1889.	1890.
Presidential appointments upon which bonds were mailed .....	829	2,496
Fourth-class cases considered .....	20,765	18,017
Appointment bonds received, approved, and filed .....	17,519	21,313
Commissions issued to postmasters .....	17,519	21,394
Money-order postmasters commissioned during the year .....	3,935	4,534
Circular letters mailed on appointments, establishments, and changes .....	92,691	97,632
Entries made in books of the division .....	93,498	118,595

*Commissions issued, monthly, during the fiscal year ending June 30, 1890.*

Months.	Presidential.	Fourth class.	Total.	Presidential (duplicate).	Fourth class (duplicate).	Total (duplicate).	Monthly totals.
July .....	148	2,765	2,913	2	20	22	2,935
August .....	82	2,091	2,173	1	1	2	2,174
September .....	116	1,607	1,723	11	11	22	1,734
October .....	111	1,363	1,474	6	6	12	1,486
November .....	79	1,375	1,454	4	4	8	1,458
December .....	1	1,566	1,567	4	4	8	1,571
January .....	622	1,425	2,047	5	5	10	2,052
February .....	604	1,236	1,840	1	2	3	1,843
March .....	333	1,487	1,820	1	3	4	1,824
April .....	159	1,409	1,568	1	4	5	1,573
May .....	130	1,349	1,479	2	6	8	1,483
June .....	111	1,144	1,255	7	7	14	1,262
Total .....	2,496	18,617	21,313	8	73	81	21,394

*Commissions issued, monthly, during the fiscal year ending June 30, 1890.—Continued.*

## RECAPITULATION.

Presidential .....	2,496
Fourth-class .....	18,817
	<u>21,313</u>
Presidential (duplicate) .....	8
Fourth-class (duplicate) .....	73
	<u>81</u>
Total .....	21,394

*Penalties of all bonds on file in the Bond Division, June 30, 1890, and the increase or decrease as compared with 1889.*

States and Territories.	Penalties.			Total amount of penalties.		Increase of 1890.
	Presidential bonds.	Money-order bonds.	Fourth-class bonds other than money-order.	1890.	1889.	
Alabama.....	\$380,000	\$439,000	\$939,000	\$1,758,000	\$1,694,500	\$63,500
Alaska.....	11,000	11,000	7,500	18,500	12,500	6,000
Arizona.....	71,000	140,000	111,500	322,500	305,500	17,000
Arkansas.....	311,000	600,000	750,500	1,661,500	1,572,500	89,000
California.....	1,200,000	1,027,000	861,500	3,148,500	2,723,000	425,500
Colorado.....	534,000	501,000	415,000	1,450,000	1,407,000	43,000
Connecticut.....	801,000	241,000	422,500	1,464,500	1,374,500	90,000
Dakota.....	461,000	706,000	773,500	1,940,500	1,808,000	132,500
Delaware.....	131,000	59,000	94,500	284,500	236,500	48,000
District of Columbia.....	100,000	-----	8,000	108,000	109,500	*1,500
Florida.....	237,000	491,000	420,000	1,148,000	1,062,500	85,500
Georgia.....	432,000	648,000	963,500	2,063,500	1,904,500	159,000
Idaho.....	75,000	223,000	154,500	452,500	372,000	80,500
Illinois.....	2,339,000	2,459,000	1,227,500	6,025,500	5,912,000	113,500
Indiana.....	1,176,000	1,395,000	1,081,000	3,652,500	3,422,000	230,500
Iowa.....	52,000	130,000	209,000	391,000	264,000	127,000
Kansas.....	1,441,000	2,373,000	778,000	4,592,000	4,522,500	69,500
Kentucky.....	1,257,000	2,102,000	760,000	4,119,000	4,011,000	108,000
Louisiana.....	552,000	544,000	1,161,000	2,257,000	2,163,500	93,500
Maine.....	322,000	398,000	467,000	1,187,000	1,145,000	42,000
Maryland.....	563,000	510,000	736,500	1,809,500	1,745,500	64,000
Massachusetts.....	281,000	280,000	607,000	1,268,000	1,230,000	38,000
Michigan.....	1,812,000	569,000	641,500	2,962,500	2,804,500	158,000
Minnesota.....	1,624,000	1,440,000	984,000	4,048,000	3,767,500	280,500
Mississippi.....	638,000	933,000	682,000	2,253,000	2,219,000	34,000
Missouri.....	295,000	519,000	647,500	1,461,500	1,389,500	72,000
Montana.....	1,221,000	1,745,000	1,153,000	4,119,000	3,903,500	215,500
Nebraska.....	184,000	161,000	230,000	575,000	542,000	33,000
Nevada.....	770,000	1,160,000	477,000	2,407,000	1,939,000	468,000
New Hampshire.....	82,000	119,000	102,500	303,500	284,000	19,500
New Jersey.....	385,000	321,000	384,500	1,090,500	1,027,000	63,500
New Mexico.....	885,000	238,000	611,000	1,734,000	1,642,500	91,500
New York.....	110,000	174,000	153,000	437,000	399,500	37,500
North Carolina.....	3,505,000	1,854,000	2,177,500	7,536,500	7,337,500	199,000
Ohio.....	211,000	617,000	1,213,500	2,041,500	2,008,000	33,500
Oregon.....	2,150,000	2,388,000	1,646,000	6,084,000	5,797,500	286,500
Pennsylvania.....	253,000	417,000	420,000	1,090,000	937,000	153,000
Rhode Island.....	2,359,000	1,678,000	2,746,000	6,783,000	6,487,500	295,500
South Carolina.....	199,000	56,000	112,000	367,000	264,000	103,000
Tennessee.....	263,000	341,000	562,500	1,166,500	1,107,500	59,000
Texas.....	500,000	523,000	1,179,500	2,202,500	2,123,000	79,500
Vermont.....	1,158,000	1,613,000	1,133,500	3,904,500	3,648,500	256,000
Virginia.....	113,000	185,000	192,000	490,000	428,500	61,500
Washington.....	202,000	409,000	378,500	1,049,500	1,028,000	21,500
West Virginia.....	520,000	532,000	1,505,000	2,557,000	2,354,000	203,000
Wisconsin.....	245,000	336,000	355,500	936,500	775,000	161,500
Wyoming.....	180,000	300,000	818,000	1,307,000	1,213,000	94,000
Total.....	1,105,000	1,162,000	1,022,500	3,289,500	3,068,000	221,500
	89,000	65,000	150,500	284,500	255,000	29,500
Total.....	34,260,000	34,972,000	34,607,000	103,839,000	97,886,000	5,953,000

Total increase of 1890 as compared with 1889..... \$5,953,000

\* Decrease.

## DIVISION OF POST-OFFICE SUPPLIES.

This division furnishes each post-office throughout the country with supplies, divided into classes as follows:

Offices of the fourth class are furnished with 8-ounce letter-balances, facing slips, canceling-ink, stamping-pads, postmarking, 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, 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, or of a greater capacity when necessary, thirty forms of blanks pertaining to the free-delivery system, and with ninety items of stationery.

The Department proper is furnished with one hundred and thirteen items of stationery, 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, 1890, is shown by the following:

TABLE I.

Twine and wrapping-paper.....	29, 018
Stamps.....	18, 070
Scales.....	7, 708
Blanks and books.....	122, 346
Canceling-ink and stamping-pads.....	16, 385
Stationery.....	4, 341
Total.....	197, 868

The number of packages, registered packages, sacks, and cases of goods sent out during the same period is shown by the following:

TABLE II.

Packages, ordinary.....	252, 160
Packages, registered.....	2, 642
Sacks and cases.....	31, 727
Total.....	286, 529

The following table shows the quantity of the principal articles furnished for the fiscal year ended June 30, 1890.

TABLE III.

Blanks.....	90, 031, 105
Books.....	180, 130
Facing-slips.....	432, 692, 640
Marking, rating, and canceling stamps.....	26, 948
Jute twine..... pounds..	916, 131
Cotton twine..... do.....	52, 210
Flax twine..... do.....	2, 120
Letter-balances and scales.....	8, 085
Wrapping-paper..... reams..	35, 180
Canceling-ink..... pounds..	18, 498
Inking pads.....	18, 429
Letter-heads and follow-sheets.....	3, 355, 530
Envelopes.....	1, 965, 637
Gard-blotter..... sheets..	121, 548
Card-board..... do.....	210, 921

Scratch-blocks .....	29,206
Slide labels .....	912,600
Examination cards .....	805,000
Rubber bands .....	gross 4,033
Rubber bands .....	pounds 8,275
Rubber erasers .....	6,358
Pens .....	gross 9,837
Pen-holders .....	70,706
Lead-pencils .....	173,499
Writing-inks .....	bottles 11,191
Mucilage .....	do 5,399
Mucilage and ink-stands .....	9,273
Sponge-cups and paper-weights .....	3,782
Steel erasers and envelope knives .....	4,654
Shears .....	1,950
Rulers and folders .....	2,032
Carbon and semi-carbon paper .....	sheets 73,308
Rubber stamps .....	3,692
Press copy-books .....	1,433
Copying and blotting-pads .....	1,814
Thumb tacks .....	11,364
Paper-fasteners .....	127,100
Pen-racks, clips, and letter-files .....	2,889
Sealing-wax .....	pounds 4,513
Pins .....	papers 3,463
Pins .....	boxes 1,559
Sponge .....	pounds 332
Shipping tags .....	103,100

Besides the above, there have been received and disposed of during the same period—

Packages from the Government Printing Office .....	61,882
Letters not requisitions .....	6,697

The amount of the more important portions of clerical labor performed is shown by the following table:

TABLE IV.

Entries of record :	
Wrapping paper and twine .....	28,018
Stamps .....	18,070
Scales .....	7,708
Ink and pads .....	16,385
Order books .....	2,527
Journals .....	4,341
Ledgers .....	4,341
Itemized accounts .....	30,015
Government Printing-Office accounts .....	27,723
Accounts kept :	
Itemized .....	167
Dollars and cents .....	645
Inspectors' reports .....	902
Orders on contractors .....	1,212
Labels and tags written .....	275,032
Circular letters sent out .....	25,180
Letters written .....	6,543
Receipts written .....	13,467
Memorandum bills filed .....	3,444
Duplicate bills passed .....	1,107
Advance exigency allowance to postmasters .....	1,098
Books of record and press copy-books .....	56

The appropriations and expenditures for the fiscal year ended June 30, 1890, are shown by the following table, omitting cents for convenience.

TABLE V.

	Appropriations.	Expenditures.
Wrapping paper .....	\$50,000	\$49,898
Twine .....	85,000	78,032
Balances and scales .....	15,000	14,990
Stamps, ink, and pads .....	35,000	33,308
Stationery, Post-Office Department .....	11,000	10,991
Stationery, first and second class offices .....	57,500	51,743
Packing-boxes, sawdust, hardware, etc. ....	3,000	1,413
Printing facing slips and card slide labels ..	7,000	6,171
Printing .....	200,000	203,311
<b>Total</b> .....	<b>483,500</b>	<b>449,857</b>

The sum of the appropriation for the fiscal year ended June 30, 1890, amounted to \$463,500 and the expenditures were \$449,857, about 97 per cent. of the appropriations. This left at the end of the fiscal year \$13,643, in addition to which there was on hand stock as per inventory amounting to \$60,685.21.

## TWINE.

There was expended from the appropriation of \$85,000 for wrapping twine the sum of \$78,032 (see Table 5), leaving a balance of \$6,968. There was on hand, as per inventory of July 1, 1890, twine amounting in value to \$15,493.08. The amount of twine issued for the year ended June 30, 1889, was 917,024 pounds, while the amount issued for the present year was 970,461 pounds, showing an increase of 53,437 pounds in the amount used. The natural growth of the service for the past few years shows that the increased amount of twine issued for each fiscal year has averaged over 50,000 pounds.

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, 1892.

## WRAPPING PAPER.

From the total appropriation of \$50,000 there have been expended \$49,898 (see Table 5), leaving to the credit of the appropriation \$102. There was on hand, as per inventory of July 1, 1890, paper amounting in value to \$4,405.44. There were 7,284 reams of paper furnished in excess over the previous year. The greatest increase was for the Railway Mail Service and facing slips. By reference to Table 3, it shows that 432,692,640 facing slips were furnished against 327,659,840 for the year ended June 30, 1889, an increase of 105,032,800 facing slips, equal to 6,079 reams of paper. This shows the large and steady growth of the postal service and the demand for these papers.

It is estimated that an increase of this appropriation to \$60,000 will be required to meet the demands of the service for the fiscal year ending June 30, 1892.

## STAMPS, INK, AND PADS.

The appropriation for stamps, ink, and pads for the fiscal year ended June 30, 1890, was \$35,000; the expenditures were \$33,308 (see Table

5), leaving a balance to the credit of the appropriation of \$1,692. This service is constantly increasing by the continual establishment of new offices, together with the natural growth of the service, and the demand for these articles increases year by year.

It is estimated that \$40,000 will be required for the service for the fiscal year ending June 30, 1892.

#### LETTER BALANCES AND SCALES.

Table 5 shows, from the appropriation of \$15,000 for letter-balances and scales, an expenditure of \$14,990, leaving to the credit of the appropriation \$10. Letter-balances of 8 ounces 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 ask that the sum of \$18,000 be appropriated to meet the demands of the service for the year ending June 30, 1892.

#### STATIONERY, FIRST AND SECOND CLASS OFFICES.

The appropriation for stationery for offices of the first and second classes for the year ended June 30, 1890, was \$57,500; from this amount there have been expended \$51,743, leaving a balance to the credit of the appropriation of \$5,757. The demands on this service are constantly increasing by the establishment of new second-class offices. Since July 1, 1890, 56 new offices requiring stationery have been established, making a total of 675 offices to be supplied, as against 619 furnished during the fiscal year ended June 30, 1890.

I therefore ask that \$57,000 be appropriated to meet the demands of this service for the year ending June 30, 1892.

#### STATIONERY, POST-OFFICE DEPARTMENT.

From the appropriation of \$11,000 for the purchase of stationery and free penalty-envelopes there were expended \$10,991 (see Table 5), leaving a balance of \$9. The increased expenditures for this service over the previous fiscal year were \$1,486. The continued growth of the other services necessarily makes an increased demand on this appropriation in the issuance of stationery; especially is this the case in the items of papers and envelopes. As will be seen Table 3 shows 173,120 letter-heads and 78,137 envelopes more were used than during the previous fiscal year. In consideration of the fact that this appropriation was exhausted before June 30, 1890, it is deemed essential that there should be an appropriation of \$13,000 to meet the demands of the service for the fiscal year ending June 30, 1892.

#### FACING SLIPS, CARD-SLIDE LABELS, BLANKS, AND BOOKS.

From the appropriation of \$7,000 for the purchase of the above-named articles, \$6,171 have been expended, leaving a balance of \$829. This was the first appropriation for the above named articles, and good results, both to the service and the labor attached in the performance of the same, have been apparent. I regard it as a very important one,

and deem it essential to the service. The creating of each new first and second class office makes an additional drain upon this appropriation; over 50 new offices were established July 1, 1890, and taking that as a basis for the next year's increase, I ask that \$8,000 be appropriated for the printing of facing slips, card-slide labels, blanks, and books of an urgent nature for first and second-class offices for the fiscal year ending June 30, 1892.

#### PACKING-BOXES, SAWDUST, PASTE, AND HARDWARE.

From the appropriation of \$3,000 for the purchase of the above-named articles, there has been expended the sum of \$1,413, leaving a balance to the credit of the appropriation of \$1,587. The past fiscal year being the first to apply this appropriation (the requirements under the same now being more definitely known), it is believed that a smaller amount will answer the purpose.

I therefore ask that \$2,000 be appropriated for the purpose of purchasing packing-boxes, sawdust, paste, and hardware.

#### PRINTING AND BINDING.

The regular appropriation for printing and binding for the fiscal year ended June 30, 1890, was \$200,000, to which the Public Printer was obliged to make a further allotment of \$14,903.12.

From this appropriation there have been furnished by the Public Printer, 90,209,316 blanks, books, etc. (see Table 5), at a cost of \$203,311.90, the amount of memorandum bills as furnished by the Public Printer.

Three hundred and twenty-five requisitions, amounting to \$10,247.27, 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 over to the appropriation for the fiscal year ending 1891. For the fiscal year 5,230 requisitions were made on the Public Printer, against 4,581 requisitions during the previous year and 5,048 for the second 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, 1892, 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.

#### *Estimate of appropriations for the fiscal year ending June 30, 1892.*

Wrapping and facing-slip paper .....	\$60,000
Wrapping twine .....	85,000
Letter balances and scales .....	18,000
Postmarking, rating and canceling stamps, ink and pads .....	40,000
Stationery, first and second classes .....	57,000
Stationery and free penalty envelopes, Post-Office Department .....	13,000
Printing facing slips, card-slide labels, etc .....	8,000
Packing-boxes, sawdust, and hardware .....	2,000
Printing and binding .....	285,000
<b>Total .....</b>	<b>564,000</b>

The present clerical force of this division consists of 21 clerks, messengers, and laborers. Table 5 shows that articles to the value of

\$449,857 were received for the year ended June 30, 1890. To handle and account for the articles representing this amount, consisting of thousands of tons and millions of articles, in a prompt and accurate manner requires an amount of manual and clerical work that the present force is scarcely able to perform. Year by year this labor is constantly increasing, and by referring to the amounts expended for the last few years it will be seen that for the fiscal year ended June 30, 1887, \$331,738; June 30, 1888, \$454,450; June 30, 1889, \$412,444, and June 30, 1890, \$449,857 were expended, respectively. Upon this showing for the past four years it will be seen that the money consideration for the fiscal year ended June 30, 1890, is \$118,119 in excess of that of the year ended June 30, 1887.

To receive and disburse the articles representing this amount, in this business as in any other, must necessarily require a sufficient force to properly and accurately perform the duties. Every precaution and care is taken in conducting this business; separate records of each appropriation are kept in detail, and transcripts furnished to the book-keeper of the division, who keeps an official itemized account, showing item numbers, description of goods, post-office and State, date of requisition, date filled, and quantity sent; also a dollar-and-cent account, both in journal and ledger form, with each post-office of the first and second classes, and with each bureau of the Post-Office Department proper, detailed records of appropriations and expenditures are kept, showing date of passing the bill, number of voucher, number of order, and to whom paid. Inventory books show the precise quantity of each item and value thereof on hand each June 30.

The division of post-office supplies differs materially from the other divisions of the Department. It supplies the Post-Office Department, the railway-mail service, the inspectors-in-charge, 675 post-offices of the first and second class, and the 60,000 third and fourth class post-offices throughout the country with the articles necessary to properly conduct the business of the postal service. It represents in each and every respect a mercantile house doing a business annually equal to the amount expended from the several appropriations granted by Congress for this purpose, aggregating for the past fiscal year \$463,500. It necessitates keeping in stock at all times sufficient supplies to meet the demands made by the various branches of the service that are supplied from this source.

Not only does this division conduct the business covered by appropriations made to the First Assistant Postmaster-General, but also that made to the Postmaster-General, for stationery and free penalty envelopes, and for printing and binding, thus virtually being under the direction of two officials. Since the establishment of a "blank agency," as it was formerly termed, the appropriations have rapidly increased, and for the past fiscal year the total amount of the appropriations for which the superintendent of the division was held accountable was \$463,500, an increase of 250 per cent.

To illustrate the increase in the volume of business done by this division, I will present the increase per cent. of requisitions received and some of the principal articles furnished for the year ended June 30, 1888, over that of June 30, 1887, and that of June 30, 1890, over that of June 30, 1889.

For the year ended June 30, 1888, the increase over the previous year was 24 per cent. in requisitions for wrapping paper and twine; 32 per cent. for blanks and books; 40 per cent. in the number of all requisitions

received; 18 per cent. in the number of packages sent out; and the average increase for packages, cases, sacks, and registered packages was 23 per cent.; for blanks furnished,  $7\frac{1}{2}$  per cent.; for wrapping paper, 11 per cent. and the increase of eleven principal articles was 44 per cent.

For the year ended June 30, 1890, the increase over the year ended June 30, 1889, was 15 per cent. in requisitions for wrapping paper and twine; 14 per cent. for blanks and books, and 7 per cent., in the number of all requisitions received; 3 per cent. in the number of packages sent out; and the average increase for packages, cases, sacks, and registered packages was 3 per cent.; for blanks furnished, 3 per cent.; wrapping paper, 26 per cent.; and the increase of eleven principal articles was 31 per cent. This clearly indicates the rapid growth of the service and the increased demands made upon the division.

### THE FREE-DELIVERY SYSTEM.

#### NEW FREE-DELIVERY OFFICES.

The number of free-delivery offices at the close of the fiscal year was, 454, an increase over the preceding year, ended June 30, 1889, of 53.

The following were the new offices established:

Arkansas City, Kans.	Geneva, N. Y.	Oberlin, Ohio.
Albion, Mich.	Green Bay, Wis.	Pasadena, Cal.
Aspen, Colo.	Hazleton, Pa.	Peekskill, N. Y.
Amesbury, Mass.	Ionia, Mich.	Quincy, Mass.
Asheville, N. C.	Johnstown, N. Y.	Sing Sing, N. Y.
Anniston, Ala.	Jefferson City, Mo.	South Omaha, Nebr.
Butte City, Mont.	Kearney, Nebr.	South Norwalk, Conn.
Biddeford, Me.	Kankakee, Ill.	St. Cloud, Minn.
Bennington, Vt.	Lock Haven, Pa.	St. Johnsbury, Vt.
Brunswick, Ga.	Madison, Ind.	Santa Rosa, Cal.
Corry, Pa.	Medford, Mass.	Shenandoah, Pa.
Creston, Iowa.	Menominee, Mich.	Trinidad, Colo.
Clinton, Mass.	Mount Vernon, N. Y.	Urbana, Ohio.
East Liverpool, Ohio.	Mont Clair, N. J.	Wausau, Wis.
Fresno, Cal.	Marion, Ind.	Westfield, Mass.
Flushing, N. Y.	Niagara Falls, N. Y.	Washington, Pa.
Fostoria, Ohio.	Norwich, N. Y.	Ypsilanti, Mich.
Fort Madison, Iowa.	Oak Park, Ill.	

#### INCREASE IN CARRIERS' APPROPRIATION, ETC.

The number of additional carriers appointed during the year was 809, thus increasing the number in the service June 30, 1889, of 8,257 to 9,066 June 30, 1890.

The appropriation for the service was \$8,000,000, and the total cost \$7,976,202.72, leaving an unexpended balance of \$23,797.28.

## COMPARATIVE RESULTS FOR 1889 AND 1890.

The aggregate results of the operations of the free-delivery system for the fiscal year ended June 30, 1890, and a comparison with the preceding year, ended June 30, 1889, are given in the following table:

*Aggregate results of the free-delivery service for the fiscal year ended June 30, 1890.*

	1889.	1890.	Increase.	Per cent.
Number of offices.....	401	454	53	13.21
Number of carriers.....	8,257	9,066	809	9.79
Registered letters delivered.....	4,523,564	4,734,538	210,974	4.66
Letters delivered.....	1,053,920,529	1,145,486,531	91,566,002	8.68
Postal-cards delivered.....	253,223,124	252,494,982	*728,142	*0.28
Newspapers, etc., delivered.....	491,595,219	530,479,752	38,884,533	7.91
Letters collected.....	884,664,554	952,068,411	67,403,857	7.62
Postal-cards collected.....	260,267,041	253,784,823	*6,482,218	*2.49
Newspapers, etc., collected.....	137,611,509	158,210,659	20,599,150	14.89
Whole number of pieces handled.....	3,085,805,540	3,297,259,696	211,454,156	6.85
Pieces handled per carrier.....	373,720	363,695	10,025	*2.68
Total cost of service, including post-office inspectors.....	\$6,957,941.90	\$7,976,202.72	\$1,018,260.82	14.63
Average cost per carrier.....	839.45	876.88	37.43	4.45
Average cost per piece.....	2.2	2.4	0.2	9.09
Amount of postage on local matter.....	\$9,536,921.82	\$10,184,764.42	\$647,842.60	6.79
Excess of postage on local matter over total cost of service.....	2,578,979.92	2,208,561.70	*370,418.22	*14.36

\* Decrease.

## EXCESS OF LOCAL POSTAGE OVER COST OF SERVICE.

The local postage exceeded the cost of service in 35 of the 454 offices (being 1 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.	State.	Receipts from local postage.	Cost of carrier service.	Net gain.
Aspen.....	Colorado.....	\$1,612.23	\$1,353.62	\$258.61
Atlanta.....	Georgia.....	26,494.49	22,349.98	4,144.51
Baltimore.....	Maryland.....	318,940.08	216,661.01	102,279.07
Birmingham.....	Alabama.....	13,068.34	6,709.12	6,359.22
Boston.....	Massachusetts.....	1,119,105.36	428,876.82	690,228.54
Brooklyn.....	New York.....	540,678.55	342,782.28	97,896.27
Chicago.....	Illinois.....	720,811.33	539,996.34	180,814.99
Cincinnati.....	Ohio.....	185,056.35	149,778.81	35,277.54
Cleveland.....	do.....	91,755.62	91,598.98	156.64
Colorado Springs.....	Colorado.....	5,722.13	3,711.60	2,010.53
Denver.....	do.....	70,284.67	36,836.54	33,448.13
Hartford.....	Connecticut.....	44,336.61	25,199.19	19,137.42
Leavenworth.....	Kansas.....	9,270.58	7,314.18	1,956.40
Little Rock.....	Arkansas.....	10,515.72	7,465.52	3,050.20
Lowell.....	Massachusetts.....	21,920.39	21,009.32	11.07
Minneapolis.....	Minnesota.....	88,414.74	70,489.22	9,925.52
Montgomery.....	Alabama.....	6,012.53	5,210.27	802.26
Newark.....	New Jersey.....	71,901.50	67,141.13	4,760.37
New Haven.....	Connecticut.....	41,135.85	33,473.88	7,661.97
New Orleans.....	Louisiana.....	98,342.56	82,442.83	15,899.67
New York.....	New York.....	2,721,266.57	1,032,123.72	1,689,142.85
Omaha.....	Nebraska.....	69,186.45	38,988.34	30,198.11
Philadelphia.....	Pennsylvania.....	1,192,700.40	689,235.05	503,465.35
Pittsburgh.....	do.....	120,860.50	94,309.01	26,551.49
Providence.....	Rhode Island.....	53,999.74	49,191.60	4,808.14
St. Louis.....	Missouri.....	407,762.36	226,775.29	180,987.07
St. Paul.....	Minnesota.....	75,583.26	70,705.46	4,877.80
Salt Lake City.....	Utah.....	8,200.42	7,750.48	449.94
San Francisco.....	California.....	179,741.53	155,801.55	23,939.98
Scranton.....	Pennsylvania.....	19,221.76	17,066.82	1,254.93
Seattle.....	Washington.....	11,660.63	9,502.88	2,157.75
Tacoma.....	do.....	10,800.07	8,331.90	2,468.17
Troy.....	New York.....	27,767.65	27,422.15	345.50
Wilkes Barre.....	Pennsylvania.....	13,847.35	13,491.39	355.96
Yonkers.....	New York.....	13,397.85	10,329.01	3,068.84

GROWTH OF THE SYSTEM.

The details of the growth of the free-delivery system from its inauguration July 1, 1863, to June 30, 1890, inclusive, are given in the following table:

*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	737	448,664.51			
1865-'66	46	863	589,236.41			
1866-'67	47	943	699,934.34			
1867-'68	48	1,198	995,934.59			
1868-'69	48	1,246	1,183,915.31			
1869-'70	51	1,362	1,230,079.85	\$681,864.70	\$518,215.15	
1870-'71	52	1,419	1,353,023.23	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	1,802,090.41	1,611,481.66	191,214.75	
1874-'75	87	2,195	1,880,041.99	1,917,599.54		\$67,517.55
1875-'76	87	2,269	1,981,180.51	2,065,561.73		84,375.22
1876-'77	87	2,265	1,893,619.85	2,254,597.83		360,977.98
1877-'78	87	2,275	1,824,166.96	2,452,251.51		628,084.55
1878-'79	88	2,359	1,947,706.61	2,812,523.86		864,771.14
1879-'80	104	2,688	2,363,693.14	3,068,797.14		705,104.00
1880-'81	109	2,861	2,499,911.54	3,279,630.39		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	3,594,206.52	4,778,484.87		1,274,278.35
1884-'85	178	4,358	3,985,982.55	5,281,721.10		1,295,738.55
1885-'86	181	4,841	4,312,806.70	5,839,242.97		1,526,436.27
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	401	8,257	6,957,941.90	9,536,921.82		2,578,979.92
1889-'90	454	9,066	7,976,202.72	10,184,764.42		2,208,561.70

LOCAL POSTAGE AND PIECES OF MAIL HANDLED.

The free-delivery system was inaugurated July 1, 1863, and during eleven years the receipts from local postage were less than the cost of the service, and it did not become self-sustaining until June 30, 1875, when a credit balance was shown of \$67,517.55, and on June 30, 1890, it had increased to \$2,208,561.70.

The local postage for the year ending June 30, 1870, amounted to \$681,864.70; June 30, 1880, \$3,068,797.14; and June 30, 1890, \$10,184,764.42.

In 1870 the number of pieces of mail handled was 245,267,549; in 1880, 932,121,843; in 1890, 3,297,259,696.

The rate of increase, as shown by these figures, will give some idea of the possibilities at the end of the next decade and the enormous results which will then be exhibited in every feature of this service.

DIVERSE RESULTS AND EXPLANATION.

The tables in this report exhibit diverse results at different offices 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 are due to a variety of causes, among which the following may be stated:

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 large area of territory served; the climate; 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 number and capacity of tenement houses; 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 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.

#### CHANGES IN EXISTING LAWS RECOMMENDED.

The present law provides for the establishment of the free-delivery system, in the discretion of the Postmaster-General, at "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." There is a demand for the extension of the service to places having a smaller population and revenue, and 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 State or United States census of 5,000, or the post-offices of which produced a gross revenue for the preceding fiscal year of at least \$7,000. The law at present does not provide sufficient allowances for third-class offices to warrant a satisfactory free-delivery service, and in case the amendment above referred to should be approved and authorized by Congress, some provision for clerk-hire allowance to this class of offices, to take effect when the free-delivery service shall be established, is respectfully recommended.

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. The creation by law of a class of collectors with a salary of \$600 per annum, and not subject to promotion, would enable the Department to separate the deliveries and collections at all the large offices and thus insure better results in both branches at a decreased cost. 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.

#### THE EIGHT-HOUR LAW.

By the act of May 24, 1888, limiting the time of service of letter carriers to eight hours per day and providing for payment for time employed in excess thereof, the annual expenses of the free-delivery service have been largely increased. Although the whole service has been reorganized in compliance with its provisions, on account of the increasing business additional carriers are constantly being applied for by postmasters, to enable them to keep within the law. Frequent changes in the schedules are necessary and inspectors are obliged to devote a considerable portion of their time to this work.

The claims upon the Department for overtime will be made every year, as long as the law remains in force with its present legal 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, or fails to arrive on account of storms or blockades, an excess of time over eight hours on any day, however short the period, entitles the carrier to payment pro rata.

Congress having failed to provide additional clerks to enable this office to promptly settle these claims for overtime, and the necessity for a careful examination of them requiring, in many cases, much correspondence with postmasters and claimants, will necessarily delay their adjustment. The business connected with the free-delivery division is now so large as to require the entire time of the present force of clerks in the current work of the office, which is accumulating and increasing beyond their ability to perform satisfactorily.

#### FREE-DELIVERY STATIONS.

The number of free-delivery stations in operation at the close of the fiscal year was 288, and the number established during the fiscal year was 90. These stations are for the accommodation of the people remote from the post-office, and generally have money order and registration facilities and for the sale of postal supplies, and many have, in addition, a direct service to the people by letter carriers. These stations relieve the main office and increase the postal revenues and should be judiciously increased in number as the necessity for them becomes apparent.

#### EQUIPMENT.

The equipment for this service at the close of the fiscal year, June 30, 1890, consisted of 9,066 regular letter carriers, about 3,000 uniformed substitutes and 706 horses. The annual running expense at that date was \$101,586.68 for car-fare for use of carriers, and \$188,529.30 for horse-hire for mounted men and for wagon service,

## ESTIMATES AND APPROPRIATIONS.

The estimates, appropriations, and expenditures for the free-delivery service for the past two years were as follows :

	1888-'89.	1889-'90.	Increase.
Estimates .....	\$7,000,000.00	\$8,095,050.00	\$1,095,050.00
Appropriations .....	7,000,000.00	8,000,000.00	1,000,000.00
Expenditures .....	6,957,941.90	7,976,202.72	1,018,260.82

The appropriation for the current fiscal year is \$9,094,485.

ESTIMATE FOR THE FISCAL YEAR COMMENCING JULY 1, 1891, AND ENDING JUNE 30, 1892.

The annual pay of carriers in the service June 30, 1891, subject to the usual changes, will be as follows :

1,400 carriers, at \$600 each.....	\$840,000
613 carriers, at \$800 each.....	490,000
3,450 carriers, at \$850 each.....	2,932,500
4,603 carriers, at \$1,000 each.....	4,603,000
10,066	8,865,500

To which is to be added :

For promotion of 2,013 carriers under act of August 2, 1882 .....	\$311,742
Additional carriers (equal to 450 for full year).....	270,000
Pay of substitutes for carriers on vacation (10,066).....	251,650
Pay of substitutes for additional carriers on vacation (450).....	11,250
Pay of temporary carriers.....	2,500
Pay of substitutes for holidays and emergencies.....	2,500
Incidental expenses.....	375,000
To classify carriers at additional first-class free-delivery offices under act of January 3, 1887.....	50,000
Post-office inspectors.....	27,000
	10,167,542
Credit by change in grade of carriers.....	75,000
	10,092,542

The pay of carriers on June 30, 1891, as above given, is ascertained by adding to the salaries at this date (October 29, 1890,) the increased pay of those who will be entitled to promotion under act of August 2, 1882, and by adding to the number of \$600 men the additional carriers that will be needed for new offices and the present service prior to June 30, 1891.

The carriers in the service June 30 next, whose salaries will then be \$600 and \$800 (2,013 in number) will be entitled to promotion during the fiscal year commencing July 1, 1891, under the act of August 2, 1882. The amount required for this purpose, viz, \$311,742, has been ascertained from the promotion register.

The sum of \$270,000 for additional carriers is to provide for the extension of the service and the increase of business at present offices (500 in number) and also at additional offices to be established during the fiscal year under act of January 3, 1887.

The amount required to pay for substitutes for carriers on vacation (\$262,900) is in accordance with act of June 27, 1884, which grants a leave of absence of fifteen days during the fiscal year to each letter carrier, without loss of pay.

The item of \$2,500 for pay of substitutes is to cover emergencies, such as large accumulations of mail during the election and holiday seasons.

The item of \$2,500 for temporary carriers is for the employment of an additional force at watering places and summer resorts.

The estimate for incidental expenses (\$375,000) is for horse-hire, carfare, wagon service, letter-boxes, satchels, furniture, and all other expenses in connection with the service not enumerated above.

The item of \$27,000 for pay of post-office inspectors covers the amount to be paid out of the free-delivery appropriation by direction of the Postmaster-General. The amount paid last year was \$26,440.

The amount estimated\* (\$50,000) is to pay for classification of carriers at additional first-class free-delivery offices under act of January 3, 1887, which provides that cities having a population of 75,000 or more may have three classes of letter carriers with salaries named therein. Thus far the official census shows that twelve cities come within the law, and the classification of these will cost \$44,900.

Of the amount of estimate (\$10,092,542) the sum of \$9,786,292 will be required by operation of law, the increase being \$306,250, viz: For additional carriers, \$270,000; additional substitutes, \$11,250; additional amount for incidental expenses, \$25,000.

Additional information showing the operations in detail at every free-delivery office will be found in the tabulated statement marked Table A, appended to this report.

#### CONCLUDING REMARKS.

The foregoing is a résumé of the work of the various divisions of this office for the fiscal year ended June 30, 1890, with such recommendations as my brief connection therewith enables me to make. The duties of the office have been too recently assumed to permit me to discuss intelligently any questions vitally affecting the policy of the branch of the service assigned to the office of the First Assistant. Longer experience and more thorough familiarity with the work of the several divisions will enable me to lay before you in a subsequent report, or from time to time as may be most advisable, suggestions tending to promote the efficiency of this branch of the Post-Office Department.

Very respectfully,

S. A. WHITFIELD,  
*First Assistant Postmaster-General.*

Hon. JOHN WANAMAKER,  
*Postmaster-General.*

TABLE A.—Statement showing the number of carriers in service June 30, 1890, the amount amount of postage on local matter dur

	Post-office.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers, etc.	Local letters.	Mail letters.
1	Abilene, Kans.	3	587	258,549	47,085	246,973	20,635	117,036
2	Adrian, Mich.	6	1,210	375,691	84,643	298,125	19,152	187,926
3	Akron, Ohio.	12	4,174	1,356,799	277,094	970,282	98,207	1,093,746
4	Albany, N. Y.	44	12,837	4,952,398	877,614	2,403,318	510,437	2,628,550
5	Albion, Mich.	3	389	120,105	28,001	121,117	1,953	72,205
6	Alexandria, Va.	4	2,040	368,810	96,171	216,066	13,028	275,679
7	Allegheny, Pa.	27	20,741	3,949,809	894,817	2,173,558	561,335	2,908,035
8	Allentown, Pa.	11	3,168	1,132,914	241,051	526,288	73,316	729,412
9	Alton, Ill.	5	1,091	497,776	90,970	296,979	18,727	195,085
10	Altoona, Pa.	10	1,817	1,013,393	170,598	653,879	47,077	393,253
11	Amesbury, Mass.	5	189	142,311	24,396	91,867	9,077	51,823
12	Amsterdam, N. Y.	7	1,163	482,536	71,592	264,817	22,508	237,680
13	Annapolis, Md.	3	818	220,040	40,194	166,248	8,707	111,916
14	Ann Arbor, Mich.	7	1,527	789,132	128,629	622,302	25,014	428,983
15	Anniston, Ala.	4	186	82,026	14,257	27,948	6,374	72,628
16	Ansonia, Conn.	5	598	245,171	43,041	181,691	7,860	78,698
17	Appleton, Wis.	5	1,069	318,735	59,506	264,489	7,282	183,960
18	Arkansas City, Kans.	4	708	297,786	37,318	168,434	4,772	100,664
19	Asbury Park, N. J.	4	777	331,052	45,689	195,449	2,899	271,019
20	Asheville, N. C.	5	434	123,139	17,070	77,236	6,145	101,871
21	Ashland, Wis.	6	1,217	463,284	57,473	304,043	24,488	256,886
22	Aspen, Colo.	3	659	181,534	14,789	147,346	31,261	198,535
23	Atchison, Kans.	9	2,143	1,156,241	277,648	749,708	89,752	524,448
24	Atlanta, Ga.	30	31,629	4,023,264	902,050	2,951,560	280,722	3,235,880
25	Atlantic City, N. J.	6	2,398	824,589	134,111	506,100	16,760	557,069
26	Auburn, Me.	5	1,144	237,585	64,577	168,454	2,455	98,043
27	Auburn, N. Y.	15	4,436	1,368,602	254,570	865,373	104,412	886,286
28	Augusta, Ga.	17	11,081	3,304,141	1,139,965	2,233,992	136,439	1,061,178
29	Augusta, Me.	7	24,146	990,540	161,190	250,826	21,780	478,839
30	Aurora, Ill.	9	2,067	809,795	168,635	681,375	47,504	525,176
31	Austin, Tex.	8	1,913	1,069,181	180,906	801,855	44,453	551,942
32	Baltimore, Md.	226	96,893	16,822,871	4,827,932	7,948,501	7,513,497	15,238,142
33	Bangor, Me.	9	3,184	647,598	105,164	467,038	44,371	528,249
34	Batavia, N. Y.	5	639	245,863	44,356	186,395	8,912	87,667
35	Bath, Me.	4	75	246,360	32,300	152,032	7,066	160,211
36	Battle Creek, Mich.	8	2,660	864,798	161,834	491,386	18,305	267,237
37	Bay City, Mich.	11	5,431	1,581,369	265,035	1,164,449	118,346	666,110
38	Bayonne, N. J.	7	1,443	349,661	62,052	180,320	20,026	173,896
39	Beatrice, Nebr.	4	494	300,314	57,117	262,690	7,475	144,205
40	Beaver Falls, Pa.	5	699	296,441	68,226	196,127	8,012	136,608
41	Belleville, Ill.	7	1,933	351,527	78,441	434,586	12,163	178,371
42	Bennington, Vt.	3	394	115,706	13,727	83,765	3,863	40,623
43	Bethlehem, Pa.	4	4,119	337,624	70,161	256,132	16,012	135,001
44	Beverly, Mass.	5	1,713	404,771	71,429	249,171	17,346	191,529
45	Biddeford, Me.	5	247	74,274	11,671	66,459	2,081	44,901
46	Binghamton, N. Y.	15	5,350	1,513,431	274,787	901,088	109,839	901,544
47	Birmingham, Ala.	11	3,704	1,186,770	192,885	490,669	118,452	1,015,601
48	Birmingham, Conn.	5	1,075	490,606	83,077	213,783	29,582	181,405
49	Bloomington, Ill.	11	6,141	1,065,677	221,932	1,144,310	42,994	536,469
50	Boston, Mass.	451	103,341	62,609,483	14,096,614	25,575,675	27,840,271	47,214,885
51	Bradford, Pa.	6	2,428	722,247	150,923	472,521	38,888	321,056
52	Brattleboro, Vt.	5	2,829	382,479	75,205	207,643	22,998	293,946
53	Bridgeport, Conn.	18	5,174	1,617,306	304,891	888,699	190,224	931,653
54	Bridgeton, N. J.	5	1,088	331,649	61,223	191,558	11,448	168,732
55	Brookton, Mass.	11	1,865	891,524	122,075	676,989	57,007	418,691
56	Brooklyn, N. Y.	361	106,188	38,504,465	11,175,194	17,591,357	11,077,327	16,461,032
57	Brunswick, Ga.	5	23	54,380	6,501	23,945	5,752	37,323
58	Buffalo, N. Y.	104	89,817	15,629,664	3,048,781	7,970,330	2,822,718	6,913,678
59	Burlington, Iowa.	12	4,506	1,062,608	231,285	807,100	73,044	985,790
60	Burlington, Vt.	9	4,301	1,123,481	175,396	747,237	102,085	891,495
61	Butte City, Mont.	5	1,261	257,029	10,587	165,756	25,889	180,750
62	Cairo, Ill.	6	4,528	478,714	105,505	203,002	47,991	538,927
63	Camden, N. J.	26	5,486	1,860,522	694,098	1,155,119	197,869	879,089
64	Canton, Ohio.	11	3,702	1,329,395	236,470	943,513	90,457	855,928
65	Carlisle, Pa.	4	1,290	398,496	72,053	379,757	15,084	184,669
66	Carthage, Mo.	2	120	81,871	16,239	76,450	7,234	96,515
67	Cedar Rapids, Iowa.	9	2,341	651,554	111,980	464,562	15,013	273,770
68	Chambersburgh, Pa.	4	618	232,887	50,464	225,461	7,586	153,555
69	Champaign, Ill.	4	559	288,568	63,707	280,895	4,094	83,224
70	Charleston, S. C.	22	17,104	2,341,840	538,923	774,079	198,693	1,775,735
71	Charleston, W. Va.	3	2,277	223,634	33,315	95,953	13,085	131,232
72	Charlotte, N. C.	3	1,272	384,111	55,654	269,183	7,161	106,124
73	Chattanooga, Tenn.	14	11,727	1,849,422	331,475	1,141,042	151,943	1,220,874

\* Established October 1, 1889.

† Established January 1, 1890.

‡ Established July 1, 1889.

# FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 241

of mail delivered and collected, the number of pieces handled, the cost of service, and the ing the fiscal year ended June 30, 1890.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.	
Local post-cards.	Mail post-cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.		
14,703	20,474	25,015	751,067	250,352	\$2,394.51	\$798.17	3.2	\$850.03	1
10,359	40,045	15,104	1,082,255	172,042	5,392.27	808.71	5.2	802.26	2
47,358	237,599	379,487	4,464,540	372,045	10,522.15	876.85	2.3	4,143.05	3
261,462	898,590	306,518	12,351,678	280,720	37,956.54	862.65	3.0	21,272.98	4
1,758	14,169	45,141	404,838	134,946	1,570.38	523.45	3.6	233.76	5
8,329	80,585	20,176	1,076,494	269,123	3,433.17	858.29	3.1	424.20	6
274,425	542,474	290,917	11,546,114	426,893	24,885.92	921.70	2.7	23,621.70	7
23,688	204,957	186,141	2,083,935	271,267	8,810.32	800.94	3.0	2,193.96	8
12,857	39,857	14,320	1,167,692	235,538	3,848.59	690.72	3.0	1,717.20	9
19,588	64,870	20,237	2,384,740	238,474	8,573.14	857.31	3.5	2,679.92	10
2,288	6,739	3,622	332,317	66,463	1,838.79	387.76	5.5	738.76	11
11,506	32,697	22,119	1,146,798	163,828	5,245.87	749.41	4.5	2,025.51	12
1,625	21,985	8,075	580,488	193,496	2,624.38	874.79	4.5	433.36	13
10,358	62,390	30,604	2,090,539	298,648	6,037.99	862.57	2.9	1,568.81	14
2,792	11,858	7,576	2,295,645	56,411	989.94	247.48	4.3	372.98	15
6,369	12,491	12,591	588,501	117,700	4,113.80	822.76	7.0	1,293.59	16
5,262	21,763	9,182	891,248	178,250	4,119.03	823.81	4.6	1,176.75	17
2,123	13,879	5,450	631,134	157,783	2,803.34	700.83	4.4	1,399.87	18
2,296	31,845	20,839	904,865	226,211	2,468.24	867.06	3.8	908.21	19
2,954	10,534	6,339	845,722	69,144	1,772.48	354.49	5.1	629.58	20
8,819	26,688	11,245	1,153,567	192,261	5,191.42	865.24	4.5	1,443.40	21
13,885	15,323	13,948	617,280	205,760	1,353.62	451.21	2.2	1,612.23	22
57,040	114,000	38,619	3,009,599	334,400	7,551.51	839.06	2.5	5,616.19	23
368,460	828,110	329,404	12,949,079	431,636	22,949.98	744.99	1.7	26,494.49	24
9,277	97,753	18,777	2,167,391	361,232	5,715.22	952.64	2.6	1,439.39	25
3,777	19,328	11,068	606,431	121,286	4,292.93	858.59	7.0	750.26	26
35,054	122,022	132,192	3,772,951	251,580	11,922.45	794.83	3.1	8,614.43	27
109,612	362,040	101,848	8,350,426	491,711	14,378.35	845.79	1.7	5,613.70	28
12,704	82,708	43,797	2,067,500	295,357	6,710.90	948.70	3.2	1,540.44	29
25,017	78,789	70,332	3,408,670	267,630	6,147.02	683.00	2.5	2,210.41	30
28,925	78,384	45,570	2,803,109	350,388	6,810.27	851.28	2.4	2,539.41	31
4,378,781	3,553,801	3,930,253	64,310,471	284,560	216,661.01	958.68	3.3	318,910.08	32
27,850	83,319	73,787	1,960,569	217,841	8,417.15	935.24	5.3	2,967.34	33
4,213	12,178	5,296	596,519	119,804	3,524.31	704.86	4.9	881.31	34
7,557	24,250	16,518	638,872	159,718	3,419.80	854.95	5.3	691.59	35
72,792	83,486	563,437	4,523,055	411,278	8,566.05	778.73	1.1	4,001.91	37
8,647	23,894	14,504	834,443	119,206	2,515.51	745.07	6.2	1,148.32	38
3,973	25,105	10,694	812,057	203,014	3,463.68	865.91	4.2	1,690.45	39
4,606	26,547	9,968	745,434	149,087	8,202.62	640.52	4.3	1,494.77	40
12,819	39,450	24,840	1,128,580	161,227	6,209.33	887.05	5.5	810.00	41
1,210	2,992	3,828	266,048	88,623	1,147.78	382.59	4.3	223.21	42
5,285	29,948	7,807	853,499	213,875	3,057.45	794.86	3.5	1,826.45	43
9,277	30,882	228,896	1,205,014	241,003	4,623.86	924.77	3.8	1,159.74	44
800	4,591	2,090	207,114	41,428	1,702.62	340.52	8.2	247.96	45
46,320	223,023	90,239	4,098,534	273,236	10,551.87	703.46	2.5	6,516.12	46
73,356	137,751	74,268	3,291,462	299,224	6,709.12	606.92	2.0	13,068.34	47
18,363	26,096	22,605	971,592	194,818	4,766.51	963.30	4.9	1,484.31	48
34,185	162,431	109,425	3,415,569	310,505	7,207.87	656.28	2.1	2,972.72	49
9,649,639	11,387,048	11,471,496	210,061,472	466,653	428,876.82	950.95	2.0	119,105.36	50
24,073	47,495	41,523	1,820,653	303,442	4,864.84	810.81	2.6	1,841.58	51
11,669	82,632	198,532	1,837,935	265,567	4,589.77	917.95	3.4	951.94	52
78,038	137,344	72,082	4,215,212	234,178	14,372.17	798.34	3.4	11,060.93	53
4,796	34,613	10,418	836,503	187,301	4,226.02	845.20	5.0	958.00	54
32,284	85,147	116,523	2,492,508	226,592	9,357.08	850.64	3.7	4,474.50	55
5,822,699	4,396,192	3,179,262	108,183,321	299,677	342,782.28	949.54	3.1	540,678.55	56
1,559	4,008	1,655	135,144	27,029	983.41	196.68	7.2	354.22	57
1,492,555	1,802,604	1,001,516	40,528,663	889,699	102,659.11	987.11	2.5	97,821.85	58
56,923	250,536	84,682	3,556,374	296,364	10,087.71	840.64	2.8	3,173.00	59
39,565	115,973	140,783	3,384,315	370,491	7,650.51	850.06	4.7	3,185.26	60
11,960	8,239	11,884	680,955	136,191	8,220.39	614.08	4.7	2,226.76	61
20,268	140,812	35,302	1,574,489	262,415	8,804.78	634.13	2.4	1,458.71	62
123,409	261,439	100,296	5,192,227	196,239	17,446.86	671.03	3.4	9,835.12	63
78,624	103,169	122,145	3,818,433	347,130	8,907.03	809.73	2.3	3,153.69	64
7,299	42,416	29,457	1,180,521	282,630	3,162.16	796.54	2.8	751.82	65
3,265	17,400	8,811	805,494	152,747	1,755.92	877.96	5.7	347.61	66
7,674	47,599	24,718	1,596,184	177,687	7,894.04	877.12	4.9	4,903.03	67
4,940	30,043	72,100	777,682	193,421	3,478.50	869.02	4.5	1,458.41	68
1,851	16,243	18,252	752,453	188,113	2,590.99	645.25	3.4	633.58	69
180,920	419,824	281,615	6,534,844	297,039	19,344.24	879.28	2.9	8,072.43	70
11,192	18,377	4,286	534,152	178,051	2,629.45	879.82	4.9	1,386.76	71
4,234	26,320	5,751	887,932	177,586	3,432.40	696.48	3.8	493.85	72
112,597	189,437	143,009	5,152,416	368,030	12,769.27	611.09	2.4	11,198.31	73

Established April 1, 1890.

Established March 1, 1890.

TABLE A.—Statement showing the number of carriers in service June 30, 1890, the

	Post-office.	Carriers.	Delivered.			Collected.		
			Registered letters.	Letters.	Postal-cards.	Newspapers, etc.	Local letters.	Mail letters.
74	Chester, Pa.	7	1,207	593,528	175,990	305,394	81,675	379,514
75	Cheyenne, Wyo.	3	1,029	237,985	37,123	170,612	33,168	128,229
76	Chicago, Ill.	618	518,863	132,540,416	80,875,208	45,520,785	29,808,267	89,208,180
77	Chillicothe, Ohio.	5	716	252,577	56,772	236,062	9,391	105,312
78	Chippewa Falls, Wis.	5	725	262,212	40,291	239,173	26,095	290,398
79	Cincinnati, Ohio.	158	96,538	17,993,140	8,850,244	6,892,141	3,383,785	7,550,756
80	Cleveland, Ohio.	98	93,386	14,854,290	2,875,697	7,044,236	2,468,221	7,896,312
81	Clinton, Iowa.	6	1,504	559,004	85,397	453,336	24,244	228,357
82	Clinton, Mass.*	4	152	70,430	16,844	61,710	2,526	30,874
83	Cohoes, N. Y.	10	1,524	673,154	94,046	325,801	37,911	305,185
84	Colorado Springs, Colo.	5	761	645,559	32,078	345,096	40,234	462,065
85	Columbia, S. C.	7	2,984	432,536	79,275	178,410	20,974	327,082
86	Columbus, Ga.	7	2,331	414,374	101,161	277,391	28,171	358,284
87	Columbus, Ind.	4	638	813,169	72,364	137,504	7,203	96,940
88	Columbus, Ohio.	36	16,657	4,709,106	834,925	2,552,582	392,750	2,638,248
89	Concord, N. H.	9	3,951	987,924	175,204	511,305	109,441	703,583
90	Corning, N. Y.	4	478	245,842	36,434	169,699	6,649	100,150
91	Corry, Pa.	4	671	203,675	42,215	133,022	11,071	97,421
92	Corralcane, Tex.	3	810	106,755	15,958	68,477	1,864	62,130
93	Cortland, N. Y.	6	2,225	699,898	167,237	459,892	15,824	296,022
94	Council Bluffs, Iowa.	12	8,716	1,463,408	183,926	1,482,392	215,987	1,598,185
95	Covington, Ky.	12	3,566	1,028,107	230,811	562,568	61,830	710,104
96	Crawfordsville, Ind.	4	1,446	321,851	85,663	227,956	8,281	142,905
97	Creston, Iowa.	4	290	138,337	27,702	128,256	3,165	38,643
98	Cumberland, Md.	4	1,411	210,899	40,480	175,949	8,051	50,524
99	Dallas, Tex.	17	12,272	2,056,423	244,122	946,667	77,619	1,456,491
100	Danbury, Conn.	6	1,059	872,847	63,349	872,628	14,679	135,480
101	Danville, Ill.	5	1,485	439,610	106,915	331,371	19,568	173,045
102	Danville, Va.	4	1,004	219,379	43,992	183,254	4,935	173,422
103	Davenport, Iowa.	13	4,969	1,857,648	339,370	922,526	96,942	925,567
104	Dayton, Ohio.	21	12,433	8,195,537	679,139	2,306,867	289,953	1,432,593
105	Decatur, Ill.	9	2,476	883,618	185,821	535,743	42,949	491,216
106	Delaware, Ohio.	4	517	411,523	65,186	312,135	8,149	171,652
107	Denison, Tex.	5	1,754	402,347	75,900	221,121	19,783	256,236
108	Denver, Colo.	49	17,050	9,164,575	1,020,159	6,288,892	1,417,275	7,594,549
109	Des Moines, Iowa.	30	12,090	2,805,859	470,894	1,442,867	144,019	1,215,747
110	Detroit, Mich.	86	54,112	14,359,035	2,547,218	5,505,517	1,369,645	5,085,347
111	Dover, N. H.	6	1,565	399,691	79,374	329,223	15,528	178,464
112	Dubuque, Iowa.	13	5,671	1,377,844	243,849	1,054,645	94,031	1,261,656
113	Duluth, Minn.	15	7,364	2,578,720	409,610	1,506,342	415,161	1,856,531
114	Dunkirk, N. Y.	4	1,157	378,190	72,008	253,980	26,967	225,649
115	Eaton, Pa.	12	3,714	1,139,034	241,124	709,169	77,517	676,747
116	East Liverpool, Ohio†	5	265	165,212	36,786	127,400	10,842	78,865
117	East Orange, N. J.	8	1,363	935,979	123,051	360,630	82,864	461,650
118	East Saginaw, Mich.	13	5,914	1,465,094	254,217	1,307,611	164,578	1,062,179
119	Eau Claire, Wis.	8	1,719	643,013	98,744	511,971	84,251	679,488
120	Elgin, Ill.	8	2,132	823,117	121,677	550,452	50,067	808,599
121	Elizabeth, N. J.	16	3,941	1,372,313	279,230	1,018,383	263,595	796,702
122	Elkhart, Ind.	5	817	465,405	84,319	337,729	14,626	191,795
123	Elmira, N. Y.	16	8,859	1,871,509	300,685	810,535	69,379	602,698
124	El Paso, Tex.	3	1,457	288,117	42,207	223,785	42,321	231,100
125	Elyria, Ohio.	4	593	261,607	60,649	236,858	11,955	117,132
126	Emporia, Kans.	6	1,792	347,547	73,534	284,308	16,795	153,445
127	Englewood, Ill.	12	2,691	1,171,952	193,030	677,003	51,018	558,919
128	Erie, Pa.	18	2,911	2,296,136	400,168	1,964,735	131,905	821,555
129	Evanson, Ill.	5	778	507,565	81,887	341,025	17,297	132,541
130	Evansville, Ind.	18	15,400	1,910,135	504,937	1,801,510	214,938	1,928,963
131	Fall River, Mass.	21	1,774	1,680,951	169,506	1,182,444	78,045	704,443
132	Fargo, N. Dak.	4	1,559	318,563	36,319	299,859	32,659	631,383
133	Findlay, Ohio.	8	1,360	544,861	121,035	373,710	30,421	336,754
134	Fitchburg, Mass.	8	2,327	820,213	149,847	558,146	109,682	494,081
135	Flint, Mich.	6	2,362	606,575	124,109	398,336	16,538	293,997
136	Flushing, N. Y.	4	419	164,129	24,076	81,672	32,701	81,196
137	Fond du Lac, Wis.	6	1,593	491,215	90,148	296,328	12,017	192,267
138	Fort Madison, Iowa*	5	45	61,750	11,447	89,449	634	33,916
139	Fort Scott, Kans.	7	2,727	653,680	81,909	364,114	27,012	355,113
140	Fort Smith, Ark.	4	2,867	575,026	87,953	487,935	29,446	803,264
141	Fort Wayne, Ind.	17	6,820	2,315,297	445,257	1,318,119	106,881	964,601
142	Fort Worth, Tex.	10	5,517	1,048,680	134,644	438,670	33,040	496,542
143	Fostoria, Ohio.	4	433	200,332	45,402	147,199	8,167	82,830
144	Frankfort, Ky.	4	1,918	351,043	104,848	175,948	31,264	319,724
145	Frederick, Md.	3	654	172,419	34,549	74,762	1,683	180,672
146	Freeport, Ill.	5	1,307	482,275	93,499	327,452	13,608	205,581
147	Fremont, Nebr.	4	578	228,424	34,760	180,037	7,533	103,867

\* Established March 1, 1890.

† Established October 1, 1889.

# FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 243

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.	
54,837	84,521	\$24,258	1,700,924	242,089	\$5,402.99	\$771.86	3.1	\$3,303.60
11,703	20,636	45,000	865,494	228,495	2,614.78	871.59	3.8	1,838.69
9,275,846	14,243,778	30,264,826	382,254,169	618,534	539,966.34	873.78	1.4	720,811.33
3,775	17,606	11,374	693,585	138,717	4,384.26	876.85	6.3	1,195.44
7,054	29,850	21,875	917,673	183,535	3,786.71	757.34	4.1	640.96
1,795,121	1,844,360	1,710,960	45,123,060	285,590	149,778.81	947.97	3.3	185,056.35
1,016,200	1,847,158	1,036,649	39,132,155	399,309	91,698.98	934.68	2.3	91,755.62
6,289	35,747	10,578	1,405,456	234,243	5,218.70	874.78	3.7	1,365.71
2,718	6,040	2,596	193,936	48,484	1,068.48	267.12	5.5	255.52
12,715	38,739	28,455	1,517,537	151,754	8,181.77	818.18	5.4	1,356.22
15,472	21,672	24,072	1,587,009	317,402	3,711.60	742.32	2.3	5,722.13
12,469	65,140	23,794	1,142,604	163,242	4,374.05	824.86	3.8	1,421.50
34,629	79,351	31,253	1,329,948	189,993	6,106.41	872.34	4.6	1,990.05
206,179	20,302	13,544	665,686	166,421	2,398.39	590.59	3.6	563.14
58,868	586,871	296,347	12,283,635	341,212	31,251.83	868.11	2.5	21,300.79
2,921	127,739	70,676	2,748,091	305,410	7,507.03	834.11	2.8	2,987.48
4,367	16,986	7,947	587,106	146,776	8,307.13	826.78	5.6	1,532.69
515	23,182	12,360	527,984	131,996	1,941.06	485.26	8.6	400.78
9,071	7,319	1,589	264,917	88,308	2,146.80	715.00	8.1	556.00
146,016	58,646	18,444	1,727,459	287,910	4,742.91	790.48	2.7	1,117.32
51,242	210,817	246,239	6,550,686	462,557	10,487.68	873.97	1.9	9,580.69
4,531	153,467	136,579	2,937,778	247,231	9,393.68	782.81	3.2	1,973.19
1,525	36,864	9,617	839,064	209,766	2,552.69	638.22	3.0	679.95
1,295	4,783	1,438	344,089	86,022	1,355.56	338.89	3.9	321.47
65,074	8,690	3,686	495,785	123,940	3,497.84	874.46	7.0	1,176.78
6,016	176,709	95,841	5,133,218	301,954	14,751.44	867.73	2.8	6,390.92
3,765	17,325	14,434	997,817	166,303	4,891.31	810.22	4.8	2,667.10
10,155	47,539	19,029	1,142,327	228,465	3,540.78	708.16	3.1	2,324.00
83,832	28,325	11,097	625,563	156,391	3,277.66	819.41	5.2	753.03
187,119	185,875	922,171	5,818,921	409,148	8,697.90	669.88	1.6	4,842.09
18,398	358,899	1,077,838	9,490,378	451,923	15,962.36	759.63	1.6	9,902.52
4,696	108,190	56,725	2,324,636	258,293	7,052.11	783.57	3.0	2,018.38
13,340	31,148	12,290	1,017,296	254,324	3,456.97	864.24	3.4	556.65
913,835	31,279	17,535	1,039,295	207,859	4,346.59	869.32	4.1	822.87
58,176	813,644	697,477	27,926,956	569,938	36,836.54	751.77	1.3	70,284.67
874,696	143,323	143,558	6,507,533	216,918	24,462.09	815.40	3.7	8,112.52
14,801	1,044,159	677,709	31,517,428	866,472	81,308.71	945.45	2.6	77,617.86
58,404	29,128	44,371	1,086,645	181,107	5,093.25	848.87	4.7	1,016.46
43,824	244,626	256,126	4,596,892	353,607	9,687.60	741.85	2.2	4,120.26
6,759	264,838	93,415	6,836,960	455,797	12,658.17	843.88	1.8	11,182.59
21,294	31,179	57,957	1,052,846	263,211	8,548.26	887.06	3.3	862.22
3,036	150,330	53,507	3,094,966	257,914	10,032.70	833.64	3.2	3,866.25
21,294	13,761	14,741	451,298	90,259	2,214.33	442.87	4.9	842.83
29,151	68,234	112,133	2,167,198	270,899	6,480.22	810.03	3.0	2,556.86
118,963	186,562	186,069	4,714,597	362,661	8,971.07	690.08	1.9	7,187.29
37,109	77,619	289,937	2,415,793	301,974	6,654.37	831.78	2.7	2,023.75
29,151	66,011	30,333	1,987,254	248,407	6,611.85	826.48	3.3	2,750.94
8,254	122,261	175,152	4,150,640	259,415	12,515.50	782.22	3.0	6,789.36
37,109	32,137	9,396	1,144,478	228,896	3,978.30	795.66	3.4	803.18
12,722	102,451	67,298	8,870,423	241,901	11,657.72	728.61	3.0	6,650.75
5,247	17,619	31,343	890,672	296,991	2,414.08	804.69	2.7	1,304.59
5,944	24,818	737,810	184,452	2,583.66	645.91	3.5	501.74	
37,549	24,628	9,757	957,750	159,625	4,782.19	797.03	5.0	1,457.66
104,967	70,513	52,988	2,715,065	226,255	10,020.94	835.08	3.7	2,383.95
9,704	146,854	105,335	5,974,556	331,920	14,449.28	802.74	2.4	8,837.52
206,080	17,814	12,098	1,163,119	232,624	3,903.67	780.73	3.3	2,556.56
56,919	467,680	333,264	7,445,493	413,639	12,444.66	691.36	1.6	8,587.93
11,449	134,086	76,372	4,084,940	194,711	15,848.92	754.71	3.8	7,947.35
16,767	55,588	192,959	1,490,340	372,585	3,839.30	834.84	2.2	1,344.03
44,168	43,891	24,792	1,493,597	186,699	6,482.77	685.35	3.7	1,706.50
9,225	108,939	127,969	2,415,412	801,926	6,817.14	832.14	2.8	3,849.72
8,563	66,126	61,370	1,578,633	263,105	5,215.32	809.22	3.3	1,150.36
8,555	12,904	8,307	413,967	103,492	1,424.22	356.06	3.4	740.25
380	82,802	11,409	1,136,334	189,389	5,126.96	854.49	4.5	1,258.40
16,886	6,704	4,118	208,523	41,705	1,130.37	226.07	5.4	79.46
18,508	86,876	22,716	1,560,530	222,933	5,077.08	725.29	3.2	1,797.49
65,720	46,303	28,824	1,579,620	394,905	2,870.77	717.09	1.8	1,393.39
30,593	201,615	95,605	5,519,915	324,701	12,058.15	709.30	2.2	4,284.83
4,699	62,969	40,687	2,291,402	229,140	8,088.06	808.91	3.5	2,317.47
4,629	22,236	11,427	522,725	130,681	1,799.23	449.81	3.4	435.17
4,629	73,452	36,436	1,104,049	277,012	2,909.55	727.39	2.6	1,310.90
4,629	33,505	7,634	456,497	152,166	2,270.89	750.96	4.9	737.61
4,762	39,151	17,806	1,185,461	237,092	3,940.74	788.15	3.3	1,274.21
4,482	12,007	7,070	578,770	144,692	2,737.38	684.34	4.7	1,256.36

Established January 1, 1890.

Established November 1, 1889.

TABLE A.—Statement showing the number of carriers in service June 30, 1890, the

	Post-office.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal cards.	Newspapers, etc.	Local letters.	Mail letters.
148	Fremont, Ohio.....	5	489	254,898	58,514	235,971	8,326	139,501
149	Fresno, Cal. ....	4	658	244,287	32,556	108,354	14,181	167,527
150	Galesburgh, Ill. ....	8	9,867	816,499	120,837	536,991	34,026	573,210
151	Galveston, Tex. ....	12	9,700	2,568,893	240,216	1,017,883	95,270	1,526,033
152	Geneva, N. Y. ....	5	575	154,605	26,726	128,909	6,378	149,592
153	Glens Falls, N. Y. ....	1	1,104	261,533	44,629	194,381	12,306	240,032
154	Gloucester, Mass. ....	5	1,105	513,310	110,928	328,869	38,781	226,203
155	Gloversville, N. Y. ....	6	1,454	531,128	108,849	409,704	15,088	178,493
156	Goshen, Ind. ....	4	946	413,241	86,328	278,965	8,390	151,392
157	Grand Island, Nebr. ....	4	502	225,785	40,375	188,210	6,010	83,878
158	Grand Rapids, Mich. ....	28	13,202	4,089,808	923,940	2,181,491	514,656	2,978,930
159	Green Bay, Wis. ....	4	958	116,678	19,381	80,978	9,736	88,149
160	Greenville, S. C. ....	5	2,031	236,973	47,872	137,389	5,053	121,415
161	Hagerstown, Md. ....	4	1,077	273,024	66,671	188,250	10,218	162,242
162	Hamilton, Ohio ....	8	2,020	590,962	117,537	338,607	29,848	355,607
163	Hannibal, Mo. ....	7	2,130	823,488	240,400	732,821	111,435	731,590
164	Harrisburg, Pa. ....	15	4,459	1,213,019	296,582	1,066,860	71,803	625,896
165	Hartford, Conn. ....	28	16,884	2,192,701	438,889	1,415,338	232,966	946,311
166	Hastings, Nebr. ....	4	210	316,461	47,055	214,488	9,848	130,637
167	Haverhill, Mass. ....	13	2,174	1,578,077	265,108	871,223	92,024	827,956
168	Hazleton, Pa. ....	4	5	185,962	39,873	143,102	6,843	79,213
169	Helena, Mont. ....	8	3,132	469,078	38,930	334,859	43,894	279,816
170	Hoboken, N. J. ....	13	5,287	1,200,309	313,290	391,263	275,153	594,202
171	Holyoke, Mass. ....	10	2,666	897,570	141,903	698,459	114,318	530,946
172	Hornellsville, N. Y. ....	6	712	428,623	77,664	296,044	28,580	238,466
173	Hot Springs, Ark. ....	6	660	443,490	46,479	232,436	2,762	205,399
174	Houston, Tex. ....	12	8,395	1,527,697	281,222	955,578	101,462	887,298
175	Hudson, N. Y. ....	1	1,385	346,788	89,458	163,886	20,813	210,377
176	Huntingdon, Pa. ....	3	981	274,869	46,868	172,037	17,848	172,810
177	Huron, S. Dak. ....	3	1,637	170,676	24,706	146,780	4,068	121,350
178	Hutchinson, Kans. ....	6	1,473	816,874	124,858	422,117	74,899	607,432
179	Hyde Park, Mass. ....	4	430	290,998	60,057	169,662	6,344	59,711
180	Indianapolis, Ind. ....	52	40,560	8,099,270	1,344,035	3,190,401	576,143	3,977,405
181	Ionia, Mich. ....	4	302	172,630	28,180	90,387	13,883	66,027
182	Iowa City, Iowa. ....	4	1,050	450,766	88,328	322,948	7,403	129,956
183	Ithaca, N. Y. ....	9	1,728	677,023	110,286	491,317	37,882	301,741
184	Jackson, Mich. ....	11	4,144	1,905,802	402,287	1,635,900	198,207	862,452
185	Jackson, Miss. ....	4	2,711	289,509	48,408	226,332	9,252	220,429
186	Jacksonville, Fla. ....	11	8,964	1,168,435	180,030	366,160	84,419	1,127,893
187	Jacksonville, Ill. ....	5	2,164	576,515	105,923	502,194	81,119	365,421
188	Jamestown, N. Y. ....	6	1,986	704,447	143,555	529,234	34,004	829,587
189	Jamestown, Wis. ....	6	1,206	468,388	88,695	300,327	11,066	188,788
190	Jefferson City, Mo. f. ....	4	357	71,906	15,186	74,052	6,477	71,981
191	Jersey City, N. J. ....	58	24,015	4,692,349	1,182,816	1,893,414	719,980	3,666,825
192	Johnstown, N. Y. f. ....	4	153	56,701	9,134	42,859	789	20,877
193	Johnstown, Pa. ....	9	8,165	1,004,208	206,393	691,235	86,522	656,886
194	Joliet, Ill. ....	10	1,728	807,847	162,541	577,221	77,286	393,522
195	Kalamazoo, Mich. ....	9	4,748	1,210,926	232,221	592,912	30,233	491,203
196	Kankakee, Ill. ....	4	171	76,958	17,653	66,053	2,643	29,743
197	Kansas City, Mo. ....	12	2,209	1,031,944	194,722	698,644	41,647	791,933
198	Kansas City, Mo. ....	74	54,653	13,953,427	2,183,203	6,284,672	1,820,074	13,662,434
199	Kearney, Nebr. f. ....	4	638	304,988	38,785	221,355	24,448	101,764
200	Keene, N. H. ....	4	746	215,674	48,582	225,601	7,711	85,909
201	Keokuk, Iowa. ....	12	4,780	967,775	175,222	533,485	28,940	269,839
202	Knoxville, Tenn. ....	14	13,489	1,188,307	170,153	598,200	64,762	860,800
203	La Crosse, Wis. ....	11	12,614	977,441	180,260	749,833	46,159	632,319
204	La Fayette, Ind. ....	11	8,112	1,323,636	369,063	1,289,811	58,548	530,624
205	Lancaster, Pa. ....	11	3,106	1,051,088	198,813	619,609	24,294	276,189
206	Lansing, Mich. ....	8	2,236	645,370	135,838	598,961	35,252	428,745
207	Lawrence, Kans. ....	8	3,667	996,400	209,943	626,711	95,302	668,066
208	Lawrence, Mass. ....	18	1,966	1,799,007	240,731	1,411,103	129,426	1,244,838
209	Leadville, Colo. ....	4	274	383,734	45,574	267,032	12,661	175,287
210	Leavenworth, Kans. ....	8	8,743	2,197,027	473,400	1,597,885	171,538	2,043,266
211	Lebanon, Pa. ....	5	961	411,988	98,118	258,303	37,838	256,846
212	Lewiston, Me. ....	2	2,090	537,796	119,376	386,269	13,208	288,585
213	Lexington, Ky. ....	8	3,469	1,039,315	243,310	611,771	72,725	638,434
214	Lima, Ohio. ....	5	1,097	563,459	126,510	350,067	10,493	162,809
215	Lincoln, Nebr. ....	14	2,471	1,757,440	274,327	1,387,576	108,016	1,398,180
216	Little Falls, N. Y. ....	5	919	380,639	66,704	246,246	18,586	161,545
217	Little Rock, Ark. ....	10	8,444	1,177,765	241,003	807,310	121,050	908,621
218	Lock Haven, Pa. ....	4	763	178,084	39,527	159,707	4,786	81,566
219	Lockport, N. Y. ....	3	3,555	761,804	130,647	478,875	66,354	523,593
220	Logansport, Ind. ....	8	1,468	540,764	113,220	308,203	25,845	328,275

\* Established July 1, 1889.

† Established January 1, 1890.

‡ Established February 1, 1890.

# FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 245

*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.	Mnl postal-cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per-carrier.	Per piece in mils.	
4,067	35,646	59,354	796,766	159,353	\$3,538.89	\$707.78	4.4	\$526.08 148
10,374	11,578	7,889	597,404	149,351	2,629.61	657.40	4.4	842.56 149
20,153	268,796	39,106	2,418,585	302,323	5,575.23	696.90	2.3	1,612.07 150
62,782	364,507	297,827	6,173,111	501,459	10,972.26	914.35	1.7	4,324.69 151
1,283	19,170	22,016	509,254	101,851	1,032.53	320.51	8.2	660.84 152
3,169	41,065	45,027	843,346	168,609	3,774.56	754.91	4.4	742.83 153
25,457	46,157	225,628	1,526,438	190,805	7,351.21	918.90	4.8	2,709.13 154
10,956	30,577	19,242	1,286,488	214,415	5,206.73	867.79	4.0	1,565.24 155
5,308	39,420	38,652	1,022,650	255,662	2,303.81	575.95	2.2	935.86 156
3,618	14,999	2,965	566,342	141,585	3,498.90	874.72	6.2	1,280.65 157
244,670	552,539	303,904	11,807,146	421,684	25,210.46	900.37	2.1	15,045.58 158
1,779	19,660	32,813	378,232	94,558	1,208.86	302.22	3.2	250.56 159
2,317	20,042	15,784	588,876	117,775	3,125.08	625.02	5.3	809.08 160
5,745	34,038	17,061	758,327	189,582	3,460.16	866.04	4.5	761.74 161
12,069	59,905	72,053	1,578,806	197,351	6,866.67	858.33	4.3	763.61 162
59,879	277,888	290,391	3,269,932	467,133	5,762.52	826.07	1.7	3,394.48 163
39,464	146,152	83,372	3,547,607	236,507	13,242.73	882.85	3.7	11,085.80 164
98,949	144,308	98,082	5,584,417	196,443	25,199.19	899.45	4.5	44,336.61 165
5,633	17,397	6,147	747,876	186,909	3,555.21	888.80	4.2	1,242.62 166
70,685	130,513	71,231	8,908,991	300,692	10,157.16	781.32	2.6	4,021.14 167
2,389	21,081	2,709	481,177	120,204	2,579.25	644.81	5.3	771.98 168
17,707	21,222	23,941	1,232,569	154,071	5,712.59	714.07	2.6	4,065.73 169
179,682	223,214	42,363	3,224,763	248,059	9,389.23	722.25	2.9	8,329.42 170
33,289	62,475	79,819	2,532,440	263,244	8,706.02	870.60	3.4	5,188.29 171
6,171	36,689	19,807	1,130,756	188,459	5,070.85	845.14	4.5	1,893.95 172
2,670	15,227	9,006	958,359	159,726	4,671.86	778.64	4.8	523.59 173
55,975	187,587	75,073	4,080,263	340,022	8,958.62	746.55	2.2	3,327.44 174
5,021	31,836	11,350	880,886	176,177	4,285.93	867.19	4.8	1,096.58 175
2,143	26,216	58,987	772,759	257,586	2,899.45	789.82	3.1	586.30 176
1,630	13,733	10,520	495,100	165,033	2,515.43	638.48	5.0	1,030.59 177
28,844	82,065	32,557	2,191,259	385,210	5,110.59	851.76	2.3	3,407.36 178
5,497	12,753	5,840	610,782	152,698	3,197.28	799.32	2.2	1,069.52 179
290,958	714,396	324,042	18,557,210	356,869	48,735.22	937.22	2.6	42,015.54 180
5,413	12,926	2,588	392,336	98,084	1,392.30	345.57	3.5	403.12 181
3,714	21,465	6,419	1,032,049	258,012	3,465.16	866.29	3.3	705.86 182
14,723	47,840	109,834	1,792,384	199,154	6,878.11	764.23	3.8	2,991.02 183
91,335	230,647	179,466	5,511,240	501,022	8,414.66	764.97	1.5	6,927.37 184
4,226	41,365	16,000	858,232	214,558	3,104.00	776.00	3.6	353.26 185
59,196	190,051	180,409	3,335,557	303,232	9,663.15	878.47	2.9	3,999.11 186
19,757	71,359	42,660	1,717,013	345,403	4,141.92	828.38	2.4	1,290.82 187
14,410	70,725	31,025	1,858,830	232,364	6,412.44	801.56	3.4	2,058.33 188
8,163	41,595	31,091	1,187,319	189,553	3,699.91	649.69	3.4	1,184.66 189
1,846	10,961	3,034	255,480	63,870	1,344.62	336.15	5.2	351.05 190
505,049	774,622	1,036,858	14,524,928	250,430	56,696.00	977.52	3.9	25,452.17 191
1,125	2,842	1,177	135,757	33,939	746.38	186.59	5.5	180.71 192
32,672	77,241	43,977	2,802,399	311,378	7,966.16	885.13	2.8	2,479.92 193
32,274	58,675	48,164	2,149,258	214,926	9,042.48	904.25	4.1	8,045.69 194
16,810	84,436	141,488	2,808,977	312,109	8,145.55	905.00	2.9	5,927.03 195
1,002	4,718	3,776	202,717	50,679	675.73	168.93	3.3	192.70 196
36,206	157,281	201,981	3,156,567	203,047	9,009.11	750.76	2.8	2,371.14 197
731,485	2,106,786	1,384,575	42,149,309	569,585	65,033.48	878.83	1.5	63,992.87 198
6,868	9,405	13,949	732,200	180,550	2,024.90	506.22	2.8	1,314.86 199
5,230	17,415	12,436	618,704	154,676	3,481.68	870.42	5.6	1,069.69 200
19,991	84,489	31,526	2,218,027	221,803	6,675.10	667.51	3.0	2,436.18 201
24,316	81,704	59,193	2,881,975	205,855	9,979.44	712.42	3.5	4,349.39 202
25,856	131,600	426,600	3,175,682	288,698	9,843.88	894.89	3.1	2,930.05 203
46,667	171,990	118,723	8,912,174	355,652	8,695.06	780.46	2.2	2,467.14 204
21,415	86,799	37,848	2,301,061	209,187	7,980.80	725.53	3.4	3,341.90 205
25,326	103,040	241,720	2,216,478	277,060	6,562.87	824.11	2.9	2,510.12 206
38,645	162,253	56,650	2,877,637	358,705	5,425.40	678.17	1.9	3,653.49 207
97,693	148,138	118,122	5,191,054	288,392	14,994.11	833.01	2.9	5,738.85 208
11,692	12,679	12,241	911,174	227,763	3,292.47	823.12	3.0	851.35 209
281,606	446,559	376,628	7,596,045	949,581	7,314.18	914.27	1.0	9,270.58 210
11,971	53,531	24,030	1,153,590	230,718	4,332.73	666.55	3.8	2,196.39 211
16,038	91,589	45,825	1,520,770	190,097	6,751.70	813.96	4.4	1,229.67 212
40,666	147,029	64,815	2,861,943	357,743	6,432.35	804.04	2.2	4,873.48 213
11,272	24,273	9,179	1,250,159	251,832	4,373.01	874.60	3.4	1,979.74 214
98,655	222,329	120,531	5,429,525	387,845	11,745.04	838.93	2.1	8,679.08 215
6,064	33,786	13,656	928,145	185,029	4,201.92	840.38	4.5	1,411.24 216
88,014	166,314	66,355	3,585,476	358,548	7,465.52	746.55	2.0	10,515.72 217
1,351	11,908	13,293	472,987	118,247	1,931.43	482.86	4.0	475.09 218
22,911	89,817	427,016	2,504,692	278,289	6,343.46	709.27	2.5	2,630.97 219
18,788	68,030	29,261	1,523,824	190,478	5,273.60	659.21	3.4	1,323.55 220

§ Established April 1, 1890.

¶ Established March 1, 1890.

¶ Established October 1, 1889.

TABLE A.—Statement showing the number of carriers in service June 30, 1890, the

	Post-office.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers, etc.	Local letters.	Mail letters.
221	Long Island City, N. Y.	14	2,372	895,890	213,875	389,355	62,347	843,587
222	Los Angeles, Cal.	34	13,771	3,036,509	344,592	2,203,843	369,490	2,625,611
223	Louisville, Ky.	69	63,045	8,392,865	1,945,324	3,470,278	778,060	4,538,699
224	Lowell, Mass.	25	5,023	2,032,616	473,426	1,825,643	144,554	1,350,519
225	Lynchburgh, Va.	3	3,761	541,130	102,627	257,221	17,859	816,127
226	Lynn, Mass.	24	4,526	2,204,765	452,591	1,253,710	161,344	1,031,348
227	McKeesport, Pa.	5	1,490	477,914	64,784	291,842	19,704	165,853
228	Macon, Ga.	11	14,333	1,480,388	434,905	571,930	88,432	1,065,509
229	Madison, Ind.*	7	859	198,819	35,575	146,696	4,221	136,827
230	Madison, Wis.	7	3,075	794,193	128,796	574,148	50,391	427,825
231	Malden, Mass.	1	1,857	1,169,770	164,227	641,556	28,153	298,392
232	Manchester, N. H.	16	5,580	1,287,212	234,382	888,901	32,274	478,352
233	Manatee, Mich.	5	943	340,747	82,818	436,420	4,961	166,708
234	Mankato, Minn.	4	610	432,534	111,600	378,551	37,690	220,138
235	Mansfield, Ohio	8	2,641	938,209	180,253	534,042	44,332	714,688
236	Marletta, Ohio.	3	654	143,054	24,850	118,725	3,036	79,790
237	Marion, Ind.*	4	293	116,461	33,214	82,069	4,081	50,835
238	Marlborough, Mass.	5	870	562,965	111,141	539,974	47,091	335,096
239	Marquette, Mich.	4	2,336	499,056	67,560	281,272	32,336	241,095
240	Marshalltown, Iowa	6	1,588	575,816	93,710	364,853	21,738	222,062
241	Massillon, Ohio.	4	447	281,586	58,292	336,414	5,874	78,430
242	Meadville, Pa.	5	1,130	449,119	78,980	329,209	48,698	306,138
243	Medford, Mass.*	5	1,277	221,766	47,084	125,187	8,802	70,927
244	Memphis, Tenn.	28	46,208	4,067,793	625,433	1,629,139	181,972	1,837,231
245	Menominee, Mich.*	4	537	133,301	19,960	118,549	0,793	114,472
246	Meriden, Conn.	8	1,612	670,382	108,719	456,028	14,059	123,300
247	Meridian, Miss.	4	1,200	183,141	16,401	135,876	3,994	98,963
248	Middletown, Conn.	6	718	264,782	45,358	183,317	13,627	131,331
249	Middletown, N. Y.	6	1,517	614,790	128,729	553,860	39,530	490,101
250	Middletown, Ohio.	3	348	333,705	54,517	119,312	6,868	224,048
251	Milwaukee, Wis.	74	41,029	13,779,656	2,390,102	6,100,057	2,037,093	7,039,918
252	Minneapolis, Minn.	74	40,371	12,468,907	1,622,132	5,724,094	1,769,930	6,388,004
253	Mobile, Ala.	11	7,686	900,661	159,528	888,163	56,841	634,803
254	Moline, Ill.	5	943	297,177	50,067	267,884	14,452	186,579
255	Monmouth, Ill.	3	288	270,112	66,915	234,291	7,600	120,297
256	Mont Clair, N. J.*	6	198	219,452	23,102	91,634	15,554	55,479
257	Montgomery, Ala.	7	907	612,165	144,180	413,155	172,545	986,338
258	Montpelier, Vt.	3	917	235,641	41,104	140,746	8,896	191,548
259	Morrisstown, N. J.	6	1,206	647,775	82,888	274,956	55,094	223,978
260	Mount Vernon, N. Y.*	5	573	360,321	56,420	174,576	18,475	81,122
261	Muncie, Ind.	4	824	319,213	69,740	225,106	7,043	110,173
262	Muscatine, Iowa.	5	447	191,415	40,558	245,430	7,819	159,561
263	Muskegon, Mich.	9	1,955	625,901	113,926	486,503	66,283	424,539
264	Nashua, N. H.	8	789	617,216	125,068	417,938	27,794	292,962
265	Nashville, Tenn.	26	39,708	3,841,357	713,202	1,735,392	267,862	2,555,505
266	Natchez, Miss.	4	1,346	158,102	19,636	99,005	20,267	97,039
267	Nebraska City, Nebr.	4	394	375,070	69,153	392,169	20,267	254,180
268	New Albany, Ind.	10	1,452	522,970	188,071	370,054	29,635	464,555
269	Newark, N. J.	76	29,618	7,488,636	1,982,484	2,618,644	1,191,133	3,387,134
270	Newark, Ohio.	6	2,426	555,596	125,240	272,901	13,867	195,613
271	New Bedford, Mass.	20	3,896	2,200,177	438,019	1,510,868	122,538	1,243,073
272	New Britain, Conn.	9	591	341,480	57,608	333,090	11,555	94,170
273	New Brunswick, N. J.	17	1,205	830,878	95,965	283,521	66,620	251,531
274	Newburgh, N. Y.	12	2,570	983,039	168,203	742,235	87,836	721,945
275	Newburyport, Mass.	6	771	364,590	90,070	246,199	13,736	160,214
276	New Castle, Pa.	6	1,568	599,597	148,220	303,441	27,072	180,240
277	New Haven, Conn.	40	12,348	3,925,612	808,341	2,908,065	557,567	1,603,737
278	New London, Conn.	6	1,127	405,682	57,770	199,337	14,590	131,397
279	New Orleans, La.	89	57,653	10,677,600	3,589,262	6,774,354	2,990,277	7,476,406
280	Newport, Ky.	7	1,383	400,829	92,431	298,445	24,746	197,277
281	Newport, R. I.	12	2,808	1,908,791	321,199	708,536	98,359	411,237
282	Newton, Kans.	4	969	370,728	41,953	319,579	17,375	157,093
283	Newton, Mass.	5	598	370,782	62,799	242,014	31,906	124,620
284	New York, N. Y.	1,103	945,823	155,355,521	33,581,938	38,091,803	67,421,447	94,502,373
285	Niagara Falls, N. Y.*	3	363	177,170	24,146	121,319	5,219	79,085
286	Norfolk, Va.	20	9,669	1,540,359	342,435	784,844	94,777	1,073,199
287	Norristown, Pa.	6	1,120	361,369	68,101	244,223	24,410	216,444
288	North Adams, Mass.	6	1,276	399,669	100,510	273,258	13,549	131,148
289	Northampton, Mass.	4	747	315,400	47,391	214,389	12,577	147,023
290	Norwalk, Conn.	4	465	202,652	31,925	131,465	3,518	62,128
291	Norwalk, Ohio.	4	732	304,221	75,275	274,713	8,471	122,099
292	Norwich, Conn.	10	1,734	698,964	101,136	498,526	71,069	353,311
293	Norwich, N. Y.*	4	170	78,767	15,323	60,145	2,999	42,003
294	Oakland, Cal.	27	6,329	2,458,740	459,427	1,601,769	345,275	1,308,174

\* Established October 1, 1889.

† Established March 1, 1890.

; Established January 1, 1890.

# FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 247

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 mille.	
45,863	90,828	51,563	2,106,180	150,441	\$10,063.89	\$718.83	4.8	\$1,932.83
223,184	272,127	286,888	9,376,018	275,765	31,660.59	931.10	3.3	22,416.67
525,695	962,139	487,869	21,461,674	367,727	57,627.73	977.14	2.7	17,000.55
112,819	156,846	106,273	6,207,089	248,181	21,009.32	946.33	3.5	21,000.00
7,771	58,387	17,437	1,324,726	146,940	7,577.55	41.71	5.7	0.00
107,919	181,994	126,307	5,524,510	240,188	20,626.54	77.91	4.7	0.00
3,806	23,647	9,168	1,059,714	211,942	4,539.36	9.96	4.2	1,000.01
81,893	204,042	49,434	3,399,265	363,709	8,995.59	760.48	2.2	4,118.14
2,231	28,863	23,939	578,056	144,514	2,000.49	509.11	3.3	1,188.55
20,867	110,720	61,906	2,178,121	211,145	6,040.15	862.88	2.8	2,300.93
18,591	69,007	81,189	2,422,052	269,183	7,987.51	887.10	3.3	2,509.51
32,534	64,450	37,890	3,062,865	191,429	13,477.61	873.60	4.5	4,080.03
7,256	16,703	6,175	1,062,751	212,550	3,865.02	773.00	3.6	507.71
22,797	48,143	10,721	1,262,334	315,583	3,610.34	902.58	2.1	2,501.87
33,689	133,219	114,721	2,093,824	336,978	5,613.03	701.63	2.1	1,631.76
1,682	18,751	4,822	383,103	131,701	2,415.22	806.07	6.1	491.35
2,491	8,508	4,353	302,325	75,581	882.97	170.74	6.2	200.11
34,110	54,216	42,906	1,729,275	345,855	4,372.40	874.44	2.7	1,748.44
12,769	87,023	18,305	1,191,752	297,938	3,274.42	818.60	2.7	1,239.61
4,661	52,233	40,330	1,376,991	229,407	4,283.30	713.88	3.1	1,474.84
3,513	18,767	9,462	792,775	198,194	8,708.30	927.07	4.6	732.19
19,178	73,643	16,363	1,322,494	264,493	4,331.61	846.32	3.3	1,798.60
6,847	14,016	16,164	2,510,914	102,183	2,510.52	517.14	5.0	710.48
161,083	271,380	147,003	8,867,292	316,688	22,491.41	803.26	2.5	11,219.62
2,968	9,674	112,368	518,792	129,096	7,729.41	432.35	3.3	469.42
9,655	18,583	16,793	1,428,161	178,520	7,001.11	875.14	7.0	4,185.49
5,809	8,716	4,577	454,677	114,669	3,187.84	796.96	7.0	740.53
7,157	18,591	10,845	675,724	135,145	4,319.52	863.90	6.6	2,179.87
26,500	68,140	41,907	1,945,137	324,189	5,027.83	837.97	2.4	2,491.08
2,778	43,180	24,673	809,679	269,559	2,994.99	798.35	2.9	499.18
1,142,139	1,395,634	727,421	34,663,059	481,792	73,449.57	902.56	2.1	62,467.12
704,043	972,222	1,468,557	31,150,030	421,140	70,489.22	952.56	2.2	88,414.74
44,091	117,463	82,897	2,402,193	263,836	9,725.35	881.14	3.4	2,894.67
8,130	19,716	27,542	872,310	174,477	4,437.66	887.53	5.0	605.26
3,699	18,996	5,991	737,789	268,884	2,410.68	803.58	3.2	470.01
2,759	6,489	4,773	419,450	69,908	2,342.60	390.43	5.7	1,353.98
135,154	360,900	102,765	2,928,135	418,505	10,210.27	744.32	1.7	6,012.53
4,663	23,240	48,182	702,537	234,145	2,610.66	880.29	3.7	634.70
16,970	29,334	18,850	1,351,051	225,175	4,251.46	706.58	3.1	3,861.26
9,620	14,014	8,549	666,670	133,356	2,839.57	465.91	3.5	2,165.70
4,253	20,825	7,058	764,337	191,094	2,066.31	726.58	8.8	1,037.85
8,908	47,607	14,032	715,288	143,057	8,829.44	765.89	5.3	866.73
16,655	51,708	57,999	1,845,469	205,062	7,250.81	805.64	3.9	2,523.82
17,318	64,628	110,334	1,675,097	209,387	6,172.58	771.57	3.6	1,944.63
154,408	877,306	311,304	9,995,604	384,446	22,648.03	867.23	2.2	14,014.00
1,164	12,664	7,571	899,232	99,808	3,189.14	797.28	1.9	349.50
6,227	49,015	335,366	1,491,810	872,952	2,610.41	727.60	1.9	549.19
15,321	105,197	104,066	1,798,341	179,834	5,992.90	599.29	3.3	1,135.33
850,451	722,967	413,951	18,685,036	245,855	67,141.13	843.44	8.5	71,901.50
9,393	54,826	9,720	1,239,112	206,519	4,592.20	765.37	3.7	1,004.20
107,437	141,631	108,082	5,875,721	249,786	15,895.00	784.76	2.6	5,076.46
6,184	16,699	5,772	867,158	144,526	5,046.07	841.16	5.8	2,690.46
28,252	58,272	14,823	1,631,157	233,022	5,700.42	814.35	8.4	3,560.07
38,421	91,731	130,358	2,966,334	247,106	10,694.67	891.22	5.6	3,977.22
10,997	15,845	15,459	914,781	152,463	5,061.22	843.54	5.5	1,863.30
18,172	49,882	11,848	1,333,038	222,173	3,566.30	597.72	3.6	1,454.14
264,141	272,651	264,886	10,577,788	264,444	33,473.88	836.85	2.1	41,135.85
3,638	15,872	7,040	835,960	139,326	3,755.34	626.06	4.4	2,646.44
2,215,897	1,966,203	1,761,805	87,499,457	421,342	82,442.89	926.32	2.1	98,342.56
23,966	41,104	96,425	1,176,280	168,040	5,447.60	778.27	4.5	1,053.17
41,817	23,439	44,332	3,560,458	296,705	11,285.04	936.25	3.1	5,331.01
11,482	15,181	6,399	940,759	235,189	3,498.98	874.67	8.7	1,999.24
8,551	24,837	20,717	845,534	177,107	4,023.06	804.61	4.5	1,711.70
18,947,387	17,897,320	20,908,123	448,661,746	406,575.1	1,032,123.72	935.74	2.3	721,266.57
2,577	11,298	5,520	427,297	142,432	1,518.90	516.30	3.6	487.00
75,119	289,772	88,607	4,288,818	214,940	15,138.92	756.43	8.5	7,436.04
10,910	42,096	10,442	985,115	164,186	5,059.71	843.28	5.1	1,610.50
7,805	19,658	12,465	956,536	158,756	4,990.98	831.83	5.0	1,901.55
5,718	19,599	12,663	779,317	129,719	5,122.13	853.69	6.4	2,000.91
1,337	7,560	3,638	434,708	100,677	2,733.68	643.47	6.3	1,014.94
8,061	26,300	21,816	840,648	210,172	3,457.17	864.29	4.2	4,026.15
18,263	50,744	39,679	1,824,046	182,404	7,839.39	783.94	4.2	4,788.74
1,200	9,648	2,698	213,193	53,298	961.58	241.64	4.5	180.44
181,108	196,226	201,851	6,757,897	250,282	24,476.71	906.54	8.6	13,216.14

TABLE A.—Statement showing the number of carriers in service June 30, 1890, the

	Post-office.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers, etc.	Local letters.	Mail letters.
295	Oak Park, Ill. *	5	418	278, 436	51, 404	246, 220	14, 557	73, 113
296	Oberlin, Ohio†	3	897	223, 577	37, 861	206, 550	3, 960	105, 080
297	Ogdensburg, N. Y.	5	2, 342	445, 896	96, 970	375, 109	34, 259	486, 376
298	Olean, N. Y.	5	956	281, 109	46, 466	227, 007	7, 240	111, 715
299	Omaha, Nebr.	45	18, 394	10, 704, 986	1, 500, 387	8, 508, 380	2, 196, 921	5, 244, 670
300	Oneida, N. Y.	4	838	317, 415	56, 758	177, 326	14, 851	116, 534
301	Oneonta, N. Y.	4	742	245, 985	45, 094	216, 139	8, 523	65, 418
302	Orange, N. J.	7	1, 035	826, 514	94, 830	303, 031	57, 767	314, 685
303	Oshkosh, Wis.	9	2, 776	937, 636	169, 278	734, 890	21, 002	356, 271
304	Oskaloosa, Iowa	5	904	374, 502	88, 716	329, 346	25, 858	237, 538
305	Oswego, N. Y.	10	2, 654	1, 033, 885	210, 321	536, 833	66, 854	466, 158
306	Ottawa, Ill.	6	1, 499	472, 350	90, 592	366, 752	18, 945	214, 930
307	Ottawa, Kans.	4	730	424, 275	56, 424	366, 946	15, 975	143, 655
308	Ottumwa, Iowa.	7	1, 690	712, 546	147, 831	569, 429	58, 935	503, 843
309	Owego, N. Y.	4	671	825, 356	61, 780	190, 014	19, 183	265, 182
310	Paducah, Ky.	5	4, 143	437, 024	83, 373	199, 292	11, 898	283, 062
311	Paris, Tex.	4	704	147, 488	29, 399	79, 116	3, 012	79, 493
312	Parkersburg, W. Va.	4	1, 280	329, 838	36, 523	144, 777	10, 037	144, 693
313	Pasadena, Cal. *	5	1, 063	292, 743	39, 407	267, 237	12, 744	148, 065
314	Pasadena, N. J.	4	910	507, 588	68, 616	204, 016	28, 265	135, 133
315	Paterson, N. J.	22	5, 370	1, 370, 113	356, 491	2, 838, 226	226, 995	721, 197
316	Pawtucket, R. I.	8	1, 338	1, 445, 392	429, 896	869, 329	142, 018	624, 594
317	Peekskill, N. Y.†	5	847	229, 163	35, 188	171, 806	25, 755	197, 551
318	Pekin, Ill.	3	418	290, 494	50, 688	177, 695	10, 680	224, 234
319	Pensacola, Fla.	5	820	178, 323	21, 380	111, 257	5, 602	115, 561
320	Peoria, Ill.	17	7, 338	2, 356, 398	485, 752	1, 166, 641	297, 717	1, 553, 098
321	Petersburgh, Va.	9	7, 054	924, 732	205, 729	644, 572	61, 435	653, 768
322	Philadelphia, Pa.	715	244, 427	93, 488, 400	32, 080, 230	34, 586, 270	42, 159, 900	49, 301, 580
323	Pine Bluff, Ark.	4	942	253, 589	40, 331	161, 357	6, 089	107, 801
324	Piqua, Ohio.	5	1, 102	362, 570	63, 396	172, 062	7, 131	203, 414
325	Pittsburgh, Pa.	104	44, 003	13, 568, 827	2, 427, 447	4, 976, 050	3, 225, 770	6, 461, 292
326	Pittsfield, Mass.	6	1, 169	521, 948	126, 138	306, 167	35, 170	193, 480
327	Pittston, Pa.	6	1, 061	282, 526	49, 637	202, 535	14, 247	109, 518
328	Plainfield, N. J.	8	1, 553	841, 746	139, 067	298, 803	46, 006	207, 741
329	Plattsburgh, N. Y.	3	710	181, 545	28, 538	111, 362	14, 800	143, 161
330	Port Huron, Mich.	6	4, 942	671, 862	144, 644	464, 571	31, 190	475, 997
331	Port Jervis, N. Y.	4	1, 082	267, 615	45, 670	155, 018	15, 185	204, 586
332	Portland, Me.	23	25, 123	3, 182, 647	564, 932	1, 427, 771	217, 380	1, 919, 449
333	Portland, Oregon.	16	10, 778	2, 091, 618	171, 041	1, 227, 143	244, 899	2, 043, 258
334	Portsmouth, N. H.	6	722	339, 365	57, 926	225, 437	12, 523	167, 499
335	Portsmouth, Ohio.	5	1, 508	337, 477	73, 674	285, 805	10, 135	231, 702
336	Portsmouth, Va.	5	1, 617	296, 813	67, 938	167, 318	30, 521	377, 807
337	Pottsville, Pa.	8	2, 000	669, 153	129, 613	609, 054	40, 411	440, 401
338	Poughkeepsie, N. Y.	10	2, 851	948, 680	172, 501	473, 219	69, 041	420, 067
339	Providence, R. I.	49	12, 027	5, 612, 707	1, 074, 937	3, 163, 951	1, 108, 116	3, 228, 117
340	Pueblo, Colo.	10	2, 697	830, 335	98, 424	645, 140	91, 828	637, 872
341	Quincy, Ill.	16	8, 821	1, 600, 447	364, 668	1, 342, 960	56, 348	796, 945
342	Quincy, Mass.†	5	165	110, 698	17, 401	66, 009	4, 080	45, 115
343	Racine, Wis.	10	3, 311	952, 207	195, 456	608, 798	83, 810	499, 884
344	Raleigh, N. C.	6	1, 910	243, 631	46, 663	179, 507	7, 512	127, 242
345	Reading, Pa.	21	5, 286	2, 389, 450	622, 585	1, 178, 942	155, 176	890, 500
346	Red Wing, Minn.	3	767	341, 101	55, 814	226, 651	3, 725	84, 477
347	Richmond, Ind.	9	3, 996	1, 106, 847	207, 722	827, 205	73, 103	532, 606
348	Richmond, Va.	87	26, 898	3, 618, 870	869, 843	1, 761, 854	479, 413	1, 994, 322
349	Roanoke, Va.	4	4, 107	381, 419	40, 391	189, 874	6, 290	158, 760
350	Rochester, N. Y.	65	23, 745	8, 016, 051	1, 802, 027	3, 844, 253	1, 001, 681	4, 024, 952
351	Rockford, Ill.	11	1, 169	1, 521, 581	308, 756	1, 280, 517	32, 367	273, 008
352	Rock Island, Ill.	7	1, 071	612, 787	77, 815	888, 457	26, 734	948, 747
353	Rockland, Me.	5	443	184, 561	28, 751	136, 021	14, 933	195, 707
354	Rome, Ga.	4	742	259, 683	56, 874	144, 470	47, 710	328, 896
355	Rome, N. Y.	7	1, 353	588, 336	102, 088	332, 437	30, 086	260, 936
356	Rutland, Vt.	6	2, 924	838, 278	128, 890	376, 994	99, 838	708, 596
357	Sacramento, Cal.	15	1, 652	1, 486, 835	130, 005	606, 065	46, 236	640, 007
358	Saginaw, Mich.	8	1, 638	1, 010, 920	119, 799	1, 040, 466	59, 079	404, 420
359	St. Albans, Vt.	4	1, 133	297, 862	50, 872	174, 251	9, 917	167, 994
360	St. Cloud, Minn.†	3	310	83, 847	15, 437	80, 758	2, 404	31, 008
361	St. Johnsbury, Vt.†	4	720	175, 618	33, 729	154, 282	14, 845	156, 555
362	St. Joseph, Mo.	18	10, 272	3, 047, 010	480, 787	7, 650, 598	234, 843	1, 488, 267
363	St. Louis, Mo.	226	214, 205	46, 256, 152	11, 181, 294	20, 212, 970	11, 906, 028	38, 022, 604
364	St. Paul, Minn.	74	41, 278	14, 116, 745	1, 924, 883	7, 178, 220	2, 601, 899	6, 902, 202
365	Salem, Mass.	13	2, 069	818, 602	211, 053	601, 466	56, 827	375, 722
366	Salem, Ohio.	3	1, 085	255, 585	60, 373	228, 859	11, 513	101, 940
367	Salem, Oregon.	3	1, 348	185, 027	18, 156	118, 728	4, 882	107, 513
368	Salina, Kans.	4	89	227, 681	37, 638	191, 489	7, 708	110, 811

\* Established July 1, 1889.

† Established January 1, 1890.

# FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 249

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.	
11,339	10,286	9,753	695,526	133,105	\$3,557.57	\$711.51	5.1	\$1,094.60
3,080	14,038	7,626	602,073	200,691	1,556.82	518.94	2.5	422.36
8,194	96,707	382,194	1,920,547	321,591	5,235.94	872.66	2.7	979.95
5,859	20,631	9,325	709,808	141,901	4,059.03	811.81	5.7	1,299.02
1,145,777	1,455,078	674,076	31,538,649	700,858	38,988.34	866.41	1.2	69,186.45
5,202	24,966	19,338	743,228	183,307	3,154.96	788.74	4.3	680.13
1,337	9,380	5,783	593,381	148,345	2,597.50	640.39	4.3	583.77
23,027	43,054	16,847	1,680,810	240,114	5,590.30	798.61	3.3	4,985.10
14,560	53,707	53,812	2,343,932	280,437	7,777.72	864.19	3.3	2,502.48
19,556	41,974	18,322	1,146,406	229,281	3,387.16	677.43	2.8	1,291.89
53,256	96,366	95,284	2,564,111	256,411	8,107.49	810.75	3.1	2,776.47
8,504	33,009	17,079	1,223,090	203,926	2,839.56	709.89	3.1	1,400.76
6,581	24,702	7,197	1,046,485	261,621	5,107.13	815.30	2.7	1,092.51
47,099	169,502	40,678	2,271,553	324,507	6,107.13	815.30	2.5	2,534.39
9,515	39,174	32,970	943,775	235,944	2,838.58	709.64	3.0	647.34
9,637	53,719	13,794	1,084,442	216,888	4,040.92	808.18	3.6	371.96
2,952	9,149	3,189	345,502	86,375	2,236.77	609.19	9.6	384.27
2,523	28,245	7,582	705,488	178,374	3,275.77	818.94	4.3	2,098.94
7,481	13,666	17,456	799,862	159,972	4,263.52	852.70	5.2	918.71
8,630	19,251	69,154	1,039,563	259,890	2,889.81	722.45	2.7	1,561.06
170,452	142,835	105,510	6,434,689	292,485	18,041.33	820.08	2.8	9,505.43
73,241	126,966	44,051	3,657,827	457,228	7,130.31	892.41	1.9	4,322.44
7,238	28,109	43,786	739,443	147,888	1,812.35	360.47	2.4	622.86
8,841	34,450	44,470	811,960	270,653	2,048.07	682.69	2.5	482.78
2,822	7,889	8,671	452,275	90,455	3,368.35	673.67	7.4	1,167.37
181,793	1,104,369	331,634	7,484,723	493,218	12,023.05	707.24	1.6	11,408.12
51,044	286,143	47,609	2,832,986	314,776	6,840.81	780.09	2.4	1,928.12
19,832,160	15,061,500	20,293,680	306,998,147	429,868	689,235.05	963.96	2.2	1,192,700,432
11,331	14,596	5,959	610,994	155,248	2,400.00	600.00	3.8	760.82
6,140	102,000	55,305	1,029,210	205,842	2,823.37	564.67	2.7	893.50
1,098,337	1,689,672	896,973	34,378,171	330,558	94,399.01	907.68	3.3	129,860.50
14,942	26,958	18,788	1,244,760	207,490	5,450.50	910.08	4.3	3,719.38
2,633	16,237	6,730	685,124	114,187	4,228.95	704.82	6.1	1,169.52
20,172	32,446	13,739	1,601,383	200,173	6,128.01	768.00	3.8	3,496.27
2,879	17,469	7,916	566,386	168,795	2,000.47	666.16	3.9	924.23
7,397	109,347	91,669	2,001,629	337,204	5,201.83	866.97	2.5	1,840.13
7,496	33,236	63,219	793,099	198,274	2,626.52	656.63	3.3	644.05
132,019	339,643	232,138	8,041,102	349,613	18,217.85	835.56	2.3	12,080.36
97,495	207,809	99,578	6,198,319	387,394	13,726.25	857.89	2.2	11,012.60
7,232	22,223	13,623	867,350	146,229	9,748.20	629.70	4.3	1,084.56
5,558	57,439	16,369	1,019,667	203,955	3,799.46	759.89	3.7	939.35
21,995	67,082	30,874	1,051,963	210,393	4,070.32	814.06	4.5	1,716.83
23,841	11,301	110,737	2,110,511	264,564	6,778.76	847.34	3.2	1,723.27
35,900	73,438	42,652	2,238,409	223,840	8,474.26	847.43	3.7	5,024.67
418,879	443,859	277,510	15,345,103	313,369	49,191.00	1,003.91	3.2	53,969.74
56,995	66,906	77,583	2,507,780	250,778	8,364.93	836.49	3.3	5,854.45
43,459	161,264	90,566	4,465,478	279,092	11,748.84	734.30	2.6	3,843.96
2,664	6,009	3,552	255,693	51,138	1,683.13	332.63	6.5	530.71
13,751	99,471	84,258	2,490,940	249,094	8,956.56	895.06	3.5	1,977.36
3,918	26,341	20,594	657,338	109,556	3,951.96	658.66	6.0	1,291.79
100,058	247,697	128,999	5,758,693	274,222	17,704.57	845.03	3.0	10,065.94
2,498	21,923	26,395	663,351	221,117	2,243.47	747.82	3.3	3,344.44
25,633	108,960	130,721	3,016,793	335,199	8,008.07	889.78	2.6	3,147.64
418,891	396,362	162,874	9,730,327	262,982	30,425.24	822.30	3.1	14,570.23
3,504	20,691	4,367	808,929	202,232	2,933.81	733.45	3.6	2,334.36
395,714	873,743	676,173	20,628,330	317,820	61,222.09	941.88	2.9	49,770.74
15,350	240,475	606,803	4,988,666	329,920	10,900.64	839.20	2.1	4,889.29
9,222	43,576	37,582	1,340,491	191,213	5,246.43	749.49	3.9	1,485.53
9,849	32,852	14,278	617,395	123,479	3,586.70	717.34	5.8	1,159.52
22,882	57,272	11,091	923,623	230,906	3,228.28	807.07	3.5	1,469.51
14,670	59,672	29,813	1,419,391	202,770	5,859.42	837.06	4.1	1,418.13
49,862	111,315	138,091	2,444,757	407,459	4,691.40	781.00	1.9	2,591.50
39,988	44,866	33,409	3,020,063	201,938	12,917.77	861.18	4.2	3,365.48
14,297	44,470	98,093	2,593,180	324,147	5,682.39	710.29	2.1	2,809.13
3,593	19,930	37,826	763,378	190,844	2,834.39	706.09	3.7	438.32
1,049	3,800	2,784	219,397	73,132	1,804.41	601.44	5.3	1,985.77
4,098	23,952	21,431	588,230	147,057	1,950.91	487.73	3.3	671.45
160,773	425,062	211,980	7,704,582	428,033	14,629.32	812.74	1.9	14,627.28
5,622,568	13,244,812	15,531,183	161,590,931	715,004	226,775.20	1,003.43	1.4	407,762.36
968,861	248,353	1,035,353	34,637,724	467,942	70,705.46	955.48	2.0	75,583.20
40,023	72,826	43,053	2,221,183	170,809	11,228.08	863.77	5.0	3,942.26
5,377	24,419	10,508	607,669	232,553	2,576.69	558.89	3.7	856.04
2,474	7,135	13,096	428,357	142,786	2,581.25	860.42	6.0	678.01
2,211	25,437	10,951	614,015	153,304	3,462.58	865.04	5.6	1,061.05

Established October 1, 1889.

TABLE A.—Statement showing the number of carriers in service June 30, 1890, the

	Post-office.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers, etc.	Local letters.	Mail letters.
369	Salt Lake City, Utah.	12	5,993	1,157,613	180,962	1,053,134	132,121	664,120
370	San Antonio, Tex.	11	7,273	1,054,068	84,463	766,594	43,209	606,486
371	San Diego, Cal.	9	3,077	649,280	65,425	403,420	30,169	365,097
372	Sandusky, Ohio.	8	1,181	552,170	147,607	413,400	17,779	259,672
373	San Francisco, Cal.	100	125,806	25,956,124	7,178,707	11,233,177	6,575,690	14,637,085
374	San Jose, Cal.	12	3,254	1,138,490	109,085	1,036,322	66,724	676,259
375	Santa Rosa, Cal.*	4	262	71,952	12,717	62,862	3,350	45,954
376	Saratoga Springs, N. Y.	7	3,501	1,133,847	152,482	472,049	52,589	796,802
377	Savannah, Ga.	18	10,622	2,238,799	516,704	828,070	307,816	1,826,364
378	Schenectady, N. Y.	7	1,167	680,623	117,623	630,328	18,032	176,534
379	Scranton, Pa.	24	6,156	2,769,906	427,036	1,908,256	389,924	1,016,777
380	Seattle, Wash.	12	11,455	1,710,328	125,389	963,082	94,261	960,519
381	Sedalia, Mo.	9	4,036	1,010,959	251,981	971,391	44,863	595,739
382	Selma, Ala.	4	874	239,231	34,589	217,732	12,866	190,490
383	Seneca Falls, N. Y.	4	402	197,489	33,598	203,135	2,759	38,150
384	Sheboygan, Wis.	6	1,115	290,660	52,748	295,488	4,843	85,784
385	Shenandoah, Pa.	5	245	66,353	14,490	42,504	1,870	55,846
386	Sherman, Tex.	4	1,146	255,109	43,710	150,883	7,180	138,233
387	Shreveport, La.	4	4,601	207,146	23,534	129,558	6,855	146,673
388	Sing Sing, N. Y.	4	652	360,962	54,721	201,187	69,895	262,192
389	Sioux City, Iowa.	14	3,014	1,093,782	135,090	799,297	105,009	1,073,673
390	Sioux Falls, S. Dak.	4	1,384	427,036	71,791	261,726	19,971	190,494
391	South Bend, Ind.	11	6,417	1,226,395	144,510	707,611	79,975	1,216,312
392	South Norwalk, Conn.	4	786	212,829	36,423	107,782	7,095	81,868
393	South Omaha, Nebr.	4	817	411,388	46,099	233,193	17,100	425,072
394	Spokane Falls, Wash.	7	3,035	695,542	50,679	356,043	46,881	492,937
395	Springfield, Ill.	12	6,095	1,717,892	368,217	1,137,900	90,943	1,215,939
396	Springfield, Mass.	22	5,728	2,294,156	445,345	1,272,443	241,795	1,287,406
397	Springfield, Mo.	9	1,245	406,178	72,382	334,784	22,207	402,285
398	Springfield, Ohio.	16	23,358	1,052,105	408,622	952,860	60,816	857,047
399	Stamford, Conn.	5	926	385,433	59,563	220,092	19,951	119,761
400	Staunton, Va.	4	982	198,667	37,384	137,195	12,771	173,913
401	Sterling, Ill.	4	631	314,182	64,624	211,154	10,552	154,181
402	Stevensville, Ohio.	7	1,892	493,465	94,196	312,649	12,782	183,955
403	Stillwater, Minn.	6	1,591	669,761	112,730	434,590	74,443	268,289
404	Stockton, Cal.	7	1,384	448,085	51,609	350,755	39,246	388,210
405	Streator, Ill.	6	1,215	371,218	77,220	299,642	15,439	180,534
406	Syracuse, N. Y.	40	16,640	5,527,078	970,133	2,280,012	499,399	2,319,894
407	Tacoma, Wash.	13	10,231	1,180,208	282,725	950,159	170,129	1,115,169
408	Taunton, Mass.	9	1,513	965,994	152,000	633,435	99,478	439,514
409	Terre Haute, Ind.	13	8,709	2,085,639	550,956	1,560,733	145,198	1,738,787
410	Tiffin, Ohio.	5	878	342,767	77,990	264,352	10,227	173,601
411	Titusville, Pa.	5	1,205	363,176	65,401	195,467	16,987	174,275
412	Toledo, Ohio.	27	19,690	4,747,583	977,898	1,943,566	325,919	2,049,831
413	Topeka, Kans.	18	12,082	3,269,044	443,279	1,869,664	398,061	1,576,373
414	Trenton, N. J.	26	4,635	1,561,700	325,835	945,790	136,856	800,323
415	Trinidad, Colo.	4	1,272	265,100	42,084	161,445	12,643	229,000
416	Troy, N. Y.	37	11,461	4,151,958	761,841	1,628,810	992,794	2,126,365
417	Urbana, Ohio.	3	291	150,682	37,529	92,066	3,695	50,912
418	Utica, N. Y.	23	14,359	2,874,940	529,378	1,227,171	248,124	1,565,374
419	Vicksburg, Miss.	6	4,802	284,960	43,670	126,458	6,724	172,055
420	Vincennes, Ind.	5	2,486	545,133	98,430	230,356	18,512	412,874
421	Waco, Tex.	6	1,150	363,990	47,995	189,726	10,780	177,814
422	Walla Walla, Wash.	3	1,107	145,104	9,379	113,656	7,722	102,749
423	Waltham, Mass.	7	901	1,038,774	157,507	439,006	50,065	438,541
424	Warren, Ohio.	3	1,002	313,494	69,612	233,961	19,634	195,102
425	Warren, Pa.	3	779	294,621	59,133	191,036	11,686	109,149
426	Washington, D. C.	125	53,778	12,687,127	2,355,354	7,162,419	2,186,874	8,666,337
427	Washington, Pa.*	4	421	150,966	25,844	92,535	7,079	75,620
428	Waterbury, Conn.	10	1,462	643,837	99,298	435,666	37,384	261,340
429	Waterloo, Iowa.	4	1,071	254,065	62,404	246,505	11,750	213,102
430	Watertown, N. Y.	9	3,447	932,869	132,364	509,806	43,817	514,464
431	Wausau, Wis.	4	410	139,182	23,958	141,049	7,240	60,653
432	Wellington, Kans.	3	906	244,698	76,240	194,072	12,336	194,712
433	West Chester, Pa.	3	522	246,145	48,308	130,378	12,935	178,149
434	Westerly, R. I.	5	774	159,597	24,577	134,267	8,933	65,041
435	Westfield, Mass.	5	618	277,946	40,353	146,753	9,266	167,300
436	West Troy, N. Y.	4	680	242,390	30,605	133,689	3,133	93,976
437	Wheeling, W. Va.	16	12,210	1,532,025	328,132	849,676	132,143	1,408,134
438	Wichita, Kans.	14	4,909	1,269,102	167,543	654,710	64,847	819,658
439	Wilkes Barre, Pa.	15	3,617	1,913,857	400,652	1,367,268	301,572	1,178,129
440	Williamsport, Pa.	13	6,366	1,367,311	259,814	612,707	108,082	747,634
441	Wilmington, Del.	19	5,995	2,189,678	489,068	1,048,266	172,980	886,249
442	Wilmington, N. C.	8	3,109	840,843	187,295	860,403	64,435	564,231

\* Established January 1, 1890.

† Established April 1, 1890.

# FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 251

*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.	
77,604	124,187	92,857	3,488,591	290,716	\$7,750.48	\$645.87	2.2	\$8,200.42
89,834	60,000	39,907	2,701,833	245,621	10,060.34	914.58	3.7	5,068.86
12,505	24,264	39,925	1,593,162	177,018	7,752.41	802.05	4.9	2,419.41
13,402	66,170	18,384	1,489,765	186,221	6,858.39	887.29	4.6	2,503.69
3,080,708	2,139,679	2,931,713	73,859,689	461,023	155,801.55	974.25	2.1	179,741.53
41,194	62,879	65,399	3,200,509	266,625	10,890.94	907.58	3.4	5,815.60
1,651	4,998	1,929	3,205,675	51,419	1,423.19	355.79	6.9	175.43
35,840	98,313	64,802	2,810,215	401,459	6,652.48	950.35	2.3	2,191.28
217,360	383,668	164,010	6,493,419	360,745	15,833.21	879.69	2.4	10,316.71
15,773	30,575	29,203	1,705,858	243,694	5,728.98	818.43	2.3	1,658.94
113,790	135,304	127,410	6,894,559	287,273	17,966.82	748.62	2.6	19,221.75
54,951	59,248	110,381	4,089,614	310,801	9,502.88	791.91	2.3	11,060.03
37,507	141,276	65,810	3,153,472	350,386	7,859.70	873.30	2.4	1,802.31
4,286	16,933	9,014	636,015	159,001	3,157.87	789.47	4.9	1,891.51
1,075	5,800	4,475	466,883	121,721	3,259.32	814.83	6.6	580.93
3,818	12,550	4,781	751,287	125,215	4,340.07	723.34	5.8	727.86
939	10,222	3,407	195,876	39,175	1,017.73	205.55	5.2	49.50
4,286	22,035	18,030	640,612	160,153	3,888.25	972.06	6.0	778.80
5,176	18,049	9,878	550,570	137,642	3,477.76	869.44	6.3	1,080.17
14,796	36,389	63,515	1,064,309	266,077	2,502.32	625.58	2.3	2,499.93
56,603	157,271	67,066	3,490,825	249,345	10,772.71	769.48	3.0	10,201.94
11,953	37,556	14,792	1,036,703	259,176	3,709.69	927.42	3.5	1,047.86
50,817	258,347	65,255	3,845,139	349,558	7,259.06	659.09	1.9	2,248.21
3,697	13,567	3,197	467,144	116,780	2,666.63	666.66	5.7	1,052.83
14,272	82,225	699,714	1,940,690	485,172	2,685.98	671.49	1.3	829.55
32,671	33,043	37,174	1,748,005	249,715	4,546.57	649.51	2.6	2,514.34
81,056	282,022	301,250	5,201,320	433,443	10,487.79	867.32	2.0	3,662.56
95,520	228,225	137,075	6,004,693	272,941	18,684.81	849.31	3.1	13,588.96
10,532	65,257	18,875	1,413,745	157,083	6,502.07	722.45	4.6	2,799.23
39,617	169,355	208,673	4,672,403	292,029	13,515.20	844.70	2.9	4,719.79
5,638	17,742	9,498	838,804	167,761	3,412.24	680.25	4.0	2,873.74
6,272	38,685	20,311	626,380	156,595	3,509.59	877.39	5.6	918.75
4,775	31,188	11,033	802,320	200,540	3,458.85	864.71	4.3	746.70
7,153	54,328	15,513	1,175,933	167,990	5,747.07	821.01	4.9	1,319.11
21,850	41,450	33,506	1,058,210	270,368	5,269.21	878.20	3.1	2,973.84
20,189	23,528	57,108	1,380,114	197,159	6,084.26	869.18	4.4	1,777.91
9,042	35,684	30,930	1,020,924	170,154	4,438.62	739.77	4.3	994.70
268,291	417,562	229,306	12,529,334	313,233	34,009.53	872.74	2.7	33,275.14
142,329	109,207	88,560	4,057,803	312,139	8,331.90	640.92	2.0	10,800.07
54,106	81,569	43,565	2,482,214	275,802	7,511.40	834.60	3.0	4,961.87
120,072	582,651	394,199	7,186,964	532,814	8,908.84	685.30	1.1	4,704.39
7,159	35,385	10,914	963,273	192,655	4,068.15	813.63	4.2	772.03
5,733	27,832	16,611	860,687	173,337	4,358.99	871.80	5.0	1,205.15
177,929	502,298	187,212	10,881,926	284,106	30,475.30	823.66	2.8	17,519.70
225,164	227,628	82,415	8,103,710	450,260	15,016.70	834.20	1.8	10,645.61
84,519	156,825	73,157	4,089,640	157,294	17,030.25	655.01	4.1	9,560.11
6,101	16,107	6,163	740,817	185,204	2,848.71	712.18	3.8	1,015.82
453,766	485,747	441,532	11,054,274	298,764	27,422.15	741.14	2.4	27,577.65
965	13,858	4,113	354,201	118,007	1,065.29	655.10	5.6	526.94
104,427	290,788	203,958	7,058,519	309,892	20,537.62	892.94	2.8	11,492.80
2,978	18,265	12,581	4,672,493	112,082	4,839.79	806.63	7.2	979.76
20,049	56,521	23,872	1,408,733	281,747	3,315.11	683.02	2.3	1,045.62
5,500	18,285	11,055	825,695	137,616	4,439.52	739.92	5.3	2,379.52
5,329	6,172	4,691	395,909	131,969	2,133.30	711.10	5.3	755.52
34,970	65,085	38,499	2,272,848	324,693	5,900.56	842.94	2.5	3,755.56
6,604	53,167	51,410	944,052	314,684	2,210.48	736.96	3.3	573.80
3,663	14,412	5,506	693,985	241,328	2,638.62	879.54	2.8	1,231.77
1,071,980	1,122,092	1,769,269	37,063,230	298,506	119,828.90	958.63	3.2	76,374.15
1,970	8,558	2,908	365,001	91,475	1,424.87	356.22	3.8	206.16
14,102	24,707	16,560	1,556,296	155,630	7,944.05	794.40	5.1	4,849.21
6,992	50,509	32,001	3,878,399	219,599	3,198.30	799.57	3.6	835.73
17,291	75,727	125,364	2,346,149	260,683	6,833.19	759.24	2.9	2,467.74
2,052	9,966	5,427	389,928	97,482	1,996.39	490.10	5.1	771.52
9,782	37,659	23,263	703,668	264,556	2,623.84	874.61	3.3	581.37
6,683	37,218	17,122	677,510	225,837	2,393.06	797.68	3.5	1,259.44
3,495	7,829	8,655	404,168	80,834	4,243.66	848.73	10.4	969.45
3,563	16,215	5,750	673,833	134,767	2,306.30	461.26	3.4	1,066.20
2,527	13,408	29,367	554,935	138,734	2,773.73	693.43	4.9	234.51
81,679	261,045	148,780	4,754,929	297,183	11,103.07	693.04	2.3	5,278.38
31,531	119,253	66,819	3,198,372	228,455	12,704.27	907.45	3.9	4,475.03
90,261	226,773	137,751	5,028,980	375,265	13,491.39	899.42	2.3	13,847.35
29,953	158,283	80,597	3,379,747	259,981	10,897.23	838.25	3.2	3,913.95
90,061	170,677	53,002	5,103,916	268,027	16,276.46	856.65	3.1	9,099.36
36,802	123,126	21,392	2,713,606	339,201	4,868.16	608.52	1.7	3,351.75

Established July 1, 1889.

Established July 1, 1889.

Established October 1, 1889.

TABLE A.—Statement showing the number of carriers in service June 30, 1890, the

	Post-office.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers, etc.	Local letters.	Mail letters.
443	Winfield, Kans .....	5	703	400,495	75,860	333,555	18,661	249,375
444	Winona, Minn .....	8	1,755	487,130	93,327	516,777	12,282	209,069
445	Woburn, Mass .....	5	252	245,032	54,723	161,228	13,105	89,886
446	Woonsocket, R. I .....	7	988	378,213	69,919	333,937	24,297	178,454
447	Wooster, Ohio .....	4	1,814	337,933	75,203	307,315	9,466	180,985
448	Worcester, Mass .....	29	6,181	2,612,432	562,709	1,758,055	257,248	983,656
449	Xenia, Ohio .....	4	540	233,870	52,078	132,050	7,191	72,929
450	Yonkers, N. Y .....	13	2,253	1,684,207	285,030	601,327	213,603	637,300
451	York, Pa .....	8	2,594	633,512	140,773	427,260	21,603	279,831
452	Youngstown, Ohio .....	9	3,284	937,793	188,994	567,516	63,546	435,601
453	Ypsilanti, Mich. ....	4	697	276,280	40,514	175,061	8,388	134,823
454	Zanesville, Ohio .....	11	4,004	1,071,855	218,555	683,886	62,886	574,762
Total .....		9,066	4,734,538	1,145,486,531	252,494,982	530,479,752	260,255,612	685,812,799
Amount paid post-office inspectors .....								
Total .....								

\* Established July 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.	
10,280	96,430	25,954	1,211,313	342,263	\$3,646.93	\$725.39	3.0	\$794.52 443
8,586	34,864	30,382	1,306,202	174,525	6,905.43	863.18	4.8	2,195.74 444
6,711	15,274	9,342	601,513	120,303	3,999.38	799.88	6.6	686.26 445
9,703	24,215	11,905	1,033,631	147,661	6,055.79	865.11	5.8	1,644.50 446
9,126	33,118	27,628	981,746	245,437	2,969.23	742.31	3.0	669.84 447
124,459	165,097	95,205	6,545,042	225,601	24,817.80	855.79	3.7	18,442.50 448
2,487	15,692	3,833	540,770	135,192	2,982.57	745.64	5.5	895.00 449
96,140	145,549	140,602	3,806,011	292,770	10,329.01	794.50	2.7	13,397.86 450
12,243	62,757	21,612	1,602,205	200,276	6,873.46	859.18	4.2	2,138.57 451
25,005	81,658	40,436	2,343,742	260,416	6,732.89	748.10	2.4	3,428.51 452
4,520	19,374	8,422	667,577	166,804	2,774.35	603.50	4.1	602.08 453
28,315	155,149	51,506	2,850,918	259,174	8,851.90	804.73	3.1	2,786.66 454
110,286,935	143,503,888	158,210,659	3,297,359,696	863,695	7,940,762.04	876.88	2.4	10,184,764.42
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REPORT  
OF THE  
SECOND ASSISTANT POSTMASTER-GENERAL  
FOR  
1890.

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# REPORT

## OF THE

### SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, November 7, 1890.*

SIR: I have the honor to submit the following report of the office of the Second Assistant Postmaster-General for the year ended June 30, 1890:

#### MAIL SERVICE IN GENERAL.

The annual rate of expenditure for inland mail transportation on June 30, 1890, was—

For 15,837 star routes, aggregating 237,456.81 miles in length.....	\$5,411,666.06½
For 6,714 mail messenger routes, aggregating 5,245.33 miles in length.....	1,019,287.56
For 129 steam-boat routes, aggregating 10,456.42 miles in length.....	462,819.72
For 2,176 special-office routes, aggregating 20,052.81 miles in length..	42,840.13
For 2,199 railroad routes, aggregating 154,779.35 miles in length.....	20,869,231.55
For 172 railway post-office car routes, aggregating 29,665.14 miles in length.....	2,526,000.11
For 5,836 railway post-office clerks.....	5,818,655.00
For mail equipments.....	247,515.15½
For necessary and special facilities on trunk lines.....	295,421.78
<b>Total .....</b>	<b>36,693,437.07</b>

Comparison with the report for June 30, 1889, shows:

*Star service.*—For the star service an increase of 810 routes, an increase of 4,125 miles in length of routes, and an increase of \$183,278.99½ in the annual rate of expenditure. The number of miles traveled per annum was 95,160,918.76, at a cost of 5.68 cents per mile; the average number of trips per week was 3.85; an increase of 5,383,318.06 in the number of miles traveled per annum, a decrease of 0.14 cent in the rate of cost per mile, and an increase of 0.16 in the average number of trips per week.

*Regulation wagon service.*—In regulation wagon service (included in the star service) there were 36 routes, aggregating 507.04 miles in length; the annual rate of expenditure was \$451,048.14; the number of miles traveled per annum, 1,945,290.37; the rate of cost per mile, 23.18 cents; the average number of trips per week, 36.89; an increase of 6 routes, of 106.34 miles in length of routes, of \$47,318.40 in annual rate of expenditure, and of 428,945.72 in the number of miles traveled per annum; a decrease of 3.44 cents in the rate of cost per mile, and an increase of 0.51 in the average number of trips per week.

*Special office service.*—For the special-office service, an increase of 177 routes, of 3,228.15 miles in length of routes, and a decrease of \$8,769.03 in annual expenditure. The number of miles traveled per annum (estimated on a basis of 1.79 average trips per week) was 3,733,071.04, at a cost of 1.14 cents per mile; the average number of trips per week, as estimated, was 1.79; an increase over the estimate for 1889 of 753,304.68 in the number of miles traveled per annum, a decrease of 0.59 cents in the rate of cost per mile, and an increase of 0.09 in the average number of trips per week.

*Mail-messenger service.*—For mail-messenger service, an increase of 370 routes, of 222.06 miles in length of routes, of \$70,098.71 in annual rate of expenditure. The number of miles traveled per annum was 9,563,017.40, at a cost of 10.65 cents per mile; the average number of trips per week was 17.53; a decrease of 1,218,736.49 in the number of miles traveled per annum, an increase of 1.85 cents in the rate of cost per mile, and a decrease of 3.10 in the average number of trips per week.

*Steamboat service.*—For the steamboat service an increase of one route, a decrease of 141.45 miles in length of routes, and an increase of \$16,787.24 in annual rate of expenditure. The number of miles traveled per annum was 3,236,806.05, at a cost of 14.29 cents per mile; the average number of trips per week was 2.97; an increase of 66,531.79 in the number of miles traveled per annum, an increase of 0.23 cent in the rate of cost per mile, and of 0.10 in the average number of trips per week.

*Railroad service.*—For the railroad service, an increase of 86 routes, of 4,397.82 miles in length of routes, and of \$1,428,135.77 in the annual rate of expenditure for transportation. The number of miles traveled per annum was 215,715,680.17, at a cost of 9.67 cents per mile for transportation; the average number of trips per week was 13.40; an increase of 11,523,191.09 in the number of miles traveled per annum, of 0.15 cent in the rate of cost per mile for transportation, and of 0.35 in the average number of trips per week.

*Railway post-office car service.*—For the railway post-office car service an increase of 16 routes, of 3,005.29 miles in length of routes, and of \$327,482.56 in the annual rate of expenditure.

*Railroad service (including railway post-office car service).*—For the railroad service (including the railway post-office car service) the annual rate of expenditure was \$23,395,231.66; the rate of cost per mile traveled was 10.84 cents; an increase of \$1,755,618.33 in the annual rate of expenditure and of 0.25 cent in the rate of cost per mile.

*Railway post-office clerks.*—For railway post-office clerks, an increase of 388 in the number of clerks, and of \$550,055.00 in annual rate of expenditure.

*Mail equipments.*—For mail equipments, an increase of \$50,884.32 $\frac{5}{16}$  in annual rate of expenditure.

*Necessary and special facilities on trunk lines.*—For necessary and special facilities on trunk lines, a decrease of \$233.60 in annual rate of expenditure.

The sums actually disbursed appear in the Auditor's report.

The number of contracts drawn in duplicate during the year was 5,989, a decrease of 704 from the number for the preceding year.

#### RECAPITULATION.

Summary of all classes of mail service in operation June 30, 1890 :

Number of routes, 27,105; length of routes, 427,990.72 miles; annual rate of expenditure, \$36,693,437.07; number of miles traveled per an-

num, 327,409,493.02; rate of cost per mile traveled, 11.20 cents; rate of cost per mile of length, \$85.73; average number of trips per week, 7.35; an increase of 1,444, or 5.62 per cent., in the number of routes; of 11,831.58 miles, or 2.84 per cent., in length of routes; of \$2,617,719.96, or 7.68 per cent., in the annual rate of expenditure; of 16,507,608.73, or 5.30 per cent. in the number of miles traveled per annum; of 0.24 cent, or 2.18 per cent., in the rate of cost per mile traveled; of \$3.85, or 4.70 per cent., in the rate of cost per mile of length; and of 0.17, or 2.36 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, 1890, with the annual average of said service for the ten 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.
	<i>Miles.</i>	<i>Dollars.</i>	<i>Cents.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Cents.</i>
Average for years 1880-'89, inclusive.	81,503,091.79	5,571,621.95	6.83	3,879,852.45	574,618.59	14.81
For year ended June 30, 1890.	95,160,918.76	5,411,666.06½	5.68	3,236,806.05	462,819.72	14.29
Increase (per cent) . . . . .	16.87			16.57		
Decrease (per cent) . . . . .		2.87	1.68		10.45	3.51

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 1892 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	23,320,000.00	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	27,441,505.60	12.52	
1885	26,461,000.00	1886	30,294,269.50	14.74	
1886	28,510,000.00	1887	30,363,755.64	6.50	
1887	30,100,432.00	1888	30,137,750.15	5.12	
1888	30,137,750.15	1889	31,816,682.74	5.58	
1889	31,659,777.74	1890	34,878,942.02	10.18	
1890	34,612,213.28	1891	38,581,413.99½	11.47	
1891	37,691,413.99	1892	39,771,462.41½	5.70	

## MAIL SERVICE IN DETAIL.

## STAR SERVICE.

The annual rate of expenditure for this class of service on June 30, 1890, was \$5,411,666.06½; the number of routes was 15,887, the aggregate length of routes, 237,456.81 miles, and the annual travel 95,160,918.76 miles.

The rate of cost per mile traveled was 5.68 cents.

The average number of trips per week was 3.85.

The appropriation for the last fiscal year was \$5,650,000.

The sum expended was \$5,320,732.37, leaving an unexpended balance of \$329,267.63.

The annual rate of expenditure on July 1, 1890, under contracts made during the last fiscal year, for the performance of star service from July 1, 1890, to June 30, 1894, in the fourth contract section, embracing Arkansas, Louisiana, Texas, Indian Territory, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, California, and Alaska, was \$1,853,976.89, a decrease from the annual rate of expenditure for service in the same section on June 30, 1890, of \$213,674.35, representing a saving of \$854,697.40 for the ensuing contract term of four years from July 1, 1890.

The total number of star routes in operation on July 1, 1890, was 16,643, an increase of 756 over the number in operation on June 30, 1890.

The total annual rate of expenditure was,

July 1, 1890.....	\$5,250,704.27½
August 31, 1890.....	5,305,371.21½
September 30, 1890.....	5,334,548.31½

The appropriation for the current fiscal year is \$5,812,216.55.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$5,892,730.51½, being \$80,513.96½, or 1.38 per cent., more than the appropriation for the current fiscal year.

During the past year efforts have been made to correct the abuse of this service resulting from the abandonment of unprofitable routes by accepted bidders and contractors.

Section 3952 Revised Statutes (until recently in force) provided that no bidder for carrying the mails should be released from his obligations under his proposal, notwithstanding an award made to a lower bidder, until a contract was executed and the service actually begun.

Under this statute, if an accepted bidder or contractor failed to begin the service, the Department was compelled to award the route to the next lowest bidder.

Competition for mail service is very close, and the difference between the lowest two bids is usually small. Under such circumstances, the actual pecuniary damage suffered by the Department by reason of the failure of an accepted bidder or contractor to begin service, and the reletting of the route, would be the difference between the rate of his bid and that of the next lowest bid for the contract term of four years, which is frequently but a very small sum.

Taking advantage of this fact, certain professional bidders who had submitted proposals for routes with little, if any, knowledge of the cost of operating them, and who found after the acceptance of their bids by the Department that the routes could be sublet only at a great loss, deliberately refused to begin the service, trusting to effect a compromise with the Department on the basis of the small pecuniary damage suffered by the Department from reletting the routes rather than to comply with the obligations of their proposals and operate the service at a much greater loss to themselves. To check this evil, the Department refused in such cases to make any further compromises on the basis of the pecuniary damage resulting from reletting the service, taking the ground that the pecuniary damage was no compensation for the annoyance and injury to the people interested, caused by the disarrangement of their mail service; that when a bidder failed to comply with the obligations of his bond, he forfeited the full amount of that bond; and that what the Department wanted was not damages, but specific performance of all contracts.

To further emphasize this position, steps were taken for the first time to prosecute failing bidders under the criminal statute, and the only case that has yet been reached by the courts resulted in a conviction of the failing bidder.

Moreover, pursuant to the recommendation of the Department, Congress recently repealed section 3952, R. S., so that when routes are abandoned hereafter they will be relet in open competition, increasing the damage account stated against the failing bidder. Such action has undoubtedly resulted in a very great improvement in the star service.

Congress has also, upon the recommendation of the Department, repealed section 3953, R. S., which required bids to be accompanied by certified checks or drafts in cases where the amount of the bond required with the bid exceeded \$5,000. The repeal of that statute, it is thought, will result in the receipt of bids from persons who are amply able to furnish the required bond and to perform the service, but who are not willing or able to deposit a check to be held by the Department from five to eight months, which has been necessary under the statutes heretofore in force. At the same time the interest of the Department will be sufficiently protected by the bonds which are required to accompany all bids.

#### 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 the cities in which regulation wagon service was in operation on June 30, 1890, with the annual rate of expenditure in each city.

*Annual rate of expenditure for regulation wagon mail-messenger, mail station, and transfer service, in operation on June 30, 1890.*

Name of city.	Annual rate.	Name of city.	Annual rate.
Boston, Mass.	\$39,973.00	Nashville, Tenn.	2,675.00
Providence, R. I.	3,250.00	Louisville, Ky.	5,793.00
Brooklyn, N. Y.	16,628.00	Cincinnati, Ohio	14,749.00
Buffalo, N. Y.	4,487.00	Cleveland, Ohio	5,290.00
New York, N. Y.	182,500.00	Columbus, Ohio	1,937.00
Philadelphia, Pa.	29,994.94	Toledo, Ohio	4,880.00
Pittsburgh, Pa.	16,000.00	Chicago, Ill.	34,000.00
Baltimore, Md.	10,875.00	Detroit, Mich.	5,380.00
Washington, D. C.	11,973.00	Milwaukee, Wis.	4,925.00
Richmond, Va.	3,306.00	Minneapolis, Minn.	3,385.00
Wilmington, N. C.	840.00	St. Paul, Minn.	2,950.00
Charleston, S. C.	2,400.00	Burlington, Iowa	1,298.00
Macon, Ga.	1,040.00	Kansas City, Mo.	4,985.00
Savannah, Ga.	2,487.00	St. Louis, Mo.	14,945.00
Atlanta, Ga.	1,737.00	New Orleans, La.	4,098.00
Jacksonville, Fla.	1,385.00	Omaha, Nebr.	2,995.00
Chattanooga, Tenn.	1,393.00	San Francisco, Cal.	8,000.00
Knoxville, Tenn.	800.00		
Memphis, Tenn.	3,700.00	Total	451,048.14

The annual rate of expenditure on July 1, 1890, was \$452,568.14 an increase of \$1,520 over the annual rate of expenditure on June 30, 1890.

Consideration will be given, and my conclusions submitted to you during this fiscal year, respecting the advisability of hereafter modifying the advertisements and contracts for regulation wagon service, so as to define more specifically the character and extent of the additional service that may be ordered by the Department, or that shall fix upon some limit to the same.

Under the present practice the advertisements and contracts provide that the contractor shall perform, without additional compensation, any and all additional service that may be ordered by the Department, within the city to which they refer at any time during the contract term of four years. The bidder is presumed to have taken into account the probable increase in service during the contract term, and to have made his bid a sum that would represent the average value per annum of the service for the entire term; and, as this is an unknown quantity, the bidder, for his own protection under natural circumstances, fixes his bid at a very high rate, in which case the Department may pay more than a fair price for the service; or if, through competition or misjudgment, the bidder does not make sufficient allowance for the item of probable increase, the additional service required of him may result in his financial loss.

The point to be determined is really how far a modified form of contract, so as to remove from it some of the elements of great uncertainty respecting the limitation of additional service, will encourage reliable bidders to compete for this class of mail service.

#### SPECIAL OFFICE SERVICE.

The amount expended for service of this class during the year ended June 30, 1889, was \$51,609.16; during the year ended June 30, 1890, \$42,840.13.

The number of special offices on June 30, 1890, was 2,176, the aggregate length of routes 20,052.81 miles, and the annual travel (estimated on a basis of 1.79 average trips per week) was 3,733,070.64 miles.

The rate of cost per mile traveled (based on the above estimate) was 1.14 cents.

The compensation for this class of service is limited by law (R. S., sec. 3971) to an amount not exceeding two-thirds of the salaries paid to the postmasters at the several offices supplied.

The expenditures for this service are chargeable to and included in the estimate for star service.

#### MAIL-MESSENGER SERVICE.

The annual rate of expenditure for this class of service on June 30, 1890, was \$1,019,287.56; the number of routes was 6,714; the aggregate length of routes, 5,245.33 miles; the annual travel, 9,563,017.40 miles; the rate of cost per mile traveled, 10.65 cents; and the average number of trips per week, 17.53.

The appropriation for the last fiscal year was \$1,000,000; the sum expended was \$974,660.76, leaving an unexpended balance of \$25,339.24.

The number of routes in operation on June 30, 1890, was 6,714; July 1, 1890, 6,715; an increase of one route.

The annual rate of expenditure was:

July 1, 1890.....	\$1,020,538.93
August 31, 1890.....	1,036,447.08
September 30, 1890.....	1,038,590.39

The appropriation for the current fiscal year is \$1,100,000.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$1,210,000, being \$110,000, or 10 per cent. more than the appropriation for the current year.

The mail-messenger service, which is in operation between railroad stations and post-offices over 80 rods distant, and which must necessa-

rily increase as the railroad lines are extended, is in a very satisfactory condition.

The experiment of requiring wagons protected on front, sides, and rear by high wire screens to be used in this service in some of the larger towns (where regulation-wagon service is not deemed necessary) having proved successful, such service has been established in 13 additional places during the past year.

The following is a list of the places in which screen-wagon service is now in operation :

No. of route.	Name of city.	Cost per annum.	No. of route.	Name of city.	Cost per annum.
203062	Rutland, Vt.	\$449	237104	Kalamazoo, Mich.	\$489
204182	Worcester, Mass.	1,488	241088	St. Cloud, Minn.	339
207465	Rochester, N. Y.	1,500	243054	Council Bluffs, Iowa	2,100
214031	Fredericksburgh, Va.	478	243068	Des Moines, Iowa	475
220015	Greenville, S. C.	550	243071	Dubuque, Iowa	1,750
221021	Augusta, Ga.	895	250030	Fort Worth, Tex.	720
233067	Evansville, Ind.	1,700	250063	San Antonio, Tex.	800
233190	Richmond, Ind.	660	250068	Sherman, Tex.	650
235028	Bloomington, Ill.	2,400	255148	Kansas City, Kans.	600
235074	Decatur, Ill.	480	269026	Salt Lake City, Utah	1,217
237084	Grand Rapids, Mich.	1,200	276025	Los Angeles, Cal.	5,769

## STEAM-BOAT SERVICE.

The annual rate of expenditure for this class of service on June 30, 1890, was \$462,819.72.

The number of routes was 129; the aggregate length of routes, 10,456.42 miles, and the annual travel, 3,236,806.05 miles.

The rate of cost per mile traveled was 14.29 cents.

The average number of trips per week was 2.97.

The appropriation for the last fiscal year was \$450,000; the sum expended was \$444,343.64, leaving an unexpended balance of \$5,656.36.

The annual rate of expenditure on July 1, 1890, under contracts made during the fiscal year for the performance of steam-boat service from July 1, 1890, to June 30, 1894, in the fourth contract section, was \$178,469.54, a decrease from the annual rate of expenditure for service in the same section on June 30, 1890, of \$14,705.83, representing a saving of \$58,823.32 for the ensuing contract term of four years from July 1, 1890.

The total number of steam-boat routes in operation on July 1, 1890, was 132.

The total annual rate of expenditure for steam-boat service was :

July 1, 1890	\$450,060.19
August 31, 1890	459,108.36
September 30, 1890	459,091.11

The appropriation for the current fiscal year is \$525,000.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$525,000.

There appears to be no postal necessity for any great extension of this branch of the service at the present time. The contract for service between Port Townsend, Wash., and Sitka, Alaska, has been renewed for another period of four years, upon satisfactory terms.

Special attention by personal investigation has been given to many steam-boat routes, resulting in the cutting off of some useless service, and the establishment of additional facilities where needed, in sections

of country which, by reason of their topography, could not be as well supplied by any other means.

## RAILROAD TRANSPORTATION.

The annual rate of expenditure for railroad transportation, on all routes on which pay was adjusted on June 30, 1890, was \$20,869,231.55.

The number of routes was 2,199; the aggregate length of routes was 154,799.35 miles; the annual travel, 215,715,680.17 miles.

The rate of cost per mile traveled was 9.67 cents.

The average number of trips per week was 13.40.

The length of routes on which pay was unadjusted on June 30, 1890, was 2,515.97 miles.

The decrease in the number of miles on which pay was unadjusted was 843.

The appropriation for the last fiscal year was \$19,105,557.90; the amount expended as shown by the Auditor's accounts was \$19,087,274.57.

It is estimated that the payment for service during the fiscal year ended June 30, 1890, on routes on which the pay was unadjusted on June 30, 1890, will amount to \$201,277.60.

The annual rate of expenditure for railroad transportation on routes on which the pay was adjusted in the fourth contract section on June 30, 1890, was \$4,810,245.15.

The result of the regular quadrennial readjustment of pay for service in said section by orders to September 30, 1890, was an increase of \$1,137,104.68, or 23.63 per cent., making the annual rate of expenditure in said section, on September 30, 1890, \$5,947,349.83.

The total number of railroad routes in operation July 1, 1890, was 2,211, an increase of 12 over the number in operation on June 30, 1890.

The total annual rate of expenditure for railroad transportation was:

July 1, 1890 .....	\$20,868,803.55.
August 31, 1890 .....	21,939,994.16.
September 30 1890 .....	22,043,588.28.

The appropriation for the current fiscal year is \$21,106,275.65.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$22,550,128.31, being \$1,443,852.66, or 6.84 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 1890 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.	Unad- justed service June 30.	Year.	Increase in length of routes.	Unad- justed service June 30.
	Miles.	Miles.		Miles.	Miles.
1882 .....	8,994	8,449	1887 .....	7,015.81	4,195.59
1883 .....	9,645	7,234	1888 .....	12,764.51	6,723.21
1884 .....	6,952	9,026	1889 .....	6,668.21	3,358.97
1885 .....	3,872	2,945	1890 .....	4,397.82	2,515.97
1886 .....	2,901	1,593			

*Statement showing in what States the largest part of the increase in length of routes of railroad service, during the year ended June 30, 1890, took place, with an estimate of the increase in the annual rate of expenditure for transportation for said service.*

States.	Increase in number of routes.	Increase in length of routes.	Estimated increase in annual rate of expenditure for this new service.
		Miles.	Dollars.
Virginia.....	3	408.24	32,659.20
Washington.....	5	366.06	29,284.80
Georgia.....	6	353.01	28,240.80
Texas.....	4	299.18	23,934.40
Kansas.....	2	290.77	23,261.60
Minnesota.....	6	275.45	22,036.00
Michigan.....	7	242.08	19,366.40
North Carolina.....	3	230.65	18,452.00
New York.....	3	218.86	17,508.80
Mississippi.....	.....	197.61	15,808.80
Pennsylvania.....	9	176.86	14,148.80
Nebraska.....	.....	154.83	12,386.40
Total.....	48	3,213.60	257,088.00

*Length of railroad routes, annual rate of expenditure for transportation, and average annual rate of cost per mile of length for transportation for each of the years from 1880 to 1890, 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	1886.....	123,933	15,520,191	125.23
1881.....	91,569	10,249,261	111.82	1887.....	130,948	16,171,691	123.52
1882.....	100,563	11,297,333	112.34	1888.....	143,713	17,528,600	121.96
1883.....	110,208	12,288,799	111.50	1889.....	150,381	18,441,096	129.27
1884.....	117,160	13,273,606	113.29	1890.....	154,779	20,869,232	134.63
1885.....	121,032	14,758,495	121.85				

### THE RAILWAY MAIL SERVICE.

#### RAILWAY POST-OFFICE CARS.

The annual rate of expenditure for full railway post-office cars in service on June 30, 1890, was \$2,526,000.11.

The number of routes on which railway post-office cars were used was 172; the length of routes, 29,665.14 miles.

The appropriation for the last fiscal year was \$2,260,000; the sum expended, as shown by the Auditor's account, was \$2,203,151.01.

The annual rate of expenditure for railway post-office cars in the fourth contract section on June 30, 1890, was \$369,729.90.

The result of the regular quadrennial readjustment of the pay for service in said section, by orders to September 30, 1890, was a decrease of \$120.15, making the annual rate of expenditure in said section on September 30, 1890, \$369,609.75.

The total annual rate of expenditure was:

July 1, 1890.....	\$2,526,000.11
August 31, 1890.....	2,539,567.51
September 30, 1890.....	2,561,086.51

The appropriation for the current fiscal year is \$2,510,000.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$2,731,000, being \$221,000, or 8.80 per cent., more than the appropriation for the current year.

*Annual rate of expenditure for railway post-office cars, with increase or decrease and percentage of increase or decrease from 1880 to 1890, 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	1,455,851.00	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		3.50	
1888	1,996,359.00	114,779.00		6.10	
1889	2,198,517.55	202,158.20		10.12	
1890	2,526,000.11	327,482.56		14.89	

#### 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 1890, inclusive.*

Year.	Length of routes.	Increase in length of routes.	Percent- age of increase.	Annual rate of expenditure.	Increase in annual rate of expenditure.	Percent- age of increase.
	<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
1880	85,320	5,329	6.66	10,498,985.00	931,396.00	9.73
1881	91,569	6,249	7.32	11,613,368.00	1,114,382.00	10.61
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	3.20	16,627,083.00	1,615,380.00	10.76
1886	123,933	2,901	2.39	17,336,512.00	708,529.00	4.20
1887	130,949	7,016	5.66	18,056,272.00	719,760.00	4.15
1888	143,713	12,764	9.74	19,524,959.00	1,468,687.00	8.13
1889	150,381	6,668	4.63	21,030,613.33	2,114,654.18	10.83
1890	154,779	4,398	2.92	23,395,231.66	1,765,618.33	8.11

#### RAILWAY POST-OFFICE CLERKS.

The annual rate of expenditure for railway post-office clerks on June 30, 1890, was \$5,818,655.

The number of clerks was 5,836.

The appropriation for the last fiscal year was \$5,600,000; the sum expended was \$5,562,844.35, leaving an unexpended balance of \$37,155.65.

The appropriation for the current fiscal year is \$5,910,000.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$6,353,000, being \$443,000, or 7.49 per cent., more than the appropriation for the current year.

In this connection, I desire to call attention to the report addressed to me by the General Superintendent of the Railway Mail Service, and, as it is expected this office will hereafter direct the management of this most important branch of the postal service, it will be proper for me to give special consideration, in this report, to some of its characteristics and the need that exists for making provision for its development so as

to enable its efficiency to be always in line with the expansion of the country's mail service.

The burden of accomplishing a rapid and reliable mail service must necessarily devolve upon the railway post offices, if for no other reason than that the facilities of all the large local post-offices of the country are likely always to be contracted, and throughout the entire country outside of the large cities it will at no time be possible to create facilities and provide sufficient expert clerical force to expand materially the system of closed pouches; so that the avenue through which the mails should be distributed and advanced is by the enlargement of the system of railway post-offices and the constant re-enforcement of the number of its railway postal clerks, to which must be added some provision for the enlargement of the organization with additional grades for clerks, which, under the law as it now exists, is incomplete. The extent of the Railway Mail Service and the character of its duties have far outgrown the present organization. It is reasonable to estimate that in the fiscal year ending June 30, 1892, provision should be made for the distribution in railway post-offices of one thousand million more pieces of mail matter than in the fiscal year of 1889, and the ratio of increase I estimate at 10 per cent. each year over the next preceding year.

It is hoped, therefore, that Congress will take favorable action upon the bill which has already received the approval of the Committee on Post-Offices and Post-Roads, and which will provide, it is believed, for the developments in the railway mail service for at least ten years to come.

#### TRANSPORTATION OF SUPPLIES.

The recommendation looking to the removal from the mails of a still larger proportion of the supplies of this Department, and the exclusion therefrom of a vast amount of matter furnished from the other Departments of the Government, is worthy of careful consideration. The railway post-office is not equipped to care for and handle economically cases and packages that are ordinarily adapted to fast freight transportation, and which could, at greatly decreased cost, be expeditiously provided for as is customary with high-class merchandise shipments.

#### PROVISION FOR FAMILIES OF RAILWAY POSTAL CLERKS KILLED ON DUTY.

I desire to renew the recommendation of one year ago with regard to suitable provision being made for the families of clerks who are killed while on duty. The plan suggested in the report of the General Superintendent of the Railway Mail Service is very simple, and should commend itself to the favorable action of Congress.

## SPECIAL FACILITIES.

The annual rate of expenditure for this class of service on June 30, 1890, was \$295,421.78. This sum was expended as shown in the following statement:

Number of route.	Termini.	Railroad company.	Miles.	Pay per annum.
5005.....	New York, N. Y., to Springfield, Mass.	New York, New Haven and Hartford.	136.00	\$17,647.06
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.....	86.10	15,713.25
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
11008.....	Richmond to Petersburg.....	Richmond and Petersburg.....	23.07	4,210.27
11009.....	Petersburgh to Weldon.....	Petersburgh.....	63.54	11,506.05
13002.....	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	81,309.70
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.....	.....	.....	.....	295,421.78

The appropriation for the last fiscal year was \$295,655.38. The sum estimated as necessary for the current fiscal year is \$295,421.78.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$197,103.59, being \$98,318.20, or 33.28 per cent. less than the appropriation for the current year.

The extent and character of the ordinary mail service throughout the entire country within the past few years has been greatly advanced, and the growth of the mails has added largely to the compensation of the railroads, more especially the trunk-line systems, justifying the commencement of curtailment of the appropriation, which for a number of years has been made to certain railroads for special facilities, and with a view to the gradual accomplishment of this end, the amount estimated as necessary for the fiscal year ending June 30, 1892, has been fixed at \$197,103.59, which is \$98,318.20 less than the amount appropriated for the current year.

In my judgment the ordinary compensation now allowed by law should secure from railroads hearty co-operation with the Department in the establishment of such schedules as will accomplish a maximum amount of good mail service, and whenever this is done the compensation is sure to be advanced, occasioned by the natural increase in the quantity of mails transported.

The railroads associated with all large cities and trade centers of the country have an interest, independent of the compensation allowed directly by the Government, in co-operating with the Post Office Department in its efforts to expedite the distribution of newspapers to the outlying districts early in the morning, and in the quickening of commercial mails after the close of each day's business, and it ought to be

possible, within a very few years, to dispense altogether with preferential allowances for special facilities, and still be within the power of the Department to maintain and further advance the high standard that has been reached by the Railway Mail Service train schedules that now prevail.

In dwelling so fully upon the subject of allowances for special facilities I do not wish to be understood as criticising the occasion which first led to the granting of them.

I believe at the outstart such payments were a necessity, especially in connection with the establishment, via the Atlantic coast line and Tampa, of a reliable and quick mail service between New York (as the base) and Havana, but I do not see the justification for continuing indefinitely to this line, any more than to others, an allowance for a special train schedule, and at the same time, owing to the constant increase of the quantity of the mails, keep adding to the compensation at each quadrennial weighing of the route.

If at the end of two years all of the special allowance is withdrawn, each of the roads will still be receiving for mail transportation more than was allowed by the combining of the regular with the special compensation at the inception of the special service.

#### 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, 1890; a tabular statement (P) of all mail locks and keys purchased for the service during the same period; a tabular statement (N) of all contracts for mail equipments in force on June 30, 1890; also a tabular statement (Q) of the expenditures under the appropriation for the establishment of a repair shop for mail equipments, and (R) a statement of bags repaired, etc.

The total expenditure for mail bags and mail-bag catchers, with their appurtenances and repairs, during the year ended June 30, 1890, was \$222,857.47½.

The total expenditure for mail locks and keys, including repairs of same, was \$14,768.63.

Comparison with the last annual report shows, for the fiscal year ended June 30, 1890, an increase in the expenditure for mail-bags, mail-bag catchers, etc., of \$41,956.17½; a decrease in the expenditure for mail locks and keys of \$960.90.

The appropriation for the last fiscal year for mail-bags, mail-bag catchers, etc., was \$225,000; the sum expended was \$222,857.47½, leaving an unexpended balance of \$2,142.52½.

The appropriation for mail locks, keys, etc., was \$15,000; the sum expended was \$14,768.63, leaving an unexpended balance of \$231.37.

The appropriation for the mail-bag repair-shop was \$10,000; the sum expended was \$9,889.05, leaving an unexpended balance of \$110.95.

The appropriation for the current fiscal year for mail-bags, mail-bag catchers, etc., is \$275,000; for mail locks and keys, \$50,000; for repair-shop for mail equipments, \$6,500.

The amount estimated as necessary for the fiscal year ending June 30, 1892, for mail-bags, mail-bag catchers, etc., is \$260,000; for mail locks, keys, etc., \$45,000; for repair-shop, \$6,500.

#### MAIL-BAG REPAIR SHOP.

Owing to the increase in facilities it was made possible during the last year to improve very much the condition of the mail-bag equip-

ment of the Department, and it is believed its condition will be still further advanced during the present and the next fiscal year.

The increase in the quantity of mails renders it very necessary that there be a large addition each year to the amount of the new equipment, and to the extent that the Department is capable of properly maintaining that already in use, the necessity for adding new equipment is being reduced.

The increase in the mails and the call for additional pouches and sacks will be made apparent when it is shown that in the two months of December, 1889, and January, 1890, the New York City post-office required 60,867 more number one jute sacks than during the same months one year previous, and in September, 1890, the same post-office used 48,901 more bags than during September, 1889. This increase is proportionately great at other of the important post-offices throughout the country.

It will be the policy hereafter of the Department to guard against delays occasioned by storms, washouts, and other interruptions on lines of transportation, by holding some equipment in reserve in the large cities, to be used only in case of great emergency. While this precaution may render it necessary to carry a somewhat larger extent of equipment, it is a proper precaution justified by the importance of the service.

The following will show the extent to which repairs were made in the mail-bag repair shop at Washington during the year ending June 30, 1890 :

Jute sacks .....	932, 435	Inner registered sacks .....	523
Leather pouches .....	74, 648	Foreign sacks .....	2, 028
Catcher pouches .....	17, 159	Registered pouches .....	3, 366
Horse mail-bags .....	1, 864		
		Total .....	1, 032, 023

#### LOCK-REPAIR SHOP.

Last year's statement in regard to the repair shop renewing and putting into use many obsolete and seemingly worthless locks has been well substantiated by the shop during this fiscal year, thereby effecting a large saving to the Department.

Because of the increase in the appropriation one year ago it has been made possible to dispense with the selling, for a mere trifle, of old locks and material, and by the substitution of repairs restore them to the service in about as good condition as when new.

The appropriation for next year will be needed because of the large number of free-delivery offices being established, and as well to meet the increase in the demand for iron locks.

It is also in contemplation to replace the round key series of more than 5,000 through registered locks, by altering them into the flat-key pattern, which can be done by changing the hasp of the lock at an expense of less than \$1 each, really rendering the lock much better than when new. The contract price of this lock has been \$2.50 each, and for the key 25 cents each, and the saving that will be effected by changing will not be less than \$8,000. It is believed that, with the changes referred to, the stock of this character of locks will be sufficient to supply the increased calls of the service for some years to come. All of the important changes that will be necessary hereafter to protect an efficient combination, it is proposed to make in the Department's repair shop, and it is the judgment of experts, that the altered register locks, after being overhauled under the direction of the

Department, will be better adapted to the needs of the service than any new design that has been submitted.

It is also proposed to shortly commence the work of altering the Eagle lock that was used just before the introduction of the iron lock now in use. The Eagle can be altered by using dies for making new tumblers for the interior, which effects a change requiring an entirely different key from the one heretofore used in them. It will require about one year to accomplish the change in this lock, when they will be in readiness to take the place of the present lock, the contract for the supply of which expires in two years.

With the substitution of the changed Eagle lock it is contemplated to call in the present iron lock and, by changing and repairing at a trifling cost, have it in readiness so that, after the new Eagle has been in use for not more than five years, it will be again possible to substitute an entirely different lock and key. This system carefully followed out will accomplish much greater security to the mails and at a very small expense in the aggregate to the Department.

#### DIVISION OF INSPECTION.

The gross amount of fines and deductions from postal contractors and others during the year ended June 30, 1890, was.....	\$330,978.04
The amount of remissions on deductions on account of satisfactory explanation was .....	\$86,287.07
The amount of remissions of fines was .....	7,666.04

Making total remissions of fines and deductions .....	93,953.11
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Leaving the net amount of fines and deductions for the fiscal year ended June 30, 1890 .....	237,024.93
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The above amounts are classified as follows:

Fines and deductions, railroad service .....	\$264,713.26
Fines and deductions, star service .....	39,907.66
Fines and deductions, steam-boat service .....	18,895.73
Fines and deductions, mail messengers .....	3,433.60
Fines and deductions, postal clerks .....	4,027.79
Total fines and deductions .....	330,978.04

Remissions, railroad service .....	\$91,482.35
Remissions, star service .....	1,411.44
Remissions, steam-boat service .....	873.88
Remissions, mail messengers .....	90.42
Remissions, postal clerks .....	95.02

Total remissions .....	93,953.11
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Leaving the net amount of fines and deductions for the fiscal year ended June 30, 1890.....	237,024.93
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The amount of fines imposed upon, and deductions made from the pay of contractors, shows conclusively the value of the system of inspection of mail service now in force.

It will be observed that the net amount of fines and deductions is many times the entire cost of maintaining the Division of Inspection. But while the saving to the Department, in a money point of view, is large, the real value of this division lies in the constant and close supervision maintained by it over the performance of the service. There is but little legislation bearing upon the matters of which it has charge; and the work being largely done under rulings made to govern each class of cases, or individual cases, makes the division

practically a court of equity as between the Department and the contractor.

That there is a marked improvement in the mail service throughout the country is clearly indicated by the fact that complaints of the same are becoming less frequent.

There also appears to be developing a better understanding between mail-carriers and the Department; the latter, while being strict in the enforcement of its rules and regulations pertaining to performance of the service, takes pains to assure the former that they will be fairly dealt with, and any supposed grievance they may have will receive prompt and careful consideration.

#### MISCELLANEOUS.

Appropriation for year ended June 30, 1890 .....	\$1,000.00
Amount expended.....	519.99
Balance unexpended .....	480.01
Appropriation for current fiscal year.....	1,000.00
Amount estimated as necessary for fiscal year ending June 30, 1892 .....	1,000.00

Throughout the past year the discipline and efficiency of the clerical force attached to this office have been fully maintained, and it is believed the results of their labors have been altogether satisfactory, both to the Department and the public.

Very respectfully,

J. LOWRIE BELL,  
*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.  
 Table C.—Statement of railroad service.  
 Table D.—Statement of steam-boat service.  
 Table E.—Statement of increase and decrease in mail 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 R. P. O. cars, showing increase and decrease.  
 Table K.—Statement of expenditures for necessary and special facilities on trunk lines.  
 Table L.—Statement of railroad service established during last fiscal year.  
 Table M.—Statement of increase and decrease in length of railroad routes from 1836 to 1890.  
 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.  
 Table Q.—Statement of expenditures for repair shop for mail equipments.  
 Table R.—Statement of mail-bags repaired, etc.

A.—Annual rate of expenditure, appropriation, and estimate for mail service.

Items	Annual rate of expenditure, June 30, 1890.	Annual rate of expenditure, June 30, 1890.	Percentage of increase or decrease in annual rate of expenditure from 1889 to 1890.		Appropriation for 1891.	Percentage of increase or decrease in appropriation for 1891, as to annual rate of expenditure for 1890.		Estimate for 1892.	Percentage of increase or decrease in estimate for 1892 as to appropriation for 1891.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Transportation by star routes.....	\$5,228,987.07½	\$5,411,666.06½	8.50	.....	\$5,812,216.55	7.40	.....	\$5,892,730.51½	1.38	.....
Transportation by steam-boat routes.....	19,440,624.68	452,819.72	2.76	.....	5,695,000.00	13.43	.....	5,695,000.00	.....	.....
Transportation by railroad routes.....	19,541,048.78	20,889,231.52	7.34	.....	21,102,275.65	1.13	.....	22,550,128.31	6.84	.....
Railway post-office car service.....	2,186,517.55	2,526,066.11	14.80	.....	2,510,000.00	.....	0.53	2,731,000.00	8.80	.....
Necessary and special facilities on trunk lines.....	295,655.38	295,421.78	.....	0.07	295,421.79	.....	.....	197,103.59	.....	33.28
Railway post-office clerks.....	5,268,000.00	5,818,651.00	10.44	.....	5,910,000.00	1.56	.....	6,353,000.00	7.49	.....
Mail-messenger service.....	949,188.63	1,019,287.96	7.38	.....	1,100,000.00	7.91	.....	1,210,000.00	10.00	.....
Mail locks and keys.....	15,728.53	14,794.63	.....	6.10	50,000.00	238.55	.....	45,000.00	.....	10.00
Mail-bags and mail-bag-catchers.....	180,901.30½	222,837.47½	23.19	.....	275,900.00	23.39	.....	260,000.00	.....	5.45
Repair shop for mail equipments.....	.....	9,889.05	.....	.....	6,600.00	.....	34.27	.....	.....	.....
Miscellaneous items in the office of the Second Assistant Postmaster-General.....	486.86	519.90	6.80	.....	1,000.00	92.31	.....	1,000.00	.....	.....
Total.....	.....	.....	.....	.....	37,561,413.99	.....	.....	39,771,462.41½	5.70	.....

B. — Table of star, steam-boat, railroad, mail-messenger, and special office mail service in operation June 30, 1890.

The entire service on each route is included in the amounts opposite the name of the State under which the route is numbered, though the route may extend into other States.

States and Territories.	Star service.			Steam-boat service.			Railroad service.			
	Length of routes.	Annual rate of expenditure.	Number of miles traveled per annum.	Length of routes.	Annual rate of expenditure.	Number of miles traveled per annum.	Length of routes.	Annual rate of expenditure for transportation for post-office cars.	Annual rate of expenditure for transportation for post-office cars.	Number of miles traveled per annum.
	Miles.	Dollars.	Miles.	Miles.	Dollars.	Miles.	Miles.	Dollars.	Dollars.	Miles.
Maine.....	3,748.81	91,934.43	2,187,204.72	375.50	10,728.00	99,061.04	1,281.92	163,186.39	179,772.14	2,158,776.02
New Hampshire.....	1,167.62	33,251.33	720,759.52	156.00	3,893.00	30,946.64	828.43	94,933.93	97,685.43	1,416,274.24
Vermont.....	1,434.80	38,408.50	952,698.24	84.00	12,975.00	65,522.08	872.65	117,066.29	124,302.54	1,533,118.36
Massachusetts.....	1,195.46	85,809.48	1,151,907.41	80.00	12,708.00	51,220.00	2,182.01	435,810.91	483,487.16	7,226,130.46
Rhode Island.....	206.81	12,305.58	178,087.79	201.31	13,005.00	102,074.96	216.41	34,913.07	39,728.82	838,665.93
Connecticut.....	725.92	31,424.16	623,636.80	201.31	13,005.00	102,074.96	1,112.01	276,881.69	308,485.70	3,601,009.11
New York.....	7,837.46	411,853.29	3,401,554.20	201.31	13,005.00	102,074.96	6,766.30	1,443,671.03	1,662,120.33	15,401,087.06
New Jersey.....	9,690.46	35,101.14	685,732.32	1,178.50	16,204.53	402,410.32	1,733.42	347,085.92	306,932.32	5,372,231.50
Pennsylvania.....	9,483.04	279,562.03	5,414,425.45	757.00	38,346.62	325,159.00	6,475.94	1,066,676.15	1,202,911.30	13,363,717.48
Delaware.....	296.40	7,391.01	162,193.69	1,178.50	16,204.53	402,410.32	318.41	31,461.41	31,461.41	4,168,246.92
Maryland.....	2,430.13	89,693.25	1,506,236.64	757.00	38,346.62	325,159.00	1,438.63	454,585.46	535,290.61	4,164,456.21
Virginia.....	7,012.26	175,595.30	4,740,143.85	757.00	38,346.62	325,159.00	3,580.73	532,788.25	606,412.95	5,331,298.54
West Virginia.....	7,012.26	103,138.06	2,559,080.49	431.00	13,314.16	142,688.00	922.83	115,706.65	126,086.65	1,487,990.46
North Carolina.....	11,022.88	150,456.62	3,891,106.01	431.00	13,314.16	142,688.00	2,382.85	207,308.50	220,258.10	2,046,311.04
South Carolina.....	4,294.08	61,079.63	1,422,022.95	67.00	3,462.00	33,832.00	1,939.87	190,229.88	211,530.48	2,330,801.45
Georgia.....	7,285.09	107,133.12	2,310,636.87	36.00	1,800.00	20,932.00	4,712.96	493,953.63	554,814.53	6,139,763.71
Florida.....	8,678.90	55,224.30	906,636.87	83.50	85,758.72	305,633.12	2,038.23	153,642.66	153,642.66	2,271,603.01
Alabama.....	8,269.83	142,121.67	3,007,711.92	741.25	9,737.50	133,354.25	2,842.49	203,455.63	327,766.38	3,639,492.09
Mississippi.....	6,216.46	108,000.40	2,172,519.34	468.00	5,490.00	61,012.00	3,112.33	291,394.23	315,805.03	3,500,903.45
Tennessee.....	8,865.07	146,335.22	3,412,253.16	30.00	800.00	18,720.00	1,667.08	165,381.28	15,183.25	180,568.61
Kentucky.....	8,462.00	142,378.63	3,251,707.13	632.75	26,590.00	279,604.00	3,016.05	431,902.66	52,955.40	484,857.96
Ohio.....	6,403.42	186,359.83	3,399,070.94	173.00	7,000.00	53,976.00	10,001.76	2,435,631.26	469,904.20	2,004,925.46
Indiana.....	4,717.36	103,348.00	2,150,066.24	4,717.36	7,000.00	53,976.00	9,845.18	789,840.90	131,400.50	921,241.30
Illinois.....	4,233.43	133,102.79	2,065,319.32	217.00	7,200.00	24,310.00	9,708.69	1,334,206.79	219,079.53	1,553,288.34
Michigan.....	4,589.57	115,965.70	2,018,000.00	85.00	7,200.00	24,310.00	6,217.82	38,625.30	678,612.43	7,696,101.66
Wisconsin.....	5,148.13	111,089.62	1,648,834.60	217.00	7,200.00	24,310.00	5,298.89	615,831.47	682,298.13	7,185,214.07
Minnesota.....	4,696.32	84,440.82	1,321,068.51	85.00	7,200.00	24,310.00	7,382.61	871,902.84	930,023.84	7,917,021.82
Iowa.....	4,485.05	92,615.24	1,802,449.60	173.00	7,000.00	53,976.00	8,432.05	934,448.16	95,802.40	1,030,250.56
Missouri.....	10,477.97	201,881.28	4,185,602.85	173.00	7,000.00	53,976.00	7,124.03	1,090,981.72	1,262,774.52	10,123,877.85

Arkansas.....	8,010.12	126,355.68	2,531,713.08	700.00	44,590.00	192,140.00	1,332.60	68,547.41	.....	83,547.41	1,149,671.89
Louisiana.....	4,100.97	79,310.08	1,326,288.24	620.00	39,282.58	189,478.64	1,233.28	119,283.96	.....	123,843.21	1,331,864.83
Texas.....	14,062.21	274,113.20	6,111,632.32	89.00	576.33	12,168.00	8,640.94	806,694.88	8,881.75	815,466.33	7,472,102.04
Indian Territory.....	2,336.08	86,475.73	689,033.64	.....	.....	.....	633.39	27,174.78	.....	27,174.78	454,318.04
Kansas.....	0,979.66	114,533.35	2,563,232.22	.....	.....	.....	9,038.70	843,618.77	74,392.50	917,910.97	8,750,064.87
Nebraska.....	5,378.23	91,693.26	1,075,900.27	.....	.....	.....	6,318.26	908,172.14	144,353.95	1,052,526.09	5,642,123.43
Dakota.....	0,600.50	126,439.21	1,051,475.08	.....	.....	.....	3,207.30	217,140.18	.....	217,140.18	2,198,130.91
Montana.....	3,521.75	99,203.83	1,138,941.50	.....	.....	.....	441.89	32,320.55	.....	32,320.55	341,694.09
Wyoming.....	2,811.26	79,117.57	838,271.50	.....	.....	.....	719.01	100,104.61	27,087.00	127,171.61	506,044.28
Colorado.....	3,879.05	136,285.36	1,319,421.01	.....	.....	.....	3,114.22	316,810.43	8,702.25	325,512.68	3,019,579.45
New Mexico.....	2,919.25	78,992.82	923,612.50	.....	.....	.....	1,182.57	100,861.40	.....	100,861.40	852,014.30
Arizona.....	2,634.25	91,172.20	837,155.00	.....	.....	.....	703.00	87,728.75	.....	87,728.75	601,397.40
Utah.....	1,806.25	57,963.99	770,030.72	.....	.....	.....	1,217.25	117,528.46	.....	117,528.46	907,532.28
Idaho.....	3,006.53	101,203.23	1,017,998.36	888.25	62,409.05	350,792.00	210.91	11,745.94	.....	11,745.94	133,800.98
Washington.....	2,306.22	61,941.06	689,215.44	154.50	11,074.64	84,532.00	1,798.76	150,227.01	.....	159,227.91	1,273,938.94
Oregon.....	5,577.58	161,370.81	1,851,419.96	.....	.....	.....	1,183.71	150,744.98	18,704.00	169,448.98	987,208.61
Nevada.....	3,184.00	86,236.51	760,168.00	400.50	17,272.77	125,637.00	608.21	3,998.11	.....	35,998.11	300,220.00
California.....	8,477.62	290,460.87	3,336,168.02	1,030.00	18,000.00	50,400.00	4,492.60	680,649.19	81,148.50	761,798.09	4,490,831.43
Alaska.....	190.00	891.25	4,910.00	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	237,456.81	5,411,606.09	95,100,918.76	10,456.42	462,819.72	3,230,806.05	154,779.35	20,860,231.55	2,526,000.11	23,385,231.00	215,715,680.17

## B. — Table of star, steam-boat, railroad, mail-messenger, and special office mail service in operation June 30, 1890—Continued.

The entire service on each route is included in the amounts opposite the name of the State under which the route is numbered, though the route may extend into other States.]

States and Territories.	Mail-messenger service.			Special office service.		Total service.		
	Length of routes.	Annual rate of expenditures.	Number of miles traveled per annum.	Length of routes.	Number of miles traveled per annum.	Length of routes.	Annual rate of expenditures.	Number of miles traveled per annum.
	Miles.	Dollars.	Miles.	Miles.	Miles.	Miles.	Dollars.	Miles.
Maine.....	101.29	15,085.80	142,730.30	182.46	94,879.20	5,090.01	390,510.37	4,682,600.28
New Hampshire.....	99.91	15,783.68	165,416.84	41.16	21,403.20	2,293.42	171,603.44	2,390,790.44
Vermont.....	55.68	9,107.11	85,063.68	63.75	33,150.00	2,417.18	171,608.15	2,694,930.28
Massachusetts.....	180.34	40,418.68	422,972.90	61.37	31,912.40	2,793.78	632,684.32	8,908,505.25
Rhode Island.....	18.66	4,025.00	40,335.86	13.37	6,552.40	68.57	68,767.40	1,115,291.48
Connecticut.....	101.19	26,478.25	238,488.88	92.25	11,570.00	2,006.67	306,388.11	4,474,794.70
New York.....	605.70	109,378.79	1,769,217.60	287.82	149,656.40	15,608.59	2,106,387.41	24,823,690.22
New Jersey.....	130.04	33,835.50	335,182.94	49.75	25,874.00	2,468.67	465,808.96	6,469,096.76
Pennsylvania.....	481.22	89,687.11	830,082.44	308.25	16,174.00	10,749.58	1,572,100.44	19,704,399.47
Delaware.....	20.05	3,872.00	31,002.00	37.00	19,340.00	636.76	42,725.42	6,091,862.52
Maryland.....	77.34	12,470.70	101,297.12	119.00	37,128.00	5,243.60	633,639.09	6,271,518.20
Virginia.....	154.32	19,205.31	208,355.44	290.75	83,226.00	14,432.63	830,606.20	10,688,062.83
West Virginia.....	49.21	8,407.00	74,727.44	239.00	74,568.00	3,387.30	257,692.70	4,196,875.39
North Carolina.....	95.92	10,159.86	113,788.18	455.50	142,116.00	14,387.55	394,188.64	6,336,072.23
South Carolina.....	60.50	6,430.60	63,753.86	235.75	110,994.00	6,707.60	286,411.71	4,011,404.26
Georgia.....	90.48	9,765.50	98,272.88	73.75	234,546.60	6,774.24	673,543.24	8,822,171.46
Florida.....	72.89	11,746.10	77,413.86	266.00	114,192.00	6,311.88	306,372.08	3,735,001.39
Alabama.....	103.39	12,489.23	104,013.70	455.75	142,194.00	13,021.25	492,104.70	7,028,790.62
Mississippi.....	70.71	11,557.10	81,372.16	333.75	104,139.00	10,221.25	440,832.53	6,672,941.05
Tennessee.....	60.79	9,307.96	84,115.14	292.00	60,736.00	10,914.94	337,097.71	5,506,792.91
Kentucky.....	105.29	16,815.69	156,539.14	228.00	47,424.00	12,414.09	670,552.58	8,722,398.90
Ohio.....	434.92	73,751.81	713,492.86	185.75	57,954.00	17,115.85	3,165,047.10	24,370,641.44
Indiana.....	266.45	36,551.99	335,291.12	130.50	40,716.00	9,393.49	1,061,141.38	11,363,188.05
Illinois.....	206.87	52,716.49	407,462.76	157.25	49,062.00	14,396.24	1,739,105.62	16,997,796.78
Michigan.....	217.21	41,873.27	390,888.16	386.75	82,524.00	11,617.85	841,659.22	10,418,691.12
Wisconsin.....	132.86	30,186.60	263,871.43	234.75	48,828.00	10,917.63	854,261.75	9,471,058.09
Minnesota.....	104.68	21,406.35	161,621.32	243.60	60,648.00	12,407.11	1,035,871.01	9,480,359.45
Iowa.....	184.35	43,790.75	465,272.90	352.25	109,802.00	13,464.00	1,166,686.55	12,094,266.44
Missouri.....	128.67	27,111.05	258,534.86	490.13	101,947.04	18,363.70	1,498,766.85	14,603,838.60
Arkansas.....	68.51	9,705.80	82,416.78	377.25	78,468.00	10,478.48	268,103.09	4,034,410.35
Louisiana.....	81.04	13,280.50	93,367.72	232.50	48,506.00	6,576.74	257,716.37	2,890,350.42
Texas.....	130.63	25,165.00	160,880.44	1,632.25	169,759.00	24,025.05	1,115,340.86	12,016,556.85
Indian Territory.....	6.66	1,079.00	8,981.30	696.00	218,088.00	3,655.03	64,729.51	1,369,317.98

Kansas.....	206.82	50,847.08	364,172.54	178.50	46,410.00	16,403.68	1,083,291.40	11,713,991.63
Nebraska.....	57.47	16,812.83	115,660.08	337.00	64,974.00	12,110.06	1,159,842.18	7,498,672.78
Dakota.....	45.23	9,381.90	52,702.70	613.00	85,628.00	10,475.03	1,353,101.29	4,297,896.09
Montana.....	17.80	8,318.00	46,113.54	1,118.00	116,272.00	5,099.56	139,872.38	1,443,021.13
Wyoming.....	5.35	871.00	5,055.18	687.00	71,448.00	4,222.81	207,160.18	1,440,818.96
Colorado.....	49.96	17,770.00	86,764.92	415.00	68,320.00	7,458.23	479,568.04	4,542,085.41
New Mexico.....	13.65	3,216.00	18,693.66	321.00	53,384.00	4,460.47	187,103.22	1,827,704.42
Arizona.....	3.57	1,663.00	4,591.28	96.00	9,864.00	3,428.52	180,583.65	1,353,127.68
Arkansas.....	31.75	6,671.48	42,844.64	212.00	22,048.00	3,357.25	182,165.93	1,741,965.64
Idaho.....	7.23	1,868.00	7,828.94	433.00	45,032.00	3,657.67	117,815.17	1,234,660.28
Washington.....	29.00	7,252.50	31,087.70	362.00	75,296.00	5,444.23	292,890.52	2,309,420.68
Oregon.....	34.34	9,216.75	53,631.72	436.00	90,688.00	7,388.13	353,120.18	3,077,541.99
Nevada.....	73	611.00	1,065.80	173.00	17,992.00	3,069.94	121,845.45	1,109,443.69
California.....	113.21	32,416.64	195,168.76	769.00	159,952.00	14,259.62	1,071,948.97	8,327,752.21
Alaska.....	.54	300.00	195,168.48	3,820.00	99,320.00	5,060.54	19,161.25	154,628.46
Totals.....	5,245.33	1,019,287.56	9,563,017.40	20,052.81	3,733,070.64	427,990.72	30,280,035.00	327,409,463.02
Railway post-office clerks.....							5,518,655.19	
Mail components.....							347,615.19	
Necessary and special facilities on trunk-lines.....							293,421.76	
Special office service.....							42,840.13	
Aggregate.....							36,683,437.07	

C.—*Railroad Service as in operation on the 30th of June, 1890.*

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
MAINE.										
1	Boundary Line (n. o.) and Presque Isle.	New Brunswick Rwy.	29.53	12	1,438.99	.....	1,438.99	48.73	.....	
2	Newport and Foxcroft.	Maine Central R. R.	29.64	12	1,806.68	.....	1,806.68	64.13	.....	
3	Parrottton and Brunswick.	do	67.83	14.9	3,973.10	.....	3,973.10	88.06	.....	
4	Bellevue and Farmington Village.	do	33.44	12	2,830.69	.....	2,830.69	81.65	.....	
5	Portland and Skowhegan.	do	162.02	10.55	13,432.97	.....	13,432.97	131.67	.....	
6	Portland and Bangor.	do	137.15	33.25	44,268.93	.....	44,268.93	322.34	100.00	
7	Portland, Me., and Norton Mills, Vt.	Atlantic and St. Lawrence R. R.	166.04	24.59	27,289.20	.....	27,289.20	134.24	.....	
8	Portland, Me., and Rochester, N. H.	Portland and Rochester R. R.	54.76	10.94	7,257.34	.....	7,257.34	132.53	.....	
9	Nile Junction (n. o.) and Katahdin Iron Works.	Bangor and Piscataquis R. R.	18.98	12	811.39	.....	811.39	42.75	.....	
10	Portland, Me., and Fabyan House, N. H.	Maine Central R. R.	92.07	18.14	11,099.95	.....	11,099.95	120.56	.....	
11	Brunswick and Bath.	do	9.21	28	1,425.33	.....	1,425.33	154.76	.....	
12	Bangor and Jonesborough.	do	114.83	15.69	21,992.24	.....	21,992.24	191.52	25.00	
13	Bangor and Bucksport.	do	20.53	12	1,614.88	.....	1,614.88	78.66	.....	
14	Old Town and Greenville Junction.	Bangor and Piscataquis R. R.	76.66	6	6,292.25	.....	6,292.25	82.08	.....	
15	Woolwich and Rockland.	Knox and Lincoln R. R.	49.33	12	6,579.63	.....	6,579.63	133.38	.....	
16	Woolwich, Me., and New Brunswick Line (n. o.).	New Brunswick Rwy.	2.96	21	167.03	.....	167.03	50.43	.....	
17	Calden and Princeton.	Saint Croix and Fenobscot R. R.	21.28	6	909.72	.....	909.72	42.75	.....	
18	Oakland and Solon.	Somerset Rwy.	35.19	12	2,286.61	.....	2,286.61	64.98	.....	
19	Mechanic Falls and Gilbertville.	Rumford Falls and Buckfield R. R.	27.45	11.57	1,736.76	.....	1,736.76	63.27	.....	
20	Farmington and Phillips.	Sandy River R. R.	18.37	15	957.99	.....	957.99	52.15	.....	
21	Lewiston and South Auburn.	Lewiston and Auburn R. R.	6.99	18	261.66	.....	261.66	43.61	.....	
22	Bridgton Junction (n. o.) and Bridgton.	Bridgton and Saco River R. R.	16.28	12	807.32	.....	807.32	49.59	.....	
23	Monson Junction (n. o.) and Monson.	Monson R. R.	6.26	12	297.61	.....	297.61	42.75	.....	
24	Bangor and Mount Desert Ferry.	Maine Central R. R.	43.27	13	4,513.49	.....	4,513.49	104.31	.....	
25	Strong Station (n. o.) and Kingfield.	Franklin and Megalloway R. R.	15.18	6	618.94	.....	618.94	42.75	.....	
26	Harland and Pittsfield.	Sebastieook and Moosehead R. R.	8.51	12	363.80	.....	363.80	42.75	.....	

27	Kennebunk Port Station (n. o.) and Kennebunk Station (n. o.) Kittery Junction (n. o.) and York Beach.	4.67	24	199.64	.....	109.04	42.75
28	Vacant.	11.28	12	492.22	.....	492.22	42.75
29	Greenville and Beattie .....	64.20	6	500.00	.....	500.00	7.78
30	NEW HAMPSHIRE.	1,281.92	45.30	163,186.39	10,585.75	179,772.14	25.00
1001	The Concord and Montreal R. R.	36.30	10.13	9,590.40	907.50	10,497.96	284.20
1002	Concord and Portsmouth .....	59.32	12	5,427.18	.....	5,427.18	91.49
1003	Manchester and North Weare .....	19.86	12	863.09	.....	863.09	47.61
1004	Hood's and Centre Barnstead .....	24.68	12	1,484.32	.....	1,484.32	60.71
1005	Roche's Falls and Coos .....	22.72	12	990.58	.....	990.58	43.60
1006	Groton Junction (n. o.) and Con- cord.	145.88	16.71	20,455.29	.....	20,455.29	140.23
1007	Fabyan, House and Wing Road .....	12.56	9.6	1,041.72	.....	1,041.72	82.94
1008	Concord, N. H., and White River Junction, Vt.	69.76	23.23	13,659.00	1,744.00	15,403.00	195.80
1009	Concord and Claremont Junction (n. o.).	55.92	14.08	5,061.32	.....	5,061.32	88.92
1010	Cottonocook and Peterborough .....	32.72	15.90	2,238.04	.....	2,238.04	68.40
1011	Nashua and Keene .....	56.08	14.28	4,411.25	.....	4,411.25	78.66
1012	Rochester, N. H., and Worcester Station (n. o.), Mass.	91.61	17.33	12,780.87	.....	12,780.87	135.09
1013	Dover and Alton Bay .....	28.26	12.35	2,018.70	.....	2,018.70	92.34
1014	Conway Junction (n. o.), Me., and North Conway, N. H.	71.83	17.53	9,273.97	.....	9,273.97	129.11
1015	Wolfeboro Junction and Wolf- borough.	12.05	12	515.13	.....	515.13	42.75
1016	Portsmouth and Dover .....	11.65	18	494.03	.....	494.03	42.75
1017	Fabyan, House, N. H., and South Lunenburg, Vt.	20.72	6	1,629.83	.....	1,629.83	78.66
1018	White-field Junction (n. o.) and Mendow.	8.50	6	363.37	.....	363.37	42.75
1019	Bellmont and Tilton .....	0.82	12	291.55	.....	291.55	42.75
1020	Franklin and Bristol .....	13.42	12	677.03	.....	677.03	50.45
1021	Rollingsford (n. o.) and Great Falls .....	2.67	27	148.39	.....	148.39	55.58
1022	Plymouth and North Woodstock R. R.	21.00	8.15	897.75	.....	897.75	42.75
2001	VERMONT. Readshero and Hoosac Tunnel Station (n. o.).	828.43	6	94,933.93	2,651.50	97,585.43	185.53
2002	Windsor, Vt., and Rouse's Point, N. Y.	158.77	25.13	20,456.59	3,305.75	32,862.34	491.62

R. P. O., Windsor to  
St. Albans, 134.63  
miles.

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
VERMONT—continued.										
2001	Bellevue Falls and Essex Junction	Central Vermont R. R.	128.00	20.31	\$21,122.56	.....	\$21,122.56	165.02	.....	
2004	Bellevue Falls and Woodport	Sullivan County R. R.	23.50	24	5,688.65	637.50	6,326.15	222.30	25.00	
2005	Brattleboro and Bellows Falls	Vermont Valley R. R. of 1871.	27.17	24	5,352.20	604.25	5,956.45	221.41	25.00	
2006	St. Albans and Canada Line (n. o.)	Central Vermont R. R.	27.45	18.5	1,696.50	.....	1,696.50	91.49	.....	
2007	St. Albans and Richmond	do	28.06	6	1,715.30	.....	1,715.30	59.85	.....	
2008	Lelcoeter Junction, Vt., and Addison Junction, N. Y.	do	13.63	6	608.18	.....	608.18	42.75	.....	
2009	Richford and Newport	Canadian Pacific Rwy.	31.72	12	2,061.16	.....	2,061.16	64.93	.....	
2010	White River Junction and Derby Line.	Boston and Maine R. R.	114.59	18.30	20,770.58	2,628.75	23,399.33	181.26	25.00	R. P. O., White River Junction to Newport, 105.15 miles.
2011	South Lunenburg and Swanton	do	117.70	6.89	9,063.30	.....	9,063.30	84.65	.....	
2012	Wells River and Montpelier	Montpelier and Wells River R. R.	38.85	13.51	3,153.78	.....	3,153.78	81.23	.....	
2013	White River Junction and Woodstock.	Woodstock R. R.	14.44	12	710.07	.....	710.07	49.59	.....	
2014	Burlington and Cambridge Junction (n. o.).	Central Vermont R. R.	34.39	12	2,264.23	.....	2,264.23	65.84	.....	
2015	Barland and Bennington	Bennington and Rutland Rwy.	57.82	21.54	8,898.49	.....	8,898.49	153.90	.....	
2016	Brattleboro and South London.	Central Vermont R. R.	36.36	6	2,083.06	.....	2,083.06	57.29	.....	
2017	Montpelier Junction (n. o.) and Williamstown.	do	15.08	26.31	769.78	.....	769.78	50.45	.....	
2018	North Bennington and State Line (n. o.).	Bennington and Rutland Rwy.	2.02	21	321.24	.....	321.24	159.03	.....	
MASSACHUSETTS.										
2001	Boston, Mass., and Portland, Me.	Boston and Maine R. R.	109.35	47.81	46,654.17	10,935.00	57,589.17	426.65	100.00	
2002	Boston and East Sausage	do	10.74	21.43	477.50	.....	477.50	44.46	.....	
2003	Salem and Rockport	do	19.69	26	1,565.74	.....	1,565.74	79.52	.....	
2004	Salem and Marblehead	do	3.99	24	170.57	.....	170.57	42.75	.....	
2005	Salem and Lawrence	do	22.33	17.09	954.60	.....	954.60	42.75	.....	
2006	Franklin, Mass., and Valley Falls, R. I.	New York and New England R. R.	14.36	12	613.89	.....	613.89	42.75	.....	

3007	Salisbury and Amesbury	Boston and Maine R. R.	4.49	376.40	976.40	61.56	.....
3008	Wentworth Depot and Essex	do	4.16	263.34	263.34	.....	.....
3009	Lyons and Marlborough	do	4.38	486.30	486.30	68.40	.....
3010	Woburn and North Andover	do	5.00	845.84	845.84	42.75	.....
3011	Boston, Malden and Portland, Me.	do	118.32	45.11	23,274.14	2,908.25	35.00
3012	Boston, Malden and Portland, Me.	do	5.33	268.39	268.39	60.45	.....
3013	Georgetown and Haverhill	do	7.82	22.86	312.83	42.75	.....
3014	Walden Junction (n. o.) and Newburyport	do	30.80	8,607.91	8,607.91	117.14	.....
3015	Newburyport and Merrimack	do	4.85	207.33	207.33	42.75	.....
3016	Boston, Malden and Naushon, N. H.	do	40.62	11,267.98	12,802.98	277.88	25.00
3017	Lowell and Lawrence	do	13.49	576.69	576.68	42.75	.....
3018	Woburn and North Woburn	do	4.69	220.57	220.57	47.03	.....
3019	South Scituate Station (n. o.) and North Billerica	do	18.52	964.78	964.78	50.45	.....
3020	Ayer and Lowell	do	16.55	990.51	990.51	59.85	.....
3021	Boston, Mass., and Troy, N. Y.	Fitchburg R. R.	188.92	38,443.33	38,443.33	263.49	.....
3022	Vacant	do	.....	.....	.....	.....	.....
3023	South Acton and Marlborough	do	12.69	506.81	506.81	47.03	.....
3024	Ayer, Mass., and Greenville, N. H.	do	23.96	1,720.80	1,720.80	71.83	.....
3025	Boston, Mass., and Albany, N. Y.	Boston and Albany R. R.	201.41	167,038.38	34,835.50	829.35	250.00
3026	Milbury Junction (n. o.) and Milbury	do	3.25	138.93	138.93	42.75	.....
3027	Amherst Station (n. o.) and Northampton	do	2.02	86.35	86.35	42.75	.....
3028	South Framingham and Milford	do	12.48	864.36	864.36	69.26	.....
3029	Pittsfield and North Adams	do	31.87	1,845.51	1,845.51	86.36	.....
3030	Palmer and Winchendon	do	50.19	2,145.62	2,145.62	42.75	.....
3031	North Brookfield and East Brookfield	do	4.53	209.15	209.15	46.17	.....
3032	Vacant	do	.....	.....	.....	.....	.....
3033	Cook Street Station (n. o.) and Bellingham	New York and New England R. R.	22.60	1,120.73	1,120.73	48.50	.....
3034	North Grafton Station (n. o.) and West Upton	Grafton and Upton R. R.	7.87	356.66	356.66	45.32	.....
3035	Boston, Mass., and Providence, R. I.	Old Colony R. R.	43.98	10,792.25	8,398.50	245.39	75.00
3036	Boston and Dedham	do	9.74	674.59	674.59	69.26	.....
3037	Canton Junction (n. o.) and Stoughton	do	3.94	178.56	178.56	45.32	.....
3038	Boston and South Braintree	do	11.36	8,048.81	284.00	3,333.81	25.00
3039	South Braintree, Mass., and New port, R. I.	do	61.35	8,969.97	562.25	9,552.22	25.00
3040	South Abington Station and Bridgewater	do	7.43	317.63	317.63	42.75	.....
3041	Nantucket and Provincetown	do	80.38	13,283.88	2,159.50	15,453.38	25.00
3042	Nantucket and Siscouset	Nantucket R. R.	11.49	491.19	491.19	42.75	.....
3043	Attleborough and Middleborough	Old Colony R. R.	22.06	943.06	943.06	42.75	.....
3044	South Braintree and Fall River	do	35.69	3,156.94	3,156.94	75.52	.....

For 98.63 miles to Springfield

For 102.78 miles residence

For 23.29 miles South Braintree to Middleborough, Mass.

For 23.29 miles South  
Braintree to Middle-  
borough, Mass.

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

No. of route	State and termini.	Corporate title of company carrying the mail.	Distance, Miles.	Average No. of trips per week over whole route.	Annual pay for transportation, Dollars.	Annual pay for R. P. O. cars, Dollars.	Total annual pay, Dollars.	Cost per mile for transportation, Dollars.	Cost per R. P. O. car, Dollars.	Remarks.
MASSACHUSETTS—Continued.										
3045	Brazzard's Bay and Wood's Hole	Old Colony R. R.	17.83	12	1,173.92	65.84	1,173.92	65.84		
3046	South Braintree and Plymouth	do	26.62	24.33	2,071.30	77.81	2,071.30	77.81		
3047	Stoughton Junction and Pratt's Junction	do	4.83	18	247.77	51.80	247.77	51.80		
3048	Vermont Junction (n. o.) and Haverhill	do	3.54	12	151.33	42.75	151.33	42.75		
3049	South Framingham and Lowell	do	29.44	12	3,876.36	131.67	3,876.36	131.67		
3050	Fairhaven and Fremont Junction (n. o.)	do	15.96	12	848.15	55.68	848.15	55.68		
3051	New Bedford and Fitchburg	do	92.38	28.21	10,243.58	111.15	10,243.58	111.15		
3052	East Thompson and Southbridge	New York and New England R. R.	18.00	14.75	892.62	49.39	892.62	49.39		
3053	Greenfield and Turner's Falls	Fitchburg R. R.	5.05	30	950.42	49.50	950.42	49.50		
3054	New Bedford and Fall River	Old Colony R. R.	14.90	18	636.97	42.75	636.97	42.75		
3055	Fitchburg, Mass., and Belkows Falls, Vt.	Cheshire R. R.	64.61	22.94	9,943.47	153.80	9,943.47	153.80		
3056	South Vernon Junction (n. o.), Mass., and Keene, N. H.	Connecticut River R. R.	23.85	12	1,759.57	73.53	1,759.57	73.53		
3057	Worcester Station (n. o.) and Winton Junction	Fitchburg R. R.	38.42	14.17	3,394.35	89.20	3,394.35	89.20		
3058	Worcester and Peterborough	Cheshire R. R.	16.58	12	935.60	56.43	935.60	56.43		
3059	Milford and Bellingham	New York and New England R. R.	4.74	12	292.63	42.75	292.63	42.75		
3060	Milford and Ashland	do	12.00	14.10	513.00	42.75	513.00	42.75		
3061	Attleborough and North Attleborough	Old Colony R. R.	4.02	36	257.80	64.13	257.80	64.13		
3062	Brattleborough, Mass., New London, Conn.	Central Vermont R. R.	121.50	21.82	16,101.18	258.25	16,359.43	132.82	25.00	For 10.33 miles, Brattleborough to South Vernon Junction.
3063	Lawrence and Manchester	Manchester and Lawrence R. R.	27.04	19.72	2,543.11	94.05	2,543.11	94.05		
3064	Brattle Junction (n. o.) and Kingston Station (n. o.)	Old Colony, R. R.	32.20	22.15	2,120.04	65.84	2,120.04	65.84		
3065	Atlantic and West Quincy	do	3.72	18	150.03	42.75	150.03	42.75		
3066	Spencer and South Spencer	Boston and Albany R. R.	2.18	30	109.98	60.46	109.98	60.46		
3067	Springfield and South Vernon Junction (n. o.)	Connecticut River R. R.	51.98	41.02	12,621.78	242.83	13,921.28	242.83	25.00	
3068	Springfield and Athol	Boston and Albany R. R.	47.93	6	2,049.00	42.75	2,049.00	42.75		

3069	Holyoke and Westfield	New York, New Haven and Hartford R.R.	10.54	15	450.58	450.58	42.75
3070	Ashtabula Junction (n. o.) and Ashtabula	Fitchburg R.R.	2.71	21	115.85	115.85	42.75
3071	Van Deusen and State Line	Housatonic R.R.	10.57	9.47	451.86	451.86	42.75
3072	Boston and Waltham	Fitchburg R.R.	10.71	37.09	540.81	540.81	50.45
3073	Bentville and Dedham	Old Colony R.R.	2.28	13.21	97.47	97.47	42.75
3074	Boston and Riverside Junction (n. o.)	Boston and Albany R.R.	12.19	41.95	1,621.67	1,621.67	124.83
3075	Bellingham and Franklin	New York and New England R.R.	5.95	14.82	254.36	254.36	42.75
3076	North Abington and Hanover	Old Colony R.R.	7.81	14.28	333.87	333.87	42.75
3077	Mount Tom and Easthampton Station (n. o.)	Connecticut River R.R.	8.50	6	149.62	149.62	42.75
3078	Boston and Winthrop	Boston, Revere Beach and Lynn R.R.	4.70	18	208.96	208.96	44.46
3079	Winthrop Junction (n. o.) and Revere	Lyons R.R.	1.80	18	76.95	76.95	42.75
3080	Boston and Northampton	Boston and Maine R.R.	104.04	13.46	7,917.44	7,917.44	76.10
3081	Chatham Station (n. o.) and Harwick Junction (n. o.)	Old Colony R.R.	7.04	12	306.96	306.96	42.75
3082	Lowell Junction (n. o.) and Lowell Station (n. o.)	Boston and Maine R.R.	8.50	6	363.37	363.37	42.75
				435,810.01	57,676.25	493,487.16	
				45.46	6,159.76	6,159.76	141.93
4001	Providence, R. I., and Worcester Station (n. o.), Mass.	New York, Providence and Boston R.R.	42.40	53.91	18,226.64	4,815.75	283.86
4002	Providence, R. I., and New London, Conn.	do	84.21	19.27	4,000.74	4,000.74	83.79
4003	Providence, R. I., and Williamsville, Conn.	New York and New England R.R.	58.56	31.83	1,437.14	1,437.14	93.20
4004	Providence and Bristol	Providence, Warren and Bristol R.R.	15.42	21	742.44	742.44	81.23
4005	Warren, R. I., and Fall River, Mass.	Fall River, Warren and Providence R.R.	9.14	12	1,828.05	1,828.05	78.66
4006	Providence and Pascoag	Providence and Springfield R.R.	23.24	12	516.03	516.03	60.71
4007	Kingston Depot (n. o.) and Narragansett Pier	Narragansett Pier R.R.	8.50	23.38	528.13	528.13	49.59
4008	Albany Station (n. o.) and Hopkinton	New York, Providence and Boston R.R.	10.65	18	244.10	244.10	42.75
4009	Wood River Junction (n. o.) and Hopkinton Valley	Wood River Branch R.R.	5.71	12	324.04	324.04	42.75
4010	Albany Station (n. o.) and Warwick	New York, Providence and Boston R.R.	7.58		34,913.07	4,815.75	80,728.82
				2,182.61			
				42.40			
				84.21			
				58.56			
				15.42			
				9.14			
				23.24			
				8.50			
				10.65			
				5.71			
				7.58			
				246.41			

## RHODE ISLAND.

4001	Providence, R. I., and Worcester Providence (n. o.), Mans- field (n. o.), and New Lon- don (n. o.)	New York, Providence and Boston R. R. do	43.40
4002	Providence, R. I., and New Lon- don (n. o.)	New York and New England R. R.	64.21
4003	Providence, R. I., and William- son Comp.	New York and New England R. R.	58.56
4004	Providence and Bristol	Providence, Warren and Bris- tol R. R.	15.42
4005	Warren, R. I., and Fall River, Mass	Fall River, Warren and Prov- idence R. R.	9.14
4006	Providence and Pascoag	Providence and Springfield R. R.	27.24
4007	Kingsford Depot (n. o.) and Narra- gansett Pier	Narragansett Pier R. R.	8.50
4008	Auburn Station (n. o.) and Hope	New York, Providence and Boston R. R.	10.65
4009	Wood River Junction (n. o.) and Hope Valley	Wood River Branch R. R.	5.71
4010	Auburn Station (n. o.) and War- wick.	New York, Providence and Boston R. R.	7.58
			246.41

C.—Railroad service as in operation on the 30th of June, 1890.—Continued.

No. of route	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars.	Remarks
CONNECTICUT.									
5001	Norwich, Conn., and Worcester Station (n. o.), Mass.	New York and New England R. R.	59.16	26.50	5,361.67	5,361.67	90.63		
5002	New Britain and Berlin Junction (n. o.).	New York, New Haven and Hartford R. R.	3.00	27	163.90	153.90	51.30		
5003	Middletown and Berlin Depot (n. o.)	do	11.26	24	548.81	548.81	48.74		
5004	New Haven and New London.	do	51.71	44.10	15,150.52	19,774.42	292.41	90.60	
5005	New York, N. Y., and Springfield, Mass.	do	135.73	94.04	145,757.73	26,950.20	1,073.88	{ 240.00 150.00 }	{ R. P. O. for 73.23 miles, New York to New Haven. For 62.50 miles, residue.
5006	Waterbury and Watertown.	do	6.15	13	292.91	292.91	42.75		
5007	Boston, Mass., and Hopewell Junction, N. Y.	New York and New England R. R.	214.94	26.79	41,165.30	41,165.30	191.52		
5008	Yerion and Melrose.	do	13.15	12.73	562.16	562.16	42.75		
5009	New Canaan Station (n. o.) and Stamford Station (n. o.).	New York, New Haven and Hartford R. R.	7.65	24	399.02	399.02	52.16		
5010	New Haven, Conn., and Williamsburgh, Mass.	do	85.31	20.45	11,014.37	11,014.47	129.11		
5011	Bridgewater and Winsted.	do	62.24	22.57	8,355.09	8,355.09	134.24		
5012	Bridgeport, Conn., and Pittsfield, Mass.	Housatonic R. R.	111.13	20.37	14,822.51	14,822.51	133.98		
5013	South Norwalk and Danbury.	do	22.43	43.09	3,339.67	2,339.67	104.31		
5014	New Haven and Willimantic.	New York, New Haven and Hartford R. R.	54.65	23.44	9,295.24	9,295.24	168.44		
5015	Hartford and Saybrook Point.	do	46.12	19.25	5,441.69	5,441.69	117.99		
5016	Hartford, Conn., and Springfield, Mass.	New York and New England R. R.	32.20	12	2,450.42	2,450.42	76.10		
5017	New Haven and Ansonia.	New Haven and Derby R. R.	13.45	31	954.54	954.54	70.97		
5018	Hartford, Conn., and Ethelbert, N. Y.	Central New England and Western R. R.	110.36	11.02	8,964.54	8,964.54	81.23		
5019	Litchfield and Hawleyville.	Shepaug, Litchfield and Northern R. R.	32.86	7.75	1,910.48	1,910.48	58.14		
5020	Turnerville and Colchester.	New York, New Haven and Hartford R. R.	4.00	24	174.84	174.84	42.75		
5021	Farmington Station (n. o.) and New Hartford.	do	14.29	17.60	1,246.23	1,246.23	87.21		



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

No. of routes	State and terminal.	Corporate title of company carrying the mails.	Distance, miles.	Average No. of trips per week over whole route.	Annual pay for transportation, Dollars.	Annual pay for R. P. O. cars, Dollars.	Total annual pay, Dollars.	Cost per mile for transportation, Dollars.	Cost per mile for R. P. O. cars, Dollars.	Remarks.
NEW YORK—continued.										
6025	Albany and Mooers.....	Delaware and Hudson Canal Company.	188.66	21.61	35,971.80	.....	35,971.80	190.67	.....	
6027	Cobleskill and Cherry Valley.....	do	22.86	12	1,036.01	.....	1,036.01	45.32	.....	
6028	Albany and Binghamton.....	do	143.22	28.34	20,205.47	.....	20,205.47	141.08	.....	
6029	Plattsburgh and Au Sable Forks.....	do	23.61	6	1,005.05	.....	1,005.05	42.75	.....	
6030	Quaker Street and Schoenewald.....	do	15.40	12	658.35	.....	658.35	42.75	.....	
6031	Knickerbocker Junction (n. o.), N. Y., and Jefferson Junction (n. o.), Pa.	do	22.01	7.17	1,298.59	.....	1,298.59	59.00	.....	
6032	Port Edward and Lake George.....	do	15.51	25.52	1,087.40	.....	1,087.40	70.11	.....	
6033	West Chazy and Rouses Point.....	do	14.88	15	2,468.14	.....	2,468.14	165.87	.....	
6034	Oswego and Richland.....	Rome, Watertown, and Ogdensburg R. R.	29.02	21.93	2,927.82	.....	2,927.82	100.89	.....	
6035	Watertown and Cape Vincent.....	do	25.77	15	1,454.20	.....	1,454.20	56.43	.....	
6036	Rome and Ogdensburg.....	do	142.27	19.49	21,257.86	.....	21,257.86	149.63	.....	
6037	Syracuse and Pulaski.....	do	36.61	15	3,136.29	.....	3,136.29	81.23	.....	
6038	Oswego and Suspension Bridge.....	do	151.12	12	16,538.57	.....	16,538.57	109.44	.....	
6039	Watertown and Sackett's Harbor.....	do	12.46	12	532.66	.....	532.66	42.75	.....	
6040	Chenango Forks and Norwich.....	Delaware, Lackawanna, and Western R. R.	30.38	19	3,065.03	.....	3,065.03	100.89	.....	
6041	Ticon and Norwich.....	do	54.05	33.70	6,502.21	.....	6,502.21	121.41	.....	
6042	Oswego and Utica.....	do	53.63	6	2,055.15	.....	2,055.15	82.04	.....	
6043	Richfield Junction (n. o.) and Richfield Springs.....	do	22.01	15	1,486.77	.....	1,486.77	67.55	.....	
6044	Muncie and Oyster Bay.....	Long Island R. R.	14.61	15	849.42	.....	849.42	58.14	.....	
6045	Long Island City and Greenport.....	do	94.71	25.20	12,228.00	.....	12,228.00	129.11	.....	
6046	Rockville and Echo.....	do	32.46	12	2,914.25	.....	2,914.25	89.78	.....	
6047	Conesus Lake Junction (n. o.) and Lakeridge.....	Conesus Lake R. R.	1.48	12	63.27	.....	63.27	45.75	.....	
6048	Oswego and Cornwall Station (n. o.).....	New York, Ontario and Western R. R.	274.42	16.44	26,747.71	.....	26,747.71	97.47	.....	
6049	Wellsville and Eldred.....	Bradford, Eldred and Cuba R. R.	33.15	12	1,984.02	.....	1,984.02	69.85	.....	
6050	Walton and Delhi.....	New York, Ontario and Western R. R.	17.85	19	936.27	.....	936.27	52.16	.....	
6051	Clinton and Rome.....	do	13.67	12	584.39	.....	584.39	42.75	.....	
6052	Molton and Brandon.....	Norfolk and Atlantic R. R.	34.57	9.19	1,400.09	.....	1,400.09	42.75	.....	
6053	Rouse's Point and Ogdensburg.....	Central Vermont R. R.	119.19	15	12,535.21	.....	12,535.21	103.17	.....	
6054	Charlton, N. Y., and Bennington, Vt.	Lebanon Springs R. R.	57.62	12	2,596.64	.....	2,596.64	62.42	.....	

000001	Schocharie and Middleburgh .....	Middleburgh and Schocharie R. R.	18	294.58	294.58	45.92
000002	Schocharie Junction (n. o.) and Schocharie Station (n. o.) .....	Schocharie Valley R. R.	18	293.58	293.58	57.29
000003	Utica and Randolphville .....	New York, Ontario and Western Rwy.	10.55	2,523.61	2,523.61	80.37
000004	Buffalo, N. Y., and Emporium, Pa.	Western New York and Pennsylvania R. R.	14.06	13,903.06	13,903.06	114.57
000005	Vacant.	Skaneateles R. R.	18	270.80	270.80	44.46
000006	Hart Lot and Skaneateles .....	Western New York and Pennsylvania R. R.	93.02	10,166.19	10,166.19	108.59
000007	Buffalo, N. Y., and Corry, Pa.	Statens Island Rapid Transit R. R.	30	1,114.45	1,114.45	113.72
000008	New York (foot of Whitehall street), and Mariner's Harbor.	Northern Central Rwy.	19	10,692.28	10,692.28	151.34
000009	Canandaigua and Elmira .....	Delaware, Lackawanna and Western R. R.	31	5,573.46	5,573.46	136.47
000010	Syracuse and Oswego .....	do	25.38	11,694.67	11,694.67	143.64
000011	Syracuse and Binghamton .....	Champlain and St. Lawrence R. R.	13	232.56	232.56	145.85
000012	Roose's Point and Canada Line (n. o.) .....	Statens Island Rapid Transit R. R.	30	885.13	885.13	57.29
000013	Vacant.	Boston and Albany R. R.	18	749.40	749.40	42.76
000014	Saint George (n. o.) and Tottenville.	Silver Lake Rwy.	12	346.52	346.52	47.88
000015	Hudson and Chatham .....	Syracuse, Ontario and New York Rwy.	11.63	2,474.42	2,474.42	55.58
000016	Union Springs and Perry .....	Lehigh Valley R. R.	8.48	8,274.12	8,274.12	89.78
000017	Syracuse and Earlville .....	Glaser and Delaware R. R.	12	10,972.11	10,972.11	101.75
000018	Lyons, N. Y., and Sayre, Pa.	New York, Lake Erie and Western R. R.	21.10	1,831.41	1,831.41	145.35
000019	Rondout and Hobart .....	Elmira, Cortland and Northern R. R.	10.92	5,889.56	5,889.56	82.94
000020	Val's Gate Junction (n. o.) and Newburgh Junction (n. o.) .....	Boston, Hoosac Tunnel and Western Rwy.	12	585.62	585.62	43.01
000021	Elmira and Cortland .....	Port Jervis, Monticello and New York R. R.	6	1,091.93	1,091.93	44.40
000022	Vacant.	New York and Massachusetts Rwy.	7.14	1,713.36	1,713.36	46.17
000023	Saratoga Springs and Schoenleysville.	Elmira, Cortland and Northern R. R.	8.96	4,290.83	4,290.83	87.21
000024	Port Jervis and Monticello .....	Fonda, Johnstown and Gloversville R. R.	16.49	2,106.66	2,106.66	78.60
000025	Poughkeepsie and Boston Corner.	Greenwich and Johnsonville Rwy.	18	740.36	740.36	48.74
000026	Canastota and Cortland .....	Watkill Valley R. R.	10.96	2,310.21	2,310.21	67.55
000027	Fonda and Northville .....	Lehigh Valley R. R.	16.24	12,821.09	12,821.09	104.31
000028	Johnseville and Greenwich .....	do	8.27	4,128.32	4,128.32	70.97
000029	Montgomery and Kingston .....	Newburgh, Dutchess and Connecticut R. R.	58.17			
000030	Sayre, Pa., and North Fair Haven, N. Y.					
000031	Dutchess Junction and Millerton.					

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

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
NEW YORK—continued.										
6086	Cooperstown and Cooperstown Junction (n. o.).	Cooperstown and Charlotte Valley R. R.	16.53	12	1,031.80	.....	1,031.80	.....	.....	
6087	Utica and Watertown .....	Rome, Watertown and Ogdensburg R. R.	91.72	18	13,410.38	.....	13,410.38	146.21	.....	
6088	Carthage and Ogdensburg .....	do	60.81	12	7,486.92	.....	7,486.92	123.12	.....	
6089	Cayuga and Ithaca .....	Robt Valley R. R.	38.66	9.93	2,331.75	.....	2,331.75	59.55	.....	
6090	Sodus Point and Stanley .....	Northern Central Rwy.	83.80	8.69	1,448.79	.....	1,448.79	42.75	.....	
6091	Buffalo and Jamestown .....	New York, Lake Erie and Western R. R.	69.21	13.5	6,568.72	.....	6,568.72	94.91	.....	
6092	Middletown and Pine Bush .....	do	13.76	12	586.95	.....	586.95	42.75	.....	
6093	Long Island City and Sag Harbor .....	Long Island R. R.	98.93	19.60	12,096.17	.....	12,096.17	122.57	.....	
6094	Long Island City and Whitestone .....	do	11.36	39.81	893.57	.....	893.57	74.66	.....	
6095	Saratoga Springs and North Creek .....	Aldondack Rwy.	58.55	8.27	4,253.41	.....	4,253.41	72.08	.....	
6096	Bath and Hammondport .....	Bath and Hammondport R. R.	9.60	18	467.90	.....	467.90	48.74	.....	
6097	Silver Lake Junction (n. o.) and Silver Springs .....	Buffalo, Rochester and Pittsburgh Rwy.	1.12	12	57.45	.....	57.45	51.30	.....	
6098	Whitehall, N. Y., and Castleton, Vt. ....	Delaware and Hudson Canal Company.	14.38	12	1,844.23	.....	1,844.23	128.25	.....	
6099	Crown Point and Hammondville .....	Crown Point Iron Company's R. R.	11.95	12	510.86	.....	510.86	42.75	.....	
6100	Valley Stream and Far Rockaway .....	Long Island R. R.	5.48	18	257.72	.....	257.72	47.03	.....	
6101	Sidney and Edmeston .....	New York, Ontario and Western Rwy.	33.29	10.67	2,077.96	.....	2,077.96	62.42	.....	
6102	Rochester and Salamanca .....	Buffalo, Rochester and Pittsburgh Rwy.	109.19	17.12	8,962.31	.....	8,962.31	82.08	.....	
6103	Corning and Geneva .....	burgh Rwy.	58.34	13.63	4,539.43	.....	4,539.43	77.81	.....	
6104	New City and Nanuet Junction (n. o.).	Fall Brook Coal Company .....	4.59	15	196.22	.....	196.22	42.75	.....	
6105	Plattsburgh and Saranac Lake .....	New Jersey and New York R. R.	73.73	11.43	5,043.13	.....	5,043.13	68.40	.....	
6106	Albany and Troy .....	Chateaugay R. R.	7.23	84.64	1,520.68	.....	1,520.68	216.33	.....	
6107	Mechanicville and Reynolds .....	New York Central and Hudson River R. R.	4.75	6	203.06	.....	203.06	42.75	.....	
6108	Binghamton and Buffalo .....	Boston, Hoosac Tunnel and Western Rwy.	203.55	6	5,000.00	.....	5,000.00	24.56	.....	
6109	New Rochelle, N. Y., and Jersey City, N. J. (Pa. R. R. station).	Delaware, Lackawanna and Western R. R.	24.13	27	306.91	.....	306.91	47.88	.....	Pay not fixed on 17.72 miles, extension, West Chester, N. Y., to Jersey City, N. J.

No.	Name	Miles	Rate per Mile	Total Rate
6110	De Kalb Junction and Norwood.....	25.48	15	2,570.67
6111	Minocla and Hempstead.....	3.43	91	146.03
6112	Stewart Junction (n. o.) and Babylon.....	21.03	9	1,402.49
6113	Sunmitville and Ellenville.....	8.66	18	436.89
6114	Clove Branch Junction and Clove Rwy.....	8.10	6	346.27
6115	Rome, Watertown and Ogdensburg R. R.....	16.23	12	707.79
6116	Fitchburg R. R.....	5.04	23	810.12
6117	Long Island R. R.....	5.43	6	232.13
6118	Stony Clove and Catskill Mountain R. R.....	14.83	12	760.77
6119	Herkimer, Newport and Poland Narrow Gauge Rwy.....	17.04	18	815.87
6120	Whitestone Junction (n. o.) and Thomaston.....	7.26	18	422.09
6121	Mechanicville and Schuylersville Junction (n. o.).....	13.05	12	746.32
6122	Addison, N. Y., and Galeton, Pa.....	46.56	12.97	3,184.70
6123	Rochester and Hinsdale.....	101.75	7.40	6,785.70
6124	Brooklyn and Jamaica.....	9.58	42	589.74
6125	Hopewell Junction and Witcopse Junction (n. o.).....	11.37	9.5	1,001.24
6126	Luzerne and Black Rock (n. o.) and (N. Y. C. and H. R. R. station), Bradford Junction (n. o.), N. Y., and Walden, Pa.....	4.59	9	196.22
6127	Buffalo, Rochester and Pittsburgh Rwy.....	131.96	12	7,612.74
6128	East's Corners and Willard.....	5.70	16.11	243.67
6129	New York (foot of 42d street) and Albany.....	142.87	21.71	18,090.25
6130	Buffalo Exchange street station and West Kanastota.....	45.18	12	2,935.79
6131	Kanastota Junction (n. o.) and Kanastota.....	8.00	12.5	348.88
6132	Vacant.....			
6133	Rathfield and Norwood.....	13.54	12	578.83
6134	Harveysville and Carthage.....	21.71	12	928.10
6135	Jamestown and Mayville.....	25.74	12	1,100.38
6136	Windsor Beach (n. o.) and Rochester.....	8.30	54.5	645.82
6137	Corvallis Junction (n. o.) and New York (foot of Jay street).....	57.57	13	1,457.16

Covered by route No.  
6105.

**P M & CO—19**

Covered by route No.  
6105.

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
NEW YORK—continued.										
6138	Fulton and Woodard Junction (n. o.)	Rome, Watertown and Ogdensburg R. R.	17.43	12	745.13	.....	745.13	42.75	.....	
6139	Vacant.									
6140	Summitville and Huguenot Junction (n. o.)	Port Jervis, Monticello and New York R. R.	17.56	6	750.60	.....	750.60	42.75	.....	
6141	Auburn and Genoa (n. o.)	Lehigh Valley R. R.	21.59	6	922.97	.....	922.97	42.75	.....	
6142	Prattsburgh and Kanona (n. o.)	Kanona and Prattsburgh R. R.	12.66	12	541.21	.....	541.21	42.75	.....	
6143	Wayland and Delmar (n. o.)	The Lackawanna and Southwestern R. R.	58.99	9.81	2,521.82	.....	2,521.82	42.75	.....	
6144	Angelica and Belfast Junction (n. o.)	do	6.87	6	293.60	.....	293.60	42.75	.....	
			6,766.30		1,443,671.33	218,448.40	1,662,120.33			
NEW JERSEY.										
7001	New York, N. Y., and Easton, Pa.	Central R. R. Co. of New Jersey	74.20	25.72	11,673.14	.....	11,673.14	157.32	.....	
7002	Somerville and Flemington (n. o.)	do	13.91	21	748.24	.....	748.24	47.03	.....	
7003	Elizabethport (n. o.) and Bayhead Junction (n. o.)	do	50.21	32.31	9,013.20	.....	9,013.20	179.55	.....	
7004	New York, N. Y., and Philadelphia, Pa.	Pennsylvania R. R.	90.63	193.80	206,119.80	49,846.50	255,966.30	2,274.30	550.00	
7005	Camden and South Amboy (n. o.)	do	61.20	19.42	6,122.44	.....	6,122.44	100.04	.....	
7006	Camden and Pemberton (n. o.)	do	25.65	30.58	2,390.58	.....	2,390.58	93.20	.....	
7007	Burlington and Lambertton (n. o.)	do	10.35	27.94	442.46	.....	442.46	42.75	.....	
7008	Trenton and Manunka Chunk (n. o.)	do	67.80	30.38	8,521.78	.....	8,521.78	125.69	.....	
7009	Lambertville and Flemington (n. o.)	do	12.47	18	543.81	.....	543.81	43.61	.....	
7010	East Millstone and New Brunswick (n. o.)	do	8.49	12	362.94	.....	362.94	42.75	.....	
7011	Rocky Hill and Monmouth Junction (n. o.)	do	6.82	12	291.55	.....	291.55	42.75	.....	
7012	Kinkora and Tullinstown (n. o.)	do	9.80	12	418.95	.....	418.95	42.75	.....	
7013	Hoboken and Easton (n. o.)	Delaware, Lackawanna and Western R. R.	84.28	37.97	12,322.57	.....	12,322.57	146.21	.....	
7014	Dover and Chester (n. o.)	do	14.05	12	600.03	.....	600.03	42.75	.....	
7015	Philadelphia, Pa., and Atlantic City, N. J.	Camden and Atlantic R. R.	59.59	28.08	6,572.77	.....	6,572.77	110.30	.....	
7016	Vacant.									

7017	Jersey City and Nyack	Northern R. R. Co. of New Jersey.	28.58	27.50	2,248.10	2,248.10	78.66
7018	Easton and Metuchen Station (n. o.)	Lehigh Valley R. R.	54.20	32.16	9,175.51	9,175.51	169.29
7019	Newfield and Atlantic City	West Jersey R. R.	34.58	13	1,478.29	1,478.29	42.75
7020	Pleasantville and Somers Point	do	7.45	12	318.48	318.48	42.75
7021	Elmer and Salem	do	17.71	16.95	878.23	878.23	49.59
7022	Woodbury and Hightstown Junction (n. o.)	do	22.19	21.51	1,290.12	1,290.12	58.14
7023	Monmouth Junction and Sea Girt (n. o.)	Pennsylvania R. R.	33.57	12.25	2,210.24	2,210.24	65.84
7024	Jersey City and Haverstraw	New Jersey and New York R. R.	41.79	18	2,679.99	2,679.99	64.13
7025	Waterloo and Franklin Furnace	Delaware, Lackawanna and Western R. R.	23.49	19.72	1,468.21	1,468.21	63.27
7026	Highlands and Whiting	Central R. R. Co. of New Jersey	41.78	18.76	2,965.12	2,965.12	70.97
7027	Newark and Mont Clair	Delaware, Lackawanna and Western R. R.	6.60	21	423.25	423.25	64.13
7028	Hoboken and Denville	Central R. R. Co. of New Jersey	34.30	38.44	5,906.64	5,906.64	169.29
7029	Whiting and Aison	New York, Lake Erie and Western R. R.	24.35	6	1,195.87	1,195.87	47.88
7030	Newark and Paterson	do	11.40	27	545.83	545.83	47.88
7031	Aison and Bridgeton	Central R. R. Co. of New Jersey	37.67	6	1,674.80	1,674.80	44.46
7032	Whiting and Tuckerton	Tuckerton R. R.	28.38	12	1,531.41	1,531.41	52.16
7033	Bridgeton and Elvatie	Central R. R. Co. of New Jersey	21.08	12	1,331.81	1,331.81	64.13
7034	Jersey City, N. J., and Greenwood Lake, N. Y.	New York and Greenwood Lake Rwy.	48.57	15.84	2,977.66	2,977.66	61.56
7035	Alco and Glasborough	Atlantic City R. R.	17.81	12.37	761.37	761.37	42.75
7036	Summit and Bernardsville	Delaware, Lackawanna and Western R. R.	14.68	15	627.57	627.57	42.75
7037	Jersey City, N. J., and Middletown, N. Y.	New York, Susquehanna and Western R. R.	89.50	17.31	6,887.02	6,887.02	78.95
7038	Railway and Perth Amboy	Pennsylvania R. R.	7.45	26.95	477.76	477.76	64.13
7039	Woodbury and Penn's Grove	Delaware River R. R.	30.31	15	637.71	637.71	48.17
7040	High Bridge and Rockaway	Central R. R. Co. of New Jersey	26.69	6	1,311.99	1,311.99	42.75
7041	Camden and Cape May	West Jersey R. R.	82.17	38.79	10,749.47	10,749.47	130.83
7042	Beach Haven and Manahawkin	Pennsylvania R. R.	12.48	6	533.52	533.52	42.75
7043	Matineon Station (n. o.) and Freehold	Central R. R. Co. of New Jersey	12.72	30	728.72	728.72	57.29
7044	Trenton and Trenton Junction	Philadelphia and Reading R. R.	4.28	18	182.97	182.97	42.75
7045	Haddonfield and Medford	Camden and Atlantic R. R.	11.99	21	512.57	512.57	42.75
7046	Bordentown and Trenton	Pennsylvania R. R.	6.17	40	395.08	395.08	64.13
7047	Sea Isle City and Avalon	West Jersey R. R.	4.02	6	171.85	171.85	42.75
7048	Branchville Junction (n. o.) and Branchville	Delaware, Lackawanna and Western R. R.	6.37	12	296.58	296.58	47.03
7049	Easton and Red Bank	Central R. R. Co. of New Jersey	4.13	15.28	228.55	228.55	55.58
7050	Mantlester and Barnegat	do	22.30	15	953.32	953.32	42.75
7051	Glassborough and Bridgeton	West Jersey R. R.	20.23	24	1,989.21	1,989.21	98.33
7052	Greycourt and Belvidere	Lehigh and Hudson River Rwy.	33.36	11.43	3,142.02	3,142.02	49.59
7053	Princeton Junction and Princeton	Pennsylvania R. R.	3.45	45	241.87	241.87	70.11

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

No. of route	State and termini.	Corporate title of company carrying the mail.	Distance, Miles.	Average No. of trips per week over whole route.	Annual pay for transportation, Dollars.	Annual pay for R. P. O. cars, Dollars.	Total annual pay, Dollars.	Cost per mile for transportation, Dollars.	Cost per mile for R. P. O. cars.	Remarks.
NEW JERSEY—continued.										
7054	Whiting and Bayhead Junction (n. o.).	Pennsylvania R. R.	28.30	9.18	1,222.22	42.75	1,222.22	42.75		
7055	Rutherford Junction (n. o.) and Ridge-wood Junction (n. o.).	New York, Lake Erie and Western R. R.	9.98	12	426.64	42.75	426.64	42.75		
7056	Barnegat City and Barnegat City Junction (n. o.).	Pennsylvania R. R.	8.96	6	383.04	42.75	383.04	42.75		
7057	Manoussink and Heidelberg (n. o.).	West Jersey R. R.	9.02	15	386.03	42.75	386.03	42.75		
7058	Ros's (n. o.), N. J., and Stroudsburg, Pa.	New York, Susquehanna and Western R. R.	47.75	8.48	2,164.03	45.32	2,164.03	45.32		
7059	Delaware and Columbia Junction (n. o.).	do	3.16	6	135.09	42.75	135.09	42.75		
7060	Sea Isle Junction (n. o.) and Ocean City.	West Jersey R. R.	15.50	12	665.19	42.75	665.19	42.75		
7061	Anglesea Junction (n. o.) and Holly Beach.	do	7.72	12	332.59	42.75	332.59	42.75		
7062	Vacant.									
7063	Whiting and Brimingham	Pennsylvania R. R.	18.51	12	791.30	42.75	791.30	42.75		
7064	Evanston (n. o.) and Vincentown	do	3.03	12	129.53	42.75	129.53	42.75		
7065	Hightstown and Pemberton	Union Transportation Co.	25.83	6	1,523.97	59.00	1,523.97	59.00		
7066	Ringwood and Ringwood Junction (n. o.).	New York and Greenwood Lake Rwy.	2.61	6	111.57	42.75	111.57	42.75		
7067	Pottersville and White Horse Station.	Rockaway Valley R. R.	8.57	12	396.36	42.75	396.36	42.75		
7068	Atlantic City and Longport.	Camden and Atlantic R. R.	7.08	6	302.67	42.75	302.67	42.75		
7069	Matawan Junction (n. o.) and Atlantic Highlands.	Central R. R. Co. of New Jersey.	11.03	6	575.32	52.16	575.32	52.16		
7070	Brown's Mills and Brown's Mills Junction (n. o.).	Pennsylvania R. R.	1.92	6	82.08	42.75	82.08	42.75		
PENNSYLVANIA.										
8001	Philadelphia and Pittsburgh.	Pennsylvania R. R.	353.60	61.65	526,050.72	132,600.00	638,650.72	1,487.70	375.00	
8002	Philadelphia and Pottsville.	Philadelphia and Reading R. R.	93.02	41.37	16,065.48		16,065.48	172.71		
8003	Philadelphia and West Chester.	Philadelphia, Wilmington and Baltimore R. R.	27.78	37.36	3,752.80		3,752.80	135.09		
					347,085.82	49,846.50	396,932.32			

			54.01	63.69	10,775.20		10,775.20	192.38	
8004	Philadelphia and Bethlehem.....	Philadelphia and Reading R. R.							
8005	Philadelphia and Norristown.....	do.	16.19	64.5	1,716.46		1,716.46	108.02	
8006	Sunbury and Williamsport.....	Pennsylvania R. R.	41.06	24.50	10,953.16		12,598.56	266.78	40.00
8007	Bridgeport and Exton.....	Philadelphia and Chester Valley R. R.	16.93	12	723.75	1,943.40	723.75	42.75	
8008	Chester, Pa., and Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R.	58.14	17	5,289.22		5,289.22	90.68	
8009	Honesdale and Lackawanna.....	New York, Lake Erie and Western R. R.	24.89	12	1,681.31		1,681.31	67.55	
8010	Easton, Pa., and Waverly, N. Y.	Lehigh Valley R. R.	205.56	30.66	34,096.23		34,096.23	165.87	
8011	Peun Haven Junction (n. o.) and Mount Carmel.....	do.	48.20	12.72	2,555.08		2,555.08	53.01	
8012	Hazle Creek Junction (n. o.) and Audenried.....	do.	8.52	18	364.23		364.23	42.75	
8013	Pottsville and Herndon.....	Philadelphia and Reading R. R.	77.71	17.38	6,511.31		6,511.31	83.79	
8014	Port Clinton and Williamsport.....	do.	122.06	10.91	7,514.01		7,514.01	61.56	
8015	Sunbury and Sugarloaf.....	Pennsylvania R. R.	44.61	13.77	2,478.42		2,478.42	55.58	
8016	Peun Haven Junction (n. o.) and Sugarloaf.....	Lehigh Valley R. R.	23.40	33.49	1,940.79		1,940.79	82.91	
8017	Scranton and Northumberland.....	Delaware, Lackawanna and Western R. R.	80.48	25.78	10,734.42		10,734.42	133.38	
8018	Scranton and Carbondale.....	Delaware and Hudson Canal Co.	17.37	30	1,737.69		1,737.69	100.04	
8019	Binghamton, N. Y., and Washington, N. J.	Delaware, Lackawanna and Western R. R.	140.50	39.39	23,185.31		23,185.31	165.02	
8020	Elmira, N. Y., and Hoytville, Pa.	New York, Lake Erie and Western R. R.	65.01	10.55	4,724.92		4,724.92	72.68	
8021	Williamsport, Pa., and Elmira, N. Y.	Northern Central Rwy.	76.71	19	15,334.60	1,992.75	17,327.35	192.38	25.00
8022	Williamsport and Erie.....	Pennsylvania R. R.	248.25	15.56	35,023.11		35,023.11	141.08	
8023	Sunbury and Mount Carmel.....	Northern Central Rwy.	27.67	15.21	1,443.26		1,443.26	52.16	
8024	Bradford, Pa., and Carrollton, N. Y.	New York, Lake Erie and Western R. R.	11.66	24	687.32		687.32	76.10	
8025	Irvine and Curry.....	Western New York and Pennsylvania R. R.	04.67	20.51	9,875.02		9,875.02	104.31	
8026	Strasburgh and Leaman Place.....	Strasburgh R. R., E. C. Muselman, lessee.	4.87	6	508.19		508.19	42.75	
8027	Lancaster and Middletown.....	Pennsylvania R. R.	30.99	22.07	2,861.61		2,861.61	93.34	
8028	Harrisburg and Auburn.....	Philadelphia and Reading R. R.	58.18	6	2,783.23		2,783.23	47.03	
8029	Stewartstown and New Freedom.....	Stewartstown R. R.	7.68	12	328.32		328.32	42.75	
8030	Harrisburg, Pa., and Martinsburg, W. V.	Cumberland Valley R. R.	95.66	29.39	13,332.13		13,332.13	139.37	
8031	Columbia and Sinking Spring.....	Reading and Columbia R. R.	40.13	14.12	2,607.64		2,607.64	64.08	
8032	Columbia, Pa., and Frederick, Md.	Pennsylvania R. R.	60.30	18.58	5,155.22		5,155.22	74.39	
8033	Bevin Junction (n. o.) and East Bertha.....	Bevin Branch R. R.	7.26	6	310.36		310.36	42.75	
8034	Huntingdon and Mount Dallas (n. o.).....	Huntingdon and Broad Top Mountain R. R., and Coal Co.	45.15	12	3,744.74		3,744.74	81.94	

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

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance, miles.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
PENNSYLVANIA—continued.										
8035	Tyrone and Charlestown.	Pennsylvania R. R.	47.48	17.99	4,343.94	91.49	Dollars.	Dollars.		
8036	Altoona and Harrisburg.	do	27.90	15.60	1,502.97	53.87	1,502.97	53.87		
8037	Cresson and Ebersburg.	do	11.68	15	387.74	59.45	387.74	59.45		
8038	Tyrone and Lock Haven.	do	64.99	12	4,184.73	76.10	4,184.73	76.10		
8039	Brownsville and Altoona.	do	60.24	17.76	5,979.56	86.36	5,979.56	86.36		
8040	Pittsburgh, Pa., and Wheeling, W. Va.	Baltimore and Ohio R. R.	70.56	25.14	6,334.87	89.73	6,334.87	89.73		
8041	Pittsburgh and Oil City.	Allegheny Valley R. R.	112.61	20	19,388.90	146.21	19,388.90	146.21		
8042	Branch-Junction and Indiana.	Pennsylvania R. R.	39.19	13.70	1,796.35	91.05	1,796.35	91.05		
8043	Meadville and Oil City.	New York, Lake Erie, and Western R. R.	36.45	18.50	2,493.18	68.40	2,493.18	68.40		
8044	Erie and Homewood.	Pennsylvania Co.	112.71	13.57	13,588.31	120.56	13,588.31	120.56		
8045	Oil City, Pa., and Ashtabula, Ohio.	Lake Shore and Michigan Southern Rwy.	88.30	11.52	6,870.62	77.81	6,870.62	77.81		
8046	Bethlehem and Pango.	Lehigh and Lackawanna R. R.	31.31	12	1,438.03	45.32	1,438.03	45.32		
8047	Downingtown and New Holland.	Pennsylvania R. R.	27.19	18.50	1,534.33	56.43	1,534.33	56.43		
8048	West Chester and Phoenixville.	do	18.70	10.65	815.50	43.61	815.50	43.61		
8049	Lewistown Junction (n. o.) and Milroy.	do	12.46	12	532.66	42.75	532.66	42.75		
8050	Pottsville and Freekville.	Philadelphia and Reading R. R.	10.97	18	408.96	42.75	408.96	42.75		
8051	Greenville and Butler.	Pittsburgh, Shenango, and Lake Erie R. R.	58.42	15	4,146.06	70.97	4,146.06	70.97		
8052	Carlisle and Pine Grove Furnace.	South Mountain Railway and Mining Co.	18.97	15.27	1,151.66	60.71	1,151.66	60.71		
8053	Freeport and Butler.	Pennsylvania R. R.	21.99	12	1,259.80	57.29	1,259.80	57.29		
8054	Wilmington, Del., and Reading, Pa.	Wilmington and Northern R. R.	74.60	8.81	3,444.28	46.17	3,444.28	46.17		
8055	Mansfield Station (n. o.) and Washington.	Pittsburgh, Cincinnati and St. Louis Rwy.	22.89	22.11	2,612.19	114.57	2,612.19	114.57		
8056	Porktown Junction (n. o.) and Emmaus.	Terkowen R. R.	37.58	9.75	2,056.37	54.72	2,056.37	54.72		
8057	Pottstown and Barto's.	Philadelphia and Reading R. R.	13.04	18	590.97	45.32	590.97	45.32		
8058	Jeddo and Freehold.	Lehigh Valley R. R.	2.78	18	118.84	42.75	118.84	42.75		
8059	Lebanon and Tower City.	Philadelphia and Reading R. R.	43.53	13.14	2,081.21	47.88	2,081.21	47.88		

		24.10	13	1,195.11	1,195.11	49.59	
8060	Montrose Station (n. o.) and Ter- race.						
8061	Schuylkill Haven and Glen Car- bon.	13.63	9.41	582.68	582.68	42.75	
8062	Tipton and Kutztown.	5.06	24	216.81	216.81	42.75	
8063	Pittsburgh, Pa., and Cumberland, Md.	150.70	53.67	57,578.57	57,578.57	182.97	
8064	Carlondale and Susquehanna.	39.73	11.42	2,344.07	2,344.07	59.00	
8065	Corning, N. Y., and Antrim, Pa.	52.24	13.23	3,896.13	3,896.13	74.39	
8066	Philadelphia and Ureah.	11.29	12	482.65	482.65	42.75	
8067	Lewisburgh and Bellefonte.	66.23	12	5,209.65	5,209.65	78.66	
8068	Bloomfield and Tryonville Station (n. o.).	10.07	6	430.46	430.46	42.75	
8069	Toward and Barclay.	17.25	6	737.43	737.43	42.75	
8070	Rockwood and Johnstown.	45.48	13.24	3,033.06	3,033.06	66.69	
8071	South Penn Junction (n. o.) and Richmond Furnace.	19.88	12	1,441.67	1,441.67	74.39	
8072	Mount Dallas Station (n. o.), Pa., and Cumberland, Md.	45.11	12	2,970.04	2,970.04	65.84	
8073	Allentown and Harrisburg.	90.17	31.25	13,337.94	13,337.94	147.92	
8074	Conshohocken and Flourtown.	7.20	13.42	307.80	307.80	42.75	
8075	Landisville and Doylestown.	10.47	40	966.70	966.70	92.34	
8076	Red Bank Furnace and Driftwood.	109.97	10.02	8,274.14	8,274.14	75.34	
8077	Chambersburg and Waynesbor- ough.	22.18	12	1,156.90	1,156.90	52.16	
8078	Tunkhannock and Montrose.	27.37	12	1,216.87	1,216.87	44.46	
8079	Wilkes Barre and Scranton.	19.25	21	971.10	971.10	50.45	
8080	McChesnut and Tullerburgh.	8.80	12	421.34	421.34	47.88	
8081	Pittsburgh and West Brownsville.	54.33	21	5,481.35	5,481.35	100.89	
8082	Valley Junction (n. o.), and Inter- section (n. o.).	7.70	12	533.30	533.30	69.29	
8083	Bellefonte and Snow Shoe.	22.23	12	950.33	950.33	42.75	
8084	Holidayburgh and Williams- burgh.	14.28	12	684.00	684.00	48.74	
8085	Mount Union and Robertsdale.	30.13	12	1,339.57	1,339.57	44.46	
8086	Mount Jewett and Gallery.	140.41	13.69	9,363.93	9,363.93	68.69	
8087	Ballwood and Irwona.	25.33	12	1,754.35	1,754.35	69.20	
8088	Alaska (n. o.), and Mount Carmel, R. R.	1.96	24	83.79	83.79	42.75	
8089	Reading and Slatington.	44.11	6	2,036.55	2,036.55	46.17	
8090	Herlin and Garretts.	8.45	12	361.23	361.23	42.75	
8091	Larabee and Clearmont.	23.40	8.49	1,000.35	1,000.35	42.75	
8092	York and Peach Bottom.	40.96	12	2,241.33	2,241.33	54.72	
8093	Lawsonham and Sligo.	10.41	6	445.02	445.02	42.75	
8094	Oxford and Peter's Creek.	20.23	6	864.83	864.83	42.75	

C.—*Railroad service as in operation on the 30th of June, 1890—Continued.*

No. of route	State and termini.	Corporate title of company carrying the mail.	Distance, per week over route.	Average No. of trips	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—continued.										
8005	Pittsburgh and Castle Shannon R. R.	Pittsburgh and Castle Shannon R. R.	6.04	7	258.21		258.21	42.75		
8006	New Castle and Stonedoro	Western New York and Pennsylvania R. R.	35.33	9.69	1,812.42		1,812.42	51.30		
8007	White Haven and Upper Lehigh.	Central R. R. Co. of New Jersey	9.66	12	412.96		412.96	42.75		
8008	Norristown and Lansdale	Stony Creek R. R.	10.80	6	461.70		461.70	42.75		
8009	Ossoda Mills and Rebecca Mills.	Pennsylvania R. R.	17.38	15	742.09		742.09	42.75		
8100	Tamplin and Manch, Chank.	Central R. R. Co. of New Jersey	16.14	19.88	814.26		814.26	50.45		
8101	Wilkes-Barre and Wanauma.	do	12.87	14.7	550.19		550.19	42.75		
8102	Hanover Junction and Gettysburg.	Western Maryland R. R.	29.53	14.39	2,171.34		2,171.34	73.53		
8103	Jenkintown, Pa., and Bound Brook, N. J.	Philadelphia and Reading R. R.	49.19	14.40	3,280.48		3,280.48	66.69		
8104	Greensburgh and Fairchance	Pennsylvania R. R.	44.53	21.32	4,416.48		4,416.48	99.18		
8105	Shedfield and Elmville	Tionesta Valley R. R.	12.76	12	545.49		545.49	42.75		
8106	Middletown and Williamstown.	Northern Central Rwy.	21.04	12	953.53		953.53	45.32		
8107	Meatville and Linesville	Meatville and Linesville Rwy.	21.21	18	1,650.35		1,650.35	77.81		
8108	Lewistown Junction (n. o.) and Selin's Grove Junction (n. o.).	Pennsylvania R. R.	45.00	6.18	2,270.25		2,270.25	50.45		
8109	Glenside and Bradyville	Northeast Pennsylvania R. R.	0.85	12	454.77		454.77	46.17		
8110	Hartley Hall and Nordmont	Williamsport and North Branch R. R.	27.16	12	1,300.42		1,300.42	47.88		
8111	Manor Station and Claridge	Pennsylvania R. R.	3.90	12	166.72		166.72	42.75		
8112	Jersey Shore and Gazeau	Beck's Creek R. R.	117.01	12	5,692.43		5,692.43	47.88		
8113	Troy and Genoa	Pennsylvania R. R.	25.91	12	1,197.65		1,197.65	42.75		
8114	Washington and Waynesburgh	Waynesburg and Washington R. R.	29.31	12	1,979.89		1,979.89	67.55		
8115	Bogor Junction (n. o.) Pa., and Brainards, N. J.	Bangor and Portland Rwy.	4.57	21	226.62		226.62	49.59		
8116	Honesdale and Carbonate	Delaware and Hudson Canal Co.	20.15	12	913.19		913.19	45.32		
8117	Philadelphia Third and Berks Streets Station, Newtown.	Philadelphia, Newtown and New York R. R.	23.30	18.48	1,295.01		1,295.01	55.58		
8118	Lafayette and Lancaster	Ligonier Valley R. R.	10.78	12	469.84		469.84	42.75		
8119	Shannon and Manaw Phane	Philadelphia and Reading R. R.	6.88	24	341.17		341.17	43.69		
8120	Brubaker and Green Run Junction	Pennsylvania R. R.	1.67	12	45.74		45.74	42.75		

(n. o.)

Bradford, Pa. and Olean, N. Y.....	Western New York and Pennsylvania R. R.	21.72	18	928.53	42.75
Summit City and Bradford.....	do	9.03	0	286.03	42.75
Pittsburgh, Pa. and Youngstown, Ohio.....	Pittsburgh and Lake Erie R. R.	37.30	30.32	12, 020.51	178.70
Columbia, Pa. and Port Deposit, Md.....	Pennsylvania R. R.	39.52	0	1, 060.48	42.75
Albion City and New Castle.....	Pittsburgh and Western Rwy.	61.31	28.13	5, 818.93	94.91
D and M. Junction (n. o.) and Shippensburg.....	Harrisburg and Potomac R. R.	28.70	12	1, 226.92	42.75
Montour Junction (n. o.) and Imperial.....	Montour R. R.	11.00	12	470.25	42.75
Portland and Nazareth.....	Bangor and Portland Rwy.	27.60	13.75	1, 675.59	60.71
Irwin and Blackburn.....	Penn. Gas Coal Co.'s Youghiogheny R. R.	8.54	6	363.08	42.75
Dagueahonda and Dagus Mines.....	Northwestern Mining and Exchange Co.	6.08	15	256.92	42.75
Lanesburgh and Pomeroy.....	Pennsylvania R. R.	10.25	6	822.93	42.75
Bradford and Smithport.....	Bradford, Bortell and Kinross R. R.	25.83	18.57	1, 214.78	47.03
Kinross Junction (n. o.) and Eldred Lumber Yard (n. o.) and Elbervale Tunnel (n. o.) and Eckley.....	do	14.17	12	860.26	60.71
Blossburg and Morris Run.....	Lehigh Valley R. R.	6.14	12	262.48	42.75
Junction and Quarryville.....	do	1.21	6	51.72	42.75
Sixton and Dudley.....	New York, Lake Erie and Western R. R.	3.79	6	162.02	42.75
Lawrenceville and Harrison Valley.....	Reading and Columbia R. R.	23.31	13.83	1, 674.12	71.82
Hollidaysburg Junction (n. o.) and Newry.....	Huntingdon and Broad Top Mountain R. R. and Coal Co.	5.93	6	253.50	42.75
Broad Ford and Mount Pleasant.....	Fall Brook Coal Company.....	33.34	12	2, 451.40	73.32
Fall Brook and Blossburg.....	Pennsylvania R. R.	2.89	12	123.54	42.75
Negley and Verona.....	Baltimore and Ohio R. R.	16.42	6	445.45	42.75
Port Allegany and Condersport.....	Fall Brook Coal Company.....	7.75	9	331.31	42.75
Mercersburg Junction (n. o.) and Mercersburg.....	Allegheny Valley R. R.	5.38	12	220.90	42.75
West Brownsville and Uniontown.....	Condersport and Port Allegany R. R.	17.47	12	881.36	50.45
Clarion Junction (n. o.) and Clarion North Clarion and Cherry Grove.....	Cumberland Valley R. R.	2.62	12	190.38	78.10
Lebanon and Cornwall.....	Pennsylvania R. R.	18.81	6	804.12	42.75
Williamsport and Stokesdale Junction (n. o.) and Youngwood Station (n. o.) and Tranger.....	Pittsburgh and Western Rwy.	6.92	21	331.32	42.75
Branchton and Hillard's.....	Warren and Farnsworth Valley R. R.	10.47	9	447.50	42.75
Sunbury and Lewisburgh.....	Cornwall R. R.	6.36	12	271.89	42.75
	Fall Brook Coal Company.....	78.49	7.22	5, 838.87	74.39
	Pennsylvania R. R.	12.53	12	535.65	42.75
	Pittsburgh, Shenango and Lake Erie R. R.	10.47	12	447.50	42.75
	Philadelphia and Reading R. R.	9.89	10.70	422.79	42.75

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
PENNSYLVANIA—Continued.										
8154	Cornwall and Conewago	Cornwall and Lebanon R. R.	10.60	12	Dollars. 709.65	Dollars. 42.75	709.65	Dollars. 42.75		
8155	Hunter's Run and Gettysburg	Gettysburg and Harrisburg R. R.	22.64	13.89	1,645.47	72.68	1,645.47	72.68		
8156	New Castle Junction (n. o.) and New Castle.	Pittsburgh and Lake Erie R. R.	2.40	54.72	155.95	64.98	155.95	64.98		
8157	Springfield Junction (n. o.) and Mines.	Pennsylvania R. R.	8.20	6	350.55	42.75	350.55	42.75		
8158	Pittsburgh and New Haven	Pittsburgh and Lake Erie, R.	50.04	6	3,432.58	58.14	3,432.58	58.14		
8159	Philadelphia and Chestnut Hill R. Station (n. o.).	Pennsylvania R. R.	11.86	37	841.70	70.97	841.70	70.97		
8160	Holmesburg Junction (n. o.) and R. Station (n. o.).	do.	4.05	18	173.13	42.75	173.13	42.75		
8161	Eastleton R. R. Station (n. o.) and R. Station (n. o.).	Wilkes-Barre and Northern R. R.	7.00	12	299.25	42.75	299.25	42.75		
8162	Roaring Spring and Ore Hill	Pennsylvania R. R.	3.27	6	130.79	42.75	130.79	42.75		
8163	Warren, Pa., and Salamanca, N. Y.	Western New York and Pennsylvania R. R.	42.09	12	2,231.19	53.01	2,231.19	53.01		
8165	Freona and Horatio	Pennsylvania and Northwest R. R.	37.17	12	2,193.03	59.00	2,193.03	59.00		
8166	Turbotville and Watsonstown	Wilkes-Barre and Western Rwy.	6.10	6	290.77	42.75	290.77	42.75		
8167	Keating and Karthaus	Pennsylvania R. R.	22.15	6	946.91	42.75	946.91	42.75		
8168	Coudport and Cresson	Cresson and Clarifield County and New York Short Route R. R.	25.22	6	1,078.15	42.75	1,078.15	42.75		
8169	Hazleton and New Boston	Lehigh Valley R. R.	18.75	24	993.93	53.01	993.93	53.01		
8170	Luzerne and Alton	do.	13.26	12	560.86	42.75	560.86	42.75		
8171	Forest House and Austin	Sinmonhon Valley R. R.	8.90	12	384.32	42.75	384.32	42.75		
8172	Jamison City and Bloomsburg.	Bloomsburg and Sullivan R. R.	30.42	12	1,300.45	42.75	1,300.45	42.75		
8173	Silver Brook and Silver Brook Junction (n. o.).	Lehigh Valley R. R.	2.59	6	110.72	42.75	110.72	42.75		
8174	Wilkes-Barre and Rock Glen Junction (n. o.).	Pennsylvania R. R.	39.58	12	1,861.44	47.03	1,861.44	47.03		
8175	New Boston and Pottsville	do.	10.09	24	534.87	53.01	534.87	53.01		
8176	Godd and Denoboe Station (n. o.).	do.	4.26	12	182.11	42.75	182.11	42.75		
8177	Bloomsburg and Rupert	Rupert and Bloomsburg R. R.	2.10	12	93.62	42.75	93.62	42.75		

8178	Beechgro Junction (n. o.) and Richburg	Buffalo, Rochester and Pittsburgh Rwy.	129.53	42.75	129.53	42.75
8179	Wampus Junction (n. o.) and Kentwood Junction (n. o.)	Pennsylvania Co.	1,766.47	135.95	1,766.47	135.95
8180	Rockhill Furnace and McNeal	East Broad Top R. R. and Coal Co.	473.67	42.75	473.67	42.75
8181	Bear Creek and Bear Creek Junction (n. o.)	Lebigh Valley R. R.	232.13	42.75	232.13	42.75
8182	La Joe Station (n. o.) and Hastings	Pennsylvania R. R.	614.74	42.75	614.74	42.75
8183	Duncannon and New Bloomfield	Perry County R. R.	539.90	47.03	539.90	47.03
8184	McGee's Station (n. o.) and Glen Campbell	Pennsylvania R. R.	368.36	42.75	368.36	42.75
8185	Mount Pleasant and Scottdale Junction (n. o.)	do	260.86	46.17	260.86	46.17
8186	Pond Creek Junction (n. o.) and Sandy Run	Central R. R. Co. of New Jersey	115.85	42.75	115.85	42.75
8187	Cittisburgh and Lake Erie R. R.	Cittisburgh and Lake Erie R. R.	1,604.69	57.29	1,604.69	57.29
8188	McKeesport and Belle Vernon	Western New York and Pennsylvania R. R.	500.00	17.18	500.00	17.18
8189	Hawley and Scranton	Erie and Wyoming Valley R. R.	1,500.00	29.25	1,500.00	29.25
8190	Wayne Junction (n. o.) and West Falls (n. o.), in Philadelphia, Pa.	Philadelphia and Reading R. R.	.....	.....	.....	.....
8191	Confidence and Friendsville	Baltimore and Ohio R. R.	1,066,676.15	130,235.16	1,292,911.30	.....
8501	Wilmington and Delmar	Philadelphia, Wilmington and Baltimore R. R.	16,197.66	164.16	16,197.66	164.16
8502	Delmar, Del., and Crisfield, Md.	New York, Philadelphia and Norfolk R. R.	4,777.24	124.83	4,777.24	124.83
8503	Clayton, Del., and Oxford, Md.	Philadelphia, Wilmington and Baltimore R. R.	3,803.06	69.26	3,803.06	69.26
8504	Georgetown and Lewes	do	650.22	42.75	650.22	42.75
8505	Wilmington, Del., and Landenberg, Pa.	Baltimore and Ohio R. R.	865.68	42.75	865.68	42.75
8506	Harrington, Del., and Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. R.	4,622.06	59.00	4,622.06	59.00
8507	Newark and Delaware City	do	545.49	42.75	545.49	42.75
8600	Bay View (n. o.), Md., and Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore R. R.	31,461.41	1,153.40	31,461.41	1,153.40
8602	Baltimore, Md., and Sunbury, Pa.	Northern Central Rwy.	106,112.80	175.00	122,212.80	175.00
8603	Baltimore, Md., and Bollare, Ohio	Baltimore and Ohio R. R.	43,841.59	317.21	40,369.99	317.21
8604	Baltimore, Md., and Baltimore, Ohio	Baltimore and Ohio R. R.	190,894.78	489.65	227,851.28	489.65

For 294.4 miles, Baltimore and Grafton.  
For 95.93 miles, Grafton and Bellaire.

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

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance, Miles.	Average No. of trips per week over whole route.	Annual pay for transportation, Dollars.	Annual pay for R. P. O. cars, Dollars.	Total annual pay, Dollars.	Cost per mile for transportation, Dollars.	Cost per mile for R. P. O. cars, Dollars.	Remarks.
MARYLAND—continued.										
10004	Araby and Frederick .....	Baltimore and Ohio R. R. ....	3.85	55	296.25	296.25	296.25	70.95	.....	R. P. O., Baltimore to Hagerstown, 86.10 miles.
10005	Weverton and Hagerstown .....	do .....	24.43	15	1,503.91	1,503.91	1,503.91	61.56	.....	
10006	Baltimore and Williamsport .....	Western Maryland R. R. ....	92.75	21.68	13,560.97	2,152.50	15,713.47	146.21	25.00	
10007	Annapolis and Annapolia Junction.	Annapolis, Washington and Baltimore R. R. ....	21.03	25	1,852.11	.....	1,852.11	88.07	.....	Pay based on a service of not less than 6 round trips per week.
10008	Cambridge, Md., and Seaford, Del.	Philadelphia, Wilmington and Baltimore R. R. ....	33.64	6	1,955.82	.....	1,955.82	58.14	.....	
10009	Salisbury and Ocean City .....	Baltimore and Eastern Shore R. R. ....	31.07	4.96	1,328.24	.....	1,328.24	42.75	.....	
10010	Townsend, Del., and Centreville, Md.	Philadelphia, Wilmington and Baltimore R. R. ....	35.29	12	2,280.24	.....	2,280.24	64.98	.....	Pay based on a service of not less than 6 round trips per week.
10011	Cumberland, Md., and Pictmont, W. Va.	Baltimore and Pennsylvania R. R. ....	33.79	12	2,484.57	.....	2,484.57	73.63	.....	
10012	Clayton, Del., and Chestertown, Md.	Baltimore and Delaware Bay R. R. ....	32.53	6	2,058.17	.....	2,058.17	63.27	.....	
10013	Bay View (n. o.), Md., and Washington, D. C.	Baltimore and Potomac R. R. ....	45.58	57.10	52,708.71	7,967.75	60,676.46	1,157.67	176.00	Pay based on a service of not less than 6 round trips per week.
10014	Bowie and Pope's Creek .....	do .....	49.01	6	2,430.40	.....	2,430.40	49.50	.....	
10015	Pontonsila Junction, Md., and Cal. Charles, Va.	New York, Philadelphia and Norfolk R. R. ....	73.14	13	7,817.20	.....	7,817.20	106.88	.....	
10016	Bay View (n. o.) and Canton (Del. n. o.) .....	Philadelphia, Wilmington and Baltimore R. R. ....	2.10	3	59.77	.....	59.77	42.75	.....	Pay based on a service of not less than 6 round trips per week.
10017	Baltimore, Md., and Harper's Ferry, W. Va.	Baltimore and Ohio R. R. ....	81.49	24.10	10,729.78	.....	10,729.78	131.67	.....	
10018	Lake Roland and Stevenson .....	Northern Central Rwy. ....	5.51	6	295.55	.....	295.55	42.75	.....	
10019	Emmitsburg and Rocky Ridge .....	Emmitsburg R. R. ....	7.10	18	313.55	.....	313.55	43.61	.....	Pay based on a service of not less than 6 round trips per week.
10020	Intersection (n. o.), Pa., and Glyndon, Md.	Western Maryland R. R. ....	20.71	14.36	1,522.80	.....	1,522.80	73.35	.....	
10021	Edgemont, Md., and Chambersburg, Pa.	do .....	21.95	18	938.36	.....	938.36	42.75	.....	
10022	Baltimore and South Baltimore .....	Baltimore and Ohio R. R. ....	7.63	12	396.18	.....	396.18	42.75	.....	Pay based on a service of not less than 6 round trips per week.
10023	Ferryville and Port Deposit .....	Pennsylvania R. R. ....	4.58	21	238.80	.....	238.80	82.16	.....	
10024	Baltimore, Md., and Delta, Pa.	Maryland Central Rwy. ....	44.70	13.16	2,713.73	.....	2,713.73	60.71	.....	
10025	Vacant .....	.....	.....	.....	.....	.....	.....	.....	.....	Pay based on a service of not less than 6 round trips per week.
10026	St. Agnes' Station (n. o.) and Cantonville.	Baltimore and Potomac R. R. ....	4.01	12	171.42	.....	171.42	42.75	.....	

10027	Park Junction (a. o.). Pa., and Baltimore (Canden Street Station), Md.	Baltimore and Ohio R. R. ....	97.30	9	4,742.40	4,742.40	48.74
10028	Baltimore and Annapolis	Annapolis and Baltimore Short Line R. R.	25.27	6	1,080.29	1,080.29	42.75
10029	Orangeville Junction (a. o.) and Sparrow's Point.	Northern Central Rwy. ....	8.14	0	347.08	347.08	42.75
10030	Exaton and St. Michael's	Baltimore and Eastern Shore R. R.	11.51	6			
			1,438.03		454,385.46	80,705.15	
			115.37	20	47,545.13	13,844.40	412.11
11001	Washington, D. C., and Richmond, Va.	Richmond, Fredericksburgh and Potomac R. R.	174.04	33.87	93,003.49	21,756.00	534.38
11002	Washington, D. C., and Lynchburgh, Va.	Richmond and Danville R. R.					125.00
11003	Manassas and Strasburgh	do	62.86	9.24	4,290.62	4,290.62	68.40
11004	Alexandria and Round Hill	do	50.62	12	3,852.18	3,852.18	70.16
11005	Newport News, Va., and Hunt- ington, W. Va.	Chesapeake and Ohio Rwy.	497.54	17.38	68,063.47	68,063.47	136.80
11006	Richmond and North Danville	Richmond and Danville R. R.	140.83	14	20,590.75	20,590.75	140.21
11007	Richmond and West Point	do	38.72	12	2,847.08	2,847.08	73.53
11008	Richmond and Petersburg	Richmond and Petersburg R. R.	29.07	31	7,909.78	9,755.38	942.86
11009	Petersburgh, Va., and Weldon, N. C.	Petersburgh R. R.	63.64	17	20,431.48	25,564.08	322.84
11010	Petersburgh and City Point	Norfolk and Western R. R.	10.56	6	451.44	451.44	42.75
11011	Petersburgh and Norfolk	do	82.85	14	9,360.45	9,360.45	112.60
11012	Petersburgh and Lynchburgh	do	121.03	14	15,284.40	15,284.40	129.11
11013	Lynchburgh, Va., and Bristol, Tenn.	do	204.85	17.38	42,385.51	10,242.50	206.91
11014	Glade Spring and Salville	do	8.38	6	358.24	358.24	42.75
11015	Portsmouth, Va., and Weldon, N. C.	Seaboard and Roanoke R. R.	78.90	13	6,813.50	6,813.50	86.36
11016	Lynchburgh and North Danville	Richmond and Danville R. R.	65.74	14	20,284.51	6,574.00	445.46
11017	Bermuda Hundred and Eppes Falls.	Farmville and Fowhatan R. R.	32.40	6	1,385.09	1,385.09	100.00
11018	Washington, D. C., and Alexandria, Va.	Alexandria and Washington R. R.	7.22	31	308.65	308.65	42.75
11019	Sutherland, Va., and Milton, N. C.	Richmond and Danville R. R.	6.72	12	287.28	287.28	42.75
11020	Fredricksburgh and Orange	Potomac, Fredericksburgh and Piedmont R. R.	39.48	6	1,755.28	1,755.28	44.46
11021	Hagerstown, Md., and Roanoke, Va.	Shenandoah Valley R. R.	230.76	26	29,725.44	29,725.44	123.98
11022	Elba and Rocky Mount	Richmond and Danville R. R.	37.31	6	1,595.00	1,595.00	42.75
11023	Richmond and Lynchburgh	Chesapeake and Ohio Rwy.	147.04	12	10,686.86	10,686.86	72.68
11024	Calverton and Warrenton	Richmond and Danville R. R.	9.08	6	481.33	481.33	53.01
11025	Orange and Gordonsville	do	9.31	16	469.68	469.68	60.45
11026	Norfolk, Va., and Edenton, N. C.	Norfolk Southern R. R.	76.50	12	6,148.30	6,148.30	80.37
11027	Clifton Forge and Lynchburgh	Chesapeake and Ohio Rwy.	86.06	12	6,251.84	6,251.84	72.68

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

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
VIRGINIA—continued.										
11028	Danville and Stuart.	Danville and New River R. R.	76.52	6.79	4,122.13	.....	4,122.13	.....	.....	
11029	Bacon Falls and Lexington.	Chesapeake and Ohio Rwy.	21.51	12	1,269.09	.....	1,269.09	.....	.....	
11030	Suffolk, Va., and Woodley, N. C.	Suffolk and Carolina Rwy.	38.40	6	1,641.60	.....	1,641.60	.....	.....	
11031	Newport News and Fortress Monroe.	Chesapeake and Ohio Rwy.	19.05	19.50	670.23	.....	670.23	.....	.....	
11032	Richmond, Va., and Durham, N. C.	Richmond and Danville R. R.	87.98	7	6,469.16	.....	6,469.16	.....	.....	
11033	Radford and Focantons.	Norfolk and Western R. R.	74.97	14.23	7,179.12	.....	7,179.12	.....	.....	
11034	Claremont and Bedford.	Atlantic and Danville Rwy.	54.51	6	2,330.30	.....	2,330.30	.....	.....	
11035	Norfolk and Virginia Beach.	Norfolk and Virginia Beach R. R.	18.55	13	793.01	.....	793.01	.....	.....	
11036	Emporia, Va., and Margarettsville, N. C.	Meherrin Valley Rwy.	18.22	6	778.90	.....	778.90	.....	.....	
11037	Suffolk and Whaleysville.	Suffolk Lumber Co. R. R.	12.28	6	524.97	.....	524.97	.....	.....	
11038	North Danville, Va., and Charlotte, N. C.	Richmond and Danville R. R.	142.80	14	62,879.12	14,280.00	77,159.12	440.33	100.00	
11039	Pulaski City and Ivanhoe.	Norfolk and Western R. R.	32.25	9	1,406.42	.....	1,406.42	.....	.....	
11040	Bristol and Cloughport.	South Atlantic and Ohio R. R.	43.42	6	1,920.45	.....	1,920.45	.....	.....	
11041	Bremo Bluff and Arvonia.	Chesapeake and Ohio Rwy.	4.93	6	210.75	.....	210.75	.....	.....	
11042	Portsmouth and Danville.	Atlantic and Danville Rwy.	206.27	6	3,332.36	.....	3,332.36	.....	.....	Pay not fixed on 141.01 miles.
11043	Graham and Honaker.	Norfolk and Western R. R.	55.16	6	915.20	.....	915.20	.....	.....	Pay not fixed on 35.70 miles.
11044	Lyceburg and South Boston.	Lynchburg and Durham R. R.	62.46	6	3,257.01	.....	3,257.01	.....	.....	
11045	Scotland and Wakefield Station.	Surry, Sussex and Southampton Rwy.	20.08	6	838.42	.....	838.42	.....	.....	
11046	Coalboro (n. o.) and Farmville.	Farmville and Powhatan R. R.	61.56	6	.....	.....	.....	.....	.....	Pay not fixed.
11047	Portsmouth, Va., and Tarboro, N. C.	Norfolk and Carolina R. R.	104.05	6	.....	.....	.....	.....	.....	Do.
WEST VIRGINIA.			3,560.73		532,788.25	73,024.70	606,412.95			
12001	Harper's Ferry, W. Va., and Lexington, Va.	Baltimore and Ohio R. R.	105.38	16.60	18,807.01	.....	18,807.01	113.72	.....	
12002	Grafton and Parkersburg.	do	103.80	20.79	46,771.24	10,380.00	57,151.24	450.50	100.00	
12003	Vacant.	Pennaborough and Harrisville, Ritchie County Rwy.	9.25	12	305.43	.....	305.43	42.75	.....	
12004	Pennaborough and Ritchie C. H.									

12005	Wheeling Junction (n. o.) and Wheeling.....	Pittsburgh, Cincinnati and St. Louis Rwy.....	24.45	24	2,822.26	2,822.26	115.43	.....
12006	Clarksburgh and Weston.....	West Virginia and Pittsburgh Rwy.....	26.69	18	2,145.07	2,145.07	80.37	.....
12007	Piedmont and Shaw.....	West Virginia Central and Pittsburgh Rwy.....	10.97	11.59	675.31	675.31	61.66	.....
12008	Wintrade Junction (n. o.) and Wintrade.....	Wintrade R. R.....	4.54	13	194.08	194.08	42.75	.....
12009	Shaw and Davis.....	West Virginia Central and Pittsburgh Rwy.....	45.61	12	2,535.00	2,535.00	55.58	.....
12010	Charleston and Point Pleasant Junction (n. o.).....	Kanawha and Ohio Rwy.....	58.54	13	3,904.03	3,904.03	66.60	.....
12011	Weston and Buckhannon.....	West Virginia and Pittsburgh R. R.....	16.96	12	839.26	839.26	51.30	.....
11012	Grafton and Ballington.....	Grafton and Greenbrier R. R.....	41.64	6	2,349.73	2,349.73	56.43	.....
11013	Wheeling and Huntington.....	Ohio River R. R.....	215.39	19.43	23,389.20	23,389.20	108.69	.....
12014	Green Spring and Romney.....	Baltimore and Ohio R. R.....	16.64	12	711.56	711.56	42.75	.....
12015	Brown Junction (n. o.) and Wheeling.....	do.....	4.94	53.50	806.75	806.75	163.31	.....
12016	Blue Stone Junction (n. o.) and Philipps.....	Norfolk and Western R. R.....	9.42	7.93	402.70	402.70	42.75	.....
12017	Morgantown and Fairmont.....	Baltimore and Ohio R. R.....	26.17	12	1,425.52	1,425.52	51.80	.....
12018	Martinsburgh, W. Va., and Winchester, Va.....	Cumberland Valley R. R.....	22.79	12	1,778.28	1,778.28	77.81	.....
12019	Piedmont, W. Va., and Cumberland, Md.....	West Virginia Central and Pittsburgh Rwy.....	28.18	9	1,062.62	1,062.62	50.00	.....
12020	Yannd.....	Tunnelton, Kingwood and Fairbance R. R.....	11.26	12	481.36	481.36	42.75	.....
12021	Tunnelton and Kingwood.....	Norfolk and Western R. R.....	8.10	6	346.97	346.97	42.75	.....
12022	Coopers and Elkhorn.....	Baltimore and Ohio R. R.....	6.41	15	274.02	274.02	42.75	.....
12023	Hancock Station (n. o.) and Berkeley Springs.....	Ripley and Mill Creek Valley R. R.....	13.40	6	572.85	572.85	42.75	.....
12024	Douglas and Jackson C. H.....	West Virginia Central and Pittsburgh Rwy.....	7.15	12	305.66	305.66	42.75	.....
12025	Harrison (n. o.) and Elk Garden.....	Longdale Iron Co.....	10.10	6	431.77	431.77	42.75	.....
12026	Swell Depot and Cliff Top.....	West Virginia Central and Pittsburgh Rwy.....	35.65	6	1,767.87	1,767.87	40.50	.....
12027	Thomas and Elkins.....	do.....	922.83		115,760.65	120,086.65		.....
NORTH CAROLINA.								
13001	Raleigh and Weldon.....	Raleigh and Gaston R. R.....	97.28	12	10,147.27	10,147.27	104.31	.....
13002	Weldon and Wilmington.....	Wilmington and Weldon R. R.....	161.87	16.03	45,948.41	58,808.01	283.86	80.00
13003	Wilmington and Charlotte.....	Carolina Central R. R.....	188.07	6	14,703.68	14,703.68	76.66	.....
13004	Goldaborough and Greensborough.....	Richmond and Danville R. R.....	130.05	13.02	16,234.14	16,234.14	124.83	.....
13005	Goldaborough and Morehead City.....	Atlantic and North Carolina R. R.....	93.91	6	6,503.26	6,503.26	68.25	.....
13006	Salisbury, N. C., and Kinzel (n. o.), Tenn.....	Richmond and Danville R. R.....	185.48	8.66	19,030.24	19,030.24	102.00	.....

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminus.	Corporate title of company carrying the mail.	Distance, per week over whole route.	Average No. of trips.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual payment.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
NORTH CAROLINA—continued.										
13007	Charlotte, N. C., and Augusta, Ga.	Richmond and Danville R. R.	101.55	10.08	\$26,294.04	Dollars.	\$26,294.04	Dollars.		
13008	Charlotte and Rutherfordton	Carolina Central R. R.	81.80	6	3,384.80	136.80	3,384.80	136.80		
13009	Charlotte and Taylorsville	Richmond and Danville R. R.	65.13	6	3,675.28	59.83	3,675.28	59.83		
13010	Raleigh and Haveler	Raleigh and Augusta Air Line R. R.	97.92	6	7,063.88	26.43	7,063.28	71.82		
13011	Barnstaple, S. C., and Mount Airy, N. C.	Cape Fear and Yadkin Valley Rwy.	225.19	6.65	14,694.82	65.84	14,694.82	65.84		
13012	Greensboro and Rural Hall	Richmond and Danville R. R.	41.80	10.78	3,109.50	74.39	3,109.50	74.39		
13013	Greensboro and Washington	Jamesville and Washington R. R.	23.31	6	1,036.36	44.46	1,036.36	44.46		
13014	Oxford and Henderson	Richmond and Danville R. R.	13.50	6	646.38	47.88	646.38	47.88		
13015	Rocky Mount and Tarboro	Richmond and Weldon R. R.	17.97	7	1,220.14	68.40	1,220.14	68.40		
13016	Asheville Junction (n. o.) and Jarratt	Richmond and Danville R. R.	98.94	6	4,990.53	56.44	4,990.53	56.44		
13017	Maxton and Rowland	Maxton, Alcoa and Rowland R. R.	16.31	6	698.53	42.75	698.53	42.75		
13018	University Station and Chapel Hill	Richmond and Danville R. R.	11.33	6	484.35	42.75	484.35	42.75		
13019	Hallifax and Greenville	Richmond and Weldon R. R.	58.23	6	3,186.34	54.72	3,186.34	54.72		
13020	Tarborough and Plymouth	Albemarle and Raleigh R. R.	53.94	7	2,917.83	52.16	2,917.83	52.16		
13021	High Point and Ashboro	Richmond and Weldon R. R.	28.21	6	1,205.97	42.75	1,205.97	42.75		
13022	Danville, Mocksville and Southwestern Junction (n. o.) and Leakeville.	Danville, Mocksville and Southwestern R. R.	8.21	6	350.97	42.75	350.97	42.75		
13023	Hickory and Lenoir	Richmond and Danville R. R.	26.51	6	1,157.37	56.43	1,157.37	56.43		
13024	Chadbourn, N. C., and Conway, S. C.	Winnington, Chadbourne and Conway R. R.	39.17	6	1,674.51	42.75	1,674.51	42.75		
13025	Louisburgh and Frankington	Raleigh and Gaston R. R.	16.34	12	442.03	42.75	442.03	42.75		
13026	Warren Plains and Warrenton	Warrenton R. R.	3.13	12	133.80	133.80	133.80	42.75		
13027	Wilson and Fayetteville	Winnington and Weldon R. R.	74.58	6	3,188.29	42.75	3,188.29	42.75		
13028	Rocky Mount and Spring Hope	do	19.12	6	817.38	42.75	817.38	42.75		
13029	Monrovia and Pittsboro	Raleigh and Augusta Air Line R. R.	12.31	12	526.25	42.75	526.25	42.75		
13030	Warraway and Clinton	Winnington and Weldon R. R.	13.11	12	560.45	42.75	560.45	42.75		
13031	Factory Junction (n. o.) and Millboro	Cape Fear and Yadkin Valley Rwy.	9.55	6	408.26	42.75	408.26	42.75		
13032	Hazleton and Tarboro	Hazleton R. R. and Lumber Co.	20.6	6	882.78	42.75	882.26	42.75		

13038	13039	13040	13041	13042	13043	13044	13045	13046	13047	13048	13049	13050	13051	13052	13053	13054	13055	13056	13057	13058	13059	13060	13061	13062	13063	13064	13065	13066	13067	13068	13069	13070	13071	13072	13073	13074	13075	13076	13077	13078	13079	13080	13081	13082	13083	13084	13085	13086	13087	13088	13089	13090	13091	13092	13093	13094	13095	13096	13097	13098	13099	13100	13101	13102	13103	13104	13105	13106	13107	13108	13109	13110	13111	13112	13113	13114	13115	13116	13117	13118	13119	13120	13121	13122	13123	13124	13125	13126	13127	13128	13129	13130	13131	13132	13133	13134	13135	13136	13137	13138	13139	13140	13141	13142	13143	13144	13145	13146	13147	13148	13149	13150	13151	13152	13153	13154	13155	13156	13157	13158	13159	13160	13161	13162	13163	13164	13165	13166	13167	13168	13169	13170	13171	13172	13173	13174	13175	13176	13177	13178	13179	13180	13181	13182	13183	13184	13185	13186	13187	13188	13189	13190	13191	13192	13193	13194	13195	13196	13197	13198	13199	13200	13201	13202	13203	13204	13205	13206	13207	13208	13209	13210	13211	13212	13213	13214	13215	13216	13217	13218	13219	13220	13221	13222	13223	13224	13225	13226	13227	13228	13229	13230	13231	13232	13233	13234	13235	13236	13237	13238	13239	13240	13241	13242	13243	13244	13245	13246	13247	13248	13249	13250	13251	13252	13253	13254	13255	13256	13257	13258	13259	13260	13261	13262	13263	13264	13265	13266	13267	13268	13269	13270	13271	13272	13273	13274	13275	13276	13277	13278	13279	13280	13281	13282	13283	13284	13285	13286	13287	13288	13289	13290	13291	13292	13293	13294	13295	13296	13297	13298	13299	13300	13301	13302	13303	13304	13305	13306	13307	13308	13309	13310	13311	13312	13313	13314	13315	13316	13317	13318	13319	13320	13321	13322	13323	13324	13325	13326	13327	13328	13329	13330	13331	13332	13333	13334	13335	13336	13337	13338	13339	13340	13341	13342	13343	13344	13345	13346	13347	13348	13349	13350	13351	13352	13353	13354	13355	13356	13357	13358	13359	13360	13361	13362	13363	13364	13365	13366	13367	13368	13369	13370	13371	13372	13373	13374	13375	13376	13377	13378	13379	13380	13381	13382	13383	13384	13385	13386	13387	13388	13389	13390	13391	13392	13393	13394	13395	13396	13397	13398	13399	13400	13401	13402	13403	13404	13405	13406	13407	13408	13409	13410	13411	13412	13413	13414	13415	13416	13417	13418	13419	13420	13421	13422	13423	13424	13425	13426	13427	13428	13429	13430	13431	13432	13433	13434	13435	13436	13437	13438	13439	13440	13441	13442	13443	13444	13445	13
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C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
SOUTH CAROLINA—continued.										
14022	Elmore and Preznall's.....	Charleston, Sumter and Northern R. R.	33.53	12	1,549.45	43.61	1,549.45	43.61		
14023	McGormick and Anderson C. H.....	Port Royal and Western Carolina Rwy.	50.46	7	2,541.91	42.75	2,541.91	42.75		
14024	Laurens C. H. and Greenville.....	Greens Pond, Walterboro and Branchville Rwy.	37.48	7	1,602.27	42.75	1,602.27	42.75		
14025	Green Pond and Walterborough.....	Blackville, Alston and Newberry R. R.	12.37	6.50	528.81	42.75	528.81	42.75		
14026	Blackville and Sovern.....	Charleston, Cincinnati and Chicago R. R.	29.09	6.54	1,243.58	42.75	1,243.58	42.75		
14027	Camden, S. C., and Rutherfordton, N. C.....	Charleston and Savannah Rwy.	149.90	6	7,562.44	50.45	7,562.44	50.45		
14028	Ravenels and Young's Island.....	Bishopville, R. R.	5.70	9	243.67	42.75	243.67	42.75		
14029	Atkins and Bishopville.....	Florence R. R.	15.79	6	675.02	42.75	675.02	42.75		
14030	Pee Dee Junction (n. o.) and Rowland.....	Carolina, Cumberland Gap and Chicago Rwy.	27.50	6	1,175.62	42.75	1,175.62	42.75		
14031	Aiken and Edgefield C. H.....	Wilson's and Summerton R. R.	24.87	12	1,063.19	42.75	1,063.19	42.75		
14032	Wilson's and Summerton.....	Hartsville R. R.	16.06	6	686.56	42.75	686.56	42.75		
14033	Floyds (n. o.) and Hartsville.....	Charleston, Sumter and Northern R. R.	10.00	6	427.50	42.75	427.50	42.75		
14034	Sumter and Vance.....		36.00	6						Pay not fixed.
			1,339.87		190,220.86	21,305.00	211,525.86			
GEORGIA.										
15001	Atlanta, Ga., and Charlotte, N. C.....	Richmond and Danville R. R.	267.93	14.68	87,278.20	28,753.00	114,071.20	325.75	100.00	
15002	Atlanta, Ga., and Chattanooga, Tenn.....	Western and Atlantic R. R.	138.09	21	38,846.06	15,420.00	50,766.06	277.87	90.00	
15003	Atlanta and West Point.....	Atlanta and West Point R. R.	87.02	21	22,245.80	4,351.00	26,596.80	255.64	50.00	
15004	Augusta and Atlanta.....	Georgia R. R.	171.00	21	25,732.02	25,732.00	51,464.02	150.48		
15005	Millen and Augusta.....	Central R. R. and Banking Co.	64.98	21	4,135.60	64.98	4,135.60	75.23		
15006	Washington and Barnett.....	Georgia R. R.	18.58	14	873.63	873.63	1,747.26	47.03		
15007	Union Point and Athens.....	do.	40.48	21	2,318.09	2,318.09	4,636.18	57.28		
15008	Kingsport and Rome.....	Rome R. R.	19.20	14	902.78	902.78	1,805.56	47.02		
15009	Savannah, Ga., and Jacksonville, Fla.....	Savannah Florida and Western Rwy.	171.56	21	42,244.93	11,151.40	53,396.33	246.24	65.00	
15010	Savannah and Macon.....	Central R. R. and Banking Co.	191.00	14	28,904.03		28,904.03	151.33		
15011	Macon and Columbus.....	Southwestern R. R.	101.48	14	6,787.42		6,787.42	67.55		



C.—Railroad service as in operation on the 30th of June, 1890—Continued

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance, Miles.	Average No. of trips per week over whole route.	Annual pay for transportation, R. P. O.	Annual pay for transportation, R. P. O.	Total annual pay.	Cost per mile for transportation.	Cost per mile for cars.	Remarks.
VIRGINIA—continued.										
11028	Danville and Stuart.	Danville and New River R. R.	76.52	6.79	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
11029	Bacony Falls and Lexington.	Chesapeake and Ohio Rwy.	21.51	12	1,299.09	53.87	4,122.13	53.87		
11030	Suffolk, Va., and Woolley, N. C.	Suffolk and Carolina Rwy.	38.40	6	1,641.60	59.00	1,369.09	59.00		
11031	Newport News and Fortress Monroe.	Chesapeake and Ohio Rwy.	10.05	19.50	670.23	42.75	1,641.60	42.75		
11032	Keynote, Va., and Durham, N. C.	Richmond and Danville R. R.	87.98	7	6,469.16	73.53	6,469.16	73.53		
11033	Radford and Pocahontas.	Norfolk and Western R. R.	74.97	14.28	7,179.12	95.70	7,179.12	95.70		
11034	Clarendon and Bedford.	Atlantic and Danville Rwy.	54.51	6	2,330.30	42.75	2,330.30	42.75		
11035	Norfolk and Virginia Beach.	R. R.	18.55	13	793.01	42.75	793.01	42.75		
11036	Emporia, Va., and Margueriteville, N. C.	Mebertin Valley Rwy.	18.22	6	778.90	42.75	778.90	42.75		
11037	Suffolk and Whaleyville.	Suffolk Lumber Co. R. R.	12.28	6	524.97	42.75	524.97	42.75		
11038	North Danville, Va., and Charlottesville, N. C.	Richmond and Danville R. R.	142.80	14	62,870.12	440.33	77,159.12	440.33	100.00	
11039	Pulaski City and Ivanhoe.	Norfolk and Western R. R.	32.25	9	1,406.42	43.61	1,406.42	43.61		
11040	Bristol and Clinchport.	South Atlantic and Ohio R. R.	43.42	6	1,930.45	44.46	1,930.45	44.46		
11041	Bremo Bluff and Arvonia.	Chesapeake and Ohio Rwy.	4.93	6	210.75	42.75	210.75	42.75		
11042	Portsmouth and Danville.	Atlantic and Danville Rwy.	206.27	6	3,332.36	42.75	3,332.36	42.75		Pay not fixed on 141.01 miles.
11043	Graham and Honsaker.	Norfolk and Western R. R.	55.16	6	945.29	47.03	915.20	47.03		Pay not fixed on 35.70 miles.
11044	Lynchburg and South Boston.	Lynchburg and Durham R. R.	62.46	6	3,257.01	52.16	3,257.01	52.16		
11045	Scotland and Wakefield Station.	Sorry, Staunton and Southampton Rwy.	20.08	6	838.42	42.75	838.42	42.75		
11046	Coalboro (n. o.) and Farmville.	Farmville and Powhatan R. R.	64.53	6						Pay not fixed.
11047	Portsmouth, Va., and Tarboro, N. C.	Norfolk and Carolina R. R.	104.06	6						Do.
WEST VIRGINIA.										
12001	Harper's Ferry, W. Va., and Lexington, Va.	Baltimore and Ohio R. R.	165.38	16.60	18,807.01	113.72	18,807.01	113.72		
12002	Grafton and Parkersburg.	do	103.89	20.79	46,771.24	450.59	57,151.24	450.59	100.00	
12003	Vacant.	Pennsborough and Harrisville, Ritchie County Rwy.	9.25	12	395.43	42.75	395.43	42.75		
12004	Pennsborough and Ritchie C. H.									

12005	Wheeling Junction (n. o.) and Wheeling.	Pittsburgh, Cincinnati and St. Louis Rwy.	24.45	24	2,872.26	2,882.26	115.49	.....
12006	Clarkeburg and Weston	West Virginia and Pittsburgh Rwy.	26.69	18	2,145.07	2,145.07	80.37	.....
12007	Piedmont and Shaw	West Virginia Central and Pittsburgh Rwy.	10.97	11.59	675.81	675.81	61.56	.....
12008	Winfrede Junction (n. o.) and Winfrede.	Winfrede R. R.	4.54	13	194.08	194.08	42.73	.....
12009	Shaw and Davis	West Virginia Central and Pittsburgh Rwy.	45.61	12	2,535.00	2,535.00	55.58	.....
12010	Charleston and Point Pleasant Junction (n. o.)	Kanawha and Ohio Rwy.	58.54	13	8,904.03	3,904.03	66.69	.....
12011	Weston and Buckhannon	West Virginia and Pittsburgh R. R.	16.36	12	839.28	839.28	51.30	.....
11012	Grafton and Ballington	Grafton and Greenbrier R. R.	41.64	6	2,349.73	2,349.73	56.43	.....
11013	Wheeling and Huntington	Ohio River R. R.	216.39	19.43	23,389.20	23,389.20	108.59	.....
12014	Green Spring and Romney	Baltimore and Ohio R. R.	10.64	12	711.36	711.36	42.75	.....
12015	Benwood Junction (n. o.) and Wheeling.	do	4.94	53.50	896.75	896.75	163.31	.....
12016	Blue Stone Junction (n. o.) and Flipping.	Norfolk and Western R. R.	9.42	7.93	402.70	402.70	42.75	.....
12017	Morgantown and Fairmont	Baltimore and Ohio R. R.	28.17	12	1,425.52	1,342.52	51.30	.....
12018	Martinsburg, W. Va., and Winchester, Va.	Cumberland Valley R. R.	22.79	12	1,778.28	1,778.28	77.81	.....
12019	Piedmont, W. Va., and Cumberland, Md.	West Virginia Central and Pittsburgh Rwy.	28.18	9	1,062.62	1,662.62	50.00	.....
12020	Vacant							.....
12021	Tunnelton and Kingwood	Tunnelton, Kingwood and Fairchance R. R.	11.26	12	481.36	481.36	42.75	.....
12022	Coopers and Elk Horn	Norfolk and Western R. R.	8.10	6	346.27	346.27	42.75	.....
12023	Hancock Station (n. o.) and Berkeley Springs.	Baltimore and Ohio R. R.	6.41	15	274.02	274.02	42.75	.....
12024	Douglas and Jackson C. H.	Ripley 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.	7.16	12	305.66	305.66	42.75	.....
12026	Sewall Depot and Cliff Top	Longdale Iron Co.	10.10	6	431.77	431.77	42.75	.....
12027	Thomas and Elkins	West Virginia Central and Pittsburgh Rwy.	35.65	6	1,767.87	1,767.87	49.59	.....
			922.83		115,706.65	126,086.65		.....
					10,380.00			.....
								.....
13001	Raleigh and Weldon	Raleigh and Gaston R. R.	97.28	12	10,147.27	10,147.27	104.31	.....
13002	Weldon and Wilmington	Wilmington and Weldon R. R.	101.87	16.03	45,948.41	58,808.01	283.86	.....
13003	Wilmington and Charlotte	Carolina Central R. R.	188.07	6	14,793.53	14,793.53	78.68	.....
13004	Goldborough and Greensborough.	Richmond and Danville R. R.	130.05	13.02	16,234.14	16,234.14	124.83	.....
13005	Goldborough and Morehead City	Atlantic and North Carolina R. R.	93.91	6	6,503.26	6,503.26	69.25	.....
13006	Salisbury, N. C. and Kinzel (n. o.) Tenn.	Richmond and Danville R. R.	185.48	8.66	12,030.24	19,030.24	102.60	.....

## NORTH CAROLINA.

C.—*Railroad service as in operation on the 30th of June, 1890—Continued.*

No. of route	State and termini.	Corporate title of company carrying the mail.	Distance, per week over whole route.	Average No. of trips	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
<i>NORTH CAROLINA—continued.</i>										
13057	Charlotte, N. C., and Augusta, Ga.	Richmond and Danville R. R.	101.55	10.68	\$26,204.04		\$26,204.04	\$250.80		
13058	Charlotte and Robertson	Carolina Central R. R.	61.80	6	3,384.80		3,384.80	55.83		
13059	Charlotte and Tuxlorville	Richmond and Danville R. R.	68.13	6	3,673.28		3,673.28	53.43		
13060	Raleigh and Lenoir	Raleigh and Augusta Air Line R. R.	97.32	6	7,003.88		7,003.88	71.82		
13061	Bearrsville, S. C., and Mount Airy, N. C.	Cape Fear and Yadkin Valley Rwy.	228.19	6.65	14,694.82		14,694.82	65.84		
13062	Greensborough and Rural Hall	Richmond and Danville R. R.	41.80	10.78	3,169.50		3,169.50	74.30		
13063	Jamesville and Washington	Jamesville and Washington R. R.	23.31	6	1,036.36		1,036.36	44.46		
13064	Oxford and Henderson	Richmond and Danville R. R.	13.50	6	646.38		646.38	47.88		
13065	Rocky Mount and Tarboro	Richmond and Weldon R. R.	17.97	7	1,229.14		1,229.14	58.40		
13066	Asheville, Johnston (n. o.) and Jarrett	Richmond and Danville R. R.	98.94	6	4,990.53		4,990.53	50.44		
13067	Maxton and Rowland	Maxton, Alcoa and Rowland R. R.	16.31	6	698.53		698.53	42.75		
13068	University station and Chapel Hill	Richmond and Danville R. R.	11.33	6	484.35		484.35	42.75		
13069	Hallifax and Greenville	Winnington and Weldon R. R.	58.23	6	3,185.34		3,185.34	54.72		
13070	Tarborough and Plymouth	Albemarle and Raleigh R. R.	53.94	7	2,917.83		2,917.83	52.16		
13071	High Point and Ashboro	Richmond and Danville R. R.	28.21	6	1,205.97		1,205.97	42.75		
13072	Danville, Mocksville and Southwestern Junction (n. o.) and Leaksville	Danville, Mocksville and Southwestern R. R.	8.21	6	350.97		350.97	42.75		
13073	Hickory and Lenoir	Richmond and Danville R. R.	20.51	6	1,157.37		1,157.37	56.43		
13074	Chadbourn, N. C., and Conway, S. C.	Winnington, Chadbourn and Conway R. R.	30.17	6	1,674.51		1,674.51	42.75		
13075	Louisburgh and Frankington	Raleigh and Gaston R. R.	10.34	12	442.03		442.03	42.75		
13076	Warren Plains and Warrenton	Warrenton R. R.	3.13	12	133.80		133.80	42.75		
13077	Wilson and Fayetteville	Winnington and Weldon R. R.	74.58	6	3,188.29		3,188.29	42.75		
13078	Rocky Mount and Spring Hope	do do	19.12	6	817.38		817.38	42.75		
13079	Monrovia and Pitsborough	Raleigh and Augusta Air Line R. R.	12.31	12	526.25		526.25	42.75		
13080	Warsaw and Clinton	Winnington and Weldon R. R.	13.11	12	569.45		569.45	42.75		
13081	Factory Junction (n. o.) and Millboro	Cape Fear and Yadkin Valley Rwy.	9.55	6	408.26		408.26	42.75		
13082	Baahnton and Tarborough	Winnington R. R. and Lumber Co.	20.6	6	882.26		882.26	42.75		

Station	Distance	Rate	Pay not fixed.	R. P. O. 110.40 miles Florence and Wil- mington.	Pay between Newton and Hickory, 10.10 miles, at \$16.24 per mile.
Boykins, V., and Lewiston, N. C.	25.45	1,515.48	6	1,515.48	42.75
Hamlet and Gibson's Station	10.50	448.87	6	448.87	42.75
13034 Wilmington and Wrightsville	9.24	395.01	6	395.01	42.75
13035 Wilmington and Seacoast R. R.	10.78	400.84	6	400.84	42.75
13036 Cameron and Carthage	11.48	490.77	6	490.77	42.75
13037 Stokesdale and Madison	45.66	1,951.90	6	1,951.90	42.75
13038 Monroe, N. C., and Chester, S. C.	4.43	180.38	6	180.38	42.75
13039 Mackey's Ferry and Poplar	18.52	791.73	6	791.73	42.75
13040 Winston and W. Hunt Cove	42.55	1,797.63	12	1,797.63	42.75
13041 Henderson and Durham	82.64	3,500.26	6	3,500.26	42.75
13042 Wilmington and Fayetteville	2,382.85	12,949.60		12,949.60	
SOUTH CAROLINA.					
14001 Columbia and Greenville	144.33	11,722.48	10.21	11,722.48	81.22
14002 Columbia, S. C., and Wilmington, N. C.	183.17	7,176.60	15.54	47,639.31	299.47
14003 Columbia and Charleston	131.04	17,141.34	23.46	17,141.34	130.81
14004 Charleston, S. C., and Savannah, Ga.	115.00	27,475.60	21	34,513.80	255.12
14005 Charleston and Florence	102.44	26,012.68	21	6,652.00	253.93
14006 Florence and Cheraw	40.78	2,545.07	6	2,545.07	62.41
14007 Chester, S. C., and Hickory, N. C.	89.91	4,509.06	0	4,509.06	55.57
14008 Alston and Spartanburg	68.58	4,031.89	7	4,031.89	67.54
14009 Hedges and Abbeville, S. C.	11.85	506.58	6	506.58	42.75
14010 Port Royal, S. C., and Augusta, Ga.	112.54	6,446.29	8.32	6,446.29	57.28
14011 Spartanburg, S. C., and Asheville, N. C.	71.92	4,796.34	7	4,796.34	60.69
14012 Newberry, S. C., and Laurens, S. C.	31.76	1,357.74	6	1,357.74	42.75
14013 Chester and Lancaster, S. C.	29.47	1,335.28	3	1,335.28	45.31
14014 Cheraw, S. C., and Waldeborough, N. C.	56.30	1,394.16	6	1,394.16	53.01
14015 Laconia and Sumter	40.69	2,504.87	14	2,504.87	61.56
14016 Belton and Wallula	44.33	2,577.34	6	2,577.34	58.14
14017 Branchville, S. C., and Augusta, Ga.	75.14	7,773.23	20	7,773.23	103.45
14018 Kingsville and Camden	39.03	2,469.42	12	2,469.42	61.27
14019 Blackville and Barnwell, S. C.	9.64	412.10	14	412.10	42.75
14020 Laurens and Georgetown	36.00	1,692.72	14	1,692.72	47.02
14021 Greenwood and Spartanburg	93.20	3,500.26	7	3,500.26	53.01





C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
GEORGIA—continued.										
15946	Sylvester and Rocky Ford	Sylvania R. R.	14.97	12	639.96		639.96	42.75		
15947	Americus and Columbia	Savannah and Western R. R.	53.33	7	2,597.53		2,597.53	43.22		
15948	Augusta and Sandersville	Augusta, Gibson and Sandersville R. R.	81.16	6	3,469.59		3,469.59	42.75		
15949	Wrightsville and Dublin	Wrightsville and Tenille R. R.	29.69	6	991.90		991.90	47.83		
15950	Albionville and Louisa	Savannah, Americus and Montgomery Rwy.	110.65	7	4,705.92		4,705.92	42.75		
15951	Columbus and McDonough	Georgia Midland and Gulf R. R.	99.29	6	4,410.43		4,410.43	44.48		
15952	Macon and Athens	Corvinton and Macon R. R.	196.07	7	4,988.47		4,988.47	47.03		
15953	Madville and Swainsborough	Midville and Swainsboro R. R., owned and operated by Jesse Thompson & Co.	18.42	6	787.45		787.45	42.75		
15954	Union Point and White Plains	Union Point and White Plains R. R.	13.79	12	589.52		589.52	42.75		
15955	Rogers and Stillmore	Rogers and Summit R. R.	31.24	6	1,335.51		1,335.51	42.75		
15956	Atlanta and Fort Valley	Atlanta and Florida R. R.	104.53	6	4,468.65		4,468.65	42.75		
15957	Chattanooga, Tenn., and Carrollton, Ga.	Chattanooga, Rome and Columbus R. R.	138.00	7	7,551.36		7,551.36	54.72		
15958	Macon, Ga., and Palatka, Fla.	Georgia Southern and Florida R. R.	306.74	6.30	6,820.15		6,820.15	44.46		Pay not fixed on 133.34 miles.
15959	Crawford and Lexington	Lexington Terminal R. R.	4.65	12	193.78		193.78	42.75		
15960	Waynes and Buckville	Doravon, Perkins & Co. R. R.	30.85	6	1,318.83		1,318.83	42.75		
15961	Statesborough and Dover	Doravon and Statesboro R. R.	10.28	12	439.47		439.47	42.75		
15962	Dunlap (n. o.) and Smithonia	Smithonia and Dunlap R. R.	6.54	12	279.58		279.58	42.75		
15963	Columbus and Albany	Columbus Southern Rwy.	89.61	6						Pay not fixed.
			4,712.96		493,953.63	69,890.90	554,844.53			
FLORIDA.										
16001	Fernandina and Cedar Keys	Florida Central and Peninsular R. R.	155.84	7.04	10,018.95		10,018.95	64.29		All land grant.
16002	Lake City and River Junction	do	151.87	13.60	10,283.11		10,283.11	67.71		Do.
16003	Pensacola, Fla., and FLEMATON, Ala.	Louisville and Nashville R. R.	43.43	21	3,178.29		3,178.29	73.18		Do.

10004	J., T. and K. W. Junction (n. o.) and New Smyrna	Atlantic and Western R. R.	28.09	6	1,200.84	42.75	
10005	Pensacola and Millview	Pensacola and Perdido R. R.	10.50	6	448.87	42.75	
10006	Jacksonville and Lake City	Florida Central and Peninsular R. R.	59.81	17.43	4,900.55	83.44	All land grant.
10007	Sanford and Tampa	South Florida R. R.	115.59	13	16,890.25	148.20	
10008	Astor and Leno Park	Florida Southern Rwy.	34.53	6	1,476.15	42.75	
10009	Hart's Road and Jacksonville	Florida Central and Peninsular R. R.	54.96	13	1,067.04	42.75	
10010	Sanford and Oviedo.	Sanford and Indian River R. R.	17.36	6	742.14	42.75	
10011	Waldo and Tavares.	Florida Central and Peninsular R. R.	96.85	13	8,237.18	100.03	72.50 miles, Waldo and Wildwood, land grant, at \$80.02 per mile.
10012	Palatka and Gainesville	Florida Southern Rwy.	50.12	7.21	4,756.88	94.90	
10013	Tallahassee and St. Mark's	Florida Central and Peninsular R. R.	22.03	3	941.78	42.75	Pay based on a service of not less than 6 round trips per week.
10014	Rochelle and Fort Mason.	Florida Southern Rwy.	80.76	7.08	7,287.92	91.48	
10015	Pensacola and River Junction.	Pensacola and Atlantic R. R.	161.20	14	11,687.00	72.50	
10016	Jacksonville and St. Augustine.	Jacksonville, St. Augustine and Halifax River Rwy.	37.65	20	3,219.07	85.50	All land grant.
10017	Mcannoy Junction (n. o.) and Mcannoy.	Florida Southern Rwy.	3.86	6	165.01	42.75	
10018	Jacksonville and Sanford.	Jacksonville, Tampa and Key West Rwy.	125.30	20	23,246.90	185.53	
10019	Wildwood and Plant City	Florida Central and Peninsular R. R.	65.80	6	2,285.10	34.88	Do.
10020	De Land Junction (n. o.) and De Land.	De Land and St. Johns River R. R.	4.10	19	190.30	47.88	
10021	Wabola and Bartow.	South Florida R. R.	17.67	19	755.39	42.75	
10022	Tavares and Orlando	Tavares, Orlando and Atlantic R. R.	33.55	13	2,409.56	71.82	
10023	Leesburgh and Brooksville.	Florida Southern Rwy.	40.46	6	3,009.41	74.38	
10024	Pemberton and Bartow.	South Florida R. R.	57.39	6	4,072.39	70.96	
10025	Enterprise Junction (n. o.) and Titusville.	Jacksonville, Tampa and Key West Rwy.	40.69	12.68	3,098.10	76.09	
10026	Bartow and Punta Gorda.	Florida Southern Rwy.	75.40	6	4,963.58	65.83	
10027	St. Augustine and Palatka.	Florida Southern and Palatka Rwy.	24.90	12	1,064.47	42.75	
10028	Sanford and Tavares.	Sanford and Lake Eustis R. R.	29.95	6	1,331.57	44.46	
10029	Sanford and St. Petersburg.	Orange Belt Rwy.	153.26	7.25	9,565.85	62.42	
10030	Jacksonville and Pablo Beach.	Jacksonville and Atlantic R. R.	17.38	6	742.99	42.75	
10031	Palatka and Daytona.	St. John's and Halifax River Rwy.	54.24	6	3,292.36	60.70	
10032	Lake City and Fort White.	Savannah, Florida and West-ern Rwy.	21.93	13	937.50	42.75	
10033	Ocala and Homosassa.	Silver Springs, Ocala and Gulf R. R.	48.98	6	2,093.89	42.75	
10034	Tavares and Clermont.	Tavares, Apopka and Gulf R. R.	29.34	6	1,234.38	42.75	

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termin.	Corporate title of company carrying the mail.	Distance, miles.	Average No. of trips per week over whole route.	Annual pay for transportation, Dollars.	Annual pay for R. P. O. cars, Dollars.	Total annual pay, Dollars.	Cost per mile for transportation, Dollars.	Cost per mile for R. P. O. cars, Dollars.	Remarks.
FLORIDA—continued.										
16035	Thomasville, Ga., and Monticello, Fla.	Savannah, Florida and Western Rwy.	24.84	14	1,104.38	.....	1,104.38	44.46	.....	
16036	Jacksonville and Mayport, Fla.	Jacksonville, Mayport, Pablo Rwy. and Navigation Co.	18.79	6	863.26	.....	863.26	42.75	.....	
16037	Kissimmee and Narcoossee, Fla.	St. Cloud Sugar Beet Rwy.	16.96	12	707.94	.....	707.94	42.75	.....	
16038	Tampa and Port Tampa (in o.)	South Florida R. R.	9.33	6	.....	.....	.....	.....	.....	Pay not fixed.
16039	Green Cove Springs and Melrose.	Western Rwy. of Florida	33.92	6	.....	.....	.....	.....	.....	Do.
			2,038.23		153,642.66	.....	153,642.66			
ALABAMA.										
17001	Montgomery, Ala., and West Point, Ga.	Western Rwy. Co. of Alabama	86.00	21	21,546.08	4,330.00	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 Eufaula.	Montgomery and Eufaula Rwy.	80.57	17.04	9,161.61	2,014.25	11,175.86	113.71	25.00	
17004	Montgomery and Decatur.	South and North Alabama R. R.	183.86	14	24,336.38	4,596.50	28,932.88	132.69	25.00	All land grant.
17005	Memphis, Tenn., and Chattanooga, Tenn.	Memphis and Charleston R. R.	311.29	14.75	42,001.58	.....	42,001.58	156.48	.....	38 miles, Stevens and Chattahoochee, at \$38.47 per mile.
17006	Selma and Akron Junction.	Cincinnati, Selma, and Mobile Rwy.	67.00	7	4,108.78	.....	4,108.78	60.70	.....	
17007	Opelika, Ala., and Columbus, Ga.	Savannah and Western R. R.	29.58	14	2,453.06	.....	2,453.06	52.93	.....	
17008	Columbus, Ga., and Troy, Ala.	Mobile and Grand R. R.	85.65	13	4,978.83	.....	4,978.83	58.13	.....	
17009	Selma, Ala., and Meridian, Miss.	East Tennessee, Virginia, and Georgia Rwy.	110.76	7	7,575.08	.....	7,575.08	68.40	.....	
17010	Selma, Ala., and Cleveland, Tenn.	do	263.92	15.21	10,597.56	.....	10,597.56	85.50	.....	156 miles, Selma and Patuxent (in o.) land grant, at \$68.46 per mile.
17011	Sheffield and Jasper.	Birmingham, Sheffield, and Tennessee River Rwy.	87.70	7	3,599.14	.....	3,599.14	44.46	.....	
17012	Mobile and Montgomery.	Louisville and Nashville R. R.	179.34	14	35,485.18	8,967.00	44,452.18	238.28	50.00	119.46 miles, Flominton and Montgomery, land grant, at \$182.62 per mile.
17013	Mobile, Ala., and New Orleans, La.	do	140.06	17.58	31,014.88	7,003.00	38,017.88	221.44	50.00	



C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
MISSISSIPPI—continued.										
18006	Glendale and Eagle's Nest.	Louisville, New Orleans and Texas Rwy.	19.62	7	838.75	.....	838.75	42.75	.....	
18007	Malden and Aberdeen.	Mobile and Ohio R. R.	9.46	14	452.94	.....	452.94	47.88	.....	
18008	Middleton, Tenn., and Pontotoc, Miss.	Gulf and Chicago R. R.	62.68	7	2,670.56	.....	2,670.56	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.	96.54	8.01	9,772.37	.....	9,772.37	96.18	.....	
18011	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	
18012	Greenwood and Pecto.	Illinois Central R. R.	18.12	6	774.63	.....	774.63	42.75	.....	
18013	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	
18014	Artesia and Columbus.	Mobile and Ohio R. R.	14.06	21	853.44	.....	853.44	60.70	.....	
18015	Artesia and Starkville.	do	11.52	20.77	532.27	.....	532.27	43.60	.....	
18016	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R.	196.30	14	21,646.92	4,907.50	26,554.42	110.29	25.00	
18017	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	
18018	Jackson and Greenwood.	Illinois Central R. R.	100.40	6	6,013.28	.....	6,013.28	65.83	.....	
18019	Memphis, Tenn., and New Orleans, La.	Louisville, New Orleans and Texas Rwy.	455.60	14	51,027.20	.....	51,027.20	112.00	.....	
18020	Leland, Miss., and Arkansas City, Ark.	do	24.44	12.31	1,890.65	.....	1,890.65	76.95	.....	
18021	Memphis, Tenn., and Birmingham, Ala.	Kansas City, Memphis and Birmingham R. R.	251.00	6.16	16,132.59	.....	16,132.59	64.12	.....	
18022	Wilzinski Junction (n. o.) and Rolling Fork.	Louisville, New Orleans and Texas Rwy.	44.41	7.57	1,436.00	.....	1,436.00	44.46	.....	
18023	Durant and Tchula.	Illinois Central R. R.	26.57	6	1,135.86	.....	1,135.86	42.75	.....	Pay not fixed on 12.11 miles.
18024	Amory and Aberdeen.	Kansas City, Memphis and Birmingham R. R.	13.98	12	597.64	.....	597.64	42.75	.....	
18025	Lamont and Coahoma.	Louisville, New Orleans and Texas Rwy.	75.70	6	1,161.55	.....	1,161.55	45.32	.....	Pay not fixed on 50.07 miles.
			3,112.33		294,394.20	21,410.80	315,805.03			

TENNESSEE.									
No.	Name	Rank	Pay	Age	Service	Pay	Age	Service	Pay
19001	Nashville and Lebanon.....	31.52	2, 182.70	12	2, 182.70	69.25	2, 182.70	69.25	50.00
19002	Bristol and Chattanooga.....	242.79	43, 592.94	15.54	12, 139.50	55, 732.44	179.55	50.00	50.00
19003	Rogersville and Bull's Gap.....	16.73	891.03	6	891.03	47.88	891.03	47.88	50.00
19004	Nashville and Chattanooga.....	151.00	28, 403.10	21	28, 403.10	188.10	28, 403.10	188.10	50.00
19005	Fayetteville and Decherd.....	40.41	2, 211.23	6	2, 211.23	54.72	2, 211.23	54.72	50.00
19006	Nashville, Tenn., and Decatur, Ala.	121.75	21, 547.31	16.30	3, 043.75	176.86	21, 547.31	176.86	50.00
19007	Nashville, Tenn., and Hickman, Ky.	171.10	22, 966.75	14	22, 966.75	134.23	22, 966.75	134.23	50.00
19008	Knoxville and Jellico.....	65.51	5, 656.78	7	5, 656.78	86.35	5, 656.78	86.35	50.00
19009	Morristown and Kinzel (n. o.).....	43.50	3, 607.45	14	3, 607.45	82.03	3, 607.45	82.03	50.00
19010	Tracy City and Cowan.....	20.03	856.28	13	856.28	42.75	856.28	42.75	50.00
19011	Ooltewah, Tenn., and Cohutta, Ga.	11.54	680.74	14	680.74	53.90	680.74	53.90	50.00
19012	Dunlap, Tenn., and Bridgeport, Ala.	38.06	1, 627.06	6.92	1, 627.06	42.75	1, 627.06	42.75	50.00
19013	Tulahoma and Bon Air Coal Mine.	67.66	4, 330.03	7	4, 330.03	64.13	4, 330.03	64.13	50.00
19014	Knoxville and Maryville.....	18.49	790.44	6	790.44	42.75	790.44	42.75	50.00
19015	Columbia and Fayetteville.....	48.87	2, 089.19	6	2, 089.19	42.75	2, 089.19	42.75	50.00
19016	Dickson and Kimmins.....	47.07	2, 012.24	6	2, 012.24	42.75	2, 012.24	42.75	50.00
19017	Columbia, Tenn., and Sheffield, Ala.	86.85	5, 494.99	6	5, 494.99	63.27	5, 494.99	63.27	50.00
19018	Johnson City, Tenn., and Cran-	34.19	1, 461.62	0	1, 461.62	42.75	1, 461.62	42.75	50.00
19019	Memphis and Somerville.....	13.57	580.11	6	580.11	42.75	580.11	42.75	50.00
19020	Wartrace and Shelbyville.....	8.36	435.97	12	435.97	52.15	435.97	52.15	50.00
19021	Vacant.....								
19022	Keadley and Clinton.....	30.57	2, 352.26	7	2, 352.26	76.95	2, 352.26	76.95	50.00
19023	Iron City and Pineknay.....	11.65	498.03	6	498.03	42.75	498.03	42.75	50.00
19024	Clarksville, Tenn., and Princeton,	57.53	2, 450.40	6	2, 450.40	42.75	2, 450.40	42.75	50.00
19025	Indian and Victoria.....	5.68	242.82	6	242.82	42.75	242.82	42.75	50.00
19026	Gallatin, Tenn., and Scottsville, Ky.	35.87	1, 686.96	6	1, 686.96	47.03	1, 686.96	47.03	50.00
19027	Memphis and Perryville.....	185.49	6, 693.77	6	6, 693.77	48.74	6, 693.77	48.74	50.00
19028	Moffatt (n. o.) and Troy.....	4.70	200.92	13	200.92	42.75	200.92	42.75	50.00
19029	Lebanon and Carthage.....	37.70	200.92	6	200.92	42.75	200.92	42.75	50.00
19030	Knoxville and Cumberland Gap.....	63.89	105, 381.28	6	105, 381.28	180, 564.53	105, 381.28	180, 564.53	50.00

Pay not fixed.  
Do

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	KENTUCKY.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
20001	Elkton and Guthrie.	Louisville and Nashville R. R.	12.97	12	515.39	.....	515.39	42.75	.....	
20002	Cincinnati, Ohio, and Lexington, Ky.	Kentucky Central Rwy.	100.31	18	13,807.66	.....	13,807.66	137.63	.....	
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	24.45	30,725.18	6,540.00	46,265.18	300.81	60.00	R. P. O., 100 miles, Cincinnati and Louisville Junction (n. o.)
20005	Louisville, Ky., and Nashville, Tenn.	do	180.14	24.05	50,361.00	11,168.40	70,529.30	298.91	60.00	
20006	Hardtown Junction and Spring field.	do	36.74	12	1,947.58	.....	1,947.58	52.01	.....	
20007	Lebanon Junction, Ky., and Jellison, Tenn.	do	171.44	15.31	22,866.06	.....	22,866.06	133.38	.....	
20008	Bowling Green, Ky., and Memphis, Tenn.	do	262.70	16.11	57,489.77	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	Glazgow Junction and Glasgow.	Louisville and Nashville R. R.	11.03	10	612.93	.....	612.93	55.57	.....	
20012	Anchorage and Shelbyville.	do	19.44	18	1,196.71	.....	1,196.71	61.56	.....	
20013	Webbville and Greenup.	Eastern Kentucky Rwy.	37.60	10.19	1,007.39	.....	1,007.39	42.75	.....	
20014	Owensborough and Adairville.	Owensboro and Nashville R. R.	45.65	9.32	5,784.80	.....	5,784.80	67.54	.....	
20015	Maysville and Paris.	Kentucky Central Rwy.	50.47	12	3,883.66	.....	3,883.66	76.95	.....	
20016	Lexington and Ashland.	Elizabethtown, Lexington and Big Sandy R. R.	124.32	18.36	15,837.12	.....	15,837.12	127.39	.....	
20017	Cincinnati Junction (n. o.) and Louisville and Nashville Junction (n. o.).	Louisville and Nashville R. R.	4.50	14	1,550.52	270.00	1,820.52	314.56	60.00	
20018	Richmond and Livingston.	Kentucky Central Rwy.	36.94	6	2,084.57	.....	2,084.57	56.43	.....	
20019	Johnson Junction and Hillsborough.	Cincinnati and Southeastern Rwy.	16.91	10.23	722.90	.....	722.90	42.75	.....	
20020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy.	338.70	25.05	80,214.32	27,096.00	107,310.32	256.83	80.00	
20021	Harrodsburgh and Harrodsburgh Junction (n. o.).	Southwestern R. R.	5.82	18	301.61	.....	303.51	52.15	.....	
20022	Mount Sterling and Rothwell.	Kentucky and South Atlantic R. R.	10.44	6	831.05	.....	831.05	42.75	.....	

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C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
Ohio—continued.										
21010	Sandusky and Newark.....	Baltimore and Ohio R. R.....	116.86	19.30	24,579.16	4,402.00	28,981.16	210.33	30.00	R. P. O. cars, Newark and Chicago, 88.04 miles.
21011	Xenia and Dayton.....	Pittsburgh, Cincinnati and St. Louis Rwy. Cincinnati and Sandusky and Cleveland R. R.	16.73	28	2,188.45	.....	2,188.45	130.81	.....	
21012	Springfield and Sandusky.....	Cleveland Cincinnati, Chicago and St. Louis Rwy. Pittsburgh, Cincinnati and St. Louis Rwy.	130.20	16.11	12,022.66	.....	12,022.66	92.34	.....	
21013	Columbus and Delaware.....	Cleveland Cincinnati, Chicago and St. Louis Rwy.	24.48	28.50	4,353.52	.....	4,353.52	177.84	.....	
21014	Columbus and Cincinnati.....	Pittsburgh, Cincinnati and St. Louis Rwy.	119.40	35	47,980.89	11,940.00	59,920.89	401.85	100.00	
21015	Columbus, Ohio, and Indianapolis, Ind.....	Chicago, St. Louis and Pittsburgh R. R.	188.37	41.58	161,862.57	47,092.50	208,955.07	859.28	250.00	
21016	Gallien (Ohio) and Indianapolis, Ind.....	Cleveland Cincinnati, Chicago and St. Louis 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	68.09	.....	
21018	Portsmouth and Hamden Junction.....	do	56.35	12	3,276.18	.....	3,276.18	58.14	.....	
21019	Toledo, Ohio, and Quincy, Ill.....	Wabash R. R.....	474.25	10.30	124,978.02	35,839.75	159,917.77	261.63	90.00	R. P. O. cars, Toledo to La Fayette, 203.10 miles, at \$90 per mile; La Fayette to Decatur, 119.89 miles, at \$115 per mile; Decatur to Quincy, 151.35 miles, at \$25 per mile.
21020	Sandusky, Ohio, and Fortia, Ill.....	Lake Erie and Western Rwy. Cincinnati, Sandusky and Cleveland R. R.	418.71	13.22	30,071.74	.....	30,071.74	71.82	.....	
21021	Carey and Findlay.....	Cleveland R. R.	15.50	13	662.62	.....	662.62	42.75	.....	
21022	Dayton and Union City.....	Dayton and Union R. R.....	47.37	16.33	2,389.34	.....	2,389.34	50.44	.....	
21023	Dayton and Toledo.....	Dayton and Michigan R. R.....	144.18	21.55	27,129.25	7,200.00	34,329.25	188.10	50.00	
21024	Hamilton, Ohio, and Indianapolis, Ind.....	Cincinnati, Hamilton and Indianapolis R. R.	109.13	16.50	12,490.22	.....	12,490.22	124.83	.....	
21025	Cincinnati, Ohio, and Richmond, Ind.....	Chicago, St. Louis, and Pittsburgh R. R.	74.63	19	9,954.14	.....	9,954.14	133.38	.....	
21026	Cincinnati and Dayton.....	Cincinnati, Hamilton and Dayton R.	56.38	37.28	12,041.40	2,600.00	15,641.40	212.89	50.00	



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

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual payment. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
OHIO—continued.										
21053	Columbus and Toledo.....	Columbus, Hocking Valley and Toledo Rwy.	123.70	19	10,576.35	85.50	10,576.35	85.50		
21054	Dayton and Ironton.....	Dayton, Fort Wayne and Chicago Rwy.	109.65	12	7,892.74	46.17	7,892.74	46.17		
21055	Toledo and Thurston.....	Toledo and Ohio Central Rwy.	148.13	6.75	11,905.20	80.97	11,905.20	80.97		
21056	St. Charlesville and St. Joe.....	Baltimore and Ohio R. R.	7.50	21	346.27	46.17	346.27	46.17		
21057	Springfield, Ohio, and Indianapolis, Ind.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	139.51	19.50	13,359.47	95.70	13,359.47	95.70		
21058	Wadon and Springfield.....	Ohio Southern R. R.	118.42	9.11	6,173.73	52.16	6,173.73	52.16		
21059	College Hill Junction and Mount Healthy.....	Cincinnati Northwestern Rwy.	7.07	12	302.24	42.75	302.24	42.75		
21060	Columbia 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	Bellare and Zanesville.....	Bellare, Zanesville and Cincinnati Rwy.	112.46	8.24	6,538.42	58.14	6,538.42	58.14		
21064	Stewart's Junction (n.o.) and Sharpshooter.....	Toledo and Ohio Central Express R. R.	8.90	6	380.47	42.75	380.47	42.75		
21065	Delphos, Ohio, and Kokomo, Ind.....	Toledo, St. Louis and Kansas City R. R.	108.24	6	6,478.10	59.85	6,478.10	59.85		
21066	Hillsborough and Sardinia.....	Ohio and Northwestern R. R.	19.42	12	850.20	42.75	850.20	42.75		
21067	Bergholz and Palauze Station.....	Lake Erie Alliance and Southern Rwy.	60.80	8.60	2,650.88	43.00	2,650.88	43.00		
21068	Columbus and Corning.....	Toledo and Ohio Central Rwy.	65.12	10.70	5,567.76	85.50	5,567.76	85.50		
21069	Columbus and Zanesville.....	Columbus and Eastern R. R.	67.51	9.33	2,688.52	57.28	2,688.52	57.28		25.10 miles, Shepard to Thurston, at \$17.95 per mile; 4.76 miles, Newton to Zanesville, at \$17.10 per mile.
21070	Tontogany and Bowling Green.....	Bowling Green and Toledo R. R.	6.42	21	285.43	44.46	285.43	44.46		
21071	Valley Junction (n.o.) and Harrison.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	7.75	12	656.96	84.61	656.96	84.61		
21072	Edison and Mount Gilad.....	do.....	2.38	18	109.88	46.17	109.88	46.17		
21073	Cleveland and Zear Station.....	Valley Rwy.....	75.97	15.50	5,845.89	76.95	5,845.89	76.95		



C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminus.	Corporate title of company carrying the mail.	Distance, Miles.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
<b>OHIO—continued.</b>										
21102	Killbuck and Truway.	Cleveland, Akron and Columbus Rwy.	34.14	6	Dollars, 1,488.84		Dollars, 1,488.84	43.61		
21103	Darlington (n. o.) and Dillon	Columbus and Eastern R. R.	9.32	6	398.43		398.43	42.75		
21104	Cincinnati and Cheviot	Cincinnati and Westwood R. R.	7.50	12	320.62		320.62	42.75		
21105	Findlay and Ottawa	American Midland R. R.	21.30	6	916.57		916.57	42.75		
21106	Snow Fork Junction (n. o.) and Braashear.	Columbus, Hocking Valley and Toledo Rwy.	6.40	6						Pay not fixed.
			10,601.76		2,435,631.26	469,904.20	2,904,935.46			
<b>INDIANA.</b>										
22001	Indianapolis and Vincennes	Pennsylvania Company	117.26	12	8,721.79		8,721.79	74.38		
22002	Indianapolis and Terre Haute	Terre Haute and Indianapolis R. R.	74.39	55	61,739.32	18,597.50	80,356.82	836.21	250.00	
22003	Indianapolis, Ind., and Cincinnati, Ohio.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	111.40	28.06	41,146.70	12,811.00	53,957.70	360.36	115.00	
22004	Indianapolis and Michigan City	Lake Erie and Western R. R.	161.77	17.87	16,453.47		16,453.47	101.74		
22005	Indianapolis and La Fayette	Cleveland, Cincinnati, Chicago, and St. Louis Rwy.	64.91	22	26,136.25	7,404.65	33,063.90	402.70	115.00	
22006	Columbus and Madison.	Pennsylvania Company	45.58	12	3,741.20		3,741.20	82.08		
22007	Louisville, Ky., and Indianapolis, Ind.	do	111.29	23	17,978.40		17,978.40	161.59		
22008	Louisville, Junction (n. o.) Ky., and Chicago, Ill.	Louisville, New Albany and Chicago Rwy.	322.40	13	51,822.57	8,000.00	59,822.57	160.74	25.00	
22009	Richmond, Ind., and Chicago, Ill.	Chicago, St. Louis and Pittsburgh R. R.	226.43	14.08	29,619.30		29,619.30	130.81		
22010	Cincinnati, Ohio, and East St. Louis, Ill.	Ohio and Mississippi Rwy.	338.14	28.94	109,283.46	33,814.00	143,097.46	23.19	100.00	
22011	Cambridge City and Columbus	Pennsylvania Company	63.73	12	4,359.13		4,359.13	68.40		
22012	Evansville and Terre Haute	Evansville and Terre Haute R. R.	109.71	18	15,758.74		15,758.74	143.64		
22013	Terre Haute and South Bend.	Terre Haute and Indianapolis R. R.	183.56	12	12,532.72		12,532.72	67.54		
22014	State Line (n. o.) and Logansport	Chicago, St. Louis and Pittsburgh R. R.	61.27	12	5,552.90		5,552.90	90.63		
22015	North Vernon and Rushville.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	46.37	6	1,982.31		1,982.31	42.75		
22016	Fallland and Martinsville	do	37.85	6	1,618.08		1,618.08	42.75		

22017	Bradford, Ohio, and Logansport, Ind.	Chicago, St. Louis and Pittsburgh R. R.	114.65	16.13	14,703.86	14,703.86	128.25	.....
22018	Indianapolis, Ind., and Peoria, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	212.41	19	31,417.56	31,417.56	147.91	.....
22019	Louisville, Ky., and North Vernon, Ind.	Ohio and Mississippi Rwy....	57.45	28	9,038.03	9,038.03	187.82	.....
22020	Fort Wayne and Beeson.....	Fort Wayne, Cincinnati and Louisville R. R.	102.96	6	7,806.04	7,806.04	70.96	.....
22021	Richmond and Fort Wayne.....	Grand Rapids and Indiana R. R.	92.66	12	8,367.77	8,367.77	90.68	.....
22022	Anderson, Ind., and Benton Harbor, Mich.	Cincinnati, Wabash and Michigan Rwy.	165.09	13	12,421.37	12,421.37	75.24	.....
22023	Oakland City, Ind., and Mount Vernon, Ill.	Louisville, Evansville and St. Louis Consolidated R. R.	88.63	14	6,971.43	6,971.63	78.66	.....
22024	Terre Haute, Ind., and Danville, Ill.	Chicago and Eastern Illinois R. R.	55.43	19	7,345.58	7,345.58	132.52	.....
22025	Indianapolis and Terre Haute.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	73.39	24	9,286.77	9,286.77	126.54	.....
22026	Worthington and Evansville.....	Evansville and Indianapolis R. R.	98.10	8.42	6,039.03	6,039.03	61.56	.....
22027	Detroit, Mich. and Butler, Ind.....	Wabash, St. Louis and Pacific Rwy.	115.00	13	9,030.25	9,830.25	86.85	.....
22028	La Crosse and Attica.....	Chicago and Indiana Coal Rwy.	83.83	6	4,376.94	4,376.94	52.15	.....
22029	La Fayette, Ind., and Kankakee, Ill.	Cincinnati, La Fayette and Chicago R. R.	75.79	14.77	20,160.20	37,876.05	381.75	115.00
22030	Terre Haute and Worthington.....	Evansville and Indianapolis R. R.	40.91	6	2,343.32	2,343.32	57.28	.....
22031	Attica and Brazil.....	Chicago and Indiana Coal Rwy	62.32	6	3,090.44	3,090.44	49.59	.....
22032	Evansville and Jasper.....	Louisville, Evansville and St. Louis Consolidated R. R.	54.36	19.76	3,950.34	3,950.34	72.67	.....
22033	Frankfort and Kokomo.....	Tolono St. Louis and Kansas City R. R.	25.77	6	1,652.37	1,652.37	64.12	.....
22034	Rockport and Rockport Junction, (n. o.)	Louisville, Evansville and St. Louis Consolidated R. R.	16.35	19	796.73	796.73	48.73	.....
22035	New Salisbury and Corydon.....	Louisville, New Albany and Corydon R. R.	8.57	18	373.65	373.65	43.60	.....
22036	Switz City and Bedford.....	Louisville, New Albany and Chicago Rwy.	41.53	6	1,775.40	1,775.40	42.75	.....
22037	Anderson and Ladoga.....	Midland Rwy.....	65.97	6	2,815.94	2,815.94	42.75	.....
22038	Indianapolis and Michigan City.....	Louisville, New Albany and Chicago Rwy	156.18	12.51	12,869.07	12,869.07	82.93	.....
22039	Fort Branch and Mount Vernon.....	Evansville and Terre Haute R. R.	38.75	6	1,656.56	1,656.56	42.75	.....
22040	Vacant.							
22041	Stewartsville and New Harmony.....	Peoria, Decatur and Evansville Rwy.	7.42	12	317.20	317.20	42.75	.....
22042	New Castle and Rushville.....	Fort Wayne, Cincinnati and Louisville R. R.	24.85	6	1,062.33	1,062.33	42.75	.....
22043	Terre Haute, Ind., and East St. Louis, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	189.65	20.95	20,755.29	20,755.29	100.44	.....
22044	Terre Haute, Ind., and East St. Louis, Ill.	Terre Haute and Indianapolis R. R.	167.75	51.61	133,366.41	175,323.91	795.15	250.00

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips, per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
INDIANA—continued.										
22045	Lawrenceburgh Junction (n. o.) and Lawrenceburgh.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	2.50	18.50	Dollars. 138.92	Dollars. ....	Dollars. 138.92	Dollars. 55.57	Dollars. ....	
22046	Frankfort, Ind., and East St. Louis R. R. Station (n. o.), Ill.	Toledo, St. Louis and Kansas City R. R.	244.55	6	10,454.51	.....	10,454.51	42.75	.....	
22047	Attica and Covington.	Wabash R. R.	15.78	12	674.59	.....	674.59	42.75	.....	
22048	Louisville, Ky., and Oakland City, Ind.	Louisville, Evansville and St. Louis Consolidated R. R.	99.29	18.52	10,866.29	.....	10,866.29	109.44	.....	
22049	Greensburgh and Columbus.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	20.89	8.78	1,149.64	.....	1,149.54	42.75	.....	
22050	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	
22051	Orleans and French Lick.	Orleans, West Baden and French Lick Springs Rwy.	18.76	12	801.99	.....	801.99	42.75	.....	
22052	Kokcheval and Cannelton.	Louisville, Evansville and St. Louis Consolidated R. R.	22.50	12	961.87	.....	961.87	42.75	.....	
22053	Brazil and Soline City.	Evansville and Indianapolis R. R.	12.31	12	528.25	.....	528.25	42.75	.....	
22054	Butler and Logansport.	Wabash R. R.	94.01	13.75	8,198.61	.....	8,198.61	87.21	.....	
22055	Cambridge City and Hagerstown.	White Water R. R.	7.33	6	321.91	.....	321.91	42.75	.....	
22056	Jeffersonville and Watson.	Ohio and Mississippi Rwy.	7.50	18.50	320.62	.....	320.62	42.75	.....	
22057	Goodland, Ind., and Monroeville, Ill.	Chicago and Indiana Coal Rwy.	34.64	6	1,954.73	.....	1,954.73	56.43	.....	
22058	Goshen, Ind., and Sturgis, Mich.	Sturgis, Goshen and St. Louis Rwy.	29.21	7.05	1,248.72	.....	1,248.72	42.75	.....	
22059	Logansport and Clymers (n. o.).	Wabash R. R.	6.80	18.50	75.54	.....	75.54	11.11	.....	
22060	Evansville and Newburgh.	Evansville, Suburban and Newburgh Rwy.	10.11	12	432.20	.....	432.20	42.75	.....	
ILLINOIS.										
23001	Chicago, Ill., and Milwaukee, Wis.	Chicago and Northwestern Rwy.	85.00	32.90	18,096.50	.....	21,406.50	212.90	40.00	
23002	Chicago and Freeport.	do.	121.30	24.60	20,742.30	.....	25,594.30	171.00	40.00	

23003	Chicago, Ill., and Union Pacific Transfer (n. o.), Iowa.	436.90	20.22	111,036.93	33,806.00	144,842.93	{ 203.83 254.79 }	{ 90.00 50.00 75.00 }	{ 270.50 miles land grant, Cedar Rapids to U. P. Transfer (n. o.) R. P. O., \$90 for 210.40 miles; \$49 for 249.10 miles; and \$75 for 21.40 miles.
23004	Elgin, Ill., and Lake Geneva, Wis.	43.79	16.37	1,984.54		1,984.54	45.32		
23005	Rock Island and East St. Louis	247.71	13.63	32,405.42		32,405.42	130.82		
23006	Sidell and Olney	86.31	6	3,688.75		3,688.75	42.75		
23007	Chicago, Ill., and Burlington, Iowa	208.00	50.38	208,537.92	66,633.00	265,172.92	1,012.82	{ 300.00 250.00 }	{ R. P. O., \$300 per mile for 162.70 miles; \$250 per mile for 43.30 miles.
23008	Rushville and Yates City	63.27	8.96	5,193.20		5,193.20	82.08		
23009	Peoria and Rio	66.10	19.19	7,742.95		7,742.95	117.14		
23010	Galesburg and Quincy	106.61	29	26,985.03	7,545.72	33,610.78	238.07	75.00	
23011	Burlington and Quincy	120.42	12	4,077.36		4,077.36	70.11		
23012	Streator and Aurora	60.87	12	8,307.85		8,307.85	103.46		
23013	Mendota and Fulton	64.82	14.09	8,834.38		8,834.38	39.00		
23014	Sterling and Shabbona	47.97	7.31	2,091.97		2,091.97	43.61		
23015	Chicago, Ill., and Davenport, Iowa	182.63	21.63	45,127.87	11,670.95	56,898.82	247.10	65.00	
23016	Bureau and Peoria	47.13	12	5,883.23		5,883.23	124.83		
23017	Chicago and East St. Louis	281.10	18.22	77,369.64	28,110.00	105,499.64	273.31	100.00	
23018	Bloomington and Rock Island	111.28	16.80	11,036.75		11,036.75	99.18		
23019	Washington and Dwight	70.12	7.61	3,477.25		3,477.25	49.69		
23020	Chicago and Cairo	365.53	19.40	67,005.80	19,030.05	86,035.85	183.31	{ 165.00 50.00 }	{ All land grant. R. P. O., \$165 per mile for 35.87 miles; and \$50 per mile for 196.23 miles.
23021	Dubuque, Iowa, and Centralia, Ill.	343.27	14.32	45,078.21	9,776.90	54,855.11	131.82	{ 65.00 25.00 }	{ All land grant. R. P. O., \$65 per mile for 69.50 miles; and \$25 per mile for 210.22 miles.
23022	Indianapolis and Lake Station, Ind.	45.15	6	1,890.16		1,890.16	42.75		
23023	Decatur and East St. Louis	113.66	20	28,376.35	10,259.40	38,606.75	249.66	90.00	
23024	Peoria, Ill., and Evansville, Ind.	250.56	12	19,280.59		19,280.59	76.95		
23025	Hannibal, Mo., and Elletts, Ill.	56.36	18	5,168.93		5,168.93	102.60		
23026	Elletts, Ill., and Swiss City, Ind.	90.97	6	3,883.96		3,883.96	42.75		
23027	State Line (n. o.) and Warsaw	229.20	12.75	25,475.58		25,475.58	111.15		
23028	Monks Junction and Mound City	2.46	12	126.54		126.54	42.75		
23029	Champaign and Havana	101.64	6.91	5,960.76		5,960.76	59.00		
23030	East St. Louis and El Dorado	121.65	14.18	15,706.23		15,706.23	129.11		
23031	Haute R. R.								

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
ILLINOIS—continued.										
23031	Belleville and O'Fallon	Louisville and Nashville R. R.	6.80	9	290.70	290.70	290.70	42.75	.....	
23032	East St. Louis, Ill., and Nashville, Tenn.	do	318.78	15.13	50,150.46	7,009.50	58,159.96	157.32	25.00	
23033	Hardstown and Shawneetown	Ohio and Mississippi Rwy.	220.08	12	13,318.71	.....	13,318.71	58.14	.....	
23034	Springfield and Grafton	Illinois Central R. R.	112.71	12	7,323.89	.....	7,323.89	64.96	.....	
23035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy.	85.39	48.25	75,710.19	17,078.00	92,788.19	856.64	200.00	
23036	Aurora and Forreston	Chicago and Iowa R. R.	81.60	12	14,051.28	.....	14,051.28	179.55	.....	
23037	Vincennes, Ind., and St. Francisville, La.	Caro, Vincennes and Chicago Rwy.	10.88	12	567.50	.....	567.50	52.16	.....	
23038	Peoria and Jacksonville	Chicago, Peoria and St. Louis Rwy.	84.26	12	5,835.84	.....	5,835.84	69.26	.....	
23039	Carbondale and East Cape Girardeau	Grand Tower and Carbondale R. R.	55.73	9.33	2,811.57	.....	2,811.57	50.45	.....	
23040	Peoria and Rock Island	Rock Island and Peoria Rwy.	91.82	12	8,243.59	.....	8,243.59	89.78	.....	
23041	Quincy, Ill., and Hannibal, Mo.	Chicago and Eastern Illinois R. R.	19.18	10.07	1,344.70	.....	1,344.70	70.11	.....	
23042	Chicago and Danville	Chicago and Eastern Illinois R. R.	124.08	22.27	17,695.83	.....	17,695.83	141.93	.....	
23043	Streator and Fairbury	Walash R. R.	32.05	9.86	1,370.13	.....	1,370.13	42.75	.....	
23044	Danville and Tuscola	Chicago and Eastern Illinois R. R.	50.49	8.79	2,287.70	.....	2,287.70	45.31	.....	
23045	Marion and Harrison Station (n. o.)	St. Louis, Alton and Terre Haute R. R.	27.21	9.47	2,233.39	.....	2,233.38	82.08	.....	
23046	Jacksonville and Drivers	Jacksonville Southeastern Rwy.	130.91	11.20	7,611.10	.....	7,611.10	58.14	.....	
23047	Chester and Tamaroa	Walash, Chester and Western R. R.	42.90	11.76	2,861.00	.....	2,861.00	66.69	.....	
23048	Terre Haute, Ind., and Peoria, Ill.	Terre Haute and Peoria R. R.	177.69	6	10,021.96	.....	10,021.96	56.43	.....	
23049	Springfield and Havana	Chicago, Peoria and St. Louis Rwy.	48.25	7.75	2,186.69	.....	2,186.69	45.32	.....	
23050	Danville and Cairo	Caro, Vincennes and Chicago Rwy.	261.65	12.21	17,855.82	.....	17,855.82	68.40	.....	
23051	Ancona and Pekin	Chicago, Santa Fé and California Rwy.	57.50	6	2,892.55	.....	2,892.55	48.74	.....	
23052	Courtland and Sycamore	Chicago and Northwestern Rwy.	4.94	9	211.18	.....	211.18	42.75	.....	
23053	East St. Louis and Cairo	Mobile and Ohio R. R.	153.54	8.14	11,552.34	.....	11,552.34	75.24	.....	

		116.60	17.60	23,627.82	2,915.00	24,542.82	202.64	25.00
22054	Chicago and LaSalle Junction (n.o.)							
22055	Decatur, Ill. and Indianapolis, Ind.	154.26	13	16,487.39	.....	16,487.39	104.88	
22056	Ganeva and Aurora.....	10.31	30	573.02	.....	573.02	55.58	
22057	Rebelle and Rockford.....	27.72	6	1,185.03	.....	1,185.03	42.75	
22058	West Lebanon, Ind. and Le Roy, Ill.	74.69	6	3,205.82	.....	3,205.82	42.75	
22059	Rock Island and Cable.....	27.35	6	1,168.21	.....	1,168.21	42.75	
22060	Barrett and Knapville.....	52.43	8.61	2,240.95	.....	2,240.95	42.75	
22061	Alton Junction (n.o.) and Chicago and Alton Junction (n.o.)	4.20	12	179.55	.....	179.55	42.75	
22062	Kankakee and Bloomington.....	66.38	7.95	3,692.74	.....	3,692.74	42.75	
22063	Shunway and Birmingham.....	9.24	6	537.21	.....	537.21	68.14	
22064	Kempston and Kankakee Junction (n.o.)	43.01	6	1,838.67	.....	1,838.67	42.75	
22065	Stoney and Champaign.....	12.29	6	525.39	.....	525.39	42.75	
22066	Chicago and Alton.....	215.84	10.95	19,192.49	.....	19,192.49	88.92	
22067	Havana and Gainesburgh.....	60.45	6	2,842.96	.....	2,842.96	47.03	
22068	Peoria, Ill. and Okaloosa, Iowa.....	191.30	6	9,323.98	.....	9,323.98	48.74	
22069	Kankakee and Seneca R. R.....	43.56	6	1,862.19	.....	1,862.19	42.75	
22070	Galva and Gladstone.....	74.54	12	5,035.17	.....	5,035.17	67.55	
22071	Aurora and Turner.....	13.01	6	558.17	.....	558.17	42.75	
22072	Elmwood and India.....	44.98	9	2,692.05	.....	2,692.05	56.85	
22073	Oregon, Ill. and St. Paul, Minn.....	333.31	11.14	27,074.77	.....	27,074.77	81.53	
22074	Varna and Leavenworth.....	10.66	12	455.71	.....	455.71	42.75	
22075	Mayaville and Pittsfield.....	6.80	19	337.21	.....	337.21	49.59	
22076	La Harpe, Ill., and Burlington, Iowa.....	20.10	12	836.27	.....	836.27	42.75	
22077	White Heath and Decatur.....	31.98	6	1,613.36	.....	1,613.36	50.45	
22078	McLeansburgh and Shawnee town.....	41.22	6	1,762.15	.....	1,762.15	42.75	
22079	Fall Creek, Ill., and Louisiana, Mo.....	32.10	6	1,390.88	.....	1,390.88	43.61	
22080	Wellington and Clisana Park.....	12.72	6	543.78	.....	543.78	42.75	
22081	Clayton, Ill. and Keokuk, Iowa.....	43.09	12	2,736.30	.....	2,736.30	63.27	
22082	Streator, Ill., and Knox, Ind.....	19.82	6	8,123.30	.....	8,123.30	42.75	
22083	Springfield and Grafton.....	85.30	12	4,084.16	.....	4,084.16	47.88	
22084	Stelling and Barstow.....	40.75	13.62	2,264.88	.....	2,264.88	55.68	
22085	Morphysborough and Pinckneyville.....	23.33	9.5	1,835.13	.....	1,835.13	78.66	
22086	Bu. Kingham and Clarke City.....	9.72	6	415.53	.....	415.53	42.75	

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance, Miles.	Average No. of trips per week over whole route.	Annual pay for transportation, Dollars.	Annual pay for R. P. O. cars, Dollars.	Total annual pay, Dollars.	Cost per mile for transportation, Dollars.	Cost per mile for R. P. O. cars, Dollars.	Remarks.
ILLINOIS—continued.										
23087	Caladonia and Spring Valley.....	Chicago and Northwestern Rwy.	86.20	6.73	3,683.05	42.75	3,683.05	42.75		
23088	East St. Louis and Belleville.....	Louisville, Evansville, and St. Louis Consolidated R. R.	15.35	6	636.21	42.75	636.21	42.75		
23089	Chicago, Ill., and Rugby Junction (n. o.).....	Northern Pacific R. R.	117.60	13	12,569.08	106.88	12,569.08	106.88		
23090	Savanna and Fulton.....	Chicago, Burlington and Northern R. R.	18.57	13	1,047.90	56.43	1,047.90	56.43		
23091	Galesburg (n. o.) and Dunning.....	Chicago, Milwaukee and St. Paul Rwy.	2.89	12	119.70	42.75	119.70	42.75		
23092	Galesburg and Galena Junction (n. o.).....	Chicago, Burlington and Northern R. R.	3.79	12	162.02	42.75	162.02	42.75		
23093	Springfield and Littlefield.....	St. Louis and Chicago Rwy.	45.64	6	2,185.24	47.88	2,185.24	47.88		
23094	Geneva and St. Charles.....	Chicago and Northwestern Rwy.	3.21	21	137.22	42.75	137.22	42.75		
23095	Chicago, Ill., and Dubuque, Iowa {	Chicago, St. Paul and Kansas City Rwy.	167.33	13	17,316.49	111.15	17,316.49	111.15	{ \$22.23 per mile on 14.42 miles, lap service.	
23096	Rockford and Rockton.....	Chicago, Milwaukee and St. Paul Rwy.	16.37	15	1,895.44	22.23	1,895.44	22.23		
23097	Marion, Ill., and Paducah, Ky. ....	St. Louis, Alton and Terre Haute R. R.	57.01	12.04	3,656.05	64.13	3,656.05	64.13		
23098	Chicago, Ill., and Kansas City, Mo.	Atchison, Topeka and Santa Fe R. R.	458.41	14.71	38,410.17	83.70	38,410.17	83.70		
23099	Rondout and Libertyville.....	Chicago, Milwaukee and St. Paul Rwy.	3.28	6	140.22	42.75	140.22	42.75		
23100	Millard Junction (n. o.) and Millstadt.....	Mobile and Ohio R. R.	7	6	260.25	42.75	260.25	42.75		
23101	Chicago and Evanston.....	Chicago, Milwaukee and St. Paul Rwy.	12.60	12	538.65	42.75	538.65	42.75		
23102	Streator and Walnut.....	Chicago, Burlington and Quincy R. R.	59.92	6	2,591.58	42.75	2,591.58	42.75		
23103	Freeport, Ill., and Madison, Wis. ....	Illinois Central R. R. Co., lessee of Chicago, Madison and Northern R. R.	63.16	6	4,590.46	72.68	4,590.46	72.68		
23104	Red Oak, Ill., and Dodgeville, Wis.	Illinois Central R. R.	57.35	6	2,697.17	47.03	2,697.17	47.03		
23105	Chicago and Freeport.....	do	114.44	12	20,547.70	179.55	20,547.70	179.55	25.00	
23106	Sparta and Conitersville.....	Centralia and Chester R. R.	8.20	15	350.55	42.75	350.55	42.75		



C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance, miles.	Average No. of trips per week over whole route.	Annual pay for transportation, Dollars.	Annual pay for R. P. O. cars, Dollars.	Total annual pay, Dollars.	Cost per mile for transportation, Dollars.	Cost per mile for R. P. O. cars, Dollars.	Remarks.
MICHIGAN—continued										
24078	Detroit and Fort Gratiot	Chicago, Detroit and Canada Grand Trunk Junction R. R.	58.97	13	9,176.32	155.61	9,176.32	155.61		
24079	Jackson, Mich., and Fort Wayne, Ind.	Lake Shore and Michigan Southern Rwy.	100.40	12	7,210.72	71.82	7,210.72	71.82		
24080	East Saginaw and Ithaca	Saginaw Valley and St. Louis R. R.	45.96	6.45	3,300.84		3,300.84	71.82		
24081	Port Howard, Wis., and Ishpeming, Mich.	Chicago and Northwestern Rwy.	186.08	13.28	22,540.61	4,502.00	27,042.61	125.17	25.00	All land grant.
24082	Powers and Crystal Falls	do	57.75	14	4,295.44		4,295.44	74.38		
24083	Lenox and Jackson	Michigan Air Line Rwy.	106.47	6.80	7,282.54		7,282.54	68.40		
24084	Walton and Traverse City	Traverse City R. R.	26.22	8	1,927.05		1,927.05	73.03		
24085	Toledo, Ohio, and Detroit, Mich.	Michigan Central R. R.	69.30	13	11,610.34	2,065.00	13,575.34	105.70	50.00	
24086	Trenton and Corbush Junction (n. o.)	Lake Shore and Michigan Southern Rwy.	37.23	6	1,846.23		1,846.23	49.59		
24087	St. Clair and Lenox	Michigan Central R. R.	16.06	6	1,043.57		1,043.57	64.98		
24088	Trout River Junction (n. o.) and Watersmeet	Chicago and Northwestern Rwy.	54.79	7	2,342.27		2,342.27	42.75		
24089	Port Gratiot, Mich., and Chicago, Ill.	Chicago and Grand Trunk Rwy.	337.56	13	42,137.61		42,137.61	124.83		
24090	Marquette and Houghton	Duluth, South Shore and Atlantic Rwy.	94.73	7.75	6,543.95		6,543.95	69.08		
24091	Alma and Howard City	Detroit, Lansing and Northern R. R.	42.90	12	3,081.07		3,081.07	71.82		Do.
24092	Port Huron and Fort Austin	Port Huron and Northwestern Rwy.	87.98	12	6,619.61		6,619.64	75.24		
24093	Coleman and Mt. Pleasant	Flint and Pere Marquette R. R.	15.03	6	732.41		732.41	48.70		
24094	Clare and Meredith	do	32.03	6	1,370.56		1,370.56	42.75		
24095	Manistee Junction (n. o.) and Manistee	Flint and Pere Marquette R. R.	27.12	12	2,318.76		2,318.76	85.90		
24096	Mears and Hart	Chicago and West Michigan Rwy.	4.15	6	177.41		177.41	42.75		
24097	Flint and Fostoria	Flint and Pere Marquette R. R.	24.45	6	1,045.23		1,045.23	42.75		
24098	East Saginaw and Bay City	do	13.24	7	1,313.14		1,313.14	99.18		
24099	Saginaw City Junction (n. o.) and Saginaw	do	3.73	7	176.32		176.32	47.02		
24099	Missaukee Junction (n. o.) and Jennings	Grand Rapids and Indiana R. R.	8.04	6	343.71		343.71	42.75		



C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
MICHIGAN—continued.										
24078	Ludington and Stetson	Mason and Oceana R. R.	23.15	6.41	1,246.16	.....	1,246.16	42.75	.....	
24079	Grand Ledge and Grand Rapids	Detroit, Lansing and Northern 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	34.85	64,506.51	17,863.60	82,370.11	396.94	85.00	
24081	Nottoria, 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	Michigan Central R. R.	41.90	12	2,338.80	.....	2,338.80	55.58	.....	
24083	Durand and East Saginaw	Michigan Rwy. Company, lessee of the Toledo, Saginaw and Mackinaw Rwy.	33.96	10.06	2,391.60	.....	2,391.60	59.85	.....	
24084	Manistee and Nesson City	Manistee and Northeastern R. R.	39.36	12	1,716.48	.....	1,716.48	43.61	.....	
24085	Buchanan and Berrien Springs	St. Joseph Valley Rwy.	11.88	13	597.87	.....	597.87	42.75	.....	
24086	Frankfort and Copenish	The Frankfort and Southern R. R.	25.00	12	1,068.75	.....	1,068.75	42.75	.....	
24087	Yale and Port Huron	Flat and Pere Marquette R. R.	24.68	12	1,067.13	.....	1,067.13	67.55	.....	Pay not fixed.
24088	Saginaw and Ontonagon	Ontonagon and Brule River R. R.	46.26	6	690.00	.....	690.00	.....	.....	Pay not fixed.
24089	Au Sable and Pottaw	Au Sable and Northwestern R. R.	38.27	6	690.00	.....	690.00	.....	.....	Pay not fixed.
24090	Holland Junction (n.o.) and Ottawa Beach	Chicago and West Michigan Rwy.	7.30	6	687,587.13	38,625.30	676,612.43	.....	.....	
WISCONSIN.										
25001	Milwaukee, Wis., and North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy.	195.39	15.82	32,075.22	4,840.01	36,915.23	164.16	25.00	R. P. O., Milwaukee to Prairie du Chien 193.60 miles.
25002	Milwaukee and La Crosse	do	107.83	38.94	136,838.01	34,629.25	171,467.26	691.70	175.00	
25003	Milwaukee and Berlin	do	96.63	12	10,575.19	.....	10,575.19	109.44	.....	
25004	Milton Junction and Shullsburg	do	75.50	11.40	6,391.07	.....	6,391.07	84.65	.....	
25005	Watertown and Madison	do	38.97	12	3,765.28	.....	3,765.28	96.62	.....	
25006	Horicon and Portage	do	52.24	7.27	4,064.79	.....	4,064.79	77.81	.....	
25007	Rush Lake and Winneconne	do	14.84	6	634.41	.....	634.41	42.75	.....	
25008	Oshkosh and Ripon	do	20.40	12	1,779.68	.....	1,779.68	87.21	.....	

25009	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northwestern Rwy.	242.47	22.23	45,291.67	8,762.89	54,074.47	{ 197.51 158.00 }	80.00 40.00	65.77 miles land grant, Fond du Lac to Fort Howard; R. P. O. \$80 per mile for 62.70 miles, Chicago to Harvard, and \$40 per mile for 94.17 miles, Harvard to Janesville and Fond du Lac to Fort Howard. R. P. O. \$40 per mile for 37.95 miles, Caledonia to Evansville; \$80 per mile for 131.60 miles, Evansville to Winona Junction (n. o.).
25010	Caledonia, Ill., and Winona Junction (n. o.).	do	189.55	15.83	37,438.02	13,646.00	51,084.02	{ 197.51 80.00 }	40.00 80.00	R. P. O. \$40 per mile for 37.95 miles, Caledonia to Evansville; \$80 per mile for 131.60 miles, Evansville to Winona Junction (n. o.).
25011	Kenosha, Wis., and Rockford, Ill.	do	73.71	11.16	7,498.60	600.00	8,098.60	100.89	40.00	R. P. O., Harvard to Caledonia, 15 miles.
25012	Milwaukee and Fond du Lac	do	63.72	19	11,604.69	2,548.80	14,153.49	183.12	40.00	
25013	Vacant	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.
25014	Winona, Minn., and La Crosse, Wis.	do	74.13	6	4,583.44	.....	4,583.44	61.50	.....	All land grant.
25015	Stephens Point and Portage	Northern Pacific R. R.	284.26	11.77	22,051.20	.....	22,051.20	86.35	.....	Pay not fixed on 8.89 mile.
25016	Milwaukee and Champion	Milwaukee and Northern R. R.	345.35	16.19	32,873.48	.....	32,873.48	{ 35.91 113.72 90.97 }	.....	Milwaukee to Rugby Junction (n. o.), 32.40 miles at \$35.91 per mile; 187.25 miles land grant, Stephens Point to Ashland.
25017	Milwaukee and Ashland	Northern Pacific R. R.	84.56	18.91	11,567.80	.....	11,567.80	136.80	.....	
25018	Milwaukee and Two Rivers	Milwaukee, Lake Shore and Western Rwy.	79.22	9.83	5,283.18	.....	5,283.18	66.60	.....	
25019	Sheboygan and Princeton	Chicago and Northwestern Rwy.	32.94	12	2,816.37	.....	2,816.37	85.50	.....	
25020	Warren, Ill., and Mineral Point, Wis.	Chicago, Milwaukee and St. Paul Rwy.	18.74	18	897.27	.....	897.27	47.88	.....	
25021	Calumet and Platteville	do	13.00	18	559.59	.....	559.59	42.75	.....	
25022	New Lisbon and Necedah	do	38.40	6	2,560.89	.....	2,560.89	64.69	.....	
25023	Madison and Portage	do	197.85	10.25	25,832.73	550.00	26,382.73	130.82	25.00	R. P. O., Lanark Junction (n. o.) to Savannah, 22 miles.
25024	Racine, Wis., and Rock Island, Ill.	do	76.29	8.24	5,414.30	.....	5,414.30	70.97	.....	
25025	Galena, Ill., and Woodman, Wis.	Chicago and Northwestern Rwy.	66.89	19	6,962.23	.....	6,962.23	106.17	.....	
25026	Eau Claire and Abbotford	Northern Pacific R. R.	.....	.....	.....	.....	.....	.....	.....	

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

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	WISCONSIN—continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
25027	Fort Howard, Wis., and Winona, Minn.	Green Bay, Winona and St. Paul R. R.	214.88	6	14,515.14	67.55	14,515.14	67.55		All land grant.
25028	Hudson and Bayfield	Chicago, St. Paul, Minneapolis and Omaha Rwy.	181.11	13.27	13,255.44		13,255.44	73.19		
25029	Lone Rock and Richland Centre.	Chicago, Milwaukee and St. Paul Rwy.	16.33	12	907.62		907.62	55.58		
25030	Elroy, Wis., and St. Paul, Minn.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	106.69	20.26	25,332.18		22,332.18	113.54		Do.
25031	Tonaw and Minocqua	Chicago, Milwaukee and St. Paul Rwy.	161.96	6	11,631.96		11,631.96	71.82		Do.
25032	Ashland Junction (n. o.) and Ashland.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	4.63	13	294.51		294.51	63.61		Do.
25033	River Falls Junction (n. o.) and Ellsworth.	do	25.76	9	1,211.49		1,211.49	47.03		
25034	Sparta and Virgona	Chicago, Milwaukee and St. Paul Rwy.	35.76	6	2,017.93		2,017.93	56.43		
25035	Fond du Lac and Iron Ridge.	do	28.72	12	1,227.78		1,227.78	42.75		
25036	Jonestown and Holott.	do	15.42	12	672.03		672.03	42.75		
25037	Merrillton and Neillville.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	13.73	15.5	672.90		672.90	43.61		
25038	Milwaukee and Monfort	Chicago and Northwestern Rwy.	145.95	11.06	14,101.68		14,101.68	96.62		
25039	Mazo Marie and Prairie du Sac.	Chicago, Milwaukee and St. Paul Rwy.	10.33	12	485.81		485.81	47.03		
25040	Hillert and Appleton	Milwaukee and Northern R. R.	21.94	9	937.93		937.93	42.75		
25041	Elkhorn and Eagle.	Chicago, Milwaukee and St. Paul Rwy.	17.56	6	750.69		750.69	42.75		
25042	Lancaster Junction (n. o.) and Lancaster.	Chicago and Northwestern Rwy.	12.28	12	1,081.49		1,081.49	88.07		
25043	Irwin and Plattville.	do	4.38	12	187.24		187.24	42.75		
25044	Broadhead and New Glarus.	Chicago, Milwaukee and St. Paul Rwy.	22.90	12	978.97		978.97	42.75		
25045	Monico and Rhinelander.	Milwaukee, Lake Shore and Western Rwy.	14.64	12	625.86		625.86	42.75		
25046	Oshkosh and Hortonville.	do	23.77	9	1,016.16		1,016.16	42.75		
25047	Wausau, Minn., and Eau Claire, Wis.	Chicago, Milwaukee and St. Paul Rwy.	49.27	9.12	3,538.57		3,538.57	71.82		



C.—Railroad service as in operation on the 30th of June, 1890.—Continued.

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	WISCONSIN—continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
25075	Lapland Junction (n. o.) and Mc Kenna.	Chicago, Milwaukee and St. Paul Rwy.	2.94 5,296.89	6	613,651.47	68,634.66	682,286.13			Pay not fixed.
MINNESOTA.										
26001	St. Paul, Minn., and Missoula, Mont.	Northern Pacific R. R.	1,264.34	8.73	245,345.73	19,738.00	265,083.73	{ 239.40 191.52 }	{ 25.00 }	{ 1,147.52 miles land grant, St. Paul to Minneapolis, Wabab to Little Falls, and Presto to Missoula, R. P. O., St. Paul, Minn., to Forsyth, Mont., 789.52 miles.
26002	Benson, Minn., and Watertown, S. Dak.	St. Paul, Minneapolis and Manitoba Rwy.	92.75	6	5,392.45		5,392.48	52.14		
26003	Moorehead, Minn., and Wabpeton, N. Dak.	do	45.02	7	4,773.02		4,773.02	105.02		
26004	St. Cloud and St. Vincent	do	314.85	9.73	41,132.00	5,628.25	46,760.25	130.64	25.00	
26005	Barnesville, Minn., and Fargo, N. Dak.	do	24.52	9.74	3,438.20		3,438.20	146.22		All land grant. R. P. O., 225.13 miles, St. Cloud to Crookston.
26006	St. Paul and Breckenridge	do	214.53	16	29,060.56	261.00	29,321.56	135.43	25.00	All land grant.
26007	St. Paul and Duluth	St. Paul and Duluth R. R.	151.83	17.6	14,953.74		14,953.74	98.49		O. St. Paul to Minneapolis, 10.44 miles.
26008	Minneapolis and Stillwater	do	27.92	15.7	1,063.67		1,063.67	{ 41.90 33.52 }		All land grant. 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	20,619.43		20,619.43	{ 116.80 133.51 }		106.10 miles land grant, St. Paul to Austin.
26010	Hastings, Minn., and Bowdle, S. Dak.	do	369.74	9.45	43,923.62		43,923.62	{ 106.70 133.38 }		202.11 miles land grant, Hastings to Ortonville.
26011	Duluth and Presto	Northern Pacific R. R.	144.01	14.24	11,081.56		11,081.56	76.95		All land grant.



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

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
MINNESOTA—continued.										
20012	Wadena, Minn., and Milnet, N. Dak.	Northern Pacific, Fergus and Black Hills R. R.	119.31	6	5,815.16	48.74	5,815.16	48.74		
20013	Fergus Falls and Polson Rapids	St. Paul, Minneapolis and Manitoba Rwy.	23.58	6	1,008.04	42.75	1,008.04	42.75		
20014	Mendota and Minneapolis	Chicago, Milwaukee and St. Paul Rwy.	9.66	13	495.56	51.30	495.56	51.30		
20015	Hastings and Stillwater	do	29.12	19	1,228.42	47.03	1,228.42	47.03		
20016	Little Falls and Morris	Little Falls and Dakota R. R.	88.31	6	3,026.26	44.46	3,026.26	44.46		
20017	Sauk Center and Eagle Bend	St. Paul, Minneapolis and Manitoba Rwy.	30.91	6	1,577.90	42.75	1,577.90	42.75		
20018	Mankato and Red Wing	Minneapolis and St. Louis Rwy.	95.16	7.75	5,125.31	53.86	5,125.31	53.86		
20019	St. Cloud and Buckley	St. Paul, Minneapolis and Manitoba Rwy.	68.24	6	2,917.26	42.75	2,917.26	42.75		
20020	Brookston and St. Hilare	do	28.30	4	1,209.82	42.75	1,209.82	42.75		
20021	Rock City, Minn., and Grantsburg, Wis.	St. Paul and Duluth R. R.	17.17	6	734.01	42.75	734.01	42.75		
20022	Goodland and Halstad	do	34.51	4	1,475.30	42.75	1,475.30	42.75		
20023	Breck Cooley, Minn., and Watertown, S. D.	Manitoba Rwy.	123.39	6	8,545.99	69.26	8,545.93	69.26		
20024	Duluth and Ely	Wisconsin, Minnesota and Pacific Rwy.	118.35	6	5,464.21	46.17	5,464.21	46.17		
20025	Minneapolis, Minn., and Mason City, Iowa	Duluth and Iron Range R. R.	149.68	18.29	16,509.70	110.30	16,509.70	110.30		
20026	Glencoe and Hutchinson	Chicago, St. Paul and Kansas City Rwy.	14.24	12	608.76	42.75	608.76	42.75		
20027	St. Cloud and Willmar	Chicago, Milwaukee and St. Paul Rwy.	58.69	6	3,061.27	52.16	3,061.27	52.16		
20028	Minneapolis, Minn., and Fairmont, N. Dak.	St. Paul, Minneapolis and Manitoba Rwy.	191.74	6	9,180.51	47.88	9,180.51	47.88		
20029	Elk River and Milaca	Sault Ste. Marie Rwy.	33.12	6	1,415.88	42.75	1,415.88	42.75		
20030	Hutchinson Junction (n. o.) and Hutchinson	St. Paul, Minneapolis and Manitoba Rwy.	53.40	6	2,282.85	42.75	2,282.85	42.75		
20031	Winnepeg Junction, Minn., and Pembina, N. Dak.	do	200.15	7	15,229.40	76.09	15,229.40	76.09		
20032	St. Paul and Cardigan Junction (n. o.)	Northern Pacific R. R.	8.00	12	649.84	81.23	649.84	81.23		
		Minneapolis, St. Paul and Sault Ste. Marie Rwy.								

Pay based on a service of not less than 6 round trips per week.

Pay based on a service of not less than 6 round trips per week.

26063	Evansville and Tintah.....	St. Paul, Minneapolis and Manitowish Rwy.....	32.74	6	1,309.63	.....	1,309.63	42.75	{ Service to Vinton, 23.10 miles at \$15.39 per mile. }		
26064	Red Wing and Zumbrota.....	Duluth, Redwing and Southern R. R. ....	25.06	6	1,206.26	.....	1,206.26	48.74		{ 276.10 miles land grant, Burlington to Pacific Junction. }	
27005	Little Falls and Brainerd.....	Northern Pacific R. R. .....do.....	30.95	12	2,981.93	.....	2,981.93	96.67			{ 250.00 }
26066	Fertile and Crookston.....	.....do.....	23.07	7	1,986.24	.....	1,986.24	42.75			
26067	St. Paul and Minneapolis.....	Chicago, Burlington and Northern R. R. ....	10.39	12	1,048.24	.....	1,048.24	100.89	{ 10.78 miles land grant, from near Dubuque south to T&E des Morts Creek R. P. O. 96.90 miles, Sa- bula to McGregor. }		
26068	St. Paul and Minneapolis.....	.....do.....	10.39	13	977.17	.....	977.17	94.63		{ All land grant, R. P. O. \$65 per mile for 53.07 miles, Daven- port to Iowa City, and \$30 per mile residue. }	
26069	Cloquet and La Prairie.....	North Star Construction Com- pany.....	70.00	6	.....	.....	.....	.....			{ 65.00 50.00 }
26070	Minneapolis and St. Cloud.....	Great Northern Rwy.....	67.17	6	1,679.25	.....	1,679.25	25.00			
			7,302.61		58,221.00	.....	380,023.84				
	IOWA.										
27001	Burlington, Iowa, and Albert Lea, Minn. ....	Burlington, Cedar Rapids and Northern Rwy.....	232.70	16.24	37,811.50	.....	37,811.50	119.63			
27002	Cedar Rapids and Decorah.....	.....do.....	122.21	6	8,359.16	.....	8,359.16	68.40			
27003	Cedar Rapids, Iowa, and Water- town, S. Dak. ....	.....do.....	399.68	9.52	33,520.90	.....	33,520.90	{ 15.39 83.07 }			
27004	Moscatine and What Cheer.....	.....do.....	76.62	6.93	4,978.76	.....	4,978.76	64.98			
27005	Burlington and Union Pacific Transfer (n. o. b.) .....	Chicago, Burlington and Quincy R. R. ....	294.00	38.12	175,981.03	.....	249,481.03	{ 589.00 737.01 }			
27006	Chariton, Iowa, and Grant City, Mo. .....do.....	.....do.....	93.91	9.69	7,949.48	.....	7,949.48	84.65			
27007	Creston, Iowa, and Hopkins, Mo. .....do.....	.....do.....	44.27	13	5,094.73	.....	5,094.73	183.38			
27008	Burlington, Iowa, and Carrollton, Mo. ....	Chicago, Burlington and Kan- sas City Rwy.....	220.57	6	17,539.72	.....	17,539.72	79.52			
27009	Villa Rica, Iowa, and Burlington Junction, Mo. ....	.....do.....	37.54	6	2,471.63	.....	2,471.63	63.84			
27010	Abbia and Mason City.....	Quincy R. R. ....	170.15	13	19,293.14	.....	19,293.14	112.86			
27011	Kosokuk and Burlington.....	Chicago, Burlington and Quincy R. R. ....	43.26	13	6,916.84	.....	6,916.84	139.89			
27012	Clinton, Iowa, and La Crosse, Wis. .....do.....	Chicago, Milwaukee and St. Paul Rwy.....	181.79	15.19	25,495.40	.....	27,917.90	{ 141.93 113.54 }			
27013	Stanwood and Tipton.....	Chicago and Northwestern Rwy.....	8.94	12	382.18	.....	382.18	42.75			
27014	Davenport and Union Pacific Transfer (n. o. b.) .....	Chicago, Rock Island and Pa- cific Rwy.....	317.97	19.01	46,541.26	.....	63,249.31	146.37			
27015	Des Moines and Indianola.....	.....do.....	24.54	13.78	1,580.27	.....	1,580.27	70.11			
27016	Washington and Knoxville.....	.....do.....	78.78	12.07	5,725.73	.....	5,725.73	72.68			
27017	Davenport, Iowa, and Leaven- worth, Kans. ....	.....do.....	558.77	14.85	48,081.62	.....	48,081.62	141.93			

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

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance, per week.	Average No. of trips over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	IOWA—continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
27018	Davenport and Maquoketa	Chicago, Milwaukee and St. Paul Rwy.	43.97	7.74	2,143.09	48.74	2,143.09	48.74		
27019	Keokuk and Des Moines	Chicago, Rock Island and Pacific Rwy.	163.04	12	14,916.52	91.49	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	4,354.13	75.24		
27021	Dubuque and Sioux City	Illinois Central R. R.	327.70	12.43	40,792.09	124.48	40,792.09	124.48		
27022	Washington, Iowa, and Lyle, Minn.	do	82.12	12	7,653.58	93.20	7,653.58	93.20		
27023	Beula and Elkader	Chicago, Milwaukee and St. Paul Rwy.	19.52	6	834.48	42.75	834.48	42.75		All land grant.
27024	Clinton and Anamosa	Chicago and Northwestern Rwy.	72.07	6	4,276.87	47.88	4,276.87	47.88		{ 3.05 miles land grant, Clinton to Lyons.
27025	Calmar, Iowa, and Running Water, S. Dak.	Chicago, Milwaukee, and St. Paul Rwy.	350.06	10.92	45,543.59	118.33	45,543.59	118.33		{ 210.79 miles land grant, Calmar to Sheldon Junction.
27026	Conover and Decorah	do	9.51	18	780.58	82.08	780.58	82.08		
27027	Davenport and Calmar	do	165.73	7.12	15,446.03	93.20	15,446.03	93.20		
27028	Savanna and Union Pacific Trans. (for the O.).	do	352.37	13.06	46,396.55	131.67	46,482.05	131.67	25.00	R. P. O., Savanna to Shelby, 3.42 miles.
27029	Missouri Valley and Sioux City	Sioux City and Pacific R. R.	76.27	17.99	14,863.24	2,060.50	16,863.74	194.09	{ 50.03 for 6.15 miles, Missouri Valley to California; \$25 per mile for 70.12 miles, rest duo.	
27030	Des Moines and Jewell	Chicago and Northwestern Rwy.	60.02	21.73	8,005.46	133.38	8,005.46	133.38		
27031	Des Moines and Tara	Des Moines and Fort Dodge R. R.	82.91	14.75	7,655.90	92.34	7,655.90	92.34		
27032	Grinnell and Montezuma	Central Iowa Rwy.	17.49	12	747.69	42.75	747.69	42.75		
27033	Albia and Des Moines	Chicago, Burlington and Quincy R. R.	68.81	8.82	8,707.21	126.54	8,707.21	126.54		
27034	Elk Point, S. Dak., and Sioux Falls, S. Dak.	Chicago, Milwaukee and St. Paul Rwy.	70.61	7.59	5,977.13	84.65	5,977.13	84.65		
27035	Burlington and Washington	Burlington, and Northwestern Rwy.	52.66	7.92	3,016.89	57.29	3,016.89	57.29		
27036	Newton and Monroe	Chicago, Rock Island and Pacific Rwy.	18.13	7.25	775.05	42.75	775.05	42.75		

27037	Ellsworth, Minn., and Sioux Falls, S. Dak.	Burlington, Cedar Rapids and Northern Rwy.	42.83	6	1,904.22	1,904.22	44.48
27038	Maple River and Onawa	Chicago and Northwestern Rwy.	81.27	12	7,504.47	7,504.47	92.84
27039	Turkey River and West Union	Chicago, Milwaukee and St. Paul Rwy.	58.63	6	3,559.42	3,559.42	60.71
27040	Waukon Junction and Waukon	do	23.02	6	983.38	983.38	42.75
27041	Creston and Cumberland	Chicago, Burlington and Quincy R. R.	47.29	12	2,400.64	2,400.64	52.16
27042	Charlton and Indianapolis	do	34.05	13	4,337.97	4,337.97	127.40
27043	Hastings and Sidney	do	22.14	6	946.48	946.48	42.75
27044	Atlantic and Audubon	Chicago, Rock Island and Pacific Rwy.	25.05	12	1,247.27	1,247.27	47.88
27045	Avoca and Harlan	do	14.35	12	650.34	650.34	45.32
27046	Des Moines and Fonda	Des Moines and Northwestern Rwy.	115.11	6	6,791.49	6,791.49	59.00
27047	Cedar Rapids, Iowa, and Kansas City, Mo.	Chicago, Milwaukee and St. Paul Rwy.	300.01	6	24,100.02	24,100.02	80.37
27048	Elmira (n. o.) and Iowa Junction (n. o.)	Burlington, Cedar Rapids and Northern Rwy.	20.80	8.56	1,707.26	1,707.26	82.08
27049	Belle Plaine and Muckaknock	Chicago and Northwestern Rwy.	64.68	6	3,318.08	3,318.08	51.30
27050	Wall Lake and Sac City	do	14.13	12	1,099.45	1,099.45	77.81
27051	Sumner and Hampton	Chicago, St. Paul and Kansas City Rwy.	64.08	6	3,780.72	3,780.72	59.00
27052	Tama, Iowa, and E more, Minn.	Chicago and Northwestern Rwy.	164.64	9.59	16,328.99	16,328.99	98.18
27053	Bellevue and Cascade	Chicago, Milwaukee and St. Paul Rwy.	36.40	6	1,556.10	1,556.10	42.75
27054	Atlantic and Griswold	Chicago, Rock Island and Pacific Rwy.	15.22	12	650.65	650.65	42.75
27055	Red Oak and Griswold	Chicago, Burlington and Quincy R. R.	18.81	9	804.12	804.12	42.75
27056	Des Moines and Cedar Falls	Chicago, St. Paul and Kansas City Rwy.	107.31	9.24	7,340.00	7,340.00	68.40
27057	Dows and Forest City	Burlington, Cedar Rapids and Northern Rwy.	48.86	6	2,088.76	2,088.76	43.75
27058	Hastings and Carson	Chicago, Burlington and Quincy R. R.	16.24	6	694.26	694.26	43.75
27059	Menlo and Guthrie Centre	Chicago, Rock Island and Pacific Rwy.	14.96	12	652.40	652.40	43.61
27060	Harvey and Des Moines	Wabash R. R.	43.52	6	2,716.51	2,716.51	62.42
27061	Bethany, June. (n. o.), Iowa, and Albany, Mo.	Chicago, Burlington and Quincy R. R.	46.12	13	3,913.26	3,913.26	85.50
27062	Mount Zion and Keosauqua	Chicago, Rock Island and Pacific Rwy.	4.97	12	212.46	212.46	42.75
27063	Avoca and Carson	do	17.79	12	775.82	775.82	43.61
27064	Fort Madison and Collett	Des Moines Rwy.	43.12	6	1,928.88	1,928.88	42.75
27065	Thornburgh and Montezuma	Burlington, Cedar Rapids and Northern Rwy.	16.33	6	781.88	781.88	47.88

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminus.	Corporate title of company carrying the mail.	Distance, Miles.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
		IOWA—continued.			Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
27066	Jewell and Wall Lake June (n. o.)	Chicago and Northwestern Rwy.	73.50	6	6,032.88	.....	6,032.88	82.68	.....	
27067	Van Wert and Shenandoah.....	Honesdale and Shenandoah R. R.	96.77	6	6,784.54	.....	6,784.54	70.11	.....	
27068	Newburgh and State Centre.....	Central Iowa Rwy.	27.00	6	1,154.25	.....	1,154.25	42.75	.....	
27069	Hudson and Delavan.....	Chicago, St. Paul and Kansas City Rwy.	35.92	13	2,364.61	.....	2,364.61	65.83	.....	
27070	Eagle Grove, Iowa, and Iroquois, S. Dak.	Chicago and Northwestern Rwy.	271.67	7.65	29,284.31	.....	30,894.31	113.72	.....	
27071	Corroil and Kirkman.....	do	35.07	12	1,839.25	.....	1,839.25	52.16	.....	
27072	Clinton and Elkins (n. o.).....	Burlington, Cedar Rapids and Northern Rwy.	69.53	6	3,032.20	.....	3,032.20	43.61	.....	
27073	Pacific Junction, Iowa, and Plattsmouth, Neb.	Chicago, Burlington and Quincy R. R.	5.64	27	1,038.90	225.00	1,263.90	106.89	40.00	{ 3.30 miles land grant. Pacific Junction to East Plattsmouth (n. o.). }
27074	Red Oak, Iowa, and Nebraska City, Neb.	do	33.13	7.57	4,588.31	.....	4,588.31	80.36	.....	
27075	Webster City and Lehigh.....	Webster City and Southwest City Rwy.	17.83	6	702.23	.....	702.23	42.75	.....	
27076	Sumner and Winterset.....	Chicago, Rock Island and Pacific Rwy.	27.70	12	1,871.13	.....	1,871.13	67.55	.....	
27077	California, Iowa, and Fremont, Neb.	Sioux City and Pacific R. R.	32.01	13	5,364.29	800.25	6,164.48	167.58	25.00	
27078	Hampton and Boone.....	Central Iowa Rwy.	22.96	6	981.54	.....	981.54	42.75	.....	
27079	Marshalltown and Story City.....	do	39.14	6	1,673.23	.....	1,673.23	42.75	.....	
27080	Manning and Audubon.....	Chicago and Northwestern Rwy.	17.95	12	874.88	.....	874.88	48.74	.....	
27081	Des Moines and Boone.....	St. Louis, Des Moines and Northern Rwy.	43.06	6	2,208.97	.....	2,208.97	51.30	.....	
27082	Winfield and Okaloosa.....	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	906.58	.....	906.58	53.01	.....	
27084	Des Moines, Iowa, and Cainesville, Mo.	Des Moines and Kansas City Rwy.	112.13	6	4,703.55	.....	4,703.55	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.									

27067	Tara and Ruthven.....	Des Moines and Fort Dodge R. R.	55.40	6	3,505.15	60.27
27068	Eldora Junction and Alden.....	Chicago, Iowa and Dakota Rwy.	26.42	7.20	1,129.45	42.75
27069	Sac City and Merville.....	Chicago and Northwestern Rwy.	67.41	11.18	4,322.32	64.12
27070	Wilcox Junction and Muscatine.....	Chicago, Rock Island and Pacific Rwy.	12.75	15	719.48	56.43
27071	New Sharon and Newton.....	Central Iowa Rwy.	33.60	6	1,436.40	42.75
27072	Indianola and Avon Junction (n.o.)	Chicago, Burlington and Quincy R. R.	14.47	13	965.00	66.69
27073	Reley (n.o.) and Albion.....	Centerville, Moravia and Albion R. R.	24.53	6	1,048.65	42.75
27074	Waverly Junction (n. o.) and Waverly.....	Burlington, Cedar Rapids and Northern Rwy.	6.00	12	256.56	42.75
27075	Hayfield, Minn., and Dubuque, Iowa.....	Chicago, St. Paul and Kansas City Rwy.	172.68	6.51	14,322.07	82.94
27076	Spencer and Spirit Lake.....	Chicago, Milwaukee and St. Paul Rwy.	21.99	12	940.07	42.75
27077	Mason City and Fort Dodge.....	Mason City and Fort Dodge R. R.	74.05	6	3,497.63	47.88
27078	Sioux City and Manilla.....	Chicago, Milwaukee and St. Paul Rwy.	90.70	13	10,546.59	116.28
27079	Cherokee and Onawa.....	Cherokee and Dakota R. R.	61.18	6	2,867.44	43.60
27100	Cherokee, Iowa, and Sioux Falls, S. Dak.....	do.	97.07	6	5,727.13	59.00
27101	Cedar Rapids and Manchester.....	Illinois Central R. R.	42.58	12	2,075.34	48.74
27102	Union Pacific Transfer (n.o.) and Broadway depot in Council Bluffs.....	Union Pacific Rwy.	1.76	49	121.89	69.26
27103	Des Moines, Iowa, and St. Joseph, Mo.....	Chicago, St. Paul and Kansas City Rwy.	161.34	6	10,070.84	62.42
27104	Fort Dodge and Lehigh.....	Mason City and Fort Dodge R. R.	14.97	6	639.96	42.75
27105	Ottumwa and Evans.....	Wabash R. R.	28.01	7	1,317.03	47.02
27106	Evans and Harvey.....	do.	10.48	7	474.84	45.31
27107	Tara and Fort Dodge.....	Chicago, Rock Island and Pacific Rwy.	6.35	6	271.46	42.75
27108	Malvern and Tabor.....	Tabor and Northern Rwy.	9.43	18	403.13	42.75
			8,442.05		934,448.10	
					95,802.40	
28001	St. Louis, Mo., and Atchison, Kans.....	Missouri Pacific Rwy.	330.17	23.63	201,448.10	499.32
28002	St. Louis and Bismarck.....	St. Louis, Iron Mountain and Southern Rwy.	75.33	40.03	4,896.45	634.15
28003	St. Louis, Mo., and Vinita, Ind. T.	St. Louis and San Francisco Rwy.	359.70	12.57	14,105.00	156.64
					251,034.10	175.00
					28,534.25	65.00
					70,448.40	50.00
						136.75 miles land grant, St. Louis to Pacific.
						All land grant, R. P. O., St. Louis to Monett, 282.10 miles.

36.75 miles land grant,  
St. Louis to Pacific.

**All land grant. R. P.O.,  
St. Louis to Monett,  
282.10 miles,**

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance, miles.	Average No. of trips per week.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per R. P. O. car.	Remarks.
	Missouri—continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
28004	St. Louis and Kansas City	Wabash R. R.	276.80	23.12	59,877.37	14,396.00	74,273.37	216.32	{ 65.00 23.00 }	{ R. P. O., \$85 per mile for 186.00 miles, St. Louis to Brunswick; \$85 per mile for 89.80 miles, Brunswick to Kansas City. All land grant, R. P. O., Quincy to Cameron, 171.34 miles. (R. P. O., \$75 per mile for 102.62 miles, Kansas City to Napoleon; \$50 per mile for 95 miles, Napoleon to U. P. Transfer, (b. o.) }
28005	Quincy, Ill., and St. Joseph, Mo.	Hannibal and St. Joseph R. R.	207.55	18.95	38,612.60	11,120.00	49,732.60	186.01	65.00	
28006	Kansas City, Mo., and Union Pacific Transfer (n. o.) Iowa.	Kansas City, St. Joseph and Council Bluffs R. R.	197.62	24.32	44,944.72	12,446.50	57,391.22	227.43	{ 75.00 50.00 }	
28007	Meriden, Mo., and Ottumwa, Iowa.	Wabash R. R.	131.54	13	17,544.80		17,544.80	133.38		
28008	Versailles and Booneville.	Missouri Pacific Rwy.	44.25	9.43	2,724.03		2,724.03	61.56		
28009	Centralia and Columbia.	Wabash R. R.	22.14	14	1,438.65		1,438.65	64.98		
28010	Kansas City and Cameron.	Hannibal and St. Joseph R. R.	53.03	20	12,291.65	3,580.20	15,871.85	223.16	65.00	
28011	Sedalia, Mo., and Denison, Tex.	Missouri, Kansas and Texas Rwy.	433.13	14	105,491.62	21,686.50	127,178.12	246.24	{ 50.00 196.99 }	{ 23.60 miles land grant, Parsons to Chetopa, (b. o.) }
28012	St. Joseph and Henry.	St. Joseph and St. Louis R. R.	73.43	14	9,612.65		9,612.65	130.82		
28013	Frankfort and Paducah.	Wabash R. R.	79.09	13	10,258.71	3,199.60	13,458.31	128.25	40.00	
28014	Hannibal and Sedalia.	Missouri, Kansas and Texas Rwy.	143.55	17.38	21,516.43		21,516.43	152.19		
28015	Keokuk, Iowa, and Van Wert, Iowa.	Keokuk and Western R. R.	149.32	8.07	8,681.46		8,681.46	58.14		
28016	Raymore Junction (n. o.) Mo., and Olathe, Kas.	Kansas City, Clinton and Springfield Rwy.	26.50	11.21	1,427.55		1,427.55	53.87		
28017	Springfield, Mo., and Memphis, Tenn.	Kansas City, Fort Scott and Memphis R. R.	285.40	15.55	34,162.38		34,162.38	119.70		
28018	Mount Pleasant, Iowa, and St. Peter, Mo.	St. Louis, Keokuk and Northwestern R. R.	189.27	11.12	28,481.34		28,481.34	150.48		
28019	Quincy, Ill., and Trenton, Mo.	Quincy, Omaha and Kansas City Rwy.	137.53	6	9,760.50		9,760.50	70.97		
28020	Pierce City, Mo., and Wichita, Kans.	St. Louis and San Francisco Rwy.	219.05	14	26,220.28		26,220.28	119.70		



C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips, per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	MISSOURI—continued.									
28033	North Springfield and Chadwick.	St. Louis and San Francisco Rwy.	35.63	7	Dollars. 1,553.82	Dollars. 43.61	Dollars. 1,553.82	Dollars. 43.61		
28034	Oregon and Galena.	do.	10.44	15.07	1,396.18	71.83	1,396.18	71.83		
28035	Kansas City and Osceola.	Kansas City and Southern Rwy.	100.01	6	5,126.74	47.03	5,126.74	47.03		
28036	Raymore Junction (n. o.) and Ash Grove.	Kansas City, Clinton and Springfield Rwy.	129.39	7	6,637.70	51.30	6,637.70	51.30		
28037	Altamont (n. o.) and Rushville.	St. Joseph and Iowa R. R.	65.68	13	7,412.64	112.86	7,412.64	112.86		
28038	Nevada, Mo., and Cherokee, Kan.	Nevada and Minden Rwy.	77.38	7	5,491.65	70.97	5,491.65	70.97		
28039	Bonville and Myrick Station (n. o.)	Missouri Pacific Rwy.	81.40	8.47	4,454.20	54.72	4,454.20	54.72		
28040	Cameron and Kansas City.	Chicago, Rock Island and Pacific Rwy.	35.06	13	470.76	8.53	470.76	8.53		
28041	Partonsburgh, Mo., and Council Bluffs, Iowa.	Omaha and St. Louis Rwy.	144.61	7	14,342.41	90.18	17,937.65	90.18	25.00	
28042	St. Louis and Union.	St. Louis, Kansas City and Colorado R. R.	50.91	6	2,561.15	42.75	2,561.15	42.75		
28043	Greenfield and Watkins.	Greenfield and Northern R. R.	3.46	14	147.91	42.75	147.91	42.75		
28044	Napier, Mo., and Ruby (n. o.).	Burlington and Missouri River R. R. in Nebraska.	11.70	7	1,610.50	292.50	1,003.00	137.65	25.00	
28045	Brownwood and Hollinger's Mills.	Cape Girardeau Southwestern Rwy.	8.63	6	308.93	42.75	308.93	42.75		
28046	Willow Springs and Grandin.	Current River R. R.	80.92	6	3,450.33	42.75	3,450.33	42.75		
28047	St. Joseph, Mo., and Atchison, Kan.	Atchison, Topeka and Santa Fe R. R.	21.50	14	2,160.13	100.89	2,160.13	100.89		
28048	St. Louis and St. Peter's.	St. Louis, Keokuk and North-western Rwy.	32.46	20	1,914.81	58.90	1,914.81	58.90		
28049	Joplin and Spilllog.	Kansas City, Fort Smith and Southern Rwy.	34.64	13	1,480.85	42.75	1,480.85	42.75		
28070	Tower Grove Station (n. o.) and Oak Hill Junction (n. o.).	St. Louis, Oak Hill and Carondelet Rwy.	7.09	21	2,600.61	300.80	2,600.61	300.80		
28071	Riverside Station (n. o.) and Bonne Terre.	Mississippi River and Bonne Terre Rwy.	31.89	14	1,363.29	42.75	1,363.29	42.75		
28072	Delta (n. o.) and Malden.	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri.	51.57	7	2,204.61	51.57	2,204.61	51.57		
28073	Harlem and Smithville.	Chicago, Kansas City and Texas Rwy.	21.12	6						Pay not fixed.

29004	Union depot, St. Louis, Mo., and terminal of all railroad routes at East St. Louis, Ill.	7,124.03	25,000.00	165,702.80	25,000.00	1,202,774.52	115.60	All land grant
ARKANSAS.								
29001	Memphis, Tenn., and Little Rock, Ark.	135.00	14	15,006.00	15,006.00		115.60	All land grant
29002	Holena and Clarendon.	48.77	6	2,034.91	2,034.91		42.75	All land grant
29003	Little Rock and Fort Smith Rwy.	108.00	7	11,719.68	11,719.68		66.76	All land grant
29004	Tripple and Warren	49.25	6	2,273.87	2,273.87		46.17	
29005	Malvern and Hot Springs	25.40	14	2,106.67	2,106.67		82.94	
29006	Brinkley and Jacksonport.	60.90	6	2,693.47	2,693.47		42.76	
29007	Little Rock and Arkansas City	113.75	7.38	8,753.06	8,753.06		76.95	
29008	Forest City and Helena	44.65	7	2,901.35	2,901.35		64.98	
29009	Nashville and Hope	27.53	14	1,624.27	1,624.27		56.00	
29010	Gurdon and Camden	37.07	6	1,648.13	1,648.13		44.46	
29011	Searcy and West Point	8.23	21	383.32	383.32		48.74	8.23 miles, at \$43.61 per mile.
29012	Knobel and Forest City	97.76	9.80	6,519.61	6,519.61		66.69	
29013	Seligman, Mo., and Eureka Springs, Ark.	20.82	14	1,450.60	1,450.60		70.11	
29014	Newport and Cushman	40.57	7	2,046.35	2,046.35		50.44	
29015	McNell and Magnolia	6.72	7	287.28	287.28		42.75	
29016	Vacant.							
29017	Smithton and Okolona.	14.58	6	623.29	623.29		42.75	
29018	Rogers and Bentonville	7.05	13	307.45	307.45		43.61	
29019	Fort Smith, Ark., and Paris, Tex.	108.93	7	12,132.54	12,132.54		71.82	
29020	Pine Bluff and English.	36.42	6	1,556.95	1,556.95		42.75	
29021	Payetteville and St. Paul	35.86	6	1,686.49	1,686.49		47.03	
29022	Arkadelphia and Dabark.	11.43	6	488.63	488.63		42.75	
29023	Ibald Knob, Ark., and Memphis, Tenn.	93.71	7	6,009.62	6,009.62		64.13	
29024	Jenson and Mansfield	18.23	14	1,075.57	1,075.57		59.00	

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

No. of route.	State and terminus.	Corporate title of company carrying the mail.	Distance, per week over whole route.	Average No. of trips over whole route.	Annual pay for transportation.	Annual pay for transportation.	Total annual payment.	Cost per mile for transportation.	Cost per mile for transportation.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
ARKANSAS—continued.										
29025	Fort Smith and Greenwood.....	St. Louis, Iron Mountain and Southern Rwy.	19.02	6	813.10	813.10	813.10	42.75	42.75	
29026	Argenta and Altheimer.....	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri.	42.95	6	1,836.11	1,836.11	1,836.11	42.75	42.75	
			1,332.00		88,547.41	88,547.41	88,547.41			
LOUISIANA.										
30001	Vacant.	Texas and Pacific Rwy.....	171.54	14	17,747.52	17,747.52	17,747.52	103.46	103.46	83.52 miles, New Orleans and Morgan City, land-grant, at \$164.16 per mile.
30002	New Orleans and Cheneyville.....	Morgan's Louisiana and Texas R. R. and Steamship Co.	149.92	14	27,335.92	3,748.00	31,083.92	205.30	25.00	
30003	New Orleans and La Fayette.....	do								
30004	Schriever and Houma.....	do	15.20	14	652.36		652.36	42.75	42.75	16.09 miles at \$14.46 per mile. All land grant.
30005	Vidalia and Jonesville.....	Natchez, Red River and Texas R. R.	25.60	6	1,094.40		1,094.40	42.75	42.75	
30006	Clinton and Ethel.....	Louisville, New Orleans and Texas Rwy.	9.09	6	388.60		388.60	42.75	42.75	
30007	Slaughter, La., and Woodville, Miss.	do	42.38	6	1,839.25		1,839.25	42.75	42.75	16.09 miles at \$14.46 per mile. All land grant.
30008	Vicksburg, Miss., and Shreveport, La.	do	172.66	7	11,100.31		11,100.31	64.29	64.29	
30009	Schriever and Thibodaux.....	Vicksburg, Shreveport, and Pacific R. R.	5.77	14	246.66		246.66	42.75	42.75	
30010	La Fayette, La., and Orange, Tex.	Morgan's Louisiana and Texas R. R. and Steamship Co.	113.25	14	21,979.66	2,831.25	24,810.91	194.08	25.00	16.09 miles at \$14.46 per mile. All land grant.
30011	Shreveport and Cheneyville.....	Louisiana Western R. R.	156.57	14	14,457.67		14,457.67	92.34	92.34	
30012	Cade and St. Martinville.....	Texas and Pacific Rwy.	7.09	14	301.81		301.81	42.75	42.75	
30013	Baton Rouge Junction (n. o.) and Baton Rouge.....	R. R. and Steamship Co.	9.50	7	406.12		406.12	42.75	42.75	16.09 miles at \$14.46 per mile. All land grant.
30014	New Orleans and Covington.....	Texas and Pacific Rwy.	59.50	7	2,543.62		2,543.62	42.75	42.75	
30015	Baldwin Station (n. o.) and Louisiana.....	East Louisiana R. R.	15.25	7	631.93		631.93	42.75	42.75	
30016	Shreveport and Logansport.....	Morgan's Louisiana and Texas R. R. and Steamship Co.	41.72	7	1,783.53		1,783.53	42.75	42.75	16.09 miles at \$14.46 per mile. All land grant.
30017	Cypressa and Natchitoches.....	Shreveport and Louisiana Rwy.	11.62	14	536.60		536.60	43.31	43.31	
30018	Gibbsland and Homer.....	Natchitoches R. R.	19.63	7	859.18		859.18	42.75	42.75	

30019	New Lewisville, Ark., and Shreveport, La.	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri.	61.04	6	2,009.48	.....	2,009.48	42.75	.....
30020	New Orleans and Bohemia (n. o.)	New Orleans and Gulf R. R.	50.00	6	2,232.00	.....	2,232.00	44.46	.....
30021	La Fayette and Alexandria	Morgan's Louisiana and Texas R. R. and Steamship Co.	85.52	6	10,106.93	.....	10,106.93	130.37	.....
30022	New Iberia and Avery	do	10.05	7	439.63	.....	439.63	42.75	.....
	TEXAS.		1,233.23		119,363.06	6,579.25	125,942.31		
31001	Houston and Galveston.	International and Great Northern 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.	337.09	14	54,473.74	.....	54,473.74	161.00	.....
31004	Hempstead and Austin	do	115.16	14	9,854.44	.....	9,854.44	81.23	.....
31005	Bremont and Albany	do	220.89	7	17,570.72	.....	17,570.72	76.10	.....
31006	Longview and Houston.	do	233.45	7	33,133.55	.....	33,133.55	141.93	.....
31007	Palestine and Laredo.	International and Great Northern R. R.	415.80	8.96	53,326.36	.....	53,326.36	128.25	.....
31008	Houston and Columbia	do	51.09	6	2,180.25	.....	2,180.25	42.75	.....
31009	Shreveport, La., and El Paso, Tex.	Texas and Pacific Rwy	834.72	10.68	125,012.87	4,492.50	129,495.37	159.63	25.00
31010	Texarkana, Ark., and Marshall, Tex.	do	60.64	14	15,838.23	1,741.00	17,579.23	227.43	25.00
31011	Whitesborough, Tex., and Texarkana, Ark.	do	173.44	7	16,905.16	.....	16,905.16	97.47	.....
31012	Houston and Orange	Texas and New Orleans R. R.	106.33	14	20,454.70	2,653.25	23,112.95	193.27	25.00
31013	Jefferson and McKinney	Missouri, Kansas and Texas Rwy.	155.46	6	8,000.30	.....	8,000.30	57.29	.....
31014	Columbus and La Grange.	Galveston, Harrisburgh and San Antonio Rwy.	31.60	6	1,404.93	.....	1,404.93	44.46	.....
31015	Henderson and Overton	International and Great Northern R. R.	17.01	7	756.26	.....	756.26	44.46	.....
31016	Corpus Christi and Laredo	Mexican National R. R.	161.40	6	8,981.72	.....	8,981.72	55.58	.....
31017	Denison and Mineola	Missouri, Kansas and Texas Rwy.	103.19	7	7,499.84	.....	7,499.84	72.68	.....

24.36 miles La Fayette to Cheneyville at \$68.37 per mile.

19.30 miles Shreveport, La., and State Line (n. o.), Tex., land grant, at \$127.22 per mile; 91.50 miles Sierra Blanca and El Paso, at \$81.33 per mile. R. O. cars between Marshall and Fort Worth, 179.30 miles.

C.—Railroad service as in operation on the 30th of June, 1890.—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. F. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. F. O. cars. Dollars.	Remarks.
TEXAS—continued.										
31018	Brownsville and Isabel.....	Rio Grande R. R.....	23.16	7	900.09	42.75	900.09	42.75		Pay based on a service of not less than 6 round trips per week. Do.
31019	Port Lavaca and Cuero.....	Gulf, Western Texas and Pacific Rwy.	55.49	4.71	2,410.92	43.61	2,410.92	43.61		
31020	Houston and Seely.....	John W. Smith, Receiver Texas Western Rwy.	52.87	3	2,260.19	42.75	2,260.19	42.75		
31021	Washoeville and Garrett (n. o.)..	Central Texas and Northwest ern R. R.	12.30	14	736.15	59.85	736.15	59.85		
31022	Denison and Henrietta.....	Missouri, Kansas and Texas Rwy.	111.32	9.55	14,467.14	129.96	14,467.14	129.96		
31023	Houston, Tex., and Logansport, La.	Houston, East and West Texas Rwy.	102.70	7	9,555.99	40.59	9,555.99	40.59		
31024	Navasota and Conroe.....	Gulf, Colorado and Santa Fé Rwy.	43.95	7	1,878.86	42.75	1,878.86	42.75		
31025	Texarkana, Ark., and Gateville, Tex.	St. Louis, Arkansas and Texas Rwy. Co. in Texas.	305.39	7	20,629.10	67.55	20,629.10	67.55		
31026	Georgetown and Round Rock....	International and Great North- ern R. R.	10.32	14	502.99	48.74	502.99	48.74		
31027	Galveston and Fort Worth.....	Gulf, Colorado and Santa Fé Rwy.	346.87	7.58	35,588.86	102.60	35,588.86	102.60		
31028	Whitesborough and Taylor.....	Missouri, Kansas and Texas Rwy.	234.05	12.94	36,651.80	156.47	36,621.80	156.47		
31029	Beaumont and Rockland.....	Subline and East Texas Rwy.	75.85	6	3,242.58	42.75	3,242.58	42.75		
31030	Dallas and Denton.....	Missouri, Kansas and Texas Rwy.	38.07	21	5,989.17	157.32	5,989.17	157.32		
31031	Dallas and Kemp.....	Texas Trunk R. R.....	49.38	6	2,110.99	42.75	2,110.99	42.75		
31032	Mineral and Troup.....	International and Great North- ern R. R.	44.54	7	3,503.51	78.06	3,503.51	78.06		
31033	San Antonio and Corpus Christi.	San Antonio and Aransas Pass Rwy.	156.06	6	8,140.08	52.16	8,140.08	52.16		
31034	Phelps and Huntsville.....	International and Great North- ern R. R.	8.38	24	305.45	43.61	305.45	43.61		
31035	Dallas and Weatherford.....	Gulf, Colorado and Santa Fé Rwy.	93.78	7	4,650.55	49.59	4,650.55	49.59		
31036	Rosenberg and Victoria.....	New York, Texas and Mexi- can Rwy.	92.60	7	6,808.87	73.53	6,808.87	73.53		
31037	Fort Worth and Texline.....	Fort Worth and Denver City Rwy.	453.12	8.51	52,144.93	130.82	52,144.93	130.82		



C.—Railroad services as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance, Miles.	Average No. of trips per week over whole route.	Annual pay for transportation, Dollars.	Annual pay for R. P. O. cars, Dollars.	Total annual payment, Dollars.	Cost per mile for transportation, Dollars.	Cost per mile for R. P. O. cars, Dollars.	Remarks.
TEXAS—continued.										
31066	Panhandle and Washburn.....	Fort Worth and Denver City Rwy.	16.18	6	691.69	42.75	691.69	42.75		
31067	Commerce and Fort Worth.....	St. Louis, Arkansas and Texas Rwy. Co. in Texas.	98.31	6	4,370.86	44.46	4,370.86	44.46		
31068	Rockport and Gregory.....	San Antonio and Arkansas Pass Rwy.	21.47	6	917.84	42.75	917.84	42.75		
31069	Kildare and Linden.....	Kildare and Linden R. R.	13.26	6	566.86	42.75	566.86	42.75		
31070	Dallas and Washburn.....	Missouri, Kansas and Texas Rwy.	22.50	7	1,389.58	42.75	1,389.58	42.75		
31071	Victoria and Beaville.....	Gulf, Western Texas and Pacific Rwy.	55.42	7	2,463.96	44.46	2,463.96	44.46		
31072	Burnet and Marble Falls.....	W. B. Isham, owner Austin and Northwestern R. R.	16.93	6	912.01	53.87	912.01	53.87		
31073	Whitesboro and Fort Worth.....	Texas and Pacific Rwy.	72.85	6						Pay not fixed.
31074	Austin Junction (n. o.) and Lockhart.	San Antonio and Arkansas Pass Rwy.	53.94	6						Do.
			2,640.94		8,881.75		815,486.33			
INDIAN TERRITORY.										
22001	Atoka and Lehigh.....	Missouri, Kansas and Texas Rwy.	8.11	6	346.70	42.75	346.70	42.75		
22002	Vinita and Sapulpa.....	St. Louis and San Francisco Rwy.	78.01	7	2,804.74	34.20	2,804.74	34.20		10 miles, Red Fork to Sapulpa, at \$17.88 per mile. All land grant.
22003	Arkansas City, Kane, and Purcell, Ind. T.	Southern Kansas Rwy.	154.00	7	7,505.96	48.74	7,505.96	48.74		
22004	Kiowa, Kane, and Panhandle, Tex.	do	217.20	7	12,071.97	55.58	12,071.97	55.58		
22005	Van Buren, Ark., and Coffeyville, Kans.	Kansas and Arkansas Valley Rwy.	166.07	7	4,445.41	53.01	4,455.41	53.01		Pay not fixed on 82.21 miles.
			623.39		27,174.78		27,174.78			
KANSAS.										
23001	Kansas City, Mo., and Denver, Colo.	Union Pacific Rwy.	641.02	10.94	115,095.14	179.55	131,120.64	179.55	25.00	

330002	Lawrence and Leavenworth.	34.95	7	2, 131.81	.....	2, 131.81	60.71
330003	Atchison and Waterville	100.26	7	14, 401.31	.....	14, 401.31	143.64
330004	Lawrence and Coffeyville.	141.87	10.82	15, 710.19	.....	15, 710.19	110.80
330005	Cherryvale and Hunnwell.	131.53	7.30	15, 060.39	.....	15, 060.39	114.57
330006	Kansas City, Mo., and Ottawa, Kans.	58.80	13	9, 753.15	.....	9, 753.15	105.87
330007	St. Joseph, Mo., and Grand Island, Nebr.	{ 237.82/ 25.07 }	13	19, 851.71	.....	19, 851.71	{ 76.60/ 95.76 }
330008	Kansas City, Mo., and Webb City, Mo.	181.71	10.76	24, 082.02	.....	24, 082.02	102.53
330009	Junction City and Parsons	157.15	7	9, 781.01	.....	9, 781.01	02.24
330010	Atchison, Kans., and Pueblo, Colo.	{ 470.41/ 150.04 }	14.03	127, 302.41	.....	178, 639.94	{ 103.57/ 241.97 }
330011	Newton and Arkansas City	78.81	8.41	7, 412.08	.....	7, 412.08	90.00
330012	Atchison, Kans., and Columbus, Nebr.	220.48	8.62	28, 597.23	.....	30, 567.23	134.24
330013	Leavenworth and Miltonvale	166.18	6	11, 082.54	.....	11, 082.54	66.60
330014	Vacant	70.77	12.36	6, 474.74	.....	6, 474.74	91.49
330015	Junction City and Concordia	66.88	14	21, 043.12	.....	27, 062.82	314.64
330016	Topeka, Kans., and Kansas City, Mo.	75.03	6	3, 207.53	.....	3, 207.53	42.75
330017	Florence and Winfield	43.10	14	994.74	.....	994.74	23.08
330018	Kansas City, Mo. Paola Sta. (n o)	47.04	8.16	2, 493.59	.....	2, 493.59	53.01
330019	Ottawa and Burlington	38.77	7	1, 790.01	.....	1, 790.01	46.17
330020	Grand, Kans., and Joplin, Mo.	20.69	8.83	2, 476.59	.....	2, 476.59	119.70
330021	Waterville and Washington, R. R.	43.19	7	5, 982.24	.....	5, 982.24	198.51
330022	Greenleaf and Concordia	77.65	12	3, 717.87	.....	3, 717.87	47.88
330023	Euipotia and Howard	73.97	7	4, 806.57	.....	4, 806.57	64.98
330024	Cherryvale and Arcadia	57.56	13	4, 601.02	.....	4, 601.02	70.52
330025	Solomon City and Beloit	136.70	7	14, 834.25	.....	14, 834.25	106.88
330026	Concordia and Lenora	30.86	7	1, 319.26	.....	1, 319.26	42.75
330027	Yuma and Warwick	36.78	7	1, 572.34	.....	1, 572.34	42.75
330028	Salina and McPherson	24.05	7	1, 583.45	.....	1, 583.45	65.84
330029	Downs and Alton	96.01	6	6, 857.43	.....	6, 857.43	62.26
330030	Florence and Ellinwood						

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and territory.	Corporate title of company carrying the mail.	Distance, Miles.	Average No. of trips per week over whole route.	Annual pay for transportation, Dollars.	Annual pay for R. P. O. cars, Dollars.	Total annual pay, Dollars.	Cost per mile for transportation, Dollars.	Cost per mile for R. P. O. cars, Dollars.	Remarks.
KANSAS—continued.										
33031	Poela and Le Roy.	Missouri Pacific Rwy.	58.87	7	4,328.71	4,328.71	4,328.71	73.53		
33032	Uniontown and Fort Oak.	Central Branch Union Pacific R. R.	33.86	7	1,831.03	1,831.03	1,831.03	55.88		
33033	Oscarville and Ottawa.	Missouri Pacific Rwy.	21.42	7	915.70	915.70	915.70	42.75		
33034	Fortington and Manhattan.	Minutemen, Alma and Burlington Rwy.	57.27	6	3,378.93	3,378.93	3,378.93	50.00		
33035	Wellington and Kiowa.	Southern Kansas Rwy.	60.33	7	5,631.67	5,631.67	5,631.67	81.23		
33036	Fort Scott and Anthony.	St. Louis, Fort Scott and Wichita R. R.	214.43	7	15,776.71	15,776.71	15,776.71	73.53		
33037	Mulyone and Caldwell.	Atchison, Topeka and Santa Fe R. R.	38.33	6	2,883.94	2,883.94	2,883.94	75.24		
33038	Leavenworth and Merrill Junction (n. o.).	Leavenworth, Topeka and Southwestern Rwy.	47.07	6	2,012.24	2,012.24	2,012.24	42.75		
33039	Chicopee and Chamute.	Southern Kansas Rwy.	57.25	7.51	2,506.57	2,506.57	2,506.57	46.17		
33040	Atchison, Kans. and Omaha, Neb.	Missouri Pacific Rwy.	166.42	13	16,220.95	16,220.95	16,220.95	97.47		
33041	Ottawa and Emporia.	Southern Kansas Rwy.	56.85	6	2,576.44	2,576.44	2,576.44	45.32		
33042	Wichita and Kingman.	Wichita and Western Rwy.	46.10	12	3,626.22	3,626.22	3,626.22	78.06		
33043	Weir City Junction (n. o.) and Weir.	Kansas City, Fort Scott and Memphis R. R.	3.90	14	166.72	166.72	166.72	42.75		
33044	Lawrenceburgh and Belleville.	Junction City and Fort Kearney Rwy.	17.13	7	732.30	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	3,890.11	48.73		
33046	El Dorado and McPherson.	St. Louis, Fort Scott and Wichita R. R.	62.17	7	2,657.76	2,657.76	2,657.76	42.75		
33047	Alton and Stockton.	Rooks County R. R.	19.07	7	1,125.13	1,125.13	1,125.13	50.00		
33048	Attles and Medicine Lodge.	Southern Kansas Rwy.	21.76	7	1,525.59	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	6,203.00	53.01		
33050	Council Grove and Salina.	Topeka, Salina and Western Rwy.	72.22	7	4,754.96	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	2,545.89	53.87		
33052	Hutchinson and Kinsley.	Atchison, Topeka and Santa Fe R. R.	84.20	6	4,751.40	4,751.40	4,751.40	56.43		
33053	Independence and Cedar Vale.	do	56.12	7	2,633.31	2,633.31	2,633.31	47.03		
33054	Manhattan and Marysville.	Manhattan and Blue Valley R. R.	55.64	7	3,092.46	3,092.46	3,092.46	55.83		

33035	Quenemo and Osgood City	Atchison, Topeka and Santa Fe R. R.	20.80	12	880.65	.....	880.65	42.75	380.65	.....	10,000.08	.....	10,000.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...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C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route	State and termin.	Corporate title of company carrying the mail	Miles.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
					Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
KANSAS—continued.										
33081	McCracken, Kans., and Towhee, Colo.	Denver, Memphis and Atlantic Rwy.	141.95	6	10,635.16	75.24	10,635.16			
33085	Oakley and Colby	Oakley and Colby Rwy.	22.12	6	945.63	42.75	945.63			
33086	Genesee and Kanopolis	Kanopolis and Kansas Central Rwy.	14.76	7	895.93	60.70	895.93			
33087	Wichita and Ellsworth	St. Louis and San Francisco Rwy.	106.61	7	4,557.57	42.75	4,557.57			
33088	Kawstone, Kans., and Superior, Mo.	Atchafalaya, Topeka and Santa Fe R. R.	80.99	7	5,193.88	64.13	5,193.88			
33089	Bellvue and McFarland	Chicago, Rock Island and Pacific Rwy.	104.78	6	10,661.36	101.75	10,661.36			
33090	Le Roy and Madison	Interstate R. R.	29.98	6	1,281.64	42.75	1,281.64			
33091	Kansas City, Mo., and Paola, Kans.	Kansas City and Southwest-ern Rwy.	54.09	14	7,908.49	146.21	7,908.49			
33092	Rocklin and Dodge City	Chicago, Rock Island and Pacific Rwy.	26.55	6	1,135.01	42.75	1,135.01			
33093	Dexter and Arkansas City	Groene Creek Rwy.	26.26	9	1,122.61	42.75	1,122.61			
33094	Winwick, Kans., and Prosser, Neb.	Pacific Rwy. Co. in Nebraska	72.18	6	4,957.11	68.40	4,957.11			
33095	Cyprium and Marquette	Council Grove, Smoky Valley and Western Rwy.	27.51	7	3,363.64	122.27	3,363.64			
33096	Herrington and Salina	Chicago, Rock Island and Pacific Rwy.	49.89	7	2,175.70	43.61	2,175.70			
33097	Dodge City and Montezuma	Dodge City, Montezuma and Trinidad Rwy.	27.57	6	1,178.61	42.75	1,178.61			
33098	Zurich and Colby	Union Pacific, Lincoln and Colorado Rwy.	93.51	6	6,715.88	71.62	6,715.88			
33099	Manager Junction (n. o.) and Leavenworth Station (n. o.)	Kansas City, Wyandotte and Northwestern R. R.	12.40	6	530.10	42.75	530.10			
33100	Kansas City, Mo., and North Topeka Station (n. o.)	Chicago, Rock Island and Pacific Rwy.	67.20	6						
33100a	Hutchinson and Kingman	Hutchinson and Southern R. R.	32.70	13	1,733.42	53.61	1,733.42			Pay not fixed. Lap over vice over route 33001.
			9,038.70		843,618.77	74,292.20	917,910.97			



C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance, miles.	Average No. of trips per week over whole route.	Annual pay for transportation, Dollars.	Annual pay for R. P. O. cars, Dollars.	Total annual pay, Dollars.	Cost per mile for transportation, Dollars.	Cost per mile for R. P. O. cars, Dollars.	Remarks.
NEBRASKA—continued.										
34023	Hastings and Oxford	Republican Valley R. R.	106.26	11.62	17,443.64	1,624.50	19,068.14	164.16	25.00	R. P. O. only between Red Cloud and Oxford, 61.98 miles.
34030	Kearney and Kearney	Burlington and Missouri River R. R. (in Nebraska).	24.57	7	1,344.47	.....	1,344.47	54.72	.....	
34031	Holdrege and Elwood	Nebraska and Colorado R. R.	28.72	6	1,227.78	.....	1,227.78	42.75	.....	
34032	Republican City and Overlin	Republican Valley and Kansas and Burlington and Kansas and Southwestern R. R. Cos.	78.73	6	3,587.46	.....	5,587.46	70.97	.....	
34033	St. Paul and Loup City	Omaha and Republican Valley R. R.	36.59	6	2,132.71	.....	2,132.71	53.87	.....	
34034	Farmington and Hebron	Burlington and Missouri River R. R. (in Nebraska).	36.45	6	1,932.21	.....	1,932.21	53.01	.....	
34035	Chadron, Nebr., and Douglas, Wyo.	Fremont, Elkhorn and Missouri Valley R. R.	140.38	6	8,522.46	.....	8,522.46	60.71	.....	
34036	Grand Island, Nebr., and Newcastle, Colo.	Grand Island and Wyoming Central R. R.	424.92	6	24,030.63	.....	24,030.63	88.92	.....	Pay not fixed on 154.87 miles.
34037	Fremont and Lincoln	Fremont, Elkhorn and Missouri Valley R. R.	92.97	6	2,717.36	.....	2,717.36	51.30	.....	
34038	Omaha and Ashland	Omaha and North Platte R. R.	31.20	6	5,441.90	2,928.00	7,409.90	174.42	65.00	
34039	Plattsmouth and Ashland	Burlington and Missouri River R. R. (in Nebraska).	31.37	14.58	5,632.43	178.80	5,811.28	179.55	40.00	R. P. O. only between Plattsmouth and Orocopia Junction 4.47 miles.
34040	Weeping Water and Lincoln	Missouri Pacific Rwy.	35.11	6	1,621.02	.....	1,621.02	46.17	.....	
34041	Scribner and Oakdale	Fremont, Elkhorn and Missouri Valley R. R.	115.73	6	8,213.35	.....	8,213.35	70.97	.....	
34042	Elwood, Nebr., and Cheyenne, Wyo.	Nebraska and Colorado R. R.	307.82	6	24,739.49	.....	24,739.49	80.37	.....	
34043	Edgar and Holdrege	do	81.11	6	3,467.45	.....	3,467.45	42.75	.....	
34044	Aurora and Hastings	Burlington and Missouri River R. R. (in Nebraska).	29.84	6	1,275.66	.....	1,275.66	42.75	.....	
34045	Fairfield and Stromsburg	Kansas City and Omaha R. R.	65.49	6	2,706.69	.....	2,706.69	42.75	.....	
34046	Orleans, Nebr., and St. Francis, Kans.	Burlington and Missouri River R. R. (in Nebraska).	134.40	6	10,922.18	.....	10,922.18	81.23	.....	
34047	Weeping Water and Nebraska City.	Missouri Pacific Rwy.	21.87	6	2,360.16	.....	2,360.16	94.90	.....	

	Nebraska City and Auburn Central City and Areada.....	Nebraska Southern Rwy. Burlington and Missouri River R. R. (in Nebraska).....	14	2,035.37 3,827.83	2,035.37 3,827.83	88.92 53.86
33048	Fairbury, Neb., and Colorado Springs, Colo.....	Chicago, Kansas and Nebraska Rwy.....	6	50,128.04	50,128.04	110.80
334080	Omaha and Arlington.....	Frontont, Elkhorn and Mis- souri Valley R. R.....	13	3,237.95	3,237.95	112.86
334051	Platte River Junction (n. o.) and Hathings.....	do.....	7	7,685.42	7,685.42	64.12
334053	Fairfield and Alma.....	Kansas City and Omaha R. R. St. Joseph and Grand Island R. R.....	6	3,753.02	3,753.02	42.75
334054	Fairbury and McCool Junction.....	do.....	6	2,250.56	2,250.56	44.46
334055	Palmer and Burwell.....	Burlington and Missouri River R. R. (in Nebraska).....	6	3,203.27	3,203.27	46.17
334056	Litwood and Superior.....	Frontont, Elkhorn and Mis- souri Valley R. R.....	6	7,454.58	7,454.58	60.71
334057	Ashtab and Schuyler.....	Omaha and North Platte R. R. Omaha and Republican Valley R. R.....	6	2,167.85	2,167.85	42.75
334058	Boelsa and Nantasket.....	do.....	6	416.38	416.38	42.75
334059	Talmage and Crete.....	Missouri Pacific Rwy.....	6	2,498.73	2,498.73	42.75
334060	Wayne and Randolph.....	Chicago, St. Paul, Minneapolis and Omaha Rwy.....	6	890.48	890.48	42.75
334061	Greeley and Ericson.....	Burlington and Missouri River R. R. (in Nebraska).....	3	796.86	796.86	42.75
				998,172.14	144,353.85	
				1,052,526.09		
335001	Sioux City, Iowa, and Mitchell, Dak.....	Chicago, Milwaukee and St. Paul Rwy.....	9.59	10,751.78	10,751.78	77.81
335002	Marion and Chamberlain.....	do.....	12	14,415.13	14,415.13	129.11
335003	Breckenridge and Hope.....	St. Paul, Minneapolis and Manitoba Rwy.....	5.04	7,016.13	7,016.13	75.24
335004	Fargo and Neehe.....	do.....	6	15,654.57	15,654.57	96.18
335005	Everest and Langdon.....	do.....	6	10,748.98	10,748.98	68.25
335007	Flandreau and Sioux Falls.....	Chicago, Milwaukee and St. Paul Rwy.....	6	2,252.06	2,252.06	67.20
335008	Egan and Woonsocket.....	do.....	6	8,022.46	8,022.46	94.05
335009	Millbank and Whitot.....	do.....	6	737.86	737.86	74.39
335010	Huron and Columbia.....	do.....	7	7,235.17	7,235.17	74.39
335011	Variant.....	Dakota Central Rwy.....				
335012	Ashton and Edgeley.....	Chicago, Milwaukee and St. Paul Rwy.....	6.30	7,697.36	7,697.36	79.51
335013	Ripon and Portland Junction (n. o.).....	St. Paul, Minneapolis and Manitoba Rwy.....	6	2,514.00	2,514.00	60.71
335014	Brookings and Watertown.....	Dakota Central Rwy.....	12	2,184.87	2,184.87	45.32
335015	Fargo and Edgeley.....	Chicago and Northwestern R. R. Jamestown and Northern R. R.....	6	6,395.40	6,395.40	88.14
335016	Jamestown and Leeds.....	do.....	6	1,787.53	5,797.53	72.68

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

No. of route.	State and termin.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
DAKOTA—continued.										
35017	Mitchell and Ashton.....	Chicago, Milwaukee and St. Paul Rwy.	96.10	7	10,435.49	.....	10,435.49	106.50	.....	
35018	Sauborn and Cooperstown.....	Sauborn, 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.	119.52	6	7,357.65	.....	7,357.65	61.56	.....	
35020	Jameson and La Moure.....	James River Valley R. R.	48.87	6	2,080.19	.....	2,080.19	42.75	.....	
35021	Centerville and Yankton.....	Chicago and Northwestern Rwy.	29.39	13	1,382.21	.....	1,382.21	47.03	.....	
35022	Andover and Harlem.....	Chicago, Milwaukee and St. Paul Rwy.	55.79	6	2,385.02	.....	2,385.02	42.75	.....	
35023	Columbia and Oakes.....	Chicago and Northwestern Rwy.	39.36	6	3,595.55	.....	3,595.55	91.49	.....	
35024	Redfield and Gettysburgh.....	Chicago, Milwaukee and St. Paul Rwy.	75.21	6	4,700.09	.....	4,700.09	62.41	.....	
35025	Tripp and Armour.....	Chicago, Milwaukee and St. Paul Rwy.	20.23	6	864.83	.....	864.83	42.75	.....	
35026	Doe'll's Lake, Dak., and Great Falls, Mont.	St. Paul, Minneapolis and Manitoba Rwy.	667.82	6	39,969.02	.....	39,969.02	59.85	.....	
35027	Tintah Junction (n. o.), Minn., and Aberdeen, Dak.	do	119.31	7	9,690.35	.....	9,690.35	81.22	.....	
35028	Valley Junction (n. o.) and Oakes.	James River Valley R. R.	15.21	7	936.32	.....	936.32	61.56	.....	
35029	Roscoe and Orient.....	Chicago, Milwaukee and St. Paul Rwy.	41.73	6	2,069.39	.....	2,069.39	49.59	.....	
35030	Pogby and Bottineau.....	St. Paul, Minneapolis and Manitoba Rwy.	38.10	6	1,628.77	.....	1,628.77	42.75	.....	
35031	Rutland and Ellendale.....	Chicago, Milwaukee and St. Paul Rwy.	49.73	7	2,125.95	.....	2,125.95	42.75	.....	
35032	Roscoe and Eureka.....	do	26.70	6	1,141.42	.....	1,141.42	42.75	.....	
35033	Madison and Bristol.....	do	103.29	6	5,834.29	.....	5,834.29	56.43	.....	
35034	Fairmount and Oakes.....	Minneapolis and Pacific Rwy.	72.64	6	4,285.03	.....	4,285.03	58.89	.....	
35035	Doland and Grotton.....	Chicago and Northwestern Rwy.	39.24	6	1,677.51	.....	1,677.51	42.75	.....	
35036	Salem and Mitchell.....	Chicago, St. Paul, Minneapolis and Omaha Rwy.	33.10	7	1,556.36	.....	1,556.36	47.02	.....	
35037	Rapid City and Whitewood.....	Fremont, Elkhorn and Missouri Valley R. R.	37.27	7	4,265.43	.....	4,265.43	117.13	.....	
35038	Watertown and Huron.....	Duluth, Watertown and Pacific Rwy.	70.57	6	3,016.86	.....	3,016.86	42.75	.....	

	Church's Ferry and St. John's.....	St. Paul, Minneapolis and Manitoba Rwy.	55.00	3	2,351.25	42.75	Pay based on a service of not less than six round trips per week.
35039							
35040	Carrington and Sykeston.....	Northern Pacific R. R.....	13.14	6	561.73	42.75	
35041	Deadwood and Lead City.....	Deadwood Central R. R.....	3.35	6	143.21	42.75	
			3,207.30		217,140.18		
	MONTANA.						
36001	Silver Bow and Garrison.....	Montana Union Rwy.....	44.90	7	3,724.00	82.94	Covered by route 36003.
36002	Vacant.....						
36003	Stuart and Ansonville.....	Montana Union Rwy.....	8.53	7	364.65	42.75	
36004	Drummond and Rumsey.....	Northern Pacific R. R.....	31.92	7	1,506.38	82.16	
36005	Butte City and Great Falls.....	Montana Central Rwy.....	172.76	10	17,873.74	103.46	
36006	Vacant.....						
36007	Clough Junction (n. o.) and Basin.....	Northern Pacific R. R.....	12.97	7	554.46	42.75	Covered by route 36005.
36008	Missoula and Grantsdale.....	Northern Pacific and Montana R. R.....	51.00	6	2,441.88	47.88	
36009	Silver Bow and Butte City.....	Montana Central Rwy.....	8.08	7.11	1,077.71	133.38	Formerly part of route 41003.
36010	Great Falls and Sandconlee.....	St. Paul, Minneapolis and Manitoba Rwy.....	16.13	6	691.69	42.75	
36011	Laurel Junction (n. o.) and Red Lodge.....	Rocky Fork and Cooke City R. R.....	44.58	6	1,905.79	42.75	
36012	Livingston and Chinlebar Station (n. o.).....	Northern Pacific R. R.....	51.00	3	2,180.25	42.75	Pay based on a service of not less than six round trips per week.
			441.92		32,320.55		
	WYOMING.						
37001	Granger, Wyo., and Huntington, Oregon.....	Oregon Short Line Rwy.....	541.34	7	90,717.75	167.58	
37002	Cheyenne City and Wendover.....	Union Pacific, Denver and Gulf R. R.....	123.21	6	7,058.70	57.29	
37003	Douglas and Casper.....	Fremont, Elkhorn and Missouri Valley R. R.....	54.46	6	2,328.16	42.75	
			719.01		100,104.61		
					27,067.00		
	COLORADO.						
38001	Denver and El Moro.....	Denver and Rio Grande R. R.....	207.08	10.38	29,390.86	141.93	
38002	Etloe and Boulder.....	Denver and Boulder Valley R. R.....	14.03	7	671.76	47.88	
38003	Denver and Fort Collins.....	Union Pacific, Denver and Gulf R. R.....	74.71	12.68	7,920.76	106.02	
38004	Cucharas and Espinola.....	Denver and Rio Grande R. R.....	200.99	5.08	14,951.64	74.39	Pay based on a service of not less than six round trips per week.
38005	Denver and Leadville.....	Denver, South Park and Pacific R. R.....	150.74	11.61	13,275.67	88.7	

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance, miles.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
COLORADO—continued.										
38000	La Junta, Colo., and Deming, N. Mex.	Atchafon, Topeka and Santa Fe R. R.	579.05	7	Dollars. 95,036.84	Dollars. 8,702.25	Dollars. 103,739.09	Dollars. 104.16	Dollars. 25.00	R. P. O. only between La Junta and Albuquerque, 348.09 miles.
38007	Denver, Colo., and Cheyenne, Wyo.	Union Pacific Rwy.	107.39	14.73	11,936.39	.....	11,936.39	111.15	.....	
38008	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	
38009	Poncha Springs and Monarch.	Denver and Rio Grande R. R.	16.09	6	687.84	.....	687.84	42.75	.....	
38010	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	
38011	Alamosa and Del Norte.	.....	31.85	6	1,388.97	.....	1,388.97	43.61	.....	
38012	Salida and Grand Junction.	.....	209.43	7.40	27,742.01	.....	27,742.01	108.59	.....	
38013	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	
38014	Schwab's Station (n. o.) and St. Elmo.	Denver, South Park and Pacific R. R.	22.89	7	1,175.68	.....	1,175.68	42.75	.....	
38015	Mears and Villa Grove.	Denver and Rio Grande R. R.	20.16	6	861.84	.....	861.84	42.75	.....	
38016	Gunnison and Crested Butte.	.....	28.62	6	1,223.50	.....	1,223.50	42.75	.....	
38017	Julesburg and La Salle.	Union Pacific, Denver and Gulf Rwy.	150.96	14	12,648.93	.....	12,648.93	83.79	.....	
38018	Leadville and Aspen.	Denver and Rio Grande R. R.	137.82	7	12,254.95	.....	12,254.95	88.92	.....	
38019	Pueblo and Leadville.	.....	161.76	14.20	22,267.88	.....	22,267.88	137.66	.....	
38020	Argo Junction (n. o.) and Silver Plume.	Union Pacific, Denver and Gulf Rwy.	51.96	12.33	4,087.16	.....	4,087.16	78.66	.....	
38021	Fork Creek and Central City.	.....	11.47	14	588.41	.....	588.41	51.30	.....	
38022	Bear Creek Junction (n. o.) and Morrison.	Denver, South Park and Pacific R. R.	9.55	7	408.26	.....	408.26	42.75	.....	
38023	Denver and Pueblo.	Union Pacific, Denver and Gulf Rwy.	126.48	7	7,029.75	.....	7,029.75	55.68	.....	
38024	Garcia and London.	Denver, South Park and Pacific R. R.	15.57	7	665.61	.....	665.61	42.75	.....	
38025	Manitou Junction (n. o.) and Colorado Springs.	Union Pacific, Denver and Gulf Rwy.	9.92	14	424.08	.....	424.08	42.75	.....	
38026	Dickey Station (n. o.) and Dillon.	Denver, South Park and Pacific R. R.	2.94	7	125.68	.....	125.68	42.75	.....	
38027	Greeley and Stout.	Union Pacific, Denver and Gulf Rwy.	39.17	0.63	2,311.03	.....	2,311.03	59.00	.....	
38028	Denver and Lyons.	Denver, Utah and Pacific R. R.	40.02	6	2,095.59	.....	2,095.59	42.75	.....	
38029	Boulder and Sunset.	Union Pacific, Denver and Gulf Rwy.	13.05	6	557.88	.....	557.88	42.75	.....	

Station	Distance	Formerly part of route 38514	Land grant.
Colorado Springs Station (n. o.) and Manitou Station (n. o.)	5.40	240.08	44.45
Como and Buena Vista	48.38	2,937.14	60.71
Como and King	3.48	148.77	42.75
El Moro and Trinidad	4.48	253.63	52.16
Colorado Spring and Aspen	210.05	15,833.06	70.97
Denver and Pueblo	117.46	15,666.81	138.38
Townner and Pueblo	150.76	9,151.13	60.70
Montrose and Ouray	36.36	2,393.94	5.84
Grinnison and Castleton	15.49	807.95	52.16
Aspen Junction (n. o.) and New Castle	33.98	1,538.14	42.75
Military Junction (n. o.) and Fort Logan	1.50	64.12	42.75
Lake Junction (n. o.) and Lake City	36.18	1,546.69	42.75
NEW MEXICO.	3,114.22	825,512.68	
Lamy and Santa Fe	10.19	1,132.21	58.06
Antonito, Colo., and Silverton, Colo.	217.05	16,146.34	74.39
Albuquerque, N. Mex., and Needles, Cal.	574.86	61,734.21	107.39
Rincon, N. Mex., and El Paso, Tex.	77.20	6,931.01	89.78
Deming, N. Mex., and El Paso, Tex.	88.70	11,375.77	128.25
Deming and Silver City	47.86	2,537.05	53.01
Las Vegas and Las Vegas Hot Springs	6.45	275.73	42.75
Nuit Station (n. o.) and Lake Valley	13.25	566.43	42.75
Vacant			
Scotts and Magdalena	27.65	1,182.03	42.75
Esplanola and Santa Fe	38.85	1,928.57	49.59
Lordsburg, N. Mex., and Clifton, Ariz.	71.51	3,057.05	42.75
ARIZONA.	1,182.57	106,864.40	
Yuma, Ariz., and Deming, N. Mex.	408.15	74,449.88	156.03

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
<b>ARIZONA—continued.</b>										
40002	Benson and Nogales.....	New Mexico and Arizona R. R.	88.50	7	Dollars. 5,145.39	Dollars. 58.14	Dollars. 5,145.39	58.14		
40003	Seligman and Prescott.....	Prescott and Arizona Central Rwy.	74.88	6	4,417.92	59.00	4,417.92	59.00		
40004	Maricopa Junction (n. o.) and Phoenix.....	Maricopa and Phoenix R. R.	35.10	7	2,160.75	61.56	2,160.75	61.56		
40005	Fairbank and Bisbee.....	Arizona and Southern R. R.	36.37	6	1,554.81	42.75	1,554.81	42.75		
			703.00		87,728.75		87,728.75			
<b>UTAH.</b>										
41001	Ogden and Ephraim.....	Oregon Short Line and Utah Northern Rwy.	281.05	7	21,915.18	77.81	21,915.18	77.81		
41002	Grand Junction, Colo., and Ogden, Utah, and Silver Bow, Mont.	The Rio Grande Western Rwy.	212.82	7	31,560.39	88.17	31,560.39	88.17	From Silver Bow to Battle City restated as route 36009.	
41003		Oregon Short Line and Utah Northern Rwy.	409.07	7.11	54,561.76	108.59	54,561.76	108.59		
41004	Bingham Junction (n. o.) and Bingham Canyon.....	The Rio Grande Western Rwy.	17.33	7	740.85	42.75	740.85	42.75		
41005	Salt Lake City and Stockton.....	Oregon Short Line and Utah Northern Rwy.	40.50	6	1,731.37	42.75	1,731.37	42.75		
41006	Bingham Junction (n. o.) and Alton.....	The Rio Grande Western Rwy.	18.32	6	783.18	42.75	783.18	42.75		
41007	Vacant.....									
41008	Echo City and Park City.....	Echo and Park City R. R.	28.29	10.5	1,451.27	51.30	1,451.27	51.30		
41009	Cotton and Moorhead.....	The Rio Grande Western Rwy.	17.40	6	743.85	42.75	743.85	42.75		
41010	Nephi and Moroni.....	San Pete Valley Rwy.	27.16	6	1,579.08	58.14	1,579.08	58.14		
41011	Lehi Junction and Silver City.....	Oregon Short Line and Utah Northern Rwy.	54.25	6	2,319.18	42.75	2,319.18	42.75		
41012	Mammoth Junction (n. o.) and Eureka.....		3.31	6	142.35	42.75	142.35	42.75		Pay not fixed on this miles.
			1,247.25		117,528.46		117,528.46			
42001	Shoshone and Ketchum.....	Oregon Short Line and Utah Northern Rwy.	70.01	6	4,010.87	57.29	4,010.87	57.29		
<b>IDAHO.</b>										

Section	Location	Acres	Value	Remarks
42902	Hauser and Cœur d'Alene	13.88	593.37	
42903	Cœur d'Alene Rwy. and Navigation Co.	99.16	5,850.44	
42904	Nampa and Boise City	29.69	1,291.26	
42905	Wallace and Mullan	7.17		Pay not fixed.
		210.91	11,745.94	
	WASHINGTON.			
43001	Portland, Oregon, and Tacoma, Wash.	146.66	16,762.97	Land grant.
43002	Seattle and Newcastle	19.25	822.93	
43003	Olympia and Tenino	15.84	853.30	
43004	Walla Walla and Wallula	32.66	2,933.16	
43005	Tacoma and Carbonado	25.15	3,840.34	{25.15 miles Tacoma to Black River Junction, lap service over route 43002.
43006	Connell and Moscow	8.74	6,819.82	{McDrose, land grant.
43007	Renton and Franklin	21.10	902.02	
43008	Walla Walla and Dayton	38.54	2,965.65	Land grant.
43009	Wallula, Wash., and Missoula, Mont.	419.51	64,562.58	
43010	Boice Junction (n. o.) and Riparia	31.80	1,359.45	
43011	Pasco and McDirose	233.61	27,164.17	
43012	Seattle and Stuck	10.37	3,227.71	
43013	Stuck and Puyallup Junction (n. o.)	7.50	320.62	
43014	Starbuck and Pomeroy	29.53	1,459.78	
43015	Marshall, Wash., and Genesee, Idaho	104.31	7,937.99	
43016	Colfax and Rockford	61.56	5,171.03	
43017	Walla Walla, Wash., and Pendleton, Oregon	47.43	2,352.05	
43018	Seattle and Snoqualmie	56.37	2,004.05	
43019	La Crosse Junction (n. o.) and Riparia	24.90	2,250.65	
43020	Woodinville and Snohomish	14.84	634.41	

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
<b>WASHINGTON—continued.</b>										
43001	Cheney and Almira.	Northern Pacific R. R.	Miles.	6	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Pay not fixed.
43002	Rockford and Spokane Falls.	Washington and Idaho R. R.	87.43	7	3,103.50	8,564.50	3,103.50	108.59	.....	Do.
43023	Spokane Falls and Colville.	Spokane Falls and Northern Rwy.	88.90	6	.....	5,431.00	.....	.....	.....	Do.
43024	Fairhaven and Sedro.	Fairhaven and Southern R. R.	26.92	7	1,150.83	.....	1,150.83	42.75	.....	Do.
43025	Hunt's Junction (n. o.) and Dayton.	Oregon and Washington Territorial R. R.	87.30	6	.....	.....	.....	.....	.....	Do.
			1,798.76		159,227.91	.....	159,227.91	.....	.....	
<b>OREGON.</b>										
44001	Portland and Ashland.	Oregon and California R. R.	342.68	7.41	56,237.93	8,564.50	64,802.43	164.16	.....	Formerly part of route 44007.
44002	Portland and Corvallis.	do.	97.78	6	6,772.34	.....	6,772.34	69.26	.....	R. P. O. only on 187.54 miles.
44003	Umatilla and Huntington.	Oregon Short Line and Utah Northern Rwy.	218.04	7	32,437.81	5,431.00	37,868.81	148.77	.....	
44004	Portland and Dundee Junction.	Portland and Willamette Valley Rwy.	29.15	6	1,620.15	.....	1,620.15	55.58	.....	
44005	Portland, Oregon, and Wallula, Wash.	Oregon Short Line and Utah Northern Rwy.	214.76	14	39,840.57	4,688.50	44,529.07	185.54	.....	
44006	Albany and Yaquina.	Oregon Pacific R. R.	85.16	6	4,223.08	4,223.08	4,223.08	49.59	.....	
44007	Woodburn and Coburg.	Oregonian Rwy. Co. (Limited) Line.	79.67	6	4,428.07	.....	4,428.07	55.58	.....	
44008	Dundee Junction (n. o.) and Astle Sheridan Junction (n. o.) and Albany Station (n. o.) and Lebanon Station (n. o.).	do.	52.60	6	2,248.65	.....	2,248.65	42.75	.....	
44009	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	.....	
44011	Willows Junction (n. o.) and Hopner.	Oregon Short Line and Utah Northern Rwy.	46.26	6	2,087.89	.....	2,087.89	45.32	.....	Pay not fixed on 0.19 mile.
44012	Portland Junction (n. o.), Oreg., and Vancouver Station (n. o.), Wash.	Portland and Vancouver Rwy.	.....	.....	.....	.....	.....	.....	.....	Pay not fixed.
			1,185.71		150,744.98	18,704.00	169,448.98	.....	.....	
<b>SEVADA.</b>										
45001	Virginia City and Reno.	Virginia and Truckee R. R.	53.08	7	4,856.28	.....	4,856.28	91.49	.....	Pay is based on a service of not less than six round trips per week.
45002	Fallsdale and Eureka.	Eureka and Fallsdale R. R.	90.88	3	6,283.75	.....	6,283.75	58.14	.....	

[illegible]

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and territory.	Corporate title of company carrying the mail.	Distance per week over whole route.	Average No. of trips.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
CALIFORNIA—continued.										
46022	Davisville and Tehama	Central Pacific R. R. Company (lessee Northern Rwy.).	111.64	7.59	14,986.55	.....	14,986.55	134.24	.....	
46023	Galt and Lone	Amador Branch Rwy.	27.85	7	1,452.65	.....	1,452.65	53.16	.....	
46024	West Oakland Station (n. o.) and Berkeley.	Central Pacific R. R. Company (lessee Berkeley Branch R. R.).	5.20	16	296.77	.....	296.77	43.61	.....	
46025	San Francisco and San Quentin	North Pacific Coast R. R.	22.00	19	256.50	.....	256.50	42.75	.....	Pay not fixed on 16 miles.
46026	San Francisco and Alameda	Central Pacific R. R.	11.36	20.69	500.61	.....	500.61	44.46	.....	
46027	Fulton and Guerneville	San Francisco and North Pacific Rwy.	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 José	do	18.81	13	938.86	.....	938.86	50.45	.....	
46030	Pacific Grove and Castroville	Monterey R. R.	19.65	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	.....	Pay not fixed on 2.98 miles.
46032	Port Costa and Lathrop	Central Pacific R. R. Company (lessee San Pablo R. R.).	62.23	13	10,641.33	1,558.75	12,197.08	171.00	25.00	
46033	Cirrus Station (n. o.) and River side.	San Francisco California Rwy.	3.70	28	243.05	.....	243.05	64.13	.....	
46034	Gilroy and Tres Pinos	Southern Pacific R. R.	20.04	10	733.95	.....	733.95	35.56	.....	Land grant.
46035	Peters and Oakdale	Stockton and Copperopolis R. R.	19.22	6	821.65	.....	821.65	42.75	.....	
46036	Ignacio Station (n. o.) and Junction S. V. R. R. (n. o.).	San Francisco and North Pacific Rwy.	7.50	6	320.62	.....	320.62	42.75	.....	
46037	National City and Barstow	Southern California Rwy.	212.09	7	17,457.59	.....	17,457.59	82.08	.....	Do.
46038	Goshen and Alameda	Southern Pacific R. R.	61.21	7	2,960.48	.....	2,960.48	36.93	.....	
46039	Junction (n. o.) and Glen Ellen	San Francisco and North Pacific Rwy.	18.90	7	807.98	.....	807.98	42.75	.....	
46040	San Luis Obispo and Los Olivos	Pacific Coast Rwy.	67.57	6	3,350.78	.....	3,350.78	49.50	.....	
46041	San Luis Obispo and Port Harford	do	12.20	6	521.55	.....	521.55	43.75	.....	Do.
46042	Mojave and Needles	Atlantic and Pacific R. R.	240.72	7	23,544.82	.....	23,544.82	97.81	.....	
46043	Lodi and Valley Springs	San Joaquin and Sierra Nevada R. R.	26.81	7	1,650.42	.....	1,650.42	61.56	.....	
46044	Eureka and Hydenville	Eel River and Eureka R. R.	26.70	7	1,597.90	.....	1,597.90	59.85	.....	
46045	Felton and Boulder Creek	South Pacific Coast Rwy.	8.14	12	347.98	.....	347.98	42.75	.....	Covered by 46053.
46047	Vacant									



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

No. of route	State and terminus	Name of contractor.	Annual pay.	Length of route.	Trips of per week.	Remarks.
MAINE.						
81	Bangor to Deer Isle	Bangor and Bar Harbor Steamboat Co.	\$300.00	Miles. 50	{ *3	{ During season of navigation, from about May 1 to November 30, at \$5.15 per round trip.
82	Bar Harbor to Mount Desert Ferry	Henry F. Dowst	2,500.00	7	{ 18	{ For 3½ months, from June 25 to October 20.
83	Bath to Booth Bay Harbor	Eastern Steamboat Co.	1,250.00	16	{ 12	{ For 8½ months, from October 21 to June 24.
84	Wassaset to Booth Bay Harbor	J. B. Colegrove	780.00	16.25	{ 6	{ For 8 months.
85	Portland to Eastport	For Island and Rockland Steamboat Co.	1,403.00	180	{ 1	{ At \$15 per round trip.
86	Vinal Haven to Rockland	Bar Harbor and Winter Harbor Steamboat Co.	410.00	17	{ 12	{ For 8 months.
87	Bar Harbor to Winter Harbor	J. B. Figg	500.00	7	{ *6	{ From June 1 to September 30, at \$4 per round trip.
88	Middle Arm to Errol, N. H.	E. C. Barker	275.00	16	{ 6	{ For 5 months.
89	Benton to Indian Rock	H. T. Kimball	190.00	13	{ 6	{ For 41 months, from May 25 to September 30.
90	Rangeville to Indian Rock	Lemuel Nichols	764.00	8	{ 6	{ For 4 months.
91	Greenville to Kineo	Henry P. Dewey	800.00	20	{ 6	{ From May 16 to November 15, by steamboat, and by "Star" from November 16 to May 15.
92	Chebeague Island to Portland	Horace B. Soule	200.00	11	{ 6	{ For 9 months.
93	Portland to Cousins Island	Bon M. Pike	1,200.00	9	{ 12	{ For 9 months.
94	Eastport to Lubec		10,728.00	375.50		
NEW HAMPSHIRE.						
1005	George's Mills to Newbury	Woodman Steamboat Co.	100.00	9.25	6	From June 16 to September 15, 1890.
1006	Alton Bay to Centre Harbor	Boston and Maine Railroad Co.	1,368.00	10	{ 3	{ From June 21 to October 31; \$16 per round trip, three times a week over whole route, and \$5 per round trip three times a week between Alton and Wolfborough.
1007	Lakeside to Camp Caribou, Me.	S. F. Chappel	1,000.00	7.50	6	From June 1 to October 31.
1008	Lakeside to Wentworth's Location	Androscooggin Lakes Transportation Co.	725.00	17	6	From May 1 to October 31.
1009	The Wells to Wolfborough	Winnepiscoggee Steamboat Co.	700.00	30	6	From June 1 to October 29.
			3,893.00	156		
MASSACHUSETTS.						
2007	Woods' Holl to Nantucket	New Bedford, Martha's Vineyard, and Nantucket Steamboat Co.	7,875.00	34	{ 12	{ For 6 months from May 1 to October 31.
2008	New Bedford to Nonquit	W. H. Smith	600.00	6	{ 6	{ For 6 months from November 1 to April 30.
2009	New Bedford to Cuttyhunk	do.	1,500.00	14	{ 6	{ For 3 months, from June 21 to September 20.
					{ 1	{ For 3 months, from June 15 to September 14.
						{ For 9 months, from September 15 to June 14.

3100	New Bedford to Edgartown .....	New Bedford, Martha's Vineyard, and Nantucket Steam-boat Co.	3,000.00	30	The year round on 30 miles; 19 additional trips per week from June 26 to September 10 on 23½ miles.
	<b>RHODE ISLAND.</b>				
4087	{ Block-Island to Newport, .....	{ George W. Conley and Martin V. Ball .....	3,500.00	{ 30	{ For 3 months, from June 15 to September 15.
4088	{ Newport to Providence .....	{ Henry L. Ripley .....	208.00	{ 30	{ For 9 months, from September 15 to June 15.
4100	Watch Hill to railroad station (n. o.) .....	Newport and Wickford Railroad and Steamboat Co.	9,000.00	15	For 3 months, from June 15 to September 15.
	Newport to Wickford Junction (n. o.) .....		12,708.00	80	For 5 months, from June 1 to October 32.
					For 7 months, from November 1 to May 31.
7577	<b>NEW YORK.</b>				
7578	Brooklyn to Jersey City .....	Brooklyn Annex Co .....	2,500.00	36	From March 15, to November 30.
7579	Sag Harbor to New London .....	Ellis F. Morgan .....	3,000.00	37	From March 15, to December 15.
7580	Penn Yan to Hammondsport .....	Crooked Lake Navigation Co .....	1,750.00	21	From April 1, to December 10.
7581	Canandaigua to Naples .....	James McKechnie .....	500.00	21	Includes all side service.
7582	Geneva to Watkins .....	W. B. Catching .....	2,990.00	42	From June 1, to October 20.
7583	Lake George to Fort Ticonderoga .....	J. B. Colegrove .....	1,650.00	40.75	During season of navigation (about nine months.)
7584	Plattsburgh to Burlington .....	do .....	1,500.00	24	For three months.
7640	Fisher's Island to New London .....	Chas. E. Nash .....	600.00	10	For eight months.
			13,005.00	201.31	
	<b>MARYLAND.</b>				
10090	Washington to Colonial Beach .....	J. B. Colegrove .....	389.00	75	June 1 to September 30.
10091	Washington to Glymont .....	Thos. Adams .....	2,130.00	30	
10092	Baltimore to Chestertown .....	Chester River Steamboat Co .....	750.00	53	
10093	Baltimore to Benedict .....	Henry Williams .....	2,500.00	129.50	
10094	Baltimore to Fichtella .....	Maryland Steamboat Co .....	1,800.00	195.75	
10095	Baltimore to Cambridge .....	Choptank Steamboat Co .....	725.00	96.75	
10096	Baltimore to West Point .....	{ Baltimore, Chesapeake and Richmond } Steamboat Co .....	3,000.00	192	December 1 to February 1. February 2 to November 31.
10097	Baltimore to Salisbury .....	Maryland Steamboat Co .....	900.00	187	January 1 to February 23. March 1 to December 31.
10098	Baltimore to Tolchester Beach .....	Tolchester Steamboat Co .....	410.53	26	June 1 to Sept. 15. 115 miles, May 1 to December 31.
10099	Baltimore to Wilson's Wharf .....	Eastern Shore Steamboat Co .....	3,000	238.50	2 123½ miles, May 1 to December 31. 2 115 miles, January 1 to April 30. 1 123½ miles, January 1 to April 30.
10100			16,204.53	1,178.50	
					† Three months.
					* Four months.

## D.—Steam-boat service in operation on the 30th of June, 1890.—Continued.

No. of route.	State and terminus.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
VIRGINIA.						
11093	Exmore to Broadwater.....	Joseph L. Ferrell.....	\$675.00	Miles. 15	3	
11094	Pottamouth to Cape Charles.....	A. J. Caswell.....	10,971.62	43.50	7	
11095	Newport News to Norfolk.....	Chesapeake and Ohio Railway Co.....	2,500.00	18	14	
11096	Franklin City to Chincoteague Island.	H. F. Keeney (trustee).....	1,000.00	7	6	
11097	Norfolk to Baltimore.....	Baltimore Steam Packet Co.....	12,000.00	181	6	
11098	Norfolk to Thompson's Wharf.....	Old Dominion Steamship Co.....	1,200.00	71	3	
11099	Norfolk to Richmond.....	Virginia Steamboat Co.....	4,000.00	132.50	3	
11100	Fredericksburgh to Baltimore.....	Henry Williams.....	6,000.00	289	3	On 82 miles. On 207 miles.
NORTH CAROLINA.						
			38,346.62	757		
13093	Edenton to Mackey's Ferry.....	John L. Roper Lumber Co.....	700.00	12	6	
13095	Edenton to Jamestown.....	M. K. King.....	1,941.16	33	6	
13096	Elizabeth City to Fairfield.....	Frank N. Hussey.....	3,500.00	100	2	
13097	Edenton to Franklin.....	J. H. Dogart.....	3,600.00	98	3	
13098	Plymouth to Windsor.....	Charles T. Hardin.....	1,672.00	70	6	
13099	Wilmington to Southport.....	Richard Doshier.....	1,050.00	28	6	
13100	Wilmington to Fayetteville.....	W. S. Cook.....	850.00	121	2	
			13,314.16	431		
14094	Yonng's Island to Edisto Island.....	Henry O. Roop.....	987.00	12	6	
14095	Georgetown to Berkeley.....	J. B. Colegrove.....	1,300.00	47	3	
14099	Charleston to Montreville.....	William M. Bird.....	1,175.00	8	14	
			3,462.00	67		
15098	Brunswick to Bunkley.....	Max Ullman.....	600.00	24	6	
15100	Brunswick to St. Simon's Mills.....	Urbanus Dart.....	1,200.00	12	12	
			1,800.00	36		
GEORGIA.						

FLORIDA.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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## D.—Steam-boat service in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route, Miles.	Trips per week.	Remarks.
<b>MICHIGAN.</b>						
2406 4	Charlevoix to Detroit.	Wm. R. Owen	\$410.00	40	3	April 1 to November 30, at \$3.75 per round trip.
2406 5	Harbor Springs to St. James.	Chas. W. Caskey	1,664.00	51	3	April 1 to November 30, at \$16 per round trip.
2406 6	Ludington, Mich., to Milwaukee, Wis.	Flint and Pere Marquette Railroad Co.	2,250.82	96	6	May 15 to October 31, at \$15.74 per round trip.
2407	Charlevoix to East Jordan.	M. J. Stockman and John Mason	312.00	17	6	May 15 to November 15, at \$2 per round trip.
2409	Mackinaw City to Mackinac.	J. B. Colegrove	2,065.00	13	7	
			7,201.82	217		
<b>WISCONSIN.</b>						
2409	Milwaukee, Wis., to Grand Haven, Mich.	Detroit, Grand Haven and Milwaukee Railway Co.	720	85	6	May 1 to October 15, 1890.
2409	Calumet, Ill., to Elmot, Ark.	Theodore C. Zeigler	7,000.00	173	3	
<b>ARKANSAS.</b>						
2902 3	Memphis to Friar's Point.	James Lee, Jr.	7,500.00	128	3	
2906	Arkansas City to Vicksburg.	E. L. Merckel	15,000.00	204.50	3	
2907	Memphis to Arkansas City.	John D. Adams	14,000.00	252.50	3	
2909	Memphis to Gold Dust.	James Lee, Sr.	8,000.00	115	3	
			44,500.00	700		
<b>LOUISIANA.</b>						
3009	Bohemia (n. o.) to Port Eads.	New Orleans and Gulf Railroad Co.	5,642.58	64	6	On 26 miles.
3002	Natchez to Vicksburg.	Joseph N. Carpenter	8,900.00	112.50	3	On 38 miles.
3003	Natchez to Bayou Sara.	Louis A. Jung	8,973.00	102.75	3	Side supply.
3004	Baton Rouge to Bayou Sara.	Planters and Merchants' Packet Co.	4,500.00	41	6	
3005	Jonesville to Touley's.	H. D. Vaughan	3,950.00	59	3	
3006	Lake Charles to Cameron.	A. H. Waitt	2,925.00	55	3	
3007	New Orleans to Fort Vincent.	M. B. Muncy	3,592.00	93.75	2	
3008	New Orleans to Grand Isle.	John F. Kranz	800.00	89	1	For 8 months.
			30,282.58	629	2	For 4 months.
<b>TEXAS.</b>						
3110	Houston to Bay View.	Leon F. Allen	576.33	39	3	

WASHINGTON.		OREGON.		CALIFORNIA.		ALASKA.	
43077	Port Madison to Poughkeepsie	44098	Myrtle Point to Haddon	40066	Tahoe to Tahoe	47100	Port Townsend, Wash., to Sitka
43079	Portland, Oregon, to Cascades	44100	Portland to Astoria	40067	Eureka to Arcata Wharf		
43080	Seattle to Seattle			40068	San Francisco to Eureka		
43081	Seattle to Blakely			40069	San Francisco to Sacramento		
43082	Seattle to Willapa						
43083	Seattle to Willapa						
43084	Seattle to Willapa						
43085	Montesano to Laidlaw						
43086	Tacoma to Tacoma						
43087	Seattle to Seattle						
43088	Seattle to Seattle						
43089	Hoquiam to Hoquiam						
43090	Seattle to Mount Vernon						
43091	Seattle to Mount Vernon						
43092	Seattle to Snohomish						
43093	Port Townsend to Neah Bay						
43094	Schome to Blaine						
43095	Port Townsend to Whatcom						
43096	Seattle to Whatcom						
43097	Seattle to Port Townsend						
43098	Seattle to Port Townsend						
43099	Port Townsend to Hadlock						
43100							

E.—Increase and decrease in star, steam-boat, railroad, mail-messenger and special office service during the year ended June 30, 1890.—Continued.

	RAILROAD.				MAIL-MESSENGER.			
	Length of routes.		Annual rate of expenditure.		Length of routes.		Annual rate of expenditure.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.
Maine.....	71.91		19,307.83		6.53		900.62	
New Hampshire.....	21.71		9,290.88		6.54		3,475.68	
Vermont.....		1.11	11,422.49			3.14	420.00	
Massachusetts.....	61.78		47,462.26		12.17		2,744.13	
Rhode Island.....	1.67		6,678.35		1.23		334.00	
Connecticut.....		4.45	46,541.67			.87	724.75	
New York.....	918.86		207,728.53		45.68		7,400.92	
New Jersey.....	15.81		94,436.07		6.63		2,661.65	
Pennsylvania.....	176.86		260,471.22		16.70		2,846.04	
Delaware.....		.12	2,647.65		6.01		96.00	
Maryland.....		3.06	144,695.33		1.95		601.17	
Virginia.....	408.24		117,635.50		21.06		2,715.11	
West Virginia.....	51.52		31,565.23		3.21		1,915.17	
North Carolina.....	220.65		10,478.30		28.17		4,230.28	
South Carolina.....	62.06		11,300.48		0.80		868.35	
Georgia.....	353.01		14,375.49		15.48		371.08	
Florida.....	63.00		276,150.53		7.63		322.75	
Alabama.....	39.49		901.53				530.40	
Mississippi.....	197.61		5,501.79			.66	1,080.10	
Tennessee.....	94.28		6,602.68		9.56		1,838.70	
Kentucky.....	122.70		54,096.41		1.24		1,121.97	
Ohio.....	29.85		113,089.42			.73	1,283.18	
Indiana.....	4.49		24,661.50		14.44		4,388.67	
Illinois.....	70.11		48,811.90		11.55		1,303.94	
Michigan.....	242.08		28,205.54		5.63		4,040.36	
Wisconsin.....	102.05		273,879.44		7.98		3,270.30	
Minnesota.....	275.45		2,126.69			3.13	1,847.20	
Iowa.....		12.78	25,653.18		6.86		249.14	
Missouri.....	86.36		9,314.03			1.71	2,623.77	
Arkansas.....		2.28	20,693.16		2.24		1,128.51	
Louisiana.....		3.08	2,554.72			2.21	1,255.95	
Texas.....	290.18		6,738.44		14.11		172.00	
Indian Territory.....	32.21		74,711.78		1.21		2,228.50	
			478.50		3.90		364.00	
								5,827.70
								7,332.24
								24,954.88
								20,175.08
								84,850.06
								81,552.18
								80,105.08
								86,096.36
								93,715.30
								42,887.60
								90,370.44
								55,993.44

Kansas	200.77	33,636.24	871,525.12	12.57	363.30	164,151.94
Nebraska	164.83	59,723.53	98,723.53	1.60	78.52	12,668.56
North Dakota	31.54	3,875.14	13,440.96	2.43	743.60	23,243.54
Montana	55.86	8,043.34	43,723.92	9.43	1,816.50	4,162.44
Wyoming		29,534.77				
Colorado	40.38					
New Mexico	9.01					
Arizona	.68					
Utah						
Idaho	39.46	4,064.62	28,451.76	.60	1,430.00	1,029.22
Washington	7.17					
Oregon	366.06	8,934.41	4,474.08	1.77	154.00	2,130.50
Nevada	38.30	20,232.76	232,398.00	16.58	3,710.50	1,255.18
California			22,568.80	2.10	2,623.50	1,483.66
Alaska	58.06	29,191.41	95,408.96	3.78	3,770.64	16,918.18
Total	4,471.69	1,760,215.41	11,607,754.40	54.62	74,362.13	4,263.42
Increase (net)	4,397.82	1,755,618.33	11,523,191.09	222.06	70,098.71	1,355,298.53
Decrease (net)						1,218,738.49

F.—Increase and decrease in star, steam-boat, railroad, mail-messenger and special-office service during the year ended June 30, 1890.—Concluded.

	SPECIAL OFFICE.				SUMMARY BY TOTALS.			
	Length of routes.		Number of miles traveled per annum.		Total annual rate of expenditure.		Number of miles traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	Miles.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.
Maine.....	22.66		11,783.20		26,572.90		770,545.23	
New Hampshire.....	4.25		2,210.00		11,222.93			20,061.24
Vermont.....		10.50	5,400.00		10,108.18		134,040.83	
Massachusetts.....		11.88	6,177.00		55,531.80		1,210,947.50	
Rhode Island.....					7,547.73		150,534.74	
Connecticut.....	11.87		6,172.40		43,050.70		509,102.98	
New York.....		3.18	1,653.00		330,863.42		1,145,471.86	
New Jersey.....		200.00	108,711.20		95,020.60		1,805,920.73	
Pennsylvania.....		148.25	25,000.00		265,156.63		1,705,827.73	
Delaware.....		116.75	36,436.00		1,620.45		128,421.00	
Illinois.....	10.00		5,206.00		147,663.11		757,128.97	
Maryland.....	42.00		13,101.00		118,864.03		1,588,503.33	
Virginia.....	16.25		5,070.00		41,421.68		655,828.33	
West Virginia.....	80.25		25,638.00					
North Carolina.....	151.50		48,204.00		17,874.05		305,900.94	
South Carolina.....	50.75		15,531.00		12,302.03		130,526.03	
Georgia.....	175.75		54,884.00		16,346.23		346,176.46	
Florida.....	10.00		74,152.00		3,424.67		104,471.58	
Alabama.....	107.75		112,342.00		12,840.93		276,017.04	
Mississippi.....	143.75		84,370.00		3,885.50		238,036.63	
Tennessee.....	101.00		21,008.00		15,876.39		229,707.42	
Kentucky.....	188.00		39,104.00		22.80		552,481.29	
Ohio.....		139.67	43,577.04		131,020.32		300,878.68	
Indiana.....	111.62		34,825.44		34,036.88		62,335.40	
Illinois.....	19.75		12,246.00		57,946.07		100,229.75	
Michigan.....	33.50		6,068.00		33,383.05		236,015.63	
Wisconsin.....	132.00		27,436.00		11,127.68		78,812.42	
Minnesota.....	37.50		7,800.00		32,150.08		457,268.83	
Low.....	148.25		67,470.00		15,967.85		30,398.63	
Iowa.....	290.88		60,603.04		28,545.89		253,255.56	
Arkansas.....	113.85		37,377.00		4,582.35		105,091.20	
Louisiana.....	88.05		25,826.82		8,801.69		46,666.78	
Texas.....	008.75		63,310.00		91,070.07		575,123.77	
Indian Territory.....	400.25		187,018.00		856.14		270,070.00	

Kansas.....	221.60	4,735.26	141,273.22						
Nebraska.....	173.33	2,526.63	38,112.48						
Dakota.....	414.63	6,816.81	166,145.04						
Montana.....	38.00	1,744.29	17,306.00						
Wyoming.....	255.75	5,392.58	48,190.50						
Colorado.....		5,503.63	70,530.49						
New Mexico.....	130.00	3,393.75	48,482.00						
Arizona.....	200.50	2,543.77	41,558.00						
Utah.....	91.00	5,158.33	54,744.98						
Idaho.....	131.03	7,896.09	91,227.63						
Washington.....		4,008.76	21,337.63	19.25	6,727.99			49,764.00	
Oregon.....	229.32		122,759.46						
Nevada.....	146.00	1,168.80	13,768.00						
California.....	155.36	5,294.85	98,832.36	3.00	328.77			1,248.00	
Alaska.....									
Total.....	4,714.25	204,638.57	5,418,443.74	158.63	300.08	2,847.44	19,634.68	116,937.49	50,425.70
Increase (net).....	4,125.00	183,276.994	5,383,318.00		141.45		16,787.24	66,531.79	
Decrease (net).....									

E. — Increase and decrease in star, steam-boat, railroad, mail-messenger and special office service during the year ended June 30, 1890—Continued.

	RAILROADS.				MAIL MESSENGER.			
	Length of routes.		Annual rate of expenditure.		Number of miles traveled per annum.		Annual rate of expenditure.	
	Increase.	Decrease.	Miles.	Dollars.	Increase.	Decrease.	Miles.	Dollars.
Maine	71.91		19,397.83		609,680.47		6.53	
New Hampshire	21.71		9,390.88		80,106.83		0.54	
Vermont		1.11	11,422.40					
Massachusetts	61.78		47,462.26		1,151,183.80		3.14	
Rhode Island	1.47		6,678.55		153,263.74		2.74	
Connecticut		4.45	46,541.67		699,081.06		334.60	
New York	218.80		307,798.53		791,484.54		87	
New Jersey	15.81		94,436.07		819,699.17		45.68	
Pennsylvania	176.80		269,171.22		1,598,191.59		6.63	
Delaware		12	2,617.65		116,638.22		10.70	
Maryland		3.06	144,095.23		612,474.06		6.01	
Virginia	408.24		117,638.50		1,013,214.21		21.60	
West Virginia	51.92		31,565.23		226,933.75		3.21	
North Carolina	220.05		10,478.30		172,142.45		28.17	
South Carolina	62.66		11,300.48		55,878.02		6.80	
Georgia	353.01		14,375.49		276,150.53		15.48	
Florida	383.00		901.53		49,211.68		7.63	
Alabama	39.49		8,591.79		72,719.68		.66	
Mississippi	197.41		95.95		14,005.93		9.50	
Louisiana	34.28		6,602.68		58,830.72		1.24	
Kentucky	122.70		34,096.41		477,730.11			
Ohio	29.85		113,089.42		201,969.56		14.44	
Indiana	4.49		24,661.50		28,457.62		11.53	
Illinois	76.11		48,811.90		193,144.31		5.63	
Michigan	242.08		28,203.54		278,878.44		7.98	
Wisconsin	102.05		2,128.69		61,195.64		3.13	
Minnesota	273.45		26,631.18		442,856.11		6.86	
Iowa		12.78	9,314.03		13,341.91		1.71	
Missouri	86.36		20,663.16		98,954.96		2.24	
Arkansas		2.28	2,554.72		4,021.70		2.21	
Louisiana	3.08		6,738.44		11,527.36		14.11	
Texas	290.18		14,711.78		306,053.47		1.21	
Indian Territory	92.21		67,478.80		67,313.00		3.90	

Kansas	290.77	33,685.24	4,173.65	371,525.12	31,441.54	1.03	12.57	388.90	78.52	4,152.44	164,151.84
Nebraska	164.83	53,539.87	134.84	94,733.58	6,553.23	1.96	1.60	743.00	175.00	2,130.50	13,668.58
Dakota	21.54	8,370.14	41.86	13,440.96	494.50	.66	2.48	1,816.50	10.00	4,152.44	23,243.54
Montana	95.58	8,068.84	4,173.65	43,735.92	28,437.76	.59	9.45	1,430.00	175.00	1,029.22	1,029.22
Wyoming		29,534.77	134.84		4,474.08	16.58		144.00			
Colorado	40.38		41.86		22,588.80	2.10		1,566.00		1,463.66	6,579.66
New Mexico	9.01				22,588.80	3.76		3,710.50		16,918.18	
Arizona	.68	4,064.63			95,408.96			2,628.50		9,877.74	
Utah	39.46							8,770.64		4,100.00	4,100.00
Idaho	7.17						.21	241.00		64,057.68	64,057.68
Washington	368.06	8,954.41								66.52	
Oregon	36.30	20,232.76									
Nevada											
California	53.06	29,191.41									
Alaska											
Total	4,471.69	1,760,215.41	4,597.08	11,607,754.40	84,563.31	276.68	54.62	74,862.13	4,263.42	116,583.04	1,585,269.53
Increase (net)	4,397.83	1,755,618.83		11,523,191.09		223.06		70,008.71			1,218,784.49
Decrease (net)											

*E.—Increase and decrease in star, steam-boat, railroad, mail-messenger and special-office service during the year ended June 30, 1890.—Concluded.*

SPECIAL OFFICE.				SUMMARY BY TOTALS.					
Length of routes.				Number of miles traveled per annum.		Total annual rate of expenditure.		Number of miles traveled per annum.	
Increase.	Decrease.	Miles.		Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
		Miles.		Miles.		Dollars.		Miles.	
		4.25		4.25				20,961.24	
Maine.....	92.66								
New Hampshire.....	11,783.20								
Vermont.....	2,210.00								
Massachusetts.....	10.50								
Rhode Island.....	11.88								
Connecticut.....	11.87								
New York.....	3.18								
New Jersey.....	209.06								
Pennsylvania.....	48.25								
Delaware.....	116.75								
Maryland.....	10.00								
Virginia.....	42.00								
West Virginia.....	80.25								
North Carolina.....	154.50								
South Carolina.....	50.75								
Georgia.....	175.75								
Florida.....	10.00								
Alabama.....	107.75								
Mississippi.....	143.75								
Tennessee.....	101.00								
Kentucky.....	188.00								
Ohio.....	139.67								
Indiana.....	111.62								
Illinois.....	19.75								
Michigan.....	33.50								
Wisconsin.....	132.00								
Minnesota.....	37.50								
Iowa.....	148.25								
Missouri.....	290.88								
Arkansas.....	113.85								
Louisiana.....	88.06								
Texas.....	908.75								
Indian Territory.....	400.25								

Kansas.....	98.75	17,238.00	9,398.00	410.14	38,763.89	339,290.50	
Nebraska.....		44,148.00		377.50	56,287.98	138,405.50	
Dakota.....		91,728.00		650.68	12,835.06	199,490.46	
Montana.....		31,824.00		1,006.15	11,619.13	187,916.36	
Wyoming.....		10,816.00		561.78	34,917.36	78,985.28	
Colorado.....		16,328.00		33.54	2,761.38	52,035.45	
New Mexico.....				277.99	3,093.91	58,659.72	
Arizona.....	82.00		8,528.00	124.48	2,045.91	33,708.68	
Utah.....	71.30		7,748.00	54.19	10,798.55	98,800.06	
Idaho.....		27,218.00		456.70	8,112.69	124,413.42	
Washington.....	265.00	45,552.00		412.18	23,401.06	323,252.50	
Oregon.....	118.00	24,544.00		485.63	34,637.81	179,270.00	
Nevada.....	65.00	3,760.00		211.00			
California.....	158.75	33,020.00		378.93	38,585.67	104,451.64	
Alaska.....				.21	241.00		63.52
Total.....		1,201,696.56	448,392.28	11,809.58	2,026,972.164	10,540,823.49	33,214.76
Increase (not).....		753,304.28		11,831.58	2,025,783.274	10,507,608.73	

F.—Division of Inspection, Contract Bureau.—Deductions, fines, and remissions, year ending June 30, 1890.

States and Territories.	Star routes.				Railroad routes.				Steam-boat routes.				Totals for the year.			
	Deduct- tions.	Remis- sions.	Fines.	Remis- sions.	Deduct- tions.	Remis- sions.	Fines.	Remis- sions.	Deduct- tions.	Remis- sions.	Fines.	Remis- sions.	Deduct- tions.	Remis- sions.	Fines.	Remis- sions.
Alabama	\$1,376.17	\$94.01	\$403.70	\$42.20	\$4,492.94	\$776.43	\$2.00		\$622.74	\$357.81	\$5.00		\$6,492.85	\$1,368.25	\$410.70	\$42.20
Alaska			3.00	1.00	696.83	26.72	1.00		118.14	48.07			2,827.48	139.40	109.25	1.00
Arkansas	2,012.51	64.67	108.25	1.00	685.42	50.69	2.00						2,827.48	139.40	109.25	1.00
Arizona	139.40		23.00		6,787.17	261.75	253.00			2.40			9,253.32	299.77	35.00	157.67
California	2,139.20	32.62	78.00	1.00	1,446.48	3.00	2.00		147.00				2,175.56	6.11	35.00	1.00
Colorado	729.08	6.11	33.00		91.49	2.00							124.32	8.50		
Connecticut	33.03		6.50		5,894.31	3.00	3.00						6,154.78	72.65	43.00	
Dakota	330.47	72.65	40.00		7.38								26.12		10.00	
Delaware	18.74		10.00													
District of Columbia		48	45.50		509.09		7.00		6,705.65		102.00		7,423.01		244.50	
Florida	148.27	7.26	397.00	12.00	5,589.61	905.00	17.25		1.90				7,104.14	912.20	414.23	12.00
Georgia	1,515.63	30.00	32.50	3.00	29.24								581.16	30.00	32.50	3.00
Idaho	554.92	35.22	94.00	3.00	17,101.14	4,139.14	45.00	3.00					17,030.48	4,234.40	139.00	6.00
Illinois	483.34	9.02	64.50		11,764.87	1,885.91	1,748.00	10.00					12,343.69	1,894.93	1,812.50	10.00
Indiana	548.82		14.50		27.16								445.32		14.50	
Indian Territory	418.16		29.74		1,353.08	141.18	13.00						1,621.48	149.29	42.74	
Iowa	298.40	8.11	29.74		9,330.50	169.34	8.46						9,828.17	176.68	15.46	
Kansas	497.67	8.34	1.00		10,800.90	1,404.73	17.57		1,165.31	179.38	50.62		11,555.88	1,599.86	981.30	7.75
Kentucky	2,060.67	15.75	213.11	4.00	4,495.74	9.90			529.37				5,040.87	13.16	114.00	
Louisiana	479.50	3.26	84.00										1,557.67	605.65	1,082.00	1,535.50
Maine	421.56		73.00	155.50	1.04	1.04	1,009.00	1,000.00	135.07		2.00		2,201.91	291.80	1,325.50	11.00
Maryland	236.46	18.06	146.00	10.00	7,528.15	586.99	53.00	1.00	418.24				8,179.85	605.65	1,325.50	11.00
Massachusetts	100.82	68	61.50	4.00	84.32	285.57	12.00	1.00	11.32		358.35		4,068.57	291.80	507.95	4.00
Michigan	193.59	6.29	137.60		4,493.60	10.43	29.00	2.00					4,500.57	349.94	163.50	20.68
Minnesota	356.97	8.20	163.50	20.68	2,246.51	231.04			138.30		119.00		13,357.81	2,408.81	346.40	2.00
Mississippi	938.50	28.83	207.80	2.00	10,560.11	2,388.91	20.00		1,087.85				13,969.52	28.83	27.00	
Missouri	1,709.32	19.93	26.00		130.20		1.00						1,433.84	4.75	15.00	
Montana	77.79	4.75	14.00		8,798.66		1.00		40.09				9,638.22	20.50	22.50	
Nebraska	428.35		50.00		183.85	20.50	14.00						2,320.80	33.74	22.50	
Nevada	251.56		8.01		1,805.47	41							2,144.40	5.84	42.00	
New Hampshire	190.46	33.33	14.25		13,101.65	1,420.88	6,657.00	1,223.16	294.72				13,975.29	11,506.34	8,876.62	1,223.16
New Jersey	278.93	5.84	42.00		1,318.73	81.60	2.00		191.56		5.00		9,751.52	1,108.95	1,500.00	8.00
New Mexico	578.92	85.46	219.62	8.00	44,471.02	21,407.90	1,095.00	1,001.92					45,001.97	21,487.62	2,500.12	1,700.92
North Carolina	1,331.23	27.19	143.00	9.00	10,466.31	381.10	103.00	20.00	7.66				12,590.40	473.56	2,500.12	61.75
Ohio	590.45	19.63	227.80		20,406.20	1,894.82	5,988.07						21,174.20	1,827.69	5,881.63	92.00
Oregon	2,113.43	92.46	143.00	32.00	4.35	1.87			136.51		2.00		141.93	1.87	17.00	
Pennsylvania	767.51	2.81	593.25		42.56				58.14				540.21	9.64	170.00	90.38
Rhode Island	11.07		17.00													
South Carolina	439.51	9.64	173.00	96.88												

Tennessee.....	1,843.04	38.15	323.00	1,405.28	203.76	112.00	.....	.....	.....	2,083.20	241.85	435.00	.....
Texas.....	2,031.71	83.56	153.75	7,392.69	760.43	16.84	.....	.....	.....	9,424.46	843.68	170.59	13.00
Utah.....	41.73	.....	28.00	224.28	.....	.....	.....	.....	.....	270.12	.....	23.00	.....
Vermont.....	27.08	40	4.00	224.56	58.06	.....	.....	.....	.....	261.63	58.46	4.00	.....
Virginia.....	1,791.67	33.42	204.23	5,062.47	92.13	1,509.00	145.00	840.25	36.77	7,064.39	182.94	1,723.26	143.00
Washington.....	2,676.12	.....	48.00	1,039.34	166.11	882.00	.....	872.75	.....	2,468.19	166.11	864.00	4.00
West Virginia.....	2,257.40	88.56	158.23	861.14	136.82	85.00	.....	.....	234.00	2,818.54	228.88	183.22	.....
Wisconsin.....	277.01	7.71	26.50	1,060.06	84,860.96	9,513.00	925.08	.....	25.00	1,368.99	84,968.67	9,564.50	2,925.08
Wyoming.....	429.85	.....	87.00	8,064.79	.....	496.67	.....	.....	.....	8,534.14	.....	593.67	10.00
Totals.....	34,650.06	968.66	5,251.60	234,007.82	34,317.82	30,645.44	7,164.83	15,509.64	824.43	284,233.52	86,103.63	293.18	7,666.04

## RECAPITULATION.

	Service.	Deductions.	Remissions on deductions.	Fines.	Remissions on fines.
Railroad.....		\$224,067.82	\$24,317.82	\$30,645.44	\$7,164.83
Steam-bort.....		15,509.64	824.43	2,268.00	42.45
Star.....		34,558.06	968.68	9,251.60	44.76
Rail messenger.....		2,235.90	83.42	1,197.70	7.00
Postal clerks.....		4,027.79	85.02	.....	.....
Totals.....		280,497.21	86,267.07	40,480.83	7,666.04
Net.....		204,210.14	.....	32,814.79	.....
Net deductions and fines.....		237,024.93	.....	.....	.....

G.—Mail service as in operation June 30, 1889, and June 30, 1890, showing increase and decrease, and percentage of increase and decrease, from June 30, 1889, to June 30, 1890.

	June 30, 1889.	June 30, 1890.	Increase from June 30, 1889, to June 30, 1890.	Decrease from June 30, 1889, to June 30, 1890.	Percentage of increase from June 30, 1889, to June 30, 1890.	Percentage of decrease from June 30, 1889, to June 30, 1890.
<b>STAR SERVICE.</b>						
Number of routes .....	15,077	15,887	810		5.37	
Length of routes (miles) .....	233,331.81	237,456.81	4,125		1.70	
Annual rate of expenditure .....	\$5,228,387.07	\$5,411,606.06	\$183,278.99		3.50	
Number of miles traveled per annum .....	89,777,600.70	95,160,918.76	5,383,318.06		5.99	
Rate of cost per mile traveled .....	5.82 cents.	5.68 cents.		0.14 cent.		2.40
Rate of cost per mile of length .....	\$22.40	\$22.79	\$0.39			1.74
Average number of trips per week .....	3.69	3.85	0.16			4.33
<b>REGULATION-WAGON SERVICE (included in star service.)</b>						
Number of routes .....	30	36	6		20.00	
Length of routes (miles) .....	400.70	507.04	106.34		26.53	
Annual rate of expenditure .....	\$403,729.74	\$451,048.14	\$47,318.40		11.72	
Number of miles traveled per annum .....	1,516,344.65	1,945,290.37	428,945.72		28.28	
Rate of cost per mile traveled .....	26.62 cents.	23.18 cents.		3.44 cents.		12.92
Rate of cost per mile of length .....	\$1,007.56	\$889.57		\$117.99		11.71
Average number of trips per week .....	36.38	36.89	0.51			1.40
<b>STAR SERVICE (omitting regulation-wagon service).</b>						
Number of routes .....	15,047	15,851	804		5.34	
Length of routes (miles) .....	232,931.11	236,949.77	4,018.66		1.72	
Annual rate of expenditure .....	\$4,824,657.33	\$4,960,617.92	\$135,960.59		2.81	
Number of miles traveled per annum .....	88,261,256.65	93,215,628.39	4,954,371.74		5.61	
Rate of cost per mile traveled .....	5.46 cents.	5.32 cents.		0.14 cent.		2.56
Rate of cost per mile of length .....	\$20.71	\$20.93	\$0.22			1.01
Average number of trips per week .....	3.64	3.78	0.14			3.84
<b>STEAM-BOAT SERVICE.</b>						
Number of routes .....	128	129	1		0.78	
Length of routes (miles) .....	10,597.87	10,476.42		141.45		1.33
Annual rate of expenditure .....	\$449,032.42	\$462,819.72	\$16,787.24		3.76	
Number of miles traveled per annum .....	3,170,274.26	3,236,806.05	66,531.79		2.09	
Rate of cost per mile traveled .....	14.06 cents.	14.29 cents.		0.23 cent.		1.63
Rate of cost per mile of length .....	\$12.08	\$14.26	\$2.18			5.18
Average number of trips per week .....	2.87	2.97	0.10			3.46
<b>MAIL-MESSAGE SERVICE.</b>						
Number of routes .....	6,341	6,714	370		5.83	
Length of routes (miles) .....	5,023.27	5,215.33	222.06		4.42	
Annual rate of expenditure .....	\$949,188.85	\$1,019,287.56	\$70,098.71		7.38	
Number of miles traveled per annum .....	10,781,753.89	9,563,017.40		1,218,736.49		11.30
Rate of cost per mile traveled .....	8.80 cents.	10.65 cents.		1.85 cents.		21.02
Rate of cost per mile of length .....	\$188.95	\$194.32	\$5.37			2.84
Average number of trips per week .....	20.63	17.53		3.10		15.02

G.—Mail service as in operation June 30, 1889, and June 30, 1890, etc.—Continued.

	June 30, 1889.	June 30, 1890.	Increase from June 30, 1889, to June 30, 1890.	Decrease from June 30, 1889, to June 30, 1890.	Percentage of increase from June 30, 1889, to June 30, 1890.	Percentage of decrease from June 30, 1889, to June 30, 1890.
<b>RAILROAD SERVICE.</b>						
Number of routes .....	2,113	2,199	86		4.07	
Length of routes (miles) .....	150,381.53	154,779.35	4,397.82		2.92	
Annual rate of expenditure:						
For transportation .....	\$19,441,095.78	\$20,869,231.55	\$1,428,135.77		7.34	
For railway post-office cars .....	\$2,198,517.55	\$2,526,000.11	\$327,482.56		14.89	
For transportation and railway p. o. cars combined .....	\$21,639,613.33	\$23,395,231.66	\$1,755,618.33		8.11	
Number of miles traveled per annum .....	204,192,489.08	215,715,680.17	11,523,191.09		5.64	
Rate of cost per mile traveled:						
For transportation .....	9.52 cents.	9.67 cents.	0.15 cent.		1.57	
For transportation and railway p. o. cars combined .....	10.50 cents.	10.84 cents.	0.25 cent.		2.36	
Rate of cost per mile of length:						
For transportation .....	\$129.27	\$134.83	\$5.56		4.30	
For transportation and railway p. o. cars combined .....	\$143.89	\$151.15	\$7.26		5.04	
Average number of trips per week .....	13.05	13.40	0.35		2.68	
<b>SPECIAL OFFICE SERVICE.</b>						
Number of routes .....	1,999	2,176	177		8.85	
Length of routes (miles) .....	16,824.66	20,052.81	3,228.15		19.18	
Annual rate of expenditure .....	\$51,609.16	\$42,840.13	\$8,769.03		16.99	
Number of miles traveled per annum .....	2,979,766.36	3,733,070.61	753,304.28		25.28	
Rate of cost per mile traveled .....	1.73 cents.	1.14 cents.	0.59 cent.		34.10	
Rate of cost per mile of length .....	\$3.06	\$2.13	0.93 cent.		30.39	
Average number of trips per week .....	1.70	1.79	0.09		5.20	
<b>RAILWAY POST-OFFICE CLERKS.</b>						
Number of clerks .....	5,448	5,836	388		7.12	
Annual rate of expenditure .....	\$5,268,600.00	\$5,818,655.00	\$550,055.00		10.44	
<b>MAIL EQUIPMENTS.</b>						
Mail-bags, mail-bag catchers, etc. ....	\$180,901.30 <sup>1</sup> / <sub>2</sub>	\$222,857.47 <sup>1</sup> / <sub>2</sub>	\$41,956.17 <sup>1</sup> / <sub>2</sub>		23.19	
Mail-boxes and keys, etc. ....	\$15,729.53	\$14,768.63	\$960.90		6.10	
Repair-shop for mail equipments .....		\$9,889.05	\$9,889.05			
Total annual rate of expenditure .....	\$196,630.83 <sup>1</sup> / <sub>2</sub>	\$247,515.15 <sup>1</sup> / <sub>2</sub>	\$50,884.32 <sup>1</sup> / <sub>2</sub>		25.87	
<b>NECESSARY AND SPECIAL FACILITIES ON TRUNK LINES.</b>						
Annual rate of expenditure .....	\$295,655.38	\$295,421.78		\$233.60		0.07
<b>RECAPITULATION.</b>						
Total number of routes .....	25,661	27,105	1,444		5.62	
Total length of routes (miles) .....	416,159.14	427,090.72	11,931.58		2.84	
Total annual rate of expenditure .....	\$34,075,717.10 <sup>1</sup> / <sub>2</sub>	\$36,093,437.07	\$2,017,719.96 <sup>1</sup> / <sub>2</sub>		7.68	
Total number of miles traveled per annum .....	310,901,884.29	327,409,493.02	16,507,608.73		5.30	
Rate of cost per mile traveled .....	10.96 cents.	11.20 cents.	0.24 cent.		2.18	
Rate of cost per mile of length .....	\$81.88	\$85.73	\$3.85		4.70	
Average number of trips per week .....	7.18	7.35	0.17		2.36	

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.	
2	Newport, Foxcroft....	Maine Central R. R. . .	28.64	500	25	no apt . . . . .	12
	NEW HAMPSHIRE.						
1004	Hookset, Centre Barnstead.	The Concord and Montreal R. R.	24.68	453	19	apt. 8 by 7, 11. . . . .	10, 96
1007	Fabyan House, N. H., South Lunenburg, Vt.	Boston and Lowell R. R.	23.42	948	21	apt. 12 by 6.4 (av.) 11. . . . .	9, 6
1017	....do . . . . .	Maine Central R. R. . .	20.72	832	20	apt. 14.8 by 7.5 (av.), 11. . . . .	6
1019	Belmont, Tilton. . . . .	The Concord and Montreal R. R.	6.82	108	20	no apt . . . . .	12
	VERMONT.						
2017	Montpelier Junction (n. o.), Williamstown	Central Vermont R. R.	15.08	318	11	....do . . . . .	26, 31
	MASSACHUSETTS.						
3034	North Grafton Sta. (n. o.), West Upton.	Grafton and Upton R. R.	7.87	240	18	....do . . . . .	24
104035	Boston, Mass., Providence, R. I.	Old Colony R. R. . . . .	43.98	24, 160	33	r. p. o. 55.2 by 8.10 (av.) 21, 11.40 ft. authorized. Apt. 18.6 by 8 10 (av.) 11. to Mansfield, 24.53 m.; 2 l. residue, 19.45 m.	118, 57
104036	Boston, Dedham . . . . .	....do . . . . .	9.74	547	16	no apt. . . . .	45, 61
104037	Canton Junction (n. o.), Stoughton.	....do . . . . .	3.94	501	20	....do . . . . .	30
3074	Boston, Riverside Junction (n. o.)	Boston and Albany R. R.	12.10	1, 923	18	apt. 8 by 2, 8, 21. . . . .	41, 98
3077	Mount Tom, East-hampton Station (n. o.)	Connecticut River R. R.	3.50	131	20	no apt . . . . .	24
3081	Chatham Station (n. o.), Harwich Junction (n. o.)	Old Colony R. R. . . . .	7.04	192	18	....do . . . . .	12
3082	Lowell Junction (n. o.), Lowell Station (n. o.)	Boston and Maine R. R.	8.50	40	27	....do . . . . .	6

*and Territories in which the contract term expired June 30, 1890, 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; 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.	1890.	
64.13		56.43		1,836.68		1,721.64		Apr. 1	Weighted 30 days from Apr. 1, 1890. From Feb. 15, 1890, on 13.7 m. extension from Dexter to Foxcroft.
60.71		64.13		1,498.32		1,568.15		Apr. 1	Weighted 30 days from Apr. 1, 1890. From Jan. 27, 1890, on 4.26 m. extension from Pittsfield to Centre Barnstead.
82.94		70.11		1,942.45		1,700.86		1889. July 1	Weighted 30 days from Sept. 24, 1888, on 0.84 m. decrease.
78.66				1,629.83				Oct. 7	Weighted 30 days from Apr. 1, 1890. From Oct. 7, 1889, on 17.78 m.; and from Mar. 20, 1890, on 2.94 m. extension from Scott, N. H., to South Lunenburg, Vt.
42.75				291.56				Nov. 11	Weighted 30 days from Apr. 1, 1890. From Nov. 11, 1889. New.
50.45		50.00		760.78		450.17		Oct. 8	Weighted 30 days from Oct. 8, 1889. From Dec. 17, 1888, extension from Barre to Williamstown, 7.45 m.
45.32		42.75		356.60		348.57		1890. Apr. 1	Weighted 30 days from Apr. 1, 1890. From July 1, 1890, on 4.72 m. extension from Grafton to West Upton.
375.35	75.00	245.39	75.00	10,507.89	3,298.50	10,792.25	3,298.50	July 15	Weighted 30 days from July 15, 1890.
65.84		60.26		641.28		674.50		July 15	Do.
64.13		45.32		252.67		178.56		July 15	Do.
124.83		91.49		1,521.67		1,218.27		Apr. 1	Weighted 30 days from Apr. 1, 1890. From Dec. 2, 1889, on 3.09 m. extension from Cook street station to (n.o.) Riverside Junc. (n.o.)
42.75				149.62				1889. Dec. 2	Weighted 30 days from Apr. 1, 1890. From Dec. 2, 1889. New.
42.75				300.96				Apr. 1	New. Weighted 30 days from Oct. 8, 1889.
42.75				363.37				July 10	New. Weighted 30 days from Oct. 8, 1889.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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—cont'd							
104038	Boston, South Braintree.	Old Colony R. R. ....	Miles. 11.36	Pounds. 17,707	24	Feet and inches. r. p. o. 40 by 8.6, 1 l. Apt. 20 by 8.11 (av.) 41. to Braintree, 9.95 m.; 3 l. residue, 1.41 m.	190.32
104039	South Braintree, Mass., Newport, R. I.	do .....	61.35	3,600	25	r. p. o. 40 by 8.6, 1 l. to Middleborough, 23.29 m.; apt. 20.3 by 9 (av.) 11. to Middleborough, 23.29 m.; 1 l. between Fall River and Newport, 18.87 m. No apt. residue.	37.11
104040	South Abington Station, Bridgewater.	do .....	7.43	155	22	no apt. ....	22.41
104041	Middleborough, Provincetown.	do .....	86.38	4,394	26	r. p. o. 40 by 8.6, 1 l.; apt. 20.6 by 9.2, 1 l.	14.70
104043	Attleborough, Middleborough.	do .....	22.06	296	26	no apt. ....	19.39
104044	South Braintree, Fall River.	do .....	39.76	2,229	26	apt. 20 by 8.10, 1 l. ....	38
104045	Buzzard's Bay, Wood's Holl.	do .....	17.83	1,699	28	no apt. ....	22
104046	South Braintree, Plymouth.	do .....	26.62	1,659	25	apt. 20 by 8.10, 1 l. to Kingston, 21.89 m.; 2 l. residue, 4.73 m.	37.86
104047	Sterling Junction, Pratt's Junction.	do .....	4.83	559	24	no apt. ....	18
104048	Yarmouth Junction (n. o.), Hyannis.	do .....	3.54	271	25	do .....	24
104049	South Framingham, Lowell.	do .....	29.44	1,642	28	apt. 19.4 by 8.10 (av.) 2 l.	12
104050	Fairhaven, Tremont Junction (n. o.).	do .....	15.26	438	24	no apt. ....	12
104051	New Bedford, Fitchburg.	do .....	92.16	1,588	26	apt. 18.10 by 7.10 (av.) 1 l. between Taunton and Mansfield, 10.93 m.; 2 l. thence to South Framingham, 21.29 m.; 1 l. residue, 38.98 m.	34.83
104054	New Bedford, Fall River.	do .....	14.90	79	23	no apt. ....	18
104061	Attleborough, North Attleborough.	do .....	4.02	673	19	do .....	36
104064	Braintree Junction (n. o.), Kingston Station (n. o.).	do .....	32.20	1,511	19	apt. 20 by 8.10, 1 l.	24.33
104065	Atlantic, West Quincy.	do .....	3.72	140	19	no apt. ....	18
104073	Readville, Dedham.	do .....	2.28	183	17	do .....	18.00
104076	North Abington, Hanover.	do .....	7.81	206	19	do .....	16.45
104081	Chatham Station (n. o.), Harwich Junction (n. o.).	do .....	7.01	226	23	do .....	12
NEW YORK.							
6021	Rochester, Charlotte.	New York Central and Hudson River R. R.	9.41	70	23	no apt. ....	12
6044	Mineola, Oyster Bay.	Long Island R. R. Co.	14.61	422	27	do .....	15
107074	Vail's Gate Junction (n. o.), Newburgh Junction (n. o.).	New York, Lake Erie and Western R. R.	12.60	260	25	do .....	25.11
6101	Sidney, Edmonston	New York, Ontario and Western Rwy.	33.29	477	20	apt. 15 by 6.10, 1 l. ....	10.67

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
306.09	25.00	268.47	25.00	3,477.18	284.00	3,049.81	284.00	July 15	Weighed 30 days from July 15, 1890.
152.19	25.00	146.21	25.00	9,336.85	582.25	8,969.97	582.25	July 15	Do.
42.75		42.75		317.63		317.63		July 15	Do.
161.60	25.00	153.90	25.00	13,959.00	2,159.50	13,293.88	2,159.50	July 15	Do.
49.59		42.75		1,093.95		943.06		July 15	Do.
130.82		79.52		5,193.55		3,150.94		July 15	Do.
114.57		65.84		2,942.78		1,173.92		July 15	Do.
112.86		77.81		3,004.33		2,071.30		July 15	Do.
65.84		51.30		318.00		247.77		July 15	Do.
47.03		42.75		166.48		151.33		July 15	Do.
112.86		131.67		3,322.59		3,876.36		July 15	Do.
59.00		55.58		900.34		848.15		July 15	Do.
110.30		111.15		10,165.24		10,243.58		July 15	Do.
42.75		42.75		636.97		636.97		July 15	Do.
70.97		64.13		285.29		257.80		July 15	Do.
106.88		65.84		3,441.53		2,120.04		July 15	Do.
42.75		42.75		159.03		159.03		July 15	Do.
42.75		42.75		97.47		97.47		July 15	Do.
42.75		42.75		333.87		333.87		July 15	Do.
43.61		42.75		307.01		300.96		July 15	Do.
42.75				402.27				1889. Nov. 15	Weighed 30 days from Apr. 1, 1890. From Nov. 15, 1889. Now.
58.14		48.74		849.42		741.88		1890. May 15	Weighed 30 days from May 15, 1890. From Oct. 1, 1889 on 3.17 m. extension from Locust Valley to Oyster Bay.
47.03		145.35		592.57		1,831.41		1889. Sept. 9	Weighed 30 days from Sept. 9, 1890.
62.42		56.43		2,077.90		1,463.22		Oct. 8	Weighed 30 days from Oct. 8, 1889. From July 1, 1889 on 7.30 m. ext. from New Berlin to Edmeston, and 7.08 m. from May 22 to June 30, 1889.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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 trip per week.
	NEW YORK—cont'd.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
6108	Binghamton, Buffalo..	Delaware, Lackawanna and Western R. R.	203.55	803.30		no apt.....	24.95
6140	Summitville, Huguenot Junction (n.o.).	Port Jervis, Monticello and New York R. R.	17.56	43.20		...do.....	6
6141	Anburn, Genoa.....	Lehigh Valley R. R....	21.59	144.12		...do.....	6
6142	Prattsburgh, Kanona.	Kanona and Prattsburgh R. R.	12.66	126.16		...do.....	12
6143	Wayland, Bolivar....	The Lackawanna and Southwestern R. R.	58.99	130.20		...do.....	9.81
6144	Angelica, Belfast Junction (n.o.).	...do.....	6.87	85.20		...do.....	6
	NEW JERSEY.						
7047	Sea Isle City, Avalon	West Jersey R. R.....	4.02	34.22		...do.....	12
7067	Pottersville, White House Station.	Rockaway Valley R. R.	8.57	87.11		...do.....	12
7068	Atlantic City, Longport.	Camden and Atlantic R. R.	7.08	56.13		...do.....	12
7069	Matawan Junction, (n.o.), Atlantic Highlands.	Central R. R. Co. of New Jersey.	11.03	340.20		...do.....	10.78
7070	Brown's Mills, Brown's Mills Junction (n.o.).	Pennsylvania R. R....	1.92	41.24		...do.....	12
	PENNSYLVANIA.						
8018	Scranton, Carbondale.	Delaware and Hudson Canal.	17.37	1,316.29		apt. 10.1 by 6.2 (av.), 3 l.	30
8052	Carlisle, Pine Grove Furnace.	South Mountain Rwy. and Mining Co.	18.97	458..		apt. 12.6 by 7.5 (av.), 1 l. to Hunter's Run, 10.35 m.; no apt. rest-due.	15.27
8094	Oxford, Peter's Creek	Peach Bottom R. R....	26.23	102.29		no apt.....	6
110110	Hartley Hall, Nordmont.	Williamport and North Branch R. R.	27.16	468.20		apt. 9 by 8, 1 l.....	12
8155	Hunter's Run, Gettysburgh.	Gettysburgh and Harrisburg R. R.	22.64	713..		apt. 14.3 by 7.5, 1 l.....	13.89
8172	Jamestown, City, Bloomsburgh.	Bloomsburgh and Sid-livan R. R.	30.42	175.22		apt. 8.4 by 6.6, 1 l.....	12
8177	Bloomsburgh, Rupert.	Rupert and Bloomsburgh R. R.	2.19	54.15		no apt.....	12
8182	La José Station (n.o.), Hastings.	Pennsylvania R. R....	14.38	63.16		...do.....	6
8183	Duncannon, New Bloomfield.	Perry County R. R....	11.48	266.12		...do.....	15

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
24.56		24.56		5,000.00		5,000.00		1889. Dec. 12	Weighted 30 days from Apr. 1, 1890. Service established Dec. 2, 1889, at \$5,000 per annum for two years.
42.75				750.69				Oct. 10	Weighted 30 days from Apr. 1, 1890. From Oct. 10, 1889. New.
42.75				922.97				1890. Feb. 3	Weighted 30 days from Apr. 1, 1890. From Feb. 3, 1890. New.
42.75				541.21				Feb. 10	Weighted 30 days from Apr. 1, 1890. From Feb. 10, 1890. New.
42.75				2,521.82				Feb. 24	Weighted 30 days from Apr. 1, 1890. From Feb. 24, 1890. New.
42.75				293.69				Feb. 24	Do.
42.75				171.85				1889. July 29	Weighted 30 days from Apr. 1, 1890. From July 29, 1889. New.
42.75	42.75			366.36		366.36		1890. Apr. 1	Weighted 30 days from Apr. 1, 1890. From Dec. 23, 1889, on 3.83 m. ext. from New Germantown to Pottersville.
42.75				302.67				1889. July 24	Weighted 30 days from Apr. 1, 1890. From July 24, 1889. New.
52.16				575.32				Oct. 24	Weighted 30 days from May 12, 1890. From Oct. 24, 1889. New.
42.75				82.08				1890. Mar. 3	Weighted 30 days from Apr. 1, 1889. From Mar. 3, 1890. New.
100.04	80.37			1,737.69		1,402.45		1889. July 1	Weighted 30 days from Oct. 8, 1889. 0.08 m. decrease.
60.71	57.29			1,151.66		1,086.79		July 1	Weighted 30 days from Feb. 19, 1889.
42.75	42.75			864.83		817.38		July 1	Weighted 30 days from Feb. 19, 1889. 1.11 m. increase.
61.56	47.88			1,671.06		1,300.42		1890. Sept. 9	Weighted 30 days from Sept. 9, 1890.
72.68	69.26			1,645.47		1,578.43		July 1	Weighted 30 days from Feb. 19, 1889. 0.15 m. decrease.
42.75	43.61			1,300.45		901.85		Oct. 23	Weighted 30 days from Oct. 23, 1889. 0.74 m. ext. from Benton to Jameson City from Apr. 1, 1889, to June 30, 1889, and from July 1, 1889.
42.75				93.62				Nov. 1	Weighted 30 days from Apr. 1, 1890. New.
42.75				614.74				Mar. 1	Weighted 30 days from Oct. 8, 1889. New.
47.03				519.00				Dec. 18	Weighted 30 days from Apr. 1, 1890. New.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.		Miles.	Pounds.		Feet and inches.	
8184	McGee's Station (n. o.), Glen Campbell.	Pennsylvania R. R....	8.57	20 13		no apt.....	6
8185	Mount Pleasant, Scott-dale Junction (n. o.).	....do .....	5.65	257 15		... do .....	15
8186	Pond Creek Junction (n. o.), Sandy Run.	Central R. R. Co. of New Jersey.	2.71	53 15		... do .....	18
8187	McKeesport, Belle Vernon.	Pittsburgh and Lake Erie R. R.	28.01	408 18		apt. 8.10 by 8.10, 1 l....	18
	MARYLAND.						
10029	Orangeville Junction (n. o.), Sparrow's Point.	Northern Central Rwy.	8.14	122 20		no apt.....	12.5
113030	Easton, St. Michael's..	Baltimore and Eastern Shore R. R.	11.51	205 20		... do .....	12
	VIRGINIA.						
114040	Bristol, Tenn., Clinch-port, Va.	South Atlantic and Ohio R. R.	43.42	225 ..		apt. 7.6 by 4.4, 1 l....	6
114042	Portsmouth, Danville.	Atlantic and Danville Rwy.	206.27	399 20		apt. 18.2 by 8.7, 1 l....	6
114043	Graham, Honaker...	Norfolk and Western R. R.	55.16	231 18		apt. 11 by 6.9, 1 l.....	6
114044	Lynchburgh, South Boston.	Lynchburg and Dur-ham R. R.	62.46	338 22		apt. 19.6 by 8.9, 1 l...	6
114045	Scotland, Wakefield Station.	Surry, Sussex and Southampton Rwy.	20.08	106 9		no apt .....	6
114046	Skinquarter, Farm-ville.	Farmville and Pow-hatan R. R.	60.02	145 14		apt. 7.4 by 5.4, 1 l, be-tween Moseley Junc-tion and Farmville.	6
114047	Portsmouth, Va., Tar-borough, N. C.	Norfolk and Carolina R. R.	104.03	416 26		apt. 20 by 9, 1 l.....	6
114048	Buffalo Junction (n. o.), Buffalo Lithia Springs.	Atlantic and Danville Rwy.	3.78	113 11		no apt .....	12
114049	Goshen Bridge, Rock-bridge Alum Springs.	Rockbridge Alum and Goshen R. R.	10.05	136 10		no apt .....	14
	WEST VIRGINIA.						
12016	Blue Stone Junction (n. o.), Flipping.	Norfolk and Western R. R.	9.42	81 14		no apt.....	7.36

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or 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>		
42.75				366.36				1890. Feb. 5	Weighted 30 days from Apr. 1, 1890. New.
46.17				260.86				Feb. 10	Do.
42.75				115.85				Feb. 12	Do.
57.29				1,604.69				Mar. 17	Do.
42.75				347.98				1889. Oct. 28	Weighted 30 days from Apr. 1, 1890. From Oct. 28, 1889. New.
42.75				492.65				1890. Apr. 7	Weighted 30 days from July 8, 1890. From Apr. 7, 1890. New.
44.46		52.16		1,930.45		2,248.15		1889. Oct. 1	Weighted 30 days from Oct. 1, 1889. 2.16 m. ext., Spears Ferry to Clinchport from May 27, 1889.
56.43		42.75		11,639.80		3,332.36		1890. May 1	Weighted 30 days from Sept. 2, 1890. 75.73 m., Portsmouth to Bel-field from July 1, 1889; 19.85 m. ext., Bel-field to Lawrenceville from Oct. 1, 1889; 110.69 m. ext., Lawrenceville to Danville from May 1, 1890.
44.46		47.03		2,452.41		915.20		Sept. 16	Weighted 30 days from Sept. 16, 1890. 35.70 m. ext., Kelly to Honaker from March 17, 1890.
32.16		42.75		3,257.91		3,141.60		Apr. 1	Weighted 30 days from Apr. 1, 1890. 20.16 m. ext., Rustburgh to Brook Neal from Aug. 12, 1889; 29.94 m. ext., Brook Neal to South Boston from Feb. 3, 1890.
42.75				858.42				1889 July 8	Weighted 30 days from Oct. 1, 1889. New.
42.75				2,565.85				1890. May 12	Weighted 30 days from Sept. 16, 1890. New.
58.14				6,048.30				May 21	Do.
42.75				161.59				July 21	Do.
42.75				429.63				1890. Aug. 4	Weighted 30 days from Aug. 7, 1890. New.
42.75		42.75		402.70		534.75		1889. Feb. 19	Weighted 30 days from Oct. 1, 1889. 1.59 m. ext., Duhring to Flipping from Feb. 19, 1890.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.	
12018	Martinsburgh, W. Va., Winchester, Va.	Cumberland Valley R. R.	22.79	834	26	apt. 14.5 by 8.7 (av.), 21.	12
12025	Harrison (n. o.), Elk Garden	West Virginia Central and Pittsburgh Rwy.	7.15	64	12	no apt.	12
12026	Sewell Depot, Cliff Top.	Longdale Iron Co.	10.10	27	10	no apt.	6
12027	Thomas, Elkins.	West Virginia Central and Pittsburgh Rwy.	35.65	303	20	apt. 8.6 by 7, 11	6
NORTH CAROLINA.							
13012	Greensborough, Rural Hall.	Richmond and Danville R. R.	41.80	740	19	apt. 8 by 6.9, 2 1. to Winston, 28.60 m.; no clerk residue.	10.78
13019	Hallfax, Greenville	Wilmington and Weldon R. R.	58.23	372	14	apt. 8.6 by 6.6, 11.	6
13020	Tarborough, Plymouth.	Albemarle and Raleigh R. R.	55.94	337	13	apt. 8.6 by 6.6, 11.	7
13021	High Point, Ashborough.	Richmond and Danville R. R.	28.21	202	14	no apt.	6
13037	Stokesdale, Madison.	Cape Fear and Yadkin Valley Rwy.	11.48	94	11	no apt.	6
13038	Monroe, N. C., Chester, S. C.	Georgia, Carolina and Northern Rwy.	45.66	81	14	no apt.	6
13039	Mackey's Ferry, Roper.	Albemarle and Pamlico R. R.	4.43	26	17	no apt.	6
13040	Winston, Walnut Cove.	Roanoke and Southern Rwy.	18.52	75	15	no apt.	6
13041	Henderson, Durham	Durham and Northern Rwy.	42.05	139	12	no apt.	12
118031	Factory Junction (n. o.), Ramseur.	Cape Fear and Yadkin Valley Rwy.	19.31	83	10	no apt.	6
118042	Wilmington, Fayetteville.	do	82.64	662	23	apt. 20 by 8.10, 1 1.	6
118043	Aberdeen, Caudor	Aberdeen and West End R. R.	25.36	47	10	no apt.	6
SOUTH CAROLINA.							
14026	Blackville, Slevorn.	Blackville, Alston and Newberry R. R.	29.09	88	19	no apt.	6.54
14027	Camden, S. C., Rutherfordton, N. C.	Charleston, Cincinnati and Chicago R. R.	149.90	310	22	apt. 22.2 by 8.3, 11.	7

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.		
77.81				1,773.25				1889. Nov. 18	Weighted 30 days from April 1, 1890. New.
42.75				305.66				Mar. 4	Weighted 30 days from Oct. 1, 1889. New.
42.75				42.75				Mar. 18	Do.
40.59				1,357.87				Aug. 5	Weighted 30 days from Oct. 1, 1889. 13.67 m. Thomas to Parsons from July 1, 1889; 21.98 m. ext. Parsons to Elkins, from Aug. 5, 1889. New.
74.39	91.48			3,109.50		3,606.64		Oct. 1	Weighted 30 days from Oct. 1, 1889. 12.71 m. ext. Winston to Rural Hall from Aug. 12, 1889.
54.72	42.75			3,186.34		2,951.25		1890. Apr. 1	Weighted 30 days from Apr. 1, 1890. 38.59 m. ext. Scotland Neck to Greenville from Oct. 7, 1889.
52.16	54.72			2,917.83		3,003.66		Apr. 1	Weighted 30 days from Apr. 1, 1890. 22.41 m. ext. Williamston to Plymouth from Dec. 9, 1889.
12.71				1,205.97				1889. Sept. 9	Weighted 30 days from Oct. 1, 1889. New.
42.7				490.77				Feb. 25	Do.
4.75				1,951.96				Mar. 25	Do.
42.75				189.38				May 1	Do.
42.75				791.73				June 10	Do.
42.75				1,797.63				Oct. 1	Weighted 30 days from Apr. 1, 1890. New.
42.75	42.75			825.50		408.26		1890. July 1	Weighted 30 days from Sept. 10, 1890. 9.76 m. ext. Millboro to Ramseur from July 1, 1890.
70.97				5,864.96				Mar. 3	Weighted 30 days from Sept. 10, 1890. New.
42.75				1,084.14				July 7	Do.
42.75	42.75			1,243.58		858.41		1889. April 8	Weighted 30 days from Oct. 1, 1889. 9.01 m. ext. Perry to Sievern from April 8, 1889.
50.45				7,562.44				Feb. 25	Weighted 30 days from Oct. 1, 1889. 41.50 m. Camden to Lancaster from June 4, 1888; 23.80 m. ext. Lancaster to Rock Hill from Nov. 5, 1888; 84.60 m. ext. Rock Hill, S. C., to Rutherfordton, N. C. from Feb. 25, 1889. New.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.	
14030	SOUTH CAROLINA—con'd Pe Dee Junction (n. o.), S. C., Rowland, N. C.	Florence R. R. ....	27.50	95 12		no apt. ....	6
14031	Alken, Edgefield. ....	Carolina, Cumberland Gap and Chicago Rwy.	24.87	104 16		no apt. ....	12
14032	Wilson's, Summerton	Wilson and Summerton R. R.	16.06	62 5		do .....	6
14033	Floyd's (n. o.), Hartsville.	Hartsville R. R. ....	10.00	78 12		do .....	6
14034	Sumter, Vance's .....	Charleston, Sumter and Northern R. R.	36.00	348 20		apt. 12 by 6.6, 1 l. ....	12
	GEORGIA.						
15040	Albany, Ga., Columbia, Ala.	Southeastern R. R. ....	63.63	451 13		apt. 16 by 9.1, 1 l. ....	7
15047	Americus, Columbus..	Savannah and Western R. R.	55.33	247 25		apt. 12.11 by 9.2, 1 l. ....	7
15052	Macon, Athens. ....	Covington and Macon R. R.	106.07	268 20		apt. 20 by 8.8, 1 l. ....	7
15054	Union Point, White Plains.	Union Point and White Plains R. R.	13.79	100 13		no apt. ....	12
15055	Rogers, Stillmore .....	Rogers and Summit R. R.	31.24	46 10		do .....	6
15058	Macon, Valdosta .....	Georgia Southern and Florida R. R.	153.40	234 21		apt. 12 by 7, 1 l. ....	6.39
15059	Crawford, Lexington..	Lexington Terminal R. R.	4.65	126 15		no apt. ....	12
15060	Wadley, Blackville....	Donovan, Perkins and Co. R. R.	30.85	60 20		do .....	6
15061	Statesborough, Dover.	Dover and Statesboro R. R.	10.28	82 13		do .....	12
15062	Dunlap (n. o.), Smithonia.	Smithonia and Dunlap R. R.	6.54	36 13		do .....	12
	FLORIDA.						
16037	Kissimee, Norcross ..	St. Cloud Sugar Belt Rwy.	16.56	34 16		no apt. ....	12
	ALABAMA.						
17027	Montgomery, Luverne	Northwest and Florida R. R.	51.69	226 11		apt., 15.9 by 7.6, 1 l. ....	6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42.75				1,175.62				1889. Feb. 4	Weighed 30 days from Oct. 1, 1889. 17.56 m. Pe Dee Junction (u. o.) to Dillon, from Aug. 6, 1888; 9.94 m. ext., Dillon to Rowland from Feb. 4, 1889. New.
42.75				1,063.10				Feb. 25	Weighed 30 days from Oct. 1, 1889. New.
42.75				686.56				Aug. 12	Do.
42.75				427.50				1890. Jan. 20	Weighed 30 days from April 1, 1890. New.
53.01				1,908.36				Mar. 3	Weighed 30 days from June 2, 1890. New.
59.85	49.59			3,808.25		3,291.35		April 1	Weighed 30 days from April 1, 1890. 13.25 m. ext., Blakely, Ga., to Columbia, Ala., from Oct. 1, 1889.
45.32	42.75			2,507.65		2,430.99		April 1	Weighed 30 days from April 1, 1890. 25.54 m. ext., Buena Vista to Columbus from Dec. 2, 1889.
47.03	43.60			4,988.47		4,741.81		1889. Sept. 4	Weighed for 30 days from Sept. 4, 1889. 34.16 m. ext., Madison to Athens from Jan. 21, 1889.
42.75				589.52				Nov. 4	Weighed 30 days from April 1, 1890. New.
42.75	42.75			1,335.51		855.00		July 1	Weighed 30 days from Oct. 1, 1889. 11.24 m. ext., Summit to Stillmore from July 1, 1889.
44.46				6,820.15				April 1	Weighed 30 days from Sept. 4, 1889. 66.10 m. Macon to Cordele, from Nov. 5, 1888; 39.85 m. ext., Cordele to Tifton from Feb. 4, 1889; 47.45 m. ext., Tifton to Valdosta from April 1, 1889. New.
42.75				198.76				Dec. 9	Weighed 30 days from April 1, 1890. New.
42.75				1,318.83				1890. Feb. 3	Do.
42.75				439.47				Jan. 27	Do.
42.75				279.58				Mar. 5	Do.
42.75				707.94				1889. Aug. 19	Weighed 30 days from Oct. 1, 1889. New.
44.46	42.75			2,208.13		2,219.47		Oct. 1	Weighed 30 days from Oct. 1, 1889. 5.69 m. ext., Pataburgh to Luverne from Mar. 4, 1839.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	ALABAMA—continued.		Miles.	Pounds.		Feet and inches.	
17036	Birmingham, Oneonta.	Birmingham Mineral R. R.	36.68	93	19	no apt.	6
17037	Birmingham, Blocton.	do	51.44	183	18	no apt.	14
	MISSISSIPPI.						
18025	Lamont, Rosedale.	Louisville, New Orleans and Texas Rwy.	25.63	237	11	no apt.	6
	TENNESSEE.						
18013	Tullahoma, Bon Air Coal Mine.	Nashville, Chattanooga and St. Louis Rwy.	67.66	508	15	apt. 12 by 9, 11.	6
18027	Memphis, Perryville.	Tennessee Midland Rwy.	135.49	284	25	apt. 18.6 by 7.4, 11.	6
	KENTUCKY.						
20013	Webbville, Greenup.	Eastern Kentucky Rwy.	37.60	150	20	apt. 11 by 6, 11.	10 1/2
20029	Georgetown, Versailles.	Versailles and Midway Rwy.	19.30	131	20	no apt.	8 1/2
20033	Dodge, Hall's Store.	Kentucky Union Rwy.	23.69	184	17	no apt.	6
20034	Evansville, Ind., Princeton, Ky.	Ohio Valley Rwy.	100.67	744	27	apt. 13 by 9, 11.	8.10
20039	Louisville, Lexington.	Louisville, New Albany and Chicago Rwy.	87.49	828	22	apt. 14.6 by 5.8, 11. to Lawrenceburgh, 62.80 m.; no clerk res.	11.30
20040	Louisville, Henderson.	Louisville, St. Louis and Texas Rwy.	142.51	681	25	apt. 15 by 8.10, 11.	13
20041	Frankfort, Georgetown.	Kentucky Midland Rwy.	24.57	197	20	no apt.	15
20042	Owensborough, Fordsville.	Owensboro, Falls of Rough and Green River R. R.	26.78	101	10	no apt.	6

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42.75				1,568.07				1889, Apr. 15	Weighed 30 days from Oct. 1, 1889. New.
42.75				2,199.06				July 22	Do.
45.32				1,161.55				Apr. 8	Do.
64.13		62.41		4,339.03		4,233.92		Aug. 1	Weighed 30 days from Aug. 1, 1889. 6.55 m. ext., Sparta to Bon Air Coal Mine from May 6, 1889.
48.74				6,603.77				May 27	Weighed 30 days from Oct. 1, 1889. New. 80.39 m. Memphis to Jackson from July 23, 1888; 49.10 m. ext., Jackson to Perryville from May 27, 1889.
42.75		42.75		1,607.39		1,466.75		July 1	Weighed 30 days from Oct. 1, 1889. 3.29 m. ext., Willard to Webbville from July 1, 1889.
42.75		50.44		825.07		889.05		Oct. 1	Weighed 30 days from Oct. 1, 1889. 10.98 m. ext., Midway to Georgetown from Feb. 11, 1889.
42.75		42.75		1,012.74		653.55		Dec. 23	Weighed 30 days from Apr. 1, 1890. 8.87 m. ext., Clay City to Hall's Store from Dec. 23, 1889.
74.39		63.27		7,488.84		6,489.36		Oct. 1	Weighed 30 days from Oct. 1, 1889. 10.79 m. ext., Henderson, Ky., to Evansville, Ind., from July 15, 1889.
77.81		70.11		6,807.59		6,324.02		1890, Apr. 1	Weighed 30 days from Apr. 1, 1890. 24.69 m. ext., Lawrenceburg to Lexington from Feb. 10, 1890.
71.82				9,043.63				1889, Feb. 18	Weighed 30 days from Oct. 1, 1889. 26.80 m. Louisville to West Point, lap service on route No. 1290009, at \$14.54 per m.; 92.01 m. West Point to Owensborough from Jan. 7, 1889; 29.70 m. ext., Owensborough to Henderson from Feb. 18, 1889. New.
42.75				1,050.36				Aug. 5	Weighed 30 days from Oct. 1, 1889. New.
42.75				1,144.84				1890, Jan. 1	Weighed 30 days from Apr. 1, 1890. New.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
KENTUCKY—continued.			<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
20043	Lawrenceburgh, Harrodsburgh.	Louisville, New Albany and Chicago Rwy.	22.30	778 22		apt. 14.6 by 8.8, 11	10
OHIO.							
21052	Cincinnati, Portsmouth.	Ohio and Northwestern R. R.	107.32	956 25		apt. 20.1 by 8.1, 11	10.58
21104	Cincinnati, Cheviot	Cincinnati and Westwood R. R.	7.50	181 24		no apt.	12
21105	Findlay, Ottawa	American Midland R. R.	21.30	45 16		no apt.	6
INDIANA.							
22059	Logansport, Clymers (n. o.).	Wabash Western Rwy.	6.80	257 19		no apt.	18.50
22660	Evansville, Newburgh.	Evansville, Suburban and Newburgh Rwy.	10.11	106 18		no apt.	12
ILLINOIS.							
23639	Carbondale, East Cape Girardeau.	Grand Tower and Carbondale R. R.	58.73	312 17		no apt.	9.33
23045	Marion and Harrison Station (n. o.)	St. Louis, Alton and Terre Haute R. R.	27.21	939 21		apt. 18.6 by 9.3, 11	8.21
23085	Murphysborough, Pinckneyville.	do	23.33	851 21		apt. 18.6 by 9.3, 11	9.5
23105	Chicago, Freeport.	Illinois Central R. R.	114.44	5,810 27		r. p. o. 44.4 by 9., 11 (40 feet authorized).	12
23106	Sparta, Conltersville.	Centralia and Chester R. R.	8.20	171 25		no apt.	15
13107	Newbern, Alton.	St. Louis, Alton and Springfield R. R.	13.55	416 21		apt. 11 by 6.10, 11	18
MICHIGAN.							
24063	Lawton, South Haven.	Toledo and South Haven R. R.	36.03	284 15		no apt.	12.09
24065	Mount Pleasant, Cope-mish.	Toledo, Ann Arbor and North Michigan Rwy.	104.30	1,058 30		apt. 25 by 9, 11	12
24070	Lowell, Freeport.	Lowell and Hastings R. R.	12.85	132 17		no apt.	12
24077	Kalamazoo and Woodbury.	Kalamazoo and Hastings Construction Co. (Limited), operating the Chicago, Kalamazoo and Saginaw Rwy.	44.60	105 18		no apt.	11.44

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
75.24				1,677.85				Feb. 10	Weighed 30 days from Apr. 1, 1890. Formerly part of route 20039.
82.94		79.51		8,901.12		8,564.91		Apr. 1	Weighed 30 days from Apr. 1, 1890. 9.30 m. ext., Batavia Junction (n. o.) to Cincinnati from Aug. 15, 1889.
42.75				320.62				1889. May 6	Weighed 30 days from Oct. 1, 1889. New.
42.75				910.57				Sept. 9	Weighed 30 days from Oct. 1, 1889. New. 23.10 m. Findlay to Glandorf from May 13, 1889. Route curtailed to end at Ottawa, from Sept. 9, 1889.
11.11				75.54				June 21	Weighed 30 days from Oct. 1, 1889. Lap service over route 22013.
42.75				432.20				July 1	Weighed 30 days from Oct. 1, 1889. New.
50.45		42.75		2,811.57		1,145.70		Apr. 1	Weighed 30 days from Apr. 1, 1890. 28.03 m. ext., from Grand Tower to East Cape Girardeau from Apr. 1, 1890.
82.08		42.75		2,233.39		1,163.22		1890. Jan. 2	Weighed 30 days from Jan. 2, 1890.
78.06		42.75		1,835.13		997.35		Jan. 2	Do.
179.55	25.00		25.00	20,547.70	2,861.00		2,861.00	1889. June 10	Weighed 30 days from Sept. 24, 1889. New.
42.75				350.55				Oct. 1	Weighed 30 days from Dec. 5, 1889. New.
58.14				787.79				1890. Jan. 1	Weighed 30 days from Apr. 1, 1890. New.
48.74		42.75		1,756.10		863.55		July 23	Weighed 30 days from July 23, 1890. From May 13, 1889 on 15.83 m. ext. from Hartford to South Haven.
87.21		82.94		9,096.00		5,355.43		Apr. 1	Weighed 30 days from April 1, 1890. 39.73 ext. from Cadillac to Copemish from Dec. 2, 1889.
42.75				549.33				1889. Dec. 16	Weighed 30 days from Apr. 1, 1890. New.
42.75		42.75		1,906.65		1,328.67		Oct. 16	Weighed 30 days from Apr. 1, 1890. 13.52 m. ext. from Hastings to Woodbury from Oct. 16, 1889.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.		Size, etc., of mail-car or apartment.	Average trips per week.
				Miles.	Pounds.		
	MICHIGAN—continued.					Feet and inches.	
24082	Sturgis, Battle Creek.	St. Louis, Sturgis and Battle Creek R. R.	41.90	391	18	apt. 15.4 by 7.2, 1 1.	12
24083	Durand, East Saginaw.	Toledo, Ann Arbor and North Michigan Rwy. Co., lessee of the Toledo, Saginaw and Mackinaw Rwy.	39.96	451	29	apt. 14.8 by 9, 1 1.	10, 66
24084	Manistee, Nessen City.	Manistee and North-eastern R. R.	39.34	221	20	no apt.	12
24085	Buchanan, Berrien Springs.	St. Joseph Valley Rwy.	11.88	184	13	no apt.	12
24086	Frankfort, Copemish.	Frankfort and South-eastern R. R.	25.00	200	17	no apt.	12
24087	Yale, Port Huron.	Flint and Pere Marquette R. R.	24.68	591	28	apt. 22 by 8.11, 1 1.	12
	WISCONSIN.						
25065	Dexterville, Lynn.	Wisconsin, Pittsville and Superior Rwy. Co., lessee of the Milwaukee, Dexterville and Northern Rwy.	25.80	41	10	no apt.	6
25068	Pratt Junction, Harrison.	Milwaukee, Lake Shore and Western Rwy.	17.98	35	25	do.	6
25069	Parrish Junction (n. o.), Parrish.	do.	4.69	24	15	do.	6
25070	Hurley, Pence.	do.	5.90	25	12	do.	6
25071	Packwaukee, Montello.	Northern Pacific R. R.	7.01	124	15	do.	6
25072	Abbotsford, Athens.	Abbotsford and North-eastern R. R.	15.08	48	11	do.	6
25073	Fairchild, Mondovi.	Sault Ste. Marie and Southwestern Rwy.	30.90	214	15	do.	6
	MINNESOTA.						
26011	Duluth, Presto.	Northern Pacific R. R.	144.01	818	24	apt. 24.6 by 9.1, 1 1.	14, 24
26055	Minneapolis, Minn., Mason City, Iowa.	Chicago, St. Paul and Kansas City Rwy.	149.68	1,580	27	apt. 19.9 by 7.5, 1 1.	18, 19
26064	Red Wing, Zumbrota.	Duluth, Red Wing and Southern R. R.	25.98	285	25	no apt.	6
26065	Little Falls, Brainerd.	Northern Pacific R. R.	30.95	1,271	22	apt. 22 by 7.2, 1 1.	12
26066	Fertile, Crookston.	do.	23.07	69	21	no apt.	7
26067	St. Paul, Minneapolis.	do.	10.39	1,375	20	apt. 30.4 by 9.5, 1 1.	12
26068	St. Paul, Minneapolis.	Chicago, Burlington and Northern R. R.	10.39	1,213	21	apt. 25.4 by 9, 1 1.	13
	IOWA.						
27105	Ottumwa, Evans.	Wabash R. R.	28.01	1,609	21	apt. 19 by 9.2, 1 1.	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
55.58				2,328.80				1889. Mar. 4	Weighted 30 days from Sept. 24, 1889. New.
59.85				2,391.60				Mar. 25	Do.
43.61		47.88		1,716.48		658.82		1890. Apr. 1	Weighted 30 days from Apr. 1, 1890. 21.89 m. ext., from Onekama to Copemish from Dec. 2, 1889. 3.71 m. ext., from Copemish to Neasen City from March 24, 1890.
42.75				507.87				1889. Oct. 1	Weighted 30 days from Apr. 1, 1890. New.
42.75				1,068.75				1890. Jan. 1	Do.
67.55				1,667.13				Mar. 10	Do.
42.75		42.75		1,192.95		672.03		1889. Dec. 2	Weighted 30 days from Apr. 1, 1890. 10.08 m. ext., from Lindsey to Lynn from Dec. 2, 1889.
42.75				768.64				Apr. 1	Weighted 30 days from Sept. 24, 1889. New.
42.75				200.49				Sept. 26	Weighted 30 days from Apr. 1, 1890. New.
42.75				252.22				Sept. 26	Do.
42.75				299.67				Jan. 1	Do.
42.75				644.67				Feb. 1	Do.
43.61				1,809.20				Feb. 17	Do.
61.56		49.93		8,865.25		5,706.49		Apr. 1	Weighted 30 days from Apr. 1, 1890. 29.72 m. ext., from Brainerd to Presto from Nov. 24, 1889.
110.30		109.44		16,509.70		11,988.05		Mar. 7	Weighted 30 days from Mar. 7, 1890. 10.39 m. ext., St. Paul to Minneapolis from Dec. 2, 1889; 29.75 m. ext., Lyle to Mason City from Mar. 3, 1890.
48.74				1,266.26				1889. July 15	Weighted 30 days from Sept. 24, 1889. New.
77.29				2,392.12				Nov. 24	Weighted 30 days from Apr. 1, 1890. New.
42.75				986.24				1890. Feb. 3	Do.
100.89				1,048.24				Feb. 24	Do.
94.05				977.17				Mar. 10	Do.
47.02				1,317.03				1889. June 21	Weighted 30 days from Sept. 24, 1889. Lap service. New.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	IOWA—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
27106	Evans, Harvey.....	Wabash R. R. ....	10.48	1,057.27		apt. 19 by 9.2, 11.....	7
27107	Tara, Fort Dodge .....	Chicago, Rock Island and Pacific Rwy.	0.35	41.14		no apt.....	6
27108	Malvern, Tabor.....	Tabor and Northern Rwy.	0.43	143.15		do .....	18
	MISSOURI.						
28045	Cape Girardeau, Hunt- er.	Cape Girardeau South- western Rwy.	93.80	188.16		apt. 15 by 7, 11.....	7.65
28069	Joplin, Splitlog.....	Kansas City, Fort Smith and Southern Rwy.	34.64	123.17		no apt.....	11.11
28070	Tower Grove Station (n. o.), Oak Hill Junc- tion (n. o.).	St. Louis, Oak Hill and Carondelet Rwy.	7.09	23,300.25		r. p. o. 49.4 by 9.4, 21; none authorized; apt. 18.8 by 9.3, 11	31.50
28071	Riverside Station (n. o.), Bonne Terre.	Mississippi River and Bonne Terre Rwy.	31.89	170.14		no apt.....	14
28072	Delta (n. o.), Malden. Mo.	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Mis- souri.	51.57	150.13		do .....	7
	ARKANSAS.						
147001	Memphis, Tenn., Little Rock, Ark.	Little Rock and Mem- phis R. R.	136.00	3,805.21		apt. 22.8 by 8, 21.....	14
147002	Helena, Clarendon ...	Arkansas Midland R. R.	48.77	221.12		apt. 14.6 by 7, 11.....	0
147003	Little Rock, Fort Smith	Little Rock and Fort Smith Rwy.	169.42	1,658.21		apt. 18.2 by 9.2, 11.....	7
147004	Trippe, Warren.....	St. Louis, Iron Mount- ain and Southern Rwy.	40.28	318.10		apt. 17.10 by 9.5, 11....	6
147005	Malvern, Hot Springs.	Hot Springs R. R. ....	22.70	1,541.20		no apt. ....	21
147006	Brinkley, Jacksonport.	White and Black River Valley Rwy.	60.91	185.15		apt. 9.4 by 6.2, 11.....	6
147007	Little Rock, Arkansas City.	St. Louis, Iron Mount- ain and Southern Rwy.	114.95	1,383.19		apt. 17.10 by 9.5, 11....	0.34
147008	Forest City, Helena ..	do .....	43.63	777.20		apt. 24.10 by 8.10, 11...	7
147009	Nashville, Hope.....	Arkansas and Louisi- ana Rwy.	25.97	730.14		apt. 9 by 6, 21.....	14
147010	Gurdon, Camden.....	St. Louis, Iron Mount- ain and Southern Rwy.	34.69	237.9		apt. 9.7 by 9.4, 11.....	6
147011	Searcy, West Point ...	Searcy and West Point R. R.	8.54	223.14		no apt. ....	6

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

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Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
45.31	.....	.....	.....	474.84	.....	.....	.....	June 21	Weighted 30 days from Sept. 24, 1889. Lap service. New.
42.75	.....	.....	.....	271.46	.....	.....	.....	Aug. 12	Weighted 30 days from Apr. 1, 1890. New.
42.75	.....	.....	.....	403.13	.....	.....	.....	1890. Feb. 17	Do.
42.75	.....	58.14	.....	4,013.79	.....	4,212.82	.....	Aug. 6	Weighted 30 days from Aug. 6, 1890. 21.43 m. ext., from Williams-ville to Hunter from June 24, 1889.
42.75	.....	42.75	.....	1,480.85	.....	870.81	.....	1889. Sept. 26	Weighted 30 days from Nov. 6, 1889. 14.27 m. ext., from Neosho to Splitlog from Sept. 26, 1889.
366.80	.....	.....	.....	2,600.61	.....	.....	.....	Oct. 1	Weighted 30 days from May 1, 1890. New.
42.75	.....	.....	.....	1,363.29	.....	.....	.....	1890. Mar. 10	Weighted 30 days from Apr. 1, 1890. New.
42.75	.....	.....	.....	2,204.61	.....	.....	.....	Apr. 1	Weighted 30 days from May 1, 1890. New.
123.12	.....	115.60	.....	16,805.88	.....	15,606.00	.....	July 1	Weighted 30 days from May 21, 1890. Land grant 134 m., 2 m. not land grant, at \$153.99 per m. 1 m. increase.
43.61	.....	42.75	.....	2,126.85	.....	2,084.91	.....	July 1	Weighted for 30 days from Feb. 18, 1890.
90.28	.....	69.76	.....	15,295.23	.....	11,719.68	.....	July 1	Weighted for 30 days from Feb. 18, 1890. Land grant. 1.42 m. increase.
59.00	.....	46.17	.....	2,485.16	.....	2,273.87	.....	July 1	Weighted for 30 days from June 25, 1890. 0.01 m. increase.
108.50	.....	82.94	.....	2,464.99	.....	2,106.67	.....	July 1	Weighted 30 days from Feb. 18, 1890. 2.70 m. decrease.
42.75	.....	42.75	.....	2,603.90	.....	2,603.47	.....	July 1	Weighted 30 days from Feb. 18, 1890. 0.01 m. increase.
101.75	.....	76.95	.....	11,690.10	.....	8,753.60	.....	July 1	Weighted 30 days from Sept. 9, 1890. 1.20 m. increase.
75.24	.....	64.98	.....	3,282.72	.....	2,901.36	.....	July 1	Weighted 30 days from Feb. 18, 1890. 1.02 m. decrease.
73.53	.....	50.00	.....	1,909.57	.....	1,624.27	.....	July 1	Weighted for 30 days from Feb. 18, 1890. 1.56 m. decrease.
45.32	.....	44.46	.....	1,572.15	.....	1,648.13	.....	July 1	Weighted 30 days from Feb. 18, 1890. 2.38 m. decrease.
43.61	.....	48.74	.....	372.42	.....	383.32	.....	July 1	Weighted 30 days from Feb. 18, 1890. 3.47 m. extension Kensett to West Point from Oct. 28, 1889. 0.31 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.	
147012	ARKANSAS—continued. Knobel, Forest City...	St. Louis, Iron Mountain and Southern Rwy.	97.48	1,174	27		apt. 24.10 by 8.10, 11	7
147013	Seligman, Mo., Eureka Springs, Ark.	Eureka Springs Rwy.	19.54	754	19		no apt.	14
147014	Newport, Cushman...	St. Louis, Iron Mountain and Southern Rwy.	42.19	498	11		apt. 14.6 by 7.6, 11	6
147015	McNeill, Magnolia....	St. Louis, Arkansas and Texas Rwy. in Ark. and Mo.	6.58	194	12		no apt.	14
147016	Varner, Cummins....	Varner Branch Rwy.	5.75	58	13		do	16
147017	Smithton, Okolona....	Southwestern Arkansas and Indian Territory R. R.	14.55	53	14		do	6
147018	Rogers, Bentonville...	Bentonville R. R.	7.05	403	14		do	13
147019	Fort Smith, Ark., Paris, Tex.	St. Louis and San Francisco Rwy.	169.48	1,297	24		apt. 21 by 7, 11	7
147020	Pine Bluff, English....	Pine Bluff, Monroe and New Orleans Rwy.	29.62	147	13		no apt.	6
147021	Fayetteville, St. Paul.	St. Louis and San Francisco Rwy.	35.52	239	10		apt. 12 by 7, 11	7
147022	Arkadelphia, Dalark.	Ultima Thule, Arkadelphia and Mississippi Rwy.	11.43	49	15		no apt.	6
147023	Bald Knob, Ark., Memphis, Tenn.	St. Louis, Iron Mountain and Southern Rwy.	93.78	790	24		apt. 24.10 by 8.10, 11	21.24
147024	Jenson, Mansfield....	St. Louis and San Francisco Rwy.	18.30	550	24		apt. 9.6 by 7, 2 1	14
147025	Fort Smith, Greenwood	St. Louis, Iron Mountain and Southern Rwy.	19.29	182	15		no apt.	6
147026	Argenta, Altheimer...	St. Louis, Arkansas and Texas Rwy. in Ark. and Mo.	43.10	75	10		do	6
LOUISIANA.								
149001	Vacant.							
149002	New Orleans, Cheneyville.	Texas and Pacific Rwy	170.40	2,677	22		apt. 20.4 by 7, 11	10.86
149003	New Orleans, La Fayette.	Morgans, Louisiana, and Texas R. R., and steam-ship Co.	145.45	9,398	24		r.p.o. 40 by 9.1, 11; apt. 22.9 by 9.2, 11	14
149004	Schriever, Houma....	do	15.29	195	15		no apt.	14
149005	Vidalia, Jonesville....	Natchez, Red River, and Texas R. R.	25.60	166	12		do	6
149006	Clinton, Ethel.....	Louisville, New Orleans, and Texas Rwy	8.79	109	12		do	6

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	1890.	
92.34	66.69			9,001.30		6,519.61		July 1	Weighed 30 days from Feb. 18, 1890. 0.28 m. decrease.
74.39	70.11			1,453.58		1,459.60		July 1	Weighed 30 days from Mar. 18, 1890. 1.28 m. decrease.
63.27	50.44			2,669.36		2,046.35		July 1	Weighed for 30 days from Feb. 18, 1890. 1.62 m. increase.
42.75	42.75			281.29		287.28		July 1	Weighed 30 days from Feb. 18, 1890. 0.14 m. decrease.
									Service discontinued from March 31, 1890.
42.75	42.75			622.01		623.29		July 1	Weighed for 30 days from Feb. 18, 1890. 0.03 m. decrease.
56.43	43.61			397.83		307.45		July 1	Weighed for 30 days from Feb. 18, 1890.
97.47	71.82			16,519.21		12,132.54		July 1	Weighed for 30 days from Feb. 18, 1890. 0.55 m. increase.
42.75	42.75			1,266.25		1,556.95		July 1	Weighed for 30 days from Feb. 18, 1890. 0.80 m. decrease.
45.32	47.03			1,609.76		1,686.40		July 1	Weighed for 30 days from Feb. 18, 1890. 0.34 m. decrease.
42.75	42.75			488.63		488.63		July 1	Weighed for 30 days from Feb. 18, 1890.
76.10	64.13			7,136.65		6,009.62		July 1	Weighed for 30 days from Feb. 18, 1890. 0.07 m. increase.
65.84	59.00			1,204.87		1,075.57		July 1	Do.
42.75				824.64				July 1	Weighed for 30 days from Feb. 18, 1890. 0.27 m. increase. From Apr. 15, 1889, on 19.02 m. New.
42.75				1,842.52				July 1	Weighed for 30 days from Feb. 18, 1890. 0.15 m. increase. From May 6, 1889, on 42.25 m. New.
137.60	103.46			23,457.26		17,747.52		July 1	Weighed 30 days from Feb. 18, 1890. 1.14 m. decrease.
217.17	25.00	205.20	25.00	28,077.35	3,626.25	27,335.92	3,748.00	July 1	Weighed 30 days from Feb. 18, 1890. 33.52 m. New Orleans to Morgan City, land grant, formerly \$164.16 per mile. From July 1, 1890, 80.82 m. land grant, at \$173.74 per mile. 4.47 m. decrease.
42.75	42.75			653.64		652.36		July 1	Weighed 30 days from Feb. 18, 1890. 0.03 m. increase.
42.75	42.75			1,094.40		1,094.40		July 1	Weighed 30 days from Feb. 18, 1890.
42.75	42.75			375.77		388.60		July 1	Weighed 30 days from Feb. 18, 1890. 0.30 m. decrease.

II.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	LOUISIANA—continued.		Miles.	Pounds.		Feet and inches.	
149007	Slaughter, La., Woodville, Miss.	Louisville, New Orleans, and Texas Rwy.	41.73	226 9		no apt. ....	6
149008	Vicksburg, Miss., Shreveport, La.	Vicksburg, Shreveport and Pacific R. R.	173.07	2,681 19		r. p. o., 42.2 by 9.3, 11 (not authorized).	7
149009	Schriever, Thibodeaux	Morgans, Louisiana, and Texas R. R. and Steamship Co.	5.26	336 15		no apt. ....	14
149010	La Fayette, La., Orange Tex.	Louisiana, Western R. R.	113.66	8,303 27		r. p. o., 40 by 9.1, 11.; apt., 22.9 by 9.2, 11.	14
149011	Shreveport, Cheneyville.	Texas and Pacific Rwy.	157.67	1,831 24		apt. 20.4 by 7, 11. ....	7
149012	Cadee, St. Martinsville	Morgans, Louisiana, and Texas R. R. and Steamship Co.	7.30	111 17		no apt. ....	14
149013	Baton Rouge Junction (n. o.), Baton Rouge.	Texas and Pacific Rwy.	10.96	157 12		....do. ....	7
149014	New Orleans, Covington.	East Louisiana R. R.	59.80	209 24		....do. ....	7
149015	Baldwin Station (n. o.), Louisa.	Morgans, Louisiana, and Texas R. R. and Steamship Co.	15.46	61 12		....do. ....	7
149016	Shreveport, Logansport.	Shreveport and Houston Rwy.	41.72	650 19		apt. 14 by 7, 11. ....	7
149017	Cypress, Natchitoches	Natchitoches R. R.	12.70	284 15		no apt. ....	14
149018	Gibeland, Homer.....	Louisiana and Northwest R. R.	19.70	216 20		.. do. ....	14
149019	Galveston, Ark., Shreveport, La.	St. Louis, Arkansas, and Texas Rwy. Co. in Ark. and Mo.	61.54	120 11		apt. 24.6 by 9, 11. ....	6
149020	New Orleans, Point a la Hache.	New Orleans and Gulf R. R.	45.62	209 11		apt. 7 by 6, 11. ....	6
149021	La Fayette, Alexandria.	Morgans, Louisiana, and Texas R. R. and Steamship Co.	80.40	286 21		apt. 18 by 9, 11. ....	7
149022	New Iberia, Avery.....	....do. ....	10.45	25		no apt. ....	10
149020	New Orleans, Point a la Hache.	New Orleans and Gulf R. R.	45.62	93 15		apt. 7 by 6, 11. ....	7
	TEXAS.						
150001	Houston, Galveston...	International and Great Northern R. R.	51.31	3,073 28		apt. 20.6 by 9.2, 21. ....	28
150002	Houston, San Antonio	Galveston, Harrisburg and San Antonio Rwy.	215.65	4,019 24		apt. 22.9 by 9.2, 21. ....	14
150003	Houston, Denison.....	Houston and Texas Central Rwy.	338.38	6,193 25		apt. 22 by 9.2, 21. ....	15.52

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
44.46		42.75		1,855.31		1,839.25		July 1	Weighted 30 days from Feb. 18, 1890. 16.09 m. ext. Bayou Sara to Slaughter from Dec. 9, 1889. 0.65 m. decrease.
110.13		64.29		19,060.19		11,100.31		July 1	Weighted 30 days from Feb. 18, 1890. Land grant. 0.41 m. increase.
52.16		42.75		274.38		246.66		July 1	Weighted 30 days from Feb. 18, 1890. 0.51 m. decrease.
206.06	25.00	104.08	25.00	23,420.77	2,841.50	21,870.56	2,831.25	July 1	Weighted 30 days from Feb. 18, 1890. 0.41 m. increase.
124.83		92.34		19,681.94		14,457.67		July 1	Weighted 30 days from Feb. 18, 1890. 1.10 m. increase.
42.75		42.75		312.07		301.81		July 1	Weighted 30 days from Feb. 18, 1890. 0.24 m. increase.
42.75		42.75		468.54		406.12		July 1	Weighted 30 days from Feb. 18, 1890. 1.46 m. increase.
42.75		42.75		2,566.45		2,543.02		July 1	Weighted 30 days from Feb. 18, 1890. 0.30 m. increase.
42.75		42.75		660.91		651.93		July 1	Weighted 30 days from Feb. 18, 1890. 0.21 m. increase.
70.11		42.75		2,924.08		1,783.53		July 1	Weighted 30 days from Feb. 18, 1890.
48.74		45.31		618.99		526.50		July 1	Weighted 30 days from Feb. 18, 1890. 1.08 m. increase.
43.61		42.75		859.11		839.18		July 1	Weighted 30 days from Feb. 18, 1890. 0.67 m. increase.
42.75		42.75		2,630.83		2,609.46		July 1	Weighted 30 days from Feb. 18, 1890. 0.50 m. increase.
49.59		44.46		2,262.29		2,223.00		July 1	Weighted 30 days from Mar. 3, 1890. 4.38 m. decrease.
48.74		139.37		3,118.01		10,106.93		July 1	Weighted 30 days from Feb. 18, 1890. 24.36 m. Lap service, Cheneyville to Alexandria, over route No. 149011, formerly at \$63.27 per mile. From July 1, 1890, 25.57 m. lap service, at \$5.99 per mile. 0.58 m. decrease.
42.75		42.75		446.73		429.63		July 1	Weighted 30 days from Feb. 18, 1890. 0.40 m. increase.
42.75		49.59		1,950.25		2,262.29		Aug. 1	Weighted 30 days from Aug. 1, 1890.
142.79		133.38		7,326.55		6,855.73		July 1	Weighted 30 days from Feb. 18, 1890. 0.09 m. decrease.
156.47		123.12		33,742.75		26,841.39		July 1	Weighted 30 days from Feb. 18, 1890. 2.36 m. decrease.
182.97		161.60		61,913.38		54,473.74		July 1	Weighted 30 days from Feb. 18, 1890. 1.29 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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>	
150004	Hempstead, Austin...	Houston and Texas Central Rwy.	115.10	1,269 21		apt. 14 by 8.10, 1 l.....	14
150005	Bremond, Ross.....	.....do.....	54.49	842 20		apt. 17.8 by 9.4, 1 l.....	8.32
150006	Longview, Houston...	International and Great Northern R.R.	233.32	3,620 21		apt. 21.8 by 8.10, 1 l..	14
150007	Palestine, Laredo.....	.....do.....	415.78	5,280 23		apt. 22.2 by 9.2, 1 l to Taylor, 2 l Taylor to San Antonio, 116.50 m.	11.40
150008	Houston, Columbia.....	.....do.....	51.05	149 9		no apt.....	8
150009	Shreveport, La., El Paso, Tex.	Texas and Pacific Rwy.	833.43	3,420 21		r.p.o., 50 by 9.1, 1 l. (40 feet auth.) between Marshall and Fort Worth, 179.70 m.; apt. 21.6 by 9.1, 1 l. and 2 add. l. between Marshall and Longview.	9.92
150010	Texarkana, Ark., Marshall, Tex.	.....do.....	74.61	14,010 22		r.p.o., 50 by 9.1, 1 l. (40 feet auth.); apt. 21.6 by 9.1, 2 l.	21
150011	Whitesborough, Tex., Texarkana, Ark.	.....do.....	173.26	1,343 22		apt. 20.4 by 7, 1 l.....	14
150012	Houston, Orange.....	Texas and New Orleans R.R.	106.89	8,264 28		r.p.o., 40 by 9.1 l.; apt. 22.9 by 9.2, 1 l.	14
150013	Jefferson, McKinney...	Missouri, Kansas and Texas Rwy.	154.56	307 13		apt. 11.10 by 5.10, 1 l..	7
150014	Columbus, La Grango.	Galveston, Harrisburg and San Antonio Rwy.	31.64	184 11		no apt.....	6
150015	Henderson, Overton...	International and Great Northern R.R.	16.44	275 20		no apt.....	7
150016	Corpus Christi, Laredo	Mexican National R.R.	161.50	278 18		apt. 12 by 6, 1 l.....	7
150017	Denison, Minneola....	Missouri, Kansas and Texas Rwy.	103.02	1,153 22		apt. 20.5 by 7.5, 1 l.....	10.57
150018	Brownsville, Isabel...	Rio Grande R.R.....	23.20	24 18		no apt.....	7
150019	Port Lavaca, Cuero...	Gulf, Western Texas and Pacific Rwy.	56.11	221 26		apt. 14.6 by 9, 1 l. between Victoria and Cuero, 28.89 m.	6.60
150020	Houston, Sealy.....	Texas Western Rwy.	52.25	49 9		no apt.....	2

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
97.47		81.23		11,218.79		9,354.44		July 1	Weighed 30 days from Feb. 18, 1890. 0.06 m. decrease.
78.66		76.10		4,286.18		17,570.72		July 1	Weighed 30 days from Feb. 18, 1890. 0.67 m. decrease. The part of this route between Rosa and Albany is restated under No. 150075.
151.34		141.93		35,310.64		33,133.55		July 1	Weighed 30 days from Feb. 18, 1890. 0.13 m. decrease.
173.57		128.25		72,166.93		53,326.35		July 1	Weighed 30 days from Feb. 18, 1890. 0.02 m. decrease.
42.75		42.75		2,182.38		2,180.25		July 1	Weighed 30 days from Feb. 18, 1890. 0.05 m. increase. Based on a service of not less than 6 round trips per week.
147.92	25.00	159.01	25.00	115,824.85	4,492.50	125,012.87	4,482.50	July 1	Weighed 30 days from Feb. 18, 1890. 1.29 m. decrease. 19.30 m. Shreveport to State line (n. o.) land grant, formerly at \$127.22 per m., now \$118.34 per m., 91.50 m., Sierra Blanca to El Paso, lap service over route No. 31039, formerly at \$81.23 per m., now 91.51 m. at \$72.68 per m.
266.76	25.00	227.43	25.00	19,902.96	1,865.25	15,838.23	1,741.00	July 1	Weighed 30 days from Feb. 18, 1890. 4.97 m. increase.
100.04		97.47		17,332.93		16,905.19		July 1	Weighed 30 days from Feb. 18, 1890. 0.18 m. decrease.
205.20	25.00	192.37	25.00	21,933.82	2,672.25	20,454.70	2,658.25	July 1	Weighed 30 days from Feb. 18, 1890. 0.56 m. increase.
49.59		57.29		7,664.63		8,006.30		July 1	Weighed 30 days from Feb. 18, 1890. 0.90 m. increase.
42.75		44.40		1,352.61		1,404.93		July 1	Weighed 30 days from Feb. 18, 1890. 0.04 m. increase.
47.88		44.46		787.14		756.26		July 1	Weighed 30 days from Feb. 18, 1890. 0.57 m. decrease.
47.88		55.58		7,732.62		8,981.72		July 1	Weighed 30 days from Feb. 18, 1890. 0.10 m. decrease.
91.49		72.68		9,425.29		7,499.84		July 1	Weighed 30 days from Feb. 18, 1890. 0.17 m. decrease.
42.75		42.75		901.80		990.00		July 1	Weighed 30 days from Feb. 18, 1890. 0.01 m. increase.
43.61		43.61		2,446.95		2,419.92		July 1	Weighed 30 days from Feb. 18, 1890. 0.62 m. increase.
42.75		42.75		2,233.68		2,260.10		July 1	Weighed 30 days from Feb. 18, 1890. 0.62 m. increase. Based on a service of not less than 6 round trips per week.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	TEXAS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
150021	Waxahachie, Garrett (n. o.).	Central Texas and Northwestern Rwy.	12.10	9,922		apt. 17.6 by 8.10, 11.....	14
150022	Denison, Henrietta....	Missouri, Kansas and Texas Rwy.	111.48	2,211	21	apt. 19.2 by 7.11 (av.), 11.	14
150023	Houston, Tex., Logansport, La.	Houston, East and West Texas Rwy.	192.70	667	16	apt. 14 by 7, 11.....	7
150024	Navasota, Conroe.....	Gulf, Colorado and Santa Fé Rwy.	45.24	267	7	apt. 11.3 by 6.10, 11.....	7
150025	Texarkana, Ark., Gatesville, Tex.	St. Louis, Arkansas and Texas Rwy Co. in Texas.	305.60	1,155	19	apt. 24.6 by 9, 11.....	9.50
150026	Georgetown, Round Rock.	International and Great Northern R. R.	10.29	367	12	no apt.....	14
150027	Galveston, Fort Worth	Gulf, Colorado and Santa Fé Rwy.	347.66	1,287	21	apt. 20.9 by 9.2, 11.....	8.46
150028	Whitesborough, Taylor.	Missouri, Kansas and Texas Rwy.	234.21	6,173	20	apt. 21.9 by 9.3, 11.....	14
150029	Beaumont, Rockland..	Sabine and East Texas Rwy.	74.67	362	18	apt. 16 by 6.8, 11.....	7
150030	Dallas, Denton.....	Missouri, Kansas and Texas Rwy.	38.46	364	18	apt. 16.7 by 6.7, 11.....	14
150031	Dallas, Kemp.....	Texas Trunk R. R.	49.26	161	12	apt. 18 by 9, 11.....	6
150032	Mineola, Troup.....	International and Great Northern R. R.	44.59	609	24	apt. 21 by 9, 11.....	14
150033	San Antonio, Corpus Christi.	San Antonio and Aransas Pass Rwy.	150.47	689	22	apt. 17 by 9, 11.....	8.92
150034	Phelps, Huntsville..	International and Great Northern R. R.	8.33	319	12	no apt.....	14
150035	Dallas, Weatherford..	Gulf, Colorado and Santa Fé Rwy.	94.49	649	16	apt. 13 by 9, 11 between Dallas and Cleburn, 54.05 m. No clerk residue.	11
150036	Rosenberg, Victoria...	New York, Texas and Mexican Rwy.	92.04	841	26	apt. 14.6 by 9, 11.....	7
150037	Fort Worth, Texline..	Fort Worth and Denver City Rwy.	452.65	2,216	25	apt. 21.4 by 7.2, 11.....	8.51
150038	Austin, Burnet.....	Austin and Northwestern R. R.	61.16	710	20	apt. 14 by 7.4, 11.....	6
150039	San Antonio, El Paso	Galveston, Harrisburg and San Antonio Rwy.	635.40	1,172	26	apt. 22.9 by 9.2, 11.....	7

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
84.65		59.85		1,024.26		736.15		July 1	Weighed 30 days from Feb. 18, 1890. 0.20 m. decrease.
130.82		120.96		14,583.81		14,467.14		July 1	Weighed 30 days from Feb. 18, 1890. 0.16 m. increase.
70.97		49.59		13,675.01		9,555.99		July 1	Weighed 30 days from Feb. 18, 1890.
42.75		42.75		1,934.01		1,878.86		July 1	Weighed 30 days from Feb. 18, 1890. 1.29 m. increase.
91.49		67.55		27,959.34		20,629.10		July 1	Weighed 30 days from Feb. 18, 1890. 0.21 m. increase.
53.87		48.74		554.32		502.99		July 1	Weighed 30 days from Feb. 18, 1890. 0.03 m. decrease.
97.47		102.60		33,886.42		35,588.86		July 1	Weighed 30 days from Feb. 18, 1890. 0.79 m. increase.
182.97		156.47		42,853.40		36,621.80		July 1	Weighed 30 days from Feb. 18, 1890. 0.16 m. increase.
53.87		42.75		3,990.15		3,242.58		July 1	Weighed 30 days from Feb. 18, 1890. 1.78 m. decrease.
53.87		157.32		2,071.84		5,989.17		July 1	Weighed 30 days from Feb. 18, 1890. 0.39 m. increase.
42.75		42.75		2,105.66		2,110.99		July 1	Weighed 30 days from Feb. 18, 1890. 0.12 m. decrease.
68.40		78.66		3,049.95		3,503.51		July 1	Weighed 30 days from Feb. 18, 1890. 0.05 m. increase.
71.82		52.16		10,806.75		8,140.08		July 1	Weighed 30 days from Feb. 18, 1890. 5.59 m. decrease.
50.45		43.61		420.24		365.45		July 1	Weighed 30 days from Feb. 18, 1890. 0.05 m. decrease.
70.11		49.59		6,618.38		4,650.55		July 1	Weighed 30 days from Feb. 18, 1890. 0.62 m. increase.
78.66		73.53		7,230.86		6,808.87		July 1	Weighed 30 days from Feb. 18, 1890. 0.50 m. decrease.
130.82		82.94		59,215.67		52,144.93		July 1	Weighed 30 days from April 1, 1890. 0.47 m. decrease. 16.23 m. extension Harrold to Vernon, from Nov. 1, 1886; 27.85 m. extension Vernon to Quannah, from March 21, 1887; 85.88 m. extension Quannah to Clarendon from Oct. 10, 1887; 174.20 m. extension Clarendon to Texline, from June 4, 1888.
72.68		72.68		4,445.10		4,413.12		July 1	Weighed 30 days from Feb. 18, 1890. 0.44 m. increase.
92.74		94.05		58,672.83		59,654.03		July 1	Weighed 30 days from Feb. 18, 1890. 1.12 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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>	
150040	Harwood, Gonzales ...	Galveston, Harrisburg and San Antonio Rwy.	12.86	229	12	no apt .....	7
150041	Echo, Belton .....	Missouri, Kansas and Texas Rwy.	6.73	388	14	no apt .....	14
150042	Guide, Roberts .....	Texas Central Rwy...	52.21	96	12	no apt .....	6
150043	Spofford, Eagle Pass ..	Galveston, Harrisburg and San Antonio Rwy.	35.65	403	30	apt. 9.8 by 7, 1 1.....	7
150044	Tyler, Lufkin .....	St. Louis, Arkansas and Texas Rwy Co. in Texas.	90.07	457	17	apt. 16.9 by 6.4, 1 1.....	7
150045	Beaumont, Sabine Pass.	Sabine and East Texas Rwy.	30.69	32	10	no apt .....	3
150046	Trinity, Colmesneil...	Missouri, Kansas and Texas Rwy.	67.17	246	15	apt. 13.1 by 7.1, 1 1.....	7
150047	Houston, Alvin .....	Gulf, Colorado and Santa Fé Rwy.	24.54	331	26	no apt .....	21
150048	Longview, Carthage ..	Texas, Sabine Valley and Northwestern Rwy.	39.35	190	12	no apt .....	6
150049	Temple, San Angelo ..	Gulf, Colorado and Santa Fé Rwy.	228.09	995	18	apt. 9.10 by 7.4, 1 1.....	7
150050	Somerville (n. o.), Navasota.	do .....	28.50	69	9	no apt .....	7
150051	Coleman Junction (n. o.), Coleman.	do .....	6.18	239	16	apt. 9.10 by 7.4, 1 1.....	7
150052	Fort Worth, Waxahachie.	Fort Worth and New Orleans Rwy.	41.51	595	22	apt. 17.6 by 8.16, 1 1.....	7
150053	Dallas, Honey Grove ..	Gulf, Colorado and Santa Fé Rwy.	81.53	624	16	apt. 13.6 by 9, 1 1, between Dallas and Ladonia, 69.44 m. No clerk residue.	8.03
150054	Fort Worth, Tex., Purcell, Ind. T.	do .....	173.04	968	21	apt. 20.2 by 9, 1 1.....	14
150055	Greenville, Dallas ...	Missouri, Kansas and Texas Rwy.	55.15	287	24	apt. 13.1 by 7.1, 1 1.....	7
150056	Taylor, Fayetteville ..	do .....	83.26	363	20	apt. 10 by 6, 1 1.....	7
150057	Kennedy, Wallis Station.	San Antonio and Aransas Pass Rwy.	130.99	567	19	apt. 15 by 9, 1 1.....	6
150058	San Antonio, Kerrville	do .....	71.26	635	15	apt. 10 by 7, 1 1.....	6
150059	Ladonia, Paris .....	Gulf, Colorado and Santa Fé Rwy.	30.07	711	20	apt. 13.6 by 9, 1 1.....	7
150060	Mount Pleasant, Sherman.	St. Louis, Arkansas and Texas Rwy Co. in Texas.	110.57	347	8	apt. 24.6 by 9, 1 1.....	7
150061	Fort Worth, Granbury	Fort Worth and Rio Grande Rwy.	41.04	249	20	no apt .....	6

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
44.46		42.75		571.75		539.50		July 1	Weighed 30 days from Feb. 18, 1890. 0.24 m. increase.
55.58		45.32		374.05		319.95		July 1	Weighed 30 days from Feb. 18, 1890. 0.33 m. decrease.
42.75		42.75		2,231.97		2,228.55		July 1	Weighed 30 days from Feb. 18, 1890. 0.08 m. increase.
56.43		42.75		2,011.72		1,481.71		July 1	Weighed 30 days from Feb. 18, 1890.
60.71		43.61		5,468.14		3,907.89		July 1	Weighed 30 days from Feb. 18, 1890. 0.46 m. increase.
42.75		42.75		1,311.90		1,334.22		July 1	Weighed 30 days from Feb. 18, 1890. 0.52 m. decrease. Based on a service of not less than 6 round trips per week.
45.32		42.75		3,044.14		2,856.12		July 1	Weighed 30 days from Feb. 18, 1890. 0.36 m. increase.
51.30		59.85		1,258.90		1,419.04		July 1	Weighed 30 days from Feb. 18, 1890. 0.83 m. increase.
42.75		42.75		1,682.21		1,701.44		July 1	Weighed 30 days from Feb. 18, 1890. 0.45 m. decrease.
84.65		87.21		19,307.81		19,804.51		July 1	Weighed 30 days from Feb. 18, 1890. 1.00 m. increase.
42.75		42.75		1,218.37		1,162.80		July 1	Weighed 30 days from Feb. 18, 1890. 1.30 m. increase.
45.32		42.75		280.07		267.18		July 1	Weighed 30 days from Feb. 18, 1890. 0.07 m. decrease.
67.55		45.32		2,804.00		1,898.00		July 1	Weighed 30 days from Feb. 18, 1890. 0.37 m. decrease.
69.26		42.75		5,646.76		3,450.35		July 1	Weighed 30 days from Feb. 18, 1890. 0.82 m. increase.
83.79		79.52		14,499.02		13,568.48		July 1	Weighed 30 days from Feb. 18, 1890. 2.41 m. increase.
48.74		45.32		2,688.01		2,476.28		July 1	Weighed 30 days from Feb. 18, 1890. 0.51 m. increase.
53.87		53.01		4,485.21		4,415.20		July 1	Weighed 30 days from Feb. 18, 1890. 0.03 m. decrease.
66.69		58.14		8,735.72		7,733.78		July 1	Weighed 30 days from Feb. 18, 1890. 2.03 m. decrease.
69.26		64.13		4,935.46		4,601.32		July 1	Weighed 30 days from Feb. 18, 1890. 0.49 m. decrease.
72.68		65.83		2,185.48		1,985.43		July 1	Weighed 30 days from Feb. 18, 1890. 0.69 m. decrease.
53.01		61.56		5,861.31		6,777.75		July 1	Weighed 30 days from Feb. 18, 1890. 0.47 m. increase.
46.17		43.61		1,804.81		1,803.27		July 1	Weighed 30 days from Feb. 18, 1890. 0.31 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	TEXAS—continued.		Miles.	Pounds.		Feet and inches.	
150062	Yoakum, West Point.	San Antonio and Aransas Pass Rwy.	49.87	177.10		apt. 10 by 7, 11	6
150063	San Marcos, Lockhart.	Missouri, Kansas and Texas Rwy.	17.27	266.17		no apt	14
150064	Corsicana, Hillsborough.	St. Louis, Arkansas and Texas Ry. Co. in Texas.	42.05	298.9		apt. 23.6 by 8, 11	7
150065	Texline, Tex., Pueblo, Colo.	Union Pacific, Denver and Gulf Rwy.	227.74	1,805.25		apt. 21.4 by 7.2, 11	7
150066	Pan Handle, Washburn.	Pan Handle Rwy	16.23	110.20		no apt	7
150067	Commerce, Fort Worth.	St. Louis, Arkansas and Texas Ry. Co. in Texas.	98.32	161.8		apt. 23.6 by 8, 11	7
150068	Rockport, Gregory.	San Antonio and Aransas Pass Rwy.	21.23	107.18		no apt	6
150069	Kildare, Linden.	Kildare and Linden Rwy.	13.36	77.15		no apt	6
150070	Dallas, Waxahachie.	Missouri, Kansas and Texas Rwy.	32.38	154.16		no apt	7
150071	Victoria, Beeville.	Gulf, Western Texas and Pacific Rwy.	55.69	224.24		no apt	7
150072	Burnet, Marble Falls.	Austin and North-western R. R.	16.93	364.20		apt. 14 by 7.4, 11	6
150073	Ross, Albany.	Texas Central Rwy	175.73	842.20		apt. 17.8 by 9.4, 11	8.32
	INDIAN TERRITORY.						
153001	Atoka, Lehigh.	Missouri, Kansas and Texas Rwy.	9.25	155.8		no apt	12
153002	Vinita, Sapulpa.	St. Louis and San Francisco Rwy.	78.33	443.12		apt. 18.6 by 7.3, 11	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
42.75		42.75		2,131.91		2,146.04		July 1	Weighted 30 days from Feb. 18, 1890. 0.33 m. decrease.
47.03		45.32		812.20		775.87		July 1	Weighted 30 days from Feb. 18, 1890. 0.15 m. increase.
49.59		49.59		2,085.25		2,082.78		July 1	Weighted 30 days from Feb. 18, 1890. 0.05 m. increase.
119.70		119.70		18,234.76		18,383.96		July 1	Weighted 30 days from April 1, 1890. 0.77 m. decrease. On 228.51 m. from June 4, 1888, to June 30, 1890. New 91.79 m. lap service between Trinidad and Pueblo, over route No. 165001, at \$21.37 per mile. To June 30, 1890, lap service on 91.21 miles.
42.75		42.75		693.83		691.09		July 1	Weighted 30 days from April 1, 1890. 0.05 m. increase. New. On 16.18 m. from June 4, 1888, to June 30, 1890.
43.75		44.46		4,203.18		4,370.86		July 1	Weighted 30 days from Feb. 18, 1890. 0.01 m. increase.
42.75		42.75		907.58		917.84		July 1	Weighted 30 days from Feb. 18, 1890. 0.24 m. decrease.
42.75		42.75		571.14		566.86		July 1	Weighted 30 days from Feb. 18, 1890. 0.10 m. increase. On 13.26 m. from April 1, 1889. New.
42.75		42.75		1,379.97		1,389.36		July 1	Weighted 30 days from Feb. 18, 1890. 0.22 m. decrease. New. 16.01 m. Dallas to Lancaster from Apr. 22, 1889; 16.49 m. ext. Lancaster to Waxahachie from Feb. 3, 1890.
44.46		44.46		2,475.97		2,463.96		July 1	Weighted 30 days from Feb. 18, 1890. 0.27 m. increase. New. 29.49 m. Victoria to Goliad from Sept. 9, 1889; 28.93 m. ext. Goliad to Beeville from Oct. 27, 1889.
53.87				912.01				1889. Dec. 9	Weighted 30 days from Feb. 18, 1890. New.
78.66		78.10		13,822.92				1890. July 1	Weighted 30 days from Feb. 18, 1890. This was formerly part of route No. 150005.
42.75		42.75		395.43		346.70		July 1	Weighted 30 days from Feb. 18, 1890. 1.14 m. increase.
47.88		84.20		3,750.44		2,804.74		July 1	Weighted 30 days from Feb. 18, 1890. 0.32 m. increase. 10 m. ext. Red Fork to Sapulpa from Oct. 14, 1889. All land grant.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	TEXAS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
153003	Arkansas City, Kans., Purcell, Ind. T.	Atchison, Topeka and Santa Fé R. R.	354.51	1,699	23	apt. 18.6 by 7.3, 1 l. ....	14
153004	Kiowa, Kans., Pan Handle, Tex.	.....do .....	217.21	434	16	apt. 24.10 by 8.10, 1 l. ....	7
153005	Van Buren, Ark., Wagoner, Ind. T.	Kansas and Arkansas Valley Rwy.	83.94	400	21	apt. 14.2 by 9.4, 1 l. ....	7
	KANSAS.						
155001	Kansas City, Mo., Den- ver, Colo.	Union Pacific Rwy. ....	639.73	11,831	31	r. p. o. 45.4 by 9.4 (40 feet authorized), 1 l. ....	16.03
155002	Lawrence, Leaven- worth.	.....do .....	35.27	290	24	apt. 24.9 by 8.10, 1 l. ....	7
155003	Atchison, Waterville.	Central Branch Union Pacific R. R.	100.28	4,127	21	apt. 22.6 by 9.1, 2 l. ....	13
155004	Lawrence, Coffeyville.	Atchison, Topeka and Santa Fé R. R.	141.85	2,906	21	apt. 22 by 8.10, 1 l. to Ottawa 27.39 m.; 2 l. thence to Cherryvale, 97.77 m.; no apt. resi- due.	12.45
155005	Cherryvale, Hunne- well.	.....do .....	131.55	1,740	21	apt. 22 by 8.10, 2 l. to Independence, 9.82 m.; 1 l. thence to Wellington, 103.59 m.; no apt. residue.	8.53
155006	Kansas City, Mo., Ot- tawa, Kans.	.....do .....	58.76	5,348	21	apt. 22 by 8.10, 2 l. ....	21.50
155007	St. Joseph, Mo., Grand Island, Nebr.	St. Joseph and Grand Island R. R.	252.86	2,077	20	apt. 23.3 by 7.7, 2 l. ....	13
155008	Kansas City, Mo., Webb City, Mo.	Kansas City, Fort Scott and Memphis R. R.	181.73	3,663	25	apt. 25.2 by 9, 2 l. to Fort Scott, 98.80 m.; 1 l. residue, 82.93 m.	14.46
155009	Junction City, Parsons.	Missouri, Kansas and Texas Rwy.	157.36	937	22	apt. 20.5 by 7.5, 1 l. ....	7
155010	Atchison, Kans., Pu- eblo, Colo.	Atchison, Topeka and Santa Fé R. R.	619.31	21,367	28	r. p. o. 60 by 9.4, 1 l. 50 by 9.4, 1 l. Topeka to Pueblo, 568.59 m.; apt. 20 by 9.3, Atchi- son to Topeka, 1 l.	16.37
155011	Newton, Arkansas City	.....do .....	79.02	3,797	23	apt. 21 by 9.3, 2 l. to Mulvane; 1 l. residue.	21
155012	Atchison, Kans., Columbus, Nebr.	Burlington and Mis- souri River R. R. (in Nebraska).	223.28	2,795	26	r. p. o. 40 by 9, 1 l. be- tween Rule Y (n. o.) and Table Rock, 41.60 m.; apt. 19.10 by 8.8, 1 l.; apt. 35.2 by 8.10, 1 l. add'l. between Rule Y (n. o.) and Table Rock, 41.60 m.	11.09
155013	Leavenworth, Milton vale.	Kansas Central R. R. . .	166.33	636	18	apt. 18.5 by 7.6, 1 l. ....	6
185014	Vacant.						

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1890	
114.57	.....	48.74	.....	17,702.21	.....	7,605.96	.....	July 1	Weighted 30 days from Feb. 18, 1890. 0.51 m. increase.
50.00	.....	55.58	.....	12,815.39	.....	12,071.97	.....	July 1	Weighted 30 days from Feb. 18, 1890. 0.01 m. increase.
56.43	.....	53.01	.....	4,736.78	.....	4,445.41	.....	July 1	Weighted 30 days from Feb. 18, 1890. 0.08 m. increase.
243.68	25.00	179.55	25.00	155,889.40	15,993.25	115,095.14	16,025.50	July 1	Weighted 30 days from Apr. 1, 1890. 1.29 m. decrease.
48.74	.....	60.71	.....	1,719.05	.....	2,121.81	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.32 m. increase.
158.18	.....	143.64	.....	15,862.29	.....	14,401.34	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. increase.
112.86	.....	110.80	.....	16,009.19	.....	15,719.19	.....	July 1	Weighted 30 days from Apr. 1, 1890. Land grant. 0.02 m. decrease.
117.14	.....	114.57	.....	15,409.76	.....	15,069.39	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. increase.
174.42	.....	165.87	.....	16,248.91	.....	9,753.15	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. decrease.
129.11	.....	95.76	.....	26,765.73	.....	19,851.71	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.04 m. decrease. 227.77 m. St. Joseph to Hastings, land grant at \$193.29 per m., formerly 227.82 m., at \$76.00 per m.
151.34	.....	132.53	.....	27,503.01	.....	24,082.02	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. increase.
65.66	.....	62.24	.....	10,332.25	.....	9,781.01	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.21 m. decrease. Land grant.
345.42	90.00	241.97	90.00	181,401.95	51,173.10	127,362.44	51,277.50	July 1	Weighted 30 days from Apr. 1, 1890. 1.14 m. decrease. 470.76 m. Atchison to State Line, land grant at \$276.34 per m., formerly 470.41 m., at \$193.57 per m.
153.05	.....	94.05	.....	12,094.01	.....	7,412.08	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.21 m. increase.
139.37	25.00	134.24	25.00	31,118.53	1,040.00	29,597.23	970.00	July 1	Weighted 30 days from Apr. 1, 1890. 2.80 m. increase.
69.26	.....	66.69	.....	11,520.01	.....	11,082.54	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.15 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	KANSAS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
155015	Junction City, Concordia.	Junction City and Fort Kearney Rwy.	71.34	851	30	apt. 17.3 by 7.6, 1 l. to Lawrenceburgh, 63.76 m.; no apt. residue.	11.9
155016	Topeka, Kans., Kansas City, Mo.	Atchison, Topeka and Santa Fé R. R.	66.88	20,993	28	r. p. o. 60 by 9.4, 1 l., 50 by 9.4, 1 l.	17.50
155017	Florence, Winfield	do	75.19	558	26	apt. 14.5 by 9.3, 1 l.	8.05
155018	Kansas City, Mo., Paola Station (n. o.), Kans.	Missouri, Kansas and Texas Rwy.	43.10	1,687	22	apt. 12 by 8.2, 1 l.	14
155019	Ottawa, Burlington	Atchison, Topeka and Santa Fé R. R.	46.68	467	14	apt. 22 by 8.10, 1 l.	12
155020	Girard, Kans., Joplin, Mo.	St. Louis and San Francisco Rwy.	39.53	434	22	apt. 12 by 7.3, 1 l.	14
155021	Waterville, Washington.	Central Branch Union Pacific R. R.	20.62	2,454	21	apt. 22.6 by 9.1 2 l to Greenleaf 13.12 m.; no apt. residue.	14.81
155022	Greenleaf, Concordia	do	41.98	2,518	21	apt. 22.6 by 9.1, 2 l.	13
155023	Emporia, Howard	Atchison, Topeka and Santa Fé R. R.	77.39	542	22	apt. 11.9 by 7.3, 1 l.	8.60
155024	Cherry Vale, Arcadia.	Kansas City, Fort Scott and Memphis R. R.	73.98	628	21	apt. 14 by 9.1, 1 l.	7
155025	Solomon City, Beloit	Solomon R. R.	57.75	863	29	apt. 18 by 8.11, 1 l.	13
155026	Concordia, Lenora	Central Branch Union Pacific R. R.	128.68	1,607	21	apt. 22.6 by 9.1, 1 l.	9.50
155027	Yuma, Warwick	do	30.88	357	14	apt. 10.9 by 7.4, 1 l.	7
155028	Salina, McPherson	Salina and Southwestern Rwy.	36.60	259	25	apt. 13.6 by 6.2, 1 l.	7
155029	Downs, Alton	Central Branch Union Pacific R. R.	24.12	418	24	apt. 20 by 9, 1 l.	7
155030	Florence, Ellinwood	Atchison, Topeka and Santa Fé R. R.	99.09	635	28	apt. 13.4 by 9.3, 1 l.	7
155031	Paola, Le Roy	The Missouri Pacific Rwy.	58.78	1,761	17	apt. 16.4 by 6.10, 1 l to Osawatomie 7.44 m., 2 l residue.	14.88
155032	Jamestown, Burr Oak.	Central Branch Union Pacific R. R.	33.97	269	20	no apt.	12
155033	Osawatomie, Ottawa.	The Missouri Pacific Rwy.	21.40	2,337	28	apt. 20.6 by 9.3, 1 l.	7
155034	Burlingame, Manhattan.	Manhattan, Alma and Burlingame Rwy.	57.21	264	16	apt. 9.11 by 6.4, 1 l.	6
155035	Wellington, Kiowa	Atchison, Topeka and Santa Fé R. R.	68.77	1,012	24	apt. 21 by 9.3, 1 l.	7
155036	Fort Scott, Anthony	The Fort Scott, Wichita and Western Rwy.	214.93	1,357	23	apt. 21.5 by 9.2, 1 l.	12.04
155037	Mulvane, Caldwell	Atchison, Topeka and Santa Fé R. R.	39.41	861	24	apt. 21 by 9.3, 1 l.	10.80
155038	Leavenworth, Meriden.	Leavenworth, Topeka and Southwestern Rwy.	46.44	218	18	apt. 7 by 6, 1 l.	7

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

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.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	1890.	
78.66	.....	91.49	.....	5,611.00	.....	6,474.74	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.57 m. increase.
437.76	90.00	314.64	90.00	29,277.38	6,019.20	21,043.12	6,019.20	July 1	Weighted 30 days from Apr. 1, 1890.
65.84	.....	42.75	.....	4,950.50	.....	3,207.53	.....	July 1	Weighted 30 d. ys from Apr. 1, 1890. 0.16 m. increase.
23.08	.....	.....	.....	994.74	.....	.....	.....	Dec. 16	1889. Weighted 30 days from Apr. 1, 1890. Lap over route 155008. New.
61.56	.....	53.01	.....	2,873.62	.....	2,493.60	.....	July 1	1890. Weighted 30 days from Apr. 1, 1890.
59.00	.....	46.17	.....	2,332.27	.....	1,790.01	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.76 m. increase.
134.24	.....	119.70	.....	2,768.02	.....	2,476.50	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.97 m. decrease.
149.63	.....	138.51	.....	6,281.46	.....	5,982.24	.....	July 1	Weighted 30 days from Apr. 1, 1890. 1.21 m. decrease.
65.84	.....	49.88	.....	5,095.35	.....	3,717.87	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.26 m. decrease.
69.26	.....	64.98	.....	5,123.85	.....	4,806.67	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.91 m. increase.
79.52	.....	79.52	.....	4,592.28	.....	4,601.02	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. decrease.
111.15	.....	106.88	.....	15,414.28	.....	14,824.25	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
53.87	.....	42.75	.....	1,663.50	.....	1,319.26	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. increase.
46.17	.....	42.75	.....	1,689.82	.....	1,572.34	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.18 m. increase.
58.14	.....	65.84	.....	1,402.33	.....	1,583.45	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.07 m. increase.
69.26	.....	69.26	.....	6,862.97	.....	6,857.43	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.08 m. increase.
117.99	.....	73.53	.....	6,935.45	.....	4,328.71	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.09 m. decrease.
47.03	.....	55.58	.....	1,597.60	.....	1,881.93	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. increase.
132.53	.....	42.75	.....	2,586.14	.....	915.70	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.92 m. decrease.
47.03	.....	59.00	.....	2,690.58	.....	3,378.93	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. decrease.
85.50	.....	81.23	.....	5,879.83	.....	5,631.67	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.56 m. decrease.
100.04	.....	73.53	.....	21,501.59	.....	15,770.71	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.43 m. increase.
79.62	.....	75.24	.....	3,133.88	.....	2,883.94	.....	July 1	Weighted 30 days from Apr. 1, 1890. 1.08 m. increase.
43.61	.....	42.75	.....	2,025.24	.....	2,012.24	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.63 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	KANSAS—continued.		Miles.	Pounds.		Feet and inches.	
155039	Chicopee, Chanute...	Atchison, Topeka and Santa Fé R. R.	57.27	258 24		apt. 20 by 9, 1 1.....	7
155040	Atchison, Kans., Omaha, Nebr.	The Missouri Pacific Rwy.	166.18	1,355 25		apt. 20.6 by 9.3, 1 1.....	12.27
155041	Ottawa, Emporia....	Atchison, Topeka and Santa Fé R. R.	57.26	249 29		apt. 11.9 by 7.6, 1 1.....	6
155042	Wichita, Kingman....	Wichita and Western Rwy.	45.95	734 22		apt. 17 by 7.4, 1 1.....	10
155043	Weir City Junction (n. o.), Weir.	Kansas City, Fort Scott and Memphis R. R.	3.89	155 21		apt. 14 by 9, 1, 2 1.....	14
155044	Lawrenceburgh, Belleville.	Junction City and Fort Kearney Rwy.	17.27	478 30		apt. 17.3 by 7.6, 1 1.....	7
155045	Butler, Mo., Le Roy, Kans.	St. Louis and Emporia R. R.	80.17	255 10		apt. 16.4 by 6.10, 1 1.....	6
155046	El Dorado, McPherson.	The Fort Scott, Wichita and Western Rwy.	62.30	252 14		apt. 16.7 by 8.11, 1 1.....	7
155047	Alton, Stockton....	The Rooks County R. R.	19.07	256 24		apt. 20 by 9, 1 1.....	7
155048	Attica, Medicine Lodge.	Atchison, Topeka and Santa Fé R. R.	21.61	286 22		no apt.....	7
155049	Beaumont, Anthony..	St. Louis and San Francisco Rwy.	117.03	427 24		apt. 12 by 7, 1 1.....	7
155050	Council Grove, Salina.	Topeka, Salina and Western R. R.	71.35	1,838 28		apt. 20.6 by 9.3, 1 1.....	7
155051	Wichita, Hutchinson..	Wichita and Colorado Rwy.	48.21	806 26		apt. 21.5 by 9.2, 1 1.....	14
155052	Hutchinson, Kinsley..	Atchison, Topeka and Santa Fé R. R.	84.54	530 17		apt. 11.11 by 7.6, 1 1.....	13
155053	Independence, Cedar Vale.	.....do.....	56.12	270 19		apt. 14.5 by 9.3, 1 1.....	7
155054	Manhattan, Marysville	Omaha and Republican Valley R. R.	55.56	840 26		apt. 15.2 by 7.5, 1 1.....	7
155055	Quenemo, Osage City.	Atchison, Topeka and Santa Fé R. R.	20.71	135 17		no apt.....	12
155056	Chetopa, Belle Plaine.	Denver, Memphis and Atlantic Rwy.	146.19	707 20		apt. 14.11 by 8.5, 1 1. to Coffeyville, 31.18 m.; 2 l. thence to Dearing, 5.33 m.; 1 l. thence to Peru, 24.48 m.; 2 l. thence to Sedan, 5.66 m., and 1 l. residue, 79.54 m.	7.52
155057	Salina, Zurich.....	The Union Pacific, Lincoln and Colorado Rwy.	111.63	768 24		apt. 11.8 by 7.2, 1 1.....	6
155058	Belle Plaine, Larned..	Denver, Memphis and Atlantic Rwy.	128.37	398 23		apt. 14.11 by 8.5, 1 1.....	7
155059	Great Bend, Scott....	Atchison, Topeka and Santa Fé R. R.	121.18	428 20		apt. 20.9 by 9.3, 1 1.....	7
155060	Topeka, Fort Scott....	Kansas, Nebraska and Dakota Rwy.	131.74	318 21		apt. 11.3 by 7, 1 1.....	6

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or 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>	1890.	
40.17	45.32	45.32		2,644.15		2,596.57		July 1	Weighed 30 days from Apr. 1, 1890. 0.02 m. increase. 2.36 m. ext. Pittsburgh to Chicago from Aug. 1, 1889.
100.04	97.47	97.47		16,622.64		16,220.95		July 1	Weighed 30 days from Apr. 1, 1890. 0.26 m. decrease.
46.17	45.32	45.32		2,643.69		2,576.44		July 1	Weighed 30 days from Apr. 1, 1890. 0.41 m. increase.
74.39	78.06	78.06		3,418.22		3,626.22		July 1	Weighed 30 days from Apr. 1, 1890. 0.15 m. decrease.
42.75	42.75	42.75		166.29		166.72		July 1	Weighed 30 days from Apr. 1, 1890. 0.01 m. decrease.
62.42	42.75	42.75		1,077.90		732.30		July 1	Weighed 30 days from Apr. 1, 1890. 0.14 m. increase.
46.17	48.73	48.73		3,701.44		3,890.11		July 1	Weighed 30 days from Apr. 1, 1890. 0.34 m. increase.
46.17	42.75	42.75		2,870.10		2,657.76		July 1	Weighed 30 days from Apr. 1, 1890. 0.19 m. increase.
46.17	59.00	59.00		880.46		1,125.13		July 1	Weighed 30 days from Apr. 1, 1890.
48.74	70.11	70.11		1,053.27		1,525.50		July 1	Weighed 30 days from Apr. 1, 1890. 0.15 m. decrease.
58.14	53.01	53.01		6,804.12		6,208.00		July 1	Weighed 30 days from Apr. 1, 1890. 0.08 m. decrease.
120.56	65.84	65.84		8,601.95		4,754.96		July 1	Weighed 30 days from Apr. 1, 1890. 0.87 m. decrease.
76.95	53.87	53.87		3,709.75		2,545.89		July 1	Weighed 30 days from Apr. 1, 1890. 0.95 m. increase.
61.98	56.43	56.43		5,493.40		4,751.40		July 1	Weighed 30 days from Apr. 1, 1889. 0.34 m. increase.
47.03	47.03	47.03		2,639.32		2,639.31		July 1	Weighed 30 days from Apr. 1, 1889.
78.66	55.58	55.58		4,370.34		3,092.48		July 1	Weighed 30 days from Apr. 1, 1889. 0.08 m. decrease.
42.75	42.75	42.75		885.35		880.65		July 1	Weighed 30 days from Apr. 1, 1889. 0.11 m. increase.
72.68	68.40	68.40		10,625.08		10,000.08		July 1	Weighed 30 days from Apr. 1, 1889. 0.01 m. decrease.
72.68	86.36	86.36		8,113.26		9,622.23		July 1	Weighed 30 days from Apr. 1, 1889. 0.21 m. increase.
56.43	60.70	60.70		7,243.91		7,810.26		July 1	Weighed 30 days from Apr. 1, 1889. 0.30 m. decrease.
59.00	66.69	66.69		7,149.62		8,077.49		July 1	Weighed 30 days from Apr. 1, 1889. 0.06 m. increase.
50.45	42.75	42.75		6,646.28		5,591.27		July 1	Weighed 30 days from Apr. 1, 1889. 0.05 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	KANSAS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
155061	Larned, Jetmore .....	Atchison, Topeka and Santa Fé R. R.	46.94	202	23	apt., 1.9 by 7.3, 1 l.....	6
155062	Kingman, Mullinville.	Wichita and Western Rwy.	76.28	515	22	apt. 17 by 7.4, 1 l.....	7
155063	Le Roy, Dearing .....	Verdigris Valley, Independence and Western R. R.	81.64	839	17	apt. 16.4 by 6.10, 1 l. to Yates Center, 17.23 m.; 2 l. thence to Sidell, 17 m.; 1 l. residue, 47.41 m.	8.45
155064	Howard, Moline.....	Atchison, Topeka and Santa Fé R. R.	8.77	399	22	apt. 11.9 by 7.3, 1 l.....	.7
155065	Little River, Holly- rood.	.....do .....	26.42	149	14	no apt .....	6
155066	Chanute, Longton ....	.....do .....	45.08	394	18	apt. 23.5 by 9.3, 1 l.....	7
155067	Ottawa, Council Grove	The Council Grove, Osage City and Ot- tawa Rwy.	71.00	2,042	28	apt. 20.6 by 9.3, 1 l.....	7
155068	Mulvane, Englewood.	Atchison, Topeka and Santa Fé R. R.	167.07	713	30	apt. 11.11 by 7.6, 1 l.....	6
155069	Benedict, Madison .....	.....do .....	46.24	166	16	apt. 6.1 by 7.2, 1 l.....	6
155070	Salina, McCracken....	Kansas and Colorado R. R.	125.78	1,800	28	apt. 30.6 by 9.3, 1 l.....	7
155071	Holsington, Great Bend.	.....do .....	16.51	254	21	no apt .....	14
155072	Colony, Yates Center..	Atchison, Topeka and Santa Fé R. R.	25.52	130	18	.....do .....	6
					23		
155073	Anthony, Kiowa .....	The Fort Scott, Wichi- ta and Western Rwy.	80.28	438	23	apt. 16.4 by 6.10, 1 l....	7
155074	Hutchinson, Geneseo.	Salina, Sterling and El Paso R. R.	41.36	512	25	apt. 21.5 by 9.2, 1 l.....	7
155075	St. Joseph, Mo., Liberal, Kans.	Chicago, Rock Island, and Pacific Rwy.	434.64	2,438	24	apt. 15.6 by 7.4, 3 l. to Horton, 40.90 m.; 1 l. thence to North Topeka, 48.30 m.; 2 l. thence to McFarland, 33 m.; 1 l. thence to Herington, 49.40 m.; 2 l. out and 1 l. in, thence to Bucklin, 176.60 m.; 1 l. residue 86.44 m.	13.09
155076	Horton, Kans., Nel- son, Nebr.	.....do .....	167.02	2,492	22	apt. 16.6 by 7.7, 2 l. to Fairbury, 115.44 m.; 1 l. residue, 51.58 m.	11.52
155077	Bazaar, Barnard .....	Atchison, Topeka and Santa Fé R. R.	132.65	556	22	apt. 23.8 by 9.2, 1 l. between Strong and Barnard, 12.47 m.; no apt. residue.	6.90
155078	Sidell, Peru .....	Le Roy and Caney Val- ley Air Line R. R.	52.06	252	18	apt. 14.11 by 8.5, 1 l..	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
42.75	.....	44.46	.....	2,006.68	.....	2,082.50	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.10 m. increase.
64.13	.....	67.54	.....	4,891.83	.....	5,114.80	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.55 m. increase.
77.81	.....	66.69	.....	6,352.40	.....	5,419.22	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.38 m. increase.
56.43	.....	47.03	.....	494.89	.....	411.98	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.01 m. increase.
42.75	.....	42.75	.....	1,129.45	.....	1,100.66	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.73 m. decrease.
56.43	.....	92.34	.....	2,543.86	.....	4,167.30	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.03 m. decrease.
128.25	.....	64.98	.....	9,105.75	.....	4,635.67	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.34 m. decrease.
72.68	.....	68.40	.....	12,142.64	.....	11,408.42	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.28 m. increase.
42.75	.....	42.75	.....	1,976.76	.....	1,951.53	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.59 m. increase.
111.15	.....	91.48	.....	13,980.44	.....	11,549.35	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.47 m. decrease.
46.17	.....	42.75	.....	485.24	.....	442.03	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.17 m. increase.
42.75	.....	42.75	.....	1,090.98	.....	1,093.11	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.05 m. decrease. 13.40 m. ext., Neosho Falls to Yates Center from Oct. 10, 1889.
69.00	.....	58.14	.....	1,786.52	.....	1,769.20	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.15 m. decrease.
64.13	.....	62.41	.....	2,652.41	.....	2,611.23	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.48 m. decrease.
134.24	.....	128.25	.....	58,346.07	.....	55,078.45	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.50 m. increase.
135.09	.....	73.53	.....	22,562.73	.....	12,298.61	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.24 m. decrease.
65.84	.....	66.69	.....	8,793.67	.....	8,815.08	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.47 m. increase.
46.17	.....	44.46	.....	2,403.61	.....	2,352.37	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.85 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	KANSAS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
155079	Kansas City, Mo., Beatrice, Nebr.	Kansas City, Wyandotte and Northwestern R. R.	175.47	691 27		apt. 20.10 by 7.3, 1 l. ....	8.55
155080	Burlington, Gridley ...	Atchison, Topeka and Santa Fé R. R.	11.13	96 14		apt. 22 by 8.10, 1 l. ....	3
155081	Olcott, Iuka .....	Kansas Southwestern Rwy.	19.99	140 18		no. apt. ....	7
155082	Herington, Kans., El Reno, Ind. T.	Chicago, Rock Island and Pacific Rwy.	232.10	1,256 24		apt. 16.6 by 7.7, 1 l. to Caldwell; no apt. residue.	7
155083	Coffeyville, Paola .....	Missouri, Kansas and Texas Rwy.	126.63	1,357 22		apt. 12 by 8.2, 1 l. ....	12.26
155084	McCracken, Kans., Towner, Colo.	Denver, Memphis and Atlantic Rwy.	141.54	1,290 28		apt. 20.6 by 9.3, 1 l. ....	7
155085	Oakley, Colby .....	The Union Pacific, Lincoln and Colorado Rwy.	22.05	396 24		apt. 11.8 by 7.2, 1 l. ....	6
155086	Geneseo, Kanopolis ...	The Kanopolis and Kansas Central Rwy.	14.69	75 ...		no. apt. ....	3
155087	Wichita, Ellsworth ...	St. Louis and San Francisco Rwy.	106.43	842 25		r. p. o. 50 by 9 (40 ft. auth.), 1 l. to Burrton, 34.78 m.; apt. 20.6 by 7.4, 1 l.	9.28
155088	Manchester, Kans., Superior, Nebr.	Atchison, Topeka and Santa Fé R. R.	81.16	584 22		apt. 23.8 by 9.2, 1 l. ....	7
155089	Belleville, McFarland .	Chicago, Rock Island and Pacific Rwy.	104.77	1,922 29		apt. 16.6 by 7.7, 1 l. ....	14
155090	Le Roy, Madison .....	Interstate R. R. ....	30.08	233 10		apt. 16.4 by 6.10, 1 l. ....	6
155091	Kansas City, Mo., Paola, Kans.	Kansas City and Southwestern Rwy.	54.07	3,610 28		apt. 20.6 by 9.3, 1 l. ....	14
155092	Bucklin, Dodge City ..	Chicago, Rock Island and Pacific Rwy.	26.54	539 25		apt. 14.6 by 7.1, 1 l. ....	10
155093	Dexter, Arkansas City	The Grouse Creek Rwy.	26.19	135 27		no apt. ....	7
155094	Warwick, Prosser ....	Pacific Rwy. Co. in Nebr.	72.59	279 14		apt. 10.9 by 7.4, 1 l. ....	7
155095	Gypsum, Marquette ..	The Council Grove, Smoky Valley and Western Rwy.	27.52	103 24		no apt. ....	7
155096	Herington, Salina .....	Chicago, Rock Island, and Pacific Rwy.	49.93	133 29		apt. 14.6 by 7.1, 1 l. ....	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
71.82		53.01		12,602.25		10,418.83		July 1	Weighted 30 days from Apr. 1, 1890. 0.70 m. decrease. 21.98 m. ext., Seneca to Summerfield from July 1, 1889; 35.44 m. ext., Summerfield to Beatrice from Feb. 3, 1890.
42.75		42.75		475.80		483.93		July 1	Weighted 30 days from Apr. 1, 1890. 0.19 m. decrease. Pay based upon a service of not less than six round trips per week.
42.75		42.75		854.57		867.39		July 1	Weighted 30 days from Apr. 1, 1890. 0.30 m. decrease.
95.76		80.37		22,225.89		20,336.04		July 1	Weighted 30 days from Apr. 1, 1890. 0.15 m. decrease. 83.91 m. ext., Caldwell, Kans., to Kingfisher, Ind. T. from Dec. 16, 1889; 24.61 m. ext., Kingfisher to El Reno, from Mar. 17, 1890.
100.04		45.32		12,568.02		5,698.53		July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. decrease.
97.47		75.24		13,795.90		10,635.16		July 1	Weighted 30 days from Apr. 1, 1890. 0.19 m. increase.
56.43		42.75		1,244.28		945.63		July 1	Weighted 30 days from Apr. 1, 1890. 0.07 m. decrease.
42.75		60.70		627.99		895.93		July 1	Weighted 30 days from Apr. 1, 1890. Pay based upon a service of not less than six round trips per week.
78.60	25.00	42.75	25.00	8,371.78	800.50	4,557.57	867.25	July 1	Weighted 30 days from Apr. 1, 1890. 0.18 m. decrease.
67.55		64.13		5,482.35		5,193.88		July 1	Weighted 30 days from Apr. 1, 1890. 0.17 m. increase.
124.83		101.75		13,078.43		10,661.36		July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. decrease.
44.46		42.75		1,337.35		1,281.64		July 1	Weighted 30 days from Apr. 1, 1890. 0.10 m. increase.
150.48		146.21		8,136.45		7,908.49		July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
64.98		42.75		1,724.56		1,135.01		July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. decrease.
42.75		42.75		1,119.62		1,122.61		July 1	Weighted 30 days from Apr. 1, 1890. 0.07 m. decrease.
47.88		68.40		3,475.60		4,937.11		July 1	Weighted 30 days from Apr. 1, 1890. 0.41 m. increase.
42.75		122.27		1,176.48		3,363.64		July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. increase.
42.75		43.61		2,134.50		2,175.70		July 1	Weighted 30 days from Apr. 1, 1890. 0.04 m. increase.

H.—Table showing the re adjustment of the rates of pay per mile on railroad routes in

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.
	KANSAS—continued.		Miles.	Pounds.		Feet and inches.	
155097	Dodge City, Montezuma.	The Dodge City, Montezuma and Trinidad Rwy.	27.90	113 21		no apt.....	6
155098	Zurich, Colby .....	The Union Pacific, Lincoln and Colorado Rwy.	93.51	558 24		apt. 11.8 by 7.2, 1 l.....	6
155099	Menager Junc. (n.o.), Leavenworth Sta. (n.o.).	Kansas City, Wyandotte and Northwestern R. R.	12.40	178 20		no apt.....	14
155100	Kansas City, Mo., North Topeka Sta. (n.o.), Kans.	Chicago, Rock Island, and Pacific Rwy. Co.	67.20	4, 274 34		apt. 16.0 by 7.7, 1 l.....	28
156101	Hutchinson, Kingman.	Hutchinson and Southern R. R.	32.70	354 19		no apt.....	13
	NEBRASKA.						
157001	Union Pacific Transfer (n.o.), Iowa, Ogden, Utah.	Union Pacific Rwy ...	1033.70	53, 510 36		r. p. o. 2 l. 60 ft., 1 l., 40 ft., to Julesburg, 374.08 m.; 2 l. 60 ft., thence to Green River, 472.97 m.; 3 l. 60 ft., thence to Granger, 30.53 m., and 2 l. 60 ft., thence residue, 156.12 m.; apt. 15.2 by 7.5 1 l. bet. Omaha and Valley, 84.12 m.	21.25
157002	Ashland, Hastings ....	Burlington and Missouri River R. R. in Nebraska.	121.98	12, 509 28		r. p. o. 51.3 by 9, 1 l. (50 ft. authorized) 40 by 9.3 1 l.; apt. 21 by 8.1 l., 1 l. between Lincoln and Crete, 20.10 m.	23.14
157003	Omaha, Nebr., Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	123.72	1, 831 25		apt. 22.2 by 9.4, 2 l. between Emerson and Sioux City, 29.32 m.; 1 l. residue, 94.40 m.	22.46
157004	Omaha, Orecopolis Junction (n.o.).	Burlington and Missouri River R. R. in Nebraska.	16.60	12, 468 26		r. p. o. 51.3 by 9, 1 l. (50 feet authorized).	21
157005	Nemaha City, York....	do .....	137.41	1, 949 ..		apt. (av.) 17.6 by 7.8, 1 l.	8.06
157006	Crete, Beatrice .....	do .....	30.57	2, 786 27		apt. 21 by 8.1 l., 1 l. bet. De Witi and Beatrice; 1 l. residue.	15.51
157007	Coburn Junction (n.o.), Ponca.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	16.44	260 18		no apt.....	6
157008	Valley, Stromsburch ..	Omaha and Republican Valley Rwy.	90.78	1, 734 23		apt. 15.2 by 7.5, 2 l. to Valparaiso; 1 l. residue.	16.54
157009	Hastings, Nebr., Denver, Colo.	Burlington and Missouri River R. R. in Nebraska.	387.53	5, 967 28		r. p. o. 51.3 by 9 and 40 by 9.3 between Hastings and McCook, 131.98 m. (1 l. 60 ft. and 1 l. 40 ft. authorized); apt. 14 by 9, 1 l. between McCook and Denver, 255.65 m.	14
157010	Fremont, Nebr., Rapid City, S. Dak.	Fremont, Elkhorn and Missouri Valley R. R.	510.85	4, 336 25		r. p. o. 40 by 9.7, 1 l. to Long Pine, 213.81 m.; apt. 24 by 9.3, 1 l. Long Pine to Rapid City, 297.04 m.	2.18
157011	York, Central City....	Burlington and Missouri River R. R. in Nebraska.	42	1, 932 23		apt. 21 by 9, 1 l.....	9.74
157012	Columbus, Norfolk....	Omaha and Republican Valley Rwy.	50.79	1, 501 19		apt. 15.2 by 7.5, 2 l. to Oconee 9.45 m.; 1 l. residue.	21.22

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42.75	.....	42.75	.....	1,195.29	.....	1,178.61	.....	1890. July 1	* Weighed 30 days from Apr. 1, 1890. 0.39 m. increase.
65.84	.....	71.82	.....	6,156.69	.....	6,715.88	.....	July 1	Weighed 30 days from Apr. 1, 1890.
42.75	.....	.....	.....	530.10	.....	.....	.....	1889. Mar. 5	Weighed 30 days from Apr. 1, 1890. New.
45.31	.....	.....	.....	3,044.83	.....	.....	.....	Oct. 1	Weighed 30 days from Apr. 1, 1890. Lap over route 155001. New.
53.01	.....	.....	.....	1,733.42	.....	.....	.....	1890. Feb. 24	Weighed 30 days from Apr. 1, 1890. New.
639.12	100.00 125.00 150.00	409.55	100.00 125.00 150.00	712,353.68	114,248.50	423,572.99	114,303.00	July 1	Weighed 30 days from Apr. 1, 1890. 0.54 m. decrease. r. p. o. \$125 per m. for 374.08 m.; \$100 for 629.09 m., and \$150 for 30.53 m.
250.52	65.00	199.22	65.00	30,558.42	7,928.70	24,300.85	7,928.70	July 1	Weighed 30 days from Apr. 1, 1890.
120.50	.....	96.62	.....	14,915.68	.....	12,009.85	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.58 m. decrease.
250.52	40.00	157.32	40.00	4,158.62	664.00	2,611.51	664.00	July 1	Weighed 30 days from Apr. 1, 1890.
125.69	.....	85.50	.....	17,271.06	.....	11,748.55	.....	July 1	Do.
139.37	.....	124.83	.....	4,200.54	.....	3,816.05	.....	July 1	Do.
47.03	.....	42.75	.....	773.17	.....	702.81	.....	July 1	Do.
116.28	.....	70.11	.....	10,555.89	.....	6,339.34	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.36 m. increase.
181.26	65.00	148.77	65.00	70,243.68	8,578.70	57,652.83	8,578.70	July 1	Weighed 30 days from Apr. 1, 1890.
160.74	25.00	147.92	25.00	82,114.02	5,345.25	75,476.18	5,321.00	July 1	Weighed 30 days from Apr. 1, 1890. 0.60 m. increase.
124.83	.....	71.82	.....	5,242.86	.....	3,016.44	.....	July 1	Weighed 30 days from Apr. 1, 1890.
106.88	.....	60.71	.....	5,428.43	.....	3,076.78	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.11 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.		Miles.	Pounds.		Feet and inches.	
157013	Lincoln, Nebr., Marysville, Kans.	Omaha and Republican Valley Rwy.	79.08	1,180	25	apt. 15.2 by 7.5, 1 l.	10
157014	Valparaiso, Lincoln	do	20.39	1,511	26	apt. 15.2 by 7.5, 1 l.	26
157015	Grand Island, Ord	do	63.70	961	16	apt. 14.7 by 6.6, 2 l. to St. Paul, 21.96 m.; 1 l. residue.	12
157016	Beatrice, Red Cloud	Burlington and Missouri River R. R. in Nebraska.	120.25	5,618	26	r. p. o. 40 by 9.1, 1 l. bet. Wymore and Red Cloud, 108.22 m.; apt. 35.2 by 8.10, 2 l. to Wymore, 12.08 m.; 1 l. residue, 108.22 m.	14.50
157017	Ooonee, Albion	Omaha and Republican Valley Rwy.	34.06	822	17	apt. 13.1 by 6.6, 1 l.	12
157018	Norfolk Junction (n. o.), Verdigris	Fremont, Elkhorn and Missouri Valley R. R.	54.12	461	14	apt. 10 by 7, 1 l. bet. Norfolk Jct. and Creighton, 42.10 m.	6
157019	Nemaha City, Beatrice.	Burlington and Missouri River R. R. in Nebraska.	67.90	965	23	apt. 14 by 6.11, 1 l.	6
157020	Wymore, Table Rock	do	40.37	6,374	27	r. p. o. 40 by 9.1, 1 l.; apt. 35.2 by 9.1, 1 l.	14
157021	Emerson, Norfolk	Chicago, St. Paul, Minneapolis and Omaha Rwy.	47.13	1,440	26	apt. 20.11 by 9.4, 1 l.	25
157022	Wakefield, Hartington.	do	34.06	249	17	no apt.	6
157023	Vacant.						
157024	Chester, Hebron	Burlington and Missouri River R. R. in Nebraska.	12.20	235	25	apt. 8.6 by 7.4, 1 l.	6
157025	Genoa, Cedar Rapids	Omaha and Republican Valley Rwy.	30.83	200	18	no apt.	12
157026	De Witt, Superior	Burlington and Missouri River R. R. in Nebraska.	85.52	748	25	apt. 14 by 6.11, 1 l. to Edgar, 57.66 m.	6
157027	Aurora, Grand Island	do	19.96	2,455	24	apt. 21 by 9, 1 l.	13
157028	Odell, Nebr., Concordia, Kans.	do	72.29	983	27	apt. 21 by 8.11, 1 l.	6
157029	Hastings, Oxford	do	106.15	2,193	26	r. p. o. 40 by 9.1, 1 l. bet. Red Cloud and Oxford, 64.87 m.; apt. 35.2 by 8.11, 1 l. bet. Red Cloud and Oxford.	10.88
157030	Kearney, Kearney	do	24.57	323	25	no apt.	7
157031	Holdrege, Elwood	Burlington and Missouri River R. R. in Nebraska.	28.72	1,529	28	apt. 14 by 6.11, 1 l.	7
157032	Republican City, Nebr., Oberlin, Kans.	do	78.73	702	26	apt. 18.4 by 8.10, 1 l.	6
157033	St. Paul, Loup City	Omaha and Republican Valley Rwy.	39.61	330	16	apt. 14.7 by 6.6, 1 l.	12
157034	Fairmont, Hebron	Burlington and Missouri River R. R. in Nebraska.	36.39	256	26	apt. 8.6 by 7.4, 1 l.	7.44
157035	Chadron, Nebr., Douglas, Wyo.	Fremont, Elkhorn and Missouri Valley R. R.	140.33	751	28	apt. 14 by 9.3, 1 l.	6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
93.20		71.82		7,370.25		5,636.43		July 1	Weighted 30 days from Apr. 1, 1890. 0.60 m. increase.
106.88		85.50		2,179.28		1,760.44		July 1	Weighted 30 days from Apr. 1, 1890. 0.20 m. decrease.
82.94		74.39		5,283.27		4,644.91		July 1	Weighted 30 days from Apr. 1, 1890. 1.26 m. increase.
176.99	25.00	142.79	25.00	21,283.04	2,705.50	17,170.49	2,705.50	July 1	Weighted 30 days from Apr. 1, 1890.
77.81		58.14		2,650.20		1,986.64		July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. decrease.
60.71		53.87		3,285.62		2,904.13		July 1	Weighted 30 days from Apr. 1, 1890. 0.21 m. increase.
83.79		65.84		5,689.34		4,470.53		July 1	Weighted 30 days from Apr. 1, 1890.
185.54	25.00	151.34	25.00	7,490.24	1,009.25	6,185.26	1,021.75	July 1	Weighted 30 days from Apr. 1, 1890. 0.50 m. decrease.
106.02		49.59		4,996.72		2,335.19		July 1	Weighted 30 days from Apr. 1, 1890. 0.04 m. increase.
46.17		42.75		1,372.55		1,450.93		July 1	Weighted 30 days from Apr. 1, 1890. 0.12 m. increase.
44.46		42.75		542.41		521.55		July 1	Weighted 30 days from Apr. 1, 1890.
47.03		42.75		1,449.93		1,312.85		July 1	Weighted 30 days from Apr. 1, 1890. 0.12 m. increase.
74.39		59.85		6,361.83		5,118.37		July 1	Weighted 30 days from Apr. 1, 1890.
134.24		94.91		2,679.43		1,894.40		July 1	Weighted 30 days from Apr. 1, 1890.
84.65		64.98		6,119.34		4,697.40		July 1	Weighted 30 days from Apr. 1, 1890.
144.50	25.00	164.16	25.00	15,338.67	1,621.75	17,443.64	1,624.50	July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. decrease.
51.30		54.72		1,260.44		1,344.47		July 1	Weighted 30 days from Apr. 1, 1890.
107.73		42.75		3,094.00		1,227.78		July 1	Weighted 30 days from Apr. 1, 1890.
72.68		70.97		5,722.09		5,587.46		July 1	Do.
51.30		53.87		2,031.99		2,132.71		July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. increase.
46.17		53.01		1,680.12		1,932.21		July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. decrease.
74.39		60.71		10,439.14		8,522.46		July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.		
NEBRASKA—continued.							
157036	Grand Island, Nebr., New Castle, Wyo.	Burlington and Missouri River R. R. in Nebraska.	424.98	1,290	25	Feet and inches. apt. 21 by 9, 11 to Crawford, 327.02 m.	6
157037	Fremont, Lincoln .....	Fremont, Elkhorn and Missouri Valley R. R.	52.69	986	28	apt. 20 by 9.3, 11.....	15.64
157038	Omaha, Ashland .....	Burlington and Missouri River R. R. in Nebraska.	81.20	16,964	28	r. p. o. 51.8 by 9, 11; 40 by 9.3, 11.	21
157039	Plattsmouth, Ashland.....do .....	.....do .....	81.37	2,251	26	r. p. o. 51.8 by 9, 11 to Orecopolis Junction, 4.47 m.; apt. 8.6 by 7.4, 11.	8.9
157040	Weeping Water, Lincoln.	Missouri Pacific Rwy.	85.65	925	24	apt. 16.4 by 6.10, 11.....	13
157041	Scribner, Oakdale.....	Fremont, Elkhorn and Missouri Valley R. R.	115.30	324	25	apt. 14 by 9.3, 11 .....	6
157042	Elwood, Nebr., Cheyenne, Wyo.	Burlington and Missouri River R. R. in Nebraska.	307.82	939	29	apt. 14 by 6.11, 11.....	7
157043	Edgar, Holdrege .....	.....do .....	81.11	844	26	.....do .....	6
157044	Aurora, Hastings .....	.....do .....	29.82	204	28	no apt.....	6
157045	Fairfield,Stromsburg	Kansas City and Omaha R. R.	65.28	973	27	apt. 15.2 by 7.5, 11....	6
157046	Orleans, Nebr., St. Francis, Kans.	Burlington and Missouri River R. R. in Nebraska.	134.46	964	26	apt. 21 by 9, 11 .....	6
157047	Weeping Water, Nebraska City.	Missouri Pacific Rwy.	25.18	1,608	25	apt. 20.6 by 9.3, 11.....	14
157048	Nebraska City, Auburn.	.....do .....	22.83	1,640	25	apt. 20.6 by 9.3, 11.....	14
157049	Central City, Arcadia.	Burlington and Missouri River R. R. in Nebraska.	71.07	458	26	apt. 14 by 7.2, 11 .....	6
157050	Fairbury, Nebr., Colorado Springs, Col.	Chicago, Rock Island and Pacific Rwy.	454.79	2,022	22	apt. 16.6 by 7.7, 2 1. to Phillipsburgh, 128.57 m.; 11 residue.	14
157051	Omaha, Arlington.....	Fremont, Elkhorn and Missouri Valley R. R.	28.78	2,291	27	apt. 20 by 9.3, 11.....	14
157052	Platte River Junction (n. o.) and Hastings.	.....do .....	120.00	911	25	do .....	12
157053	Fairfield, Alma.....	Kansas City and Omaha R. R.	87.50	901	27	apt. 15.2 by 7.5, 11.....	6
157054	Fairbury, McCool Junction.	.....do .....	50.54	190	24	apt. 12 by 7.7, 11.....	6
157055	Palmer, Burwell.....	Burlington and Missouri River R. R. in Nebraska.	69.38	330	24	apt. 11 by 7.1, 11.....	6
157056	Linwood, Superior .....	Fremont, Elkhorn and Missouri Valley R. R.	122.91	349	26	apt. 20 by 9.3, 11.....	6
157057	Ashland, Schuyler .....	Burlington and Missouri River R. R. in Nebraska.	50.71	464	26	apt. 9.7 by 6.7, 11.....	6

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
97.47	.....	88.92	.....	41,422.80	.....	39,106.31	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. increase. From Nov. 25, 1889, on 56.96 m. ext. from Alliance to Crawford, and from Feb. 10, 1880, on 97.71 m. ext. from Crawford to New Castle.
84.65	.....	51.30	.....	4,460.20	.....	2,717.36	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.28 m. decrease.
298.40	85.00	174.42	65.00	9,310.08	2,028.00	5,441.90	2,028.00	July 1	Weighted 30 days from Apr. 1, 1890.
131.67	40.00	179.55	40.00	4,139.48	178.80	5,632.48	178.80	July 1	Do.
82.08	.....	46.17	.....	2,926.15	.....	1,621.02	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.51 m. increase.
51.30	.....	70.97	.....	5,914.89	.....	8,213.35	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.43 m. decrease.
82.08	.....	80.37	.....	25,265.86	.....	24,739.49	.....	July 1	Weighted 30 days from Apr. 1, 1890.
78.66	.....	42.75	.....	6,380.11	.....	3,467.45	.....	July 1	Do.
42.75	.....	42.75	.....	1,274.89	.....	1,275.66	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
83.79	.....	42.75	.....	5,409.81	.....	2,799.69	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.21 m. decrease.
83.79	.....	91.23	.....	11,266.40	.....	10,922.18	.....	July 1	Weighted 30 days from Apr. 1, 1890.
111.15	.....	94.90	.....	2,798.75	.....	2,300.16	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.31 m. increase.
112.86	.....	88.92	.....	2,576.59	.....	2,035.37	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. decrease.
60.71	.....	53.86	.....	4,314.65	.....	3,827.83	.....	July 1	Weighted 30 days from Apr. 1, 1890.
128.25	.....	110.30	.....	58,326.81	.....	50,128.04	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.32 m. increase.
131.67	.....	112.86	.....	3,789.46	.....	3,237.95	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.09 m. increase.
82.94	.....	64.12	.....	9,952.80	.....	7,685.42	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.14 m. increase.
81.23	.....	42.75	.....	7,107.62	.....	3,753.02	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.29 m. decrease.
42.75	.....	44.46	.....	2,180.58	.....	2,250.56	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.08 m. decrease.
51.30	.....	46.17	.....	3,559.19	.....	3,203.27	.....	July 1	Weighted 30 days from Apr. 1, 1890.
53.01	.....	60.71	.....	6,515.45	.....	7,454.58	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.12 m. increase.
61.56	.....	42.75	.....	3,121.70	.....	2,167.85	.....	July 1	Weighted 30 days from Apr. 1, 1890.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	NEBRASKA—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
157058	Boelus, Nantasket .....	Omaha and Republican Valley Rwy.	9.65	1621		no apt.....	6
157059	Talmage, Crete .....	Missouri Pacific Rwy.	58.60	17213		apt. 10.9 by 7.4, 11.....	6
157060	Wayne, Randolph .....	Chicago, St. Paul Minneapolis and Omaha Rwy.	20.90	9117		no apt.....	6
157061	Greeley, Ericson .....	Burlington and Missouri River R. R. in Nebraska.	18.64	2918		no apt.....	3
	SOUTH DAKOTA.						
159001	Sioux City, Iowa, Mitchell, S. Dak.	Chicago, Milwaukee and St. Paul Rwy.	128.35	1,924		apt. 26.5 by 9.4, 11.....	8.67
159002	Marion, Chamberlain .....	do .....	111.69	2,038	18	apt. 26.2 by 9.3, 11.....	12
159003	Flandreau, Sioux Falls .....	do .....	39.34	1,094	23	apt. 22 by 8.8, 11.....	6
159004	Egan, Woonsocket .....	do .....	85.29	1,450	26	apt. 25.1 by 9.3, 11.....	6
159005	Millbank, Wilmot .....	do .....	17.23	94	16	no apt.....	6
159006	Huron, Columbia .....	Dakota Central Rwy..	97.30	1,696	29	apt. 24 by 9.2, 11.....	6
159007	Ashton, Edgeley .....	Chicago, Milwaukee and St. Paul Rwy.	96.96	979	18	apt. 26.5 by 9.4, 11 l. to Aberdeen, 32.79 m.; no apt. residue, 64.17 m.	6
159008	Brookings, Watertown .....	Dakota Central Rwy..	48.20	930	26	apt. 15.11 by 7.6, 11.....	12
159009	Mitchell, Ashton .....	Chicago, Milwaukee and St. Paul Rwy.	96.24	1,617	28	apt. 20.2 by 9.2, 11.....	9.42
159010	Centerville, Yankton .....	Chicago and Northwestern Rwy.	29.28	341	20	no apt.....	12
159011	Andover, Harlem .....	Chicago, Milwaukee and St. Paul Rwy.	55.76	271		no apt.....	6
159012	Columbia, Oakes .....	Chicago and Northwestern Rwy.	39.57	1,441	19	apt. 24 by 9.2, 11.....	6
159013	Redfield, Gettysburgh .....	do .....	75.93	683	20	apt. 15.5 by 7.5, 11.....	6
159014	Tripp, Armour .....	Chicago, Milwaukee and St. Paul Rwy.	20.42	407	20	no apt.....	6
159015	Roscoe, Orient .....	do .....	41.63	161	17	do .....	6
159016	Roscoe, Eureka .....	do .....	26.65	444	18	apt. 13 by 7.7, 11.....	6
159017	Madison, Bristol .....	do .....	103.65	621	17	apt. 14.4 by 7.7, 11.....	6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42.75		42.75		412.53		410.38		1890. July 1	Weighted 30 days from Apr. 1, 1890. 0.09 m. decrease.
42.75		42.75		2,505.15		2,498.73		July 1	Weighted 30 days from Apr. 1, 1890. 0.15 m. increase.
42.75		42.75		893.47		890.48		July 1	Weighted 30 days from Apr. 1, 1890. 0.07 m. increase.
42.75				796.86				1889. Apr 1	Weighted 30 days from Apr. 1, 1890. New. Pay based on a service of not less than six round trips per week.
124.83	77.81			17,270.23		10,751.78		1890. July 1	Weighted 30 days from May 15, 1890. 0.17 m. increase.
128.25	129.11			14,324.24		14,415.13		July 1	Weighted 30 days from Apr. 1, 1890. 0.04 m. increase.
88.92	57.29			3,498.11		2,252.06		July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. increase.
104.31	94.05			8,896.59		8,022.46		July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. decrease.
42.75	42.75			736.58		737.86		July 1	Weighted 30 days from May 15, 1890. 0.03 m. decrease.
114.57	74.39			11,147.66		7,235.17		July 1	Weighted 30 days from Apr. 1, 1890. 0.04 m. increase.
83.79	79.51			8,124.27		7,697.36		July 1	Weighted 30 days from May 15, 1890. 0.15 m. increase.
82.68	45.32			3,956.25		2,184.87		July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. decrease.
111.15	108.59			10,697.07		10,435.49		July 1	Weighted 30 days from Apr. 1, 1890. 0.14 m. increase.
52.16	47.03			1,527.24		1,382.21		July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. decrease.
47.03	42.75			2,622.39		2,385.02		July 1	Weighted 30 days from May 15, 1890. 0.03 m. decrease.
104.31	91.49			4,127.54		3,595.56		July 1	Weighted 30 days from Apr. 1, 1890. 0.27 m. increase.
71.82	62.41			5,453.29		4,700.09		July 1	Weighted 30 days from Apr. 1, 1890. 0.62 m. increase.
57.29	42.75			1,169.86		864.83		July 1	Weighted 30 days from Apr. 1, 1890. 0.19 m. increase.
42.75	49.59			1,779.68		2,069.39		July 1	Weighted 30 days from May 15, 1890. 0.10 m. decrease.
59.85	42.75			1,595.00		1,141.42		July 1	Weighted 30 days from Apr. 1, 1890. 0.05 m. decrease.
69.20	50.43			7,178.79		5,834.29		July 1	Weighted 30 days from Apr. 1, 1890. 0.26 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
			<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
SOUTH DAKOTA—cont'd							
159018	Doland, Groton .....	Chicago and North-western Rwy.	39.28	158.19	no apt.....		6
159019	Salem, Mitchell .....	Chicago, St. Paul, Minneapolis and Omaha Rwy.	33.08	322.17	apt. 8.9 by 7.5, 1 l.....		6
159020	Rapid City, White-wood.	Fremont, Elkhorn and Missouri Valley R. R.	36.93	1,872.27	apt. 24 by 9.3, 1 l.....		7
159021	Watertown, Huron....	The Great Northern Rwy.	70.72	540.14	apt. 22.2 by 8.11, 1 l....		6
159022	Deadwood, Lead City	Deadwood Central R. R.	8.53	196..	no apt.....		6
NORTH DAKOTA.							
161001	Breckenridge, Minn., Hope, N. Dak.	The Great Northern Rwy.	93.16	854.15	apt. 22.2 by 8.11, 1 l. to Everest, 52.85 m.; $\frac{1}{2}$ l. thence to Ripon, 10.60 m.; no apt. residue.		5.04
161002	Fargo, Neche.....	do .....	157.90	4,232.26	apt. 24.6 by 9.3, 1 l....		9.87
161003	Everest, Langdon....	do .....	154.94	563.10	apt. 18.7 by 8.9 (av.), $\frac{1}{2}$ l. to Portland Junction, 51.42 m.; 1 l. residue, 103.52 m.		6
161004	Ripon, Portland Junction (n. o.).	do .....	41.39	553.16	apt. 22.2 by 8.11, $\frac{1}{2}$ l....		6
161005	Fargo, Edgeley .....	Northern Pacific R. R.	109.94	492.20	apt. 24 by 8.10, 1 l. to Valley Junction, 81.5 m.; 2 l. thence to La Moure, 6.5 m.; no apt. residue, 21.94 m.		6.35
161006	Jamestown, Leeds .....	do .....	108.30	719.15	apt. 24.6 by 9.1, 1 l. to Minnewaukon, 90.20 m.; no apt. residue, 18.19 m.		6
161007	Sanborn, Cooperstown	do .....	36.17	147.15	no apt.....		6
161008	Fargo, N. Dak., Ortonville, Minn.	Chicago, Milwaukee and St. Paul Rwy.	119.02	565.15	apt. 15.9 by 7.6, 1 l.....		6
161009	Jamestown, La Moure	Northern Pacific R. R.	48.85	712.24	apt. 23.9 by 8.11, 1 l....		6
161010	Devil's Lake, N. Dak., Great Falls, Mont.	The Great Northern Rwy.	607.81	2,441.29	r. p. o., 40.5 by 9.4, 1 l. to Minot, 117.88 m.; (not authorized); apt. 24.6 by 9.3, 1 l. residue, 549.93 m.		7
161011	Tintah Junction (n. o.), Minn., Aberdeen, S. Dak.	do .....	119.28	624.13	apt. 15.10 by 8.10, 1 l....		6
161012	Valley Junction (n. o.), Oakes.	Northern Pacific R. R.	15.21	703.25	apt. 23.9 by 8.11, 1 l....		6
161013	Rugby, Bottineau .....	The Great Northern Rwy.	38.45	188.14	no apt.....		3

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

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.	1890.	
42.75	.....	42.75	.....	1,079.22	.....	1,077.51	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.04 m. increase.
51.30	.....	47.02	.....	1,097.00	.....	1,556.36	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
122.27	.....	117.13	.....	4,515.43	.....	4,365.43	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.34 m. decrease.
65.84	.....	42.75	.....	4,056.20	.....	3,016.86	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.15 m. increase.
42.75	.....	42.75	.....	150.00	.....	143.21	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.18 m. increase from Nov. 25, 1889. New.
78.66	.....	75.24	.....	7,327.96	.....	7,016.13	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.09 m. decrease. Pay based upon a service of not less than six round trips per week.
159.89	.....	98.18	.....	25,246.63	.....	15,654.57	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. increase.
60.69	.....	69.25	.....	10,332.94	.....	10,748.98	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.28 m. decrease.
65.84	.....	60.71	.....	2,725.11	.....	2,514.00	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
63.27	.....	58.14	.....	6,955.90	.....	6,395.40	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. decrease.
72.68	.....	49.59	.....	7,877.78	.....	5,797.53	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.05 m. decrease. From Mar. 16, 1890, on 18.19 m., extension from Minnewaukon to Leeds.
42.75	.....	42.75	.....	1,546.26	.....	1,553.96	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.18 m. decrease.
66.60	.....	61.50	.....	7,977.45	.....	7,357.65	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.10 m. increase.
72.68	.....	42.75	.....	3,550.41	.....	2,089.19	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
134.24	.....	59.85	.....	89,646.81	.....	39,069.02	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. decrease.
69.26	.....	81.22	.....	8,261.33	.....	9,690.35	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. decrease.
72.68	.....	61.56	.....	1,105.46	.....	936.32	.....	July 1	Weighted 30 days from Apr. 1, 1890.
42.75	.....	42.75	.....	1,643.73	.....	1,628.77	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.35 m. increase. Pay based upon a service of not less than six round trips per week.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
NORTH DAKOTA—cont'd.							
161014	Rutland, Ellendale....	The Great Northern Rwy.	Miles. 49.80	Pounds. 75 13		Feet and inches. no apt.....	3
161015	Fairmount, Oakes....	Minneapolis, St. Paul and Sault Ste. Marie Rwy.	73.40	949 16		apt. 21.3 by 7.3, 1 l. ....	6
161016	Church's Ferry, St. John's.	The great Northern Rwy.	55.02	143 15		no apt.....	3
161017	Carrington, Sykeston .	Northern Pacific R. R.	13.14	56 15		do .....	6
MONTANA.							
163001	Silver Bow, Garrison..	Montana Union Rwy..	44.75	1,719 27		apt. 15.6 by 9.4, 1 l. ....	17.25
163002	Vacant.						
163003	Stuart, Anaconda .....	do .....	8.50	582 25		no apt.....	12
163004	Drummond, Rumsey..	Northern Pacific R. R.	31.59	342 20		do .....	7
163005	Butte City, Great Falls	Montana Central Rwy.	172.79	1,872 ..		apt. 24.6 by 9.3, 1 l. ....	10
163006	Vacant.						
163007	Clough Junction, Marysville.	Northern Pacific R. R.	12.47	100 15		no apt.....	6
163008	Missoula, Grantsdale..	do .....	50.87	541 15		apt. 17.9 by 8.10, 1 l. ....	6
163009	Silver Bow, Butte City.	Montana Union Rwy.	8.06	2,298 24		apt. 15.6 by 9.4, 1 l. r. p. o. 40 by 7.5, 1 l. (not auth.).	23
163010	Great Falls, Sand-conlee.	The Great Northern Rwy.	16.41	52 15		no apt.....	6
163011	Laurel Junction (n. o.), Red Lodge.	Rocky Fork and Cooke City Rwy.	44.78	152 12		do .....	7
163012	Livingston, Cinnabar Station (n. o.)	Northern Pacific R. R.	51.00	148 15		do .....	3
WYOMING.							
164001	Granger, Wyo., Huntington, Oregon.	The Oregon Short Line and Utah Northern Rwy.	541.45	16,151 31		r. p. o. 60.1 by 8.11, 1 l. ....	7
164002	Cheyenne, Wendover.	Union Pacific, Denver and Gulf Rwy.	123.27	249 19		apt. 16.5 by 6.10, $\frac{1}{2}$ l. ....	3

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Do ls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
42.75	.....	42.75	...	2,128.95	.....	2,125.95	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.07 m. increase. Pay based upon a service of not less than six round trips per week.
82.94	.....	58.90	.....	6,087.79	.....	4,285.03	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.76 m. increase.
42.75	.....	42.75	.....	2,352.10	.....	2,351.25	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. increase. Pay based upon a service of not less than six round trips per week.
42.75	.....	42.75	.....	561.73	.....	561.73	.....	July 1	Weighted 30 days from Apr. 1, 1890. New from May 1, 1889.
115.43	.....	82.94	.....	5,165.49	.....	3,724.00	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.15 m. decrease.
67.55	.....	42.75	.....	574.17	.....	304.65	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. decrease.
52.10	.....	47.17	.....	1,647.73	.....	1,506.38	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.33 m. decrease. 5.45 m. ext. Phillipsburgh to Ramsey from May 1, 1889.
122.27	.....	103.46	.....	21,127.03	.....	17,873.74	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. increase.
42.75	.....	42.75	.....	533.09	.....	554.40	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.50 m. decrease.
65.84	.....	47.88	.....	3,340.28	.....	2,441.88	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.13 m. decrease.
131.67	.....	133.38	.....	1,059.94	.....	1,077.71	.....	July 1	Weighted 30 days from May 1, 1890. 0.03 m. decrease.
42.75	.....	.....	.....	701.52	.....	.....	.....	July 1	Weighted 30 days from Apr. 1, 1890. New. From Apr. 1, 1889, to June 30, 1890, on 16.18 m.
42.75	.....	.....	.....	1,914.34	.....	.....	.....	July 1	Weighted 30 days from Apr. 1, 1890. New. From Aug. 20, 1889, to June 30, 1890, on 44.58 m.
42.75	.....	.....	.....	2,180.25	.....	.....	.....	Feb. 17	Weighted 30 days from Apr. 1, 1890. New. Pay based upon a service of not less than six round trips per week.
289.85	50.00	167.58	50.00	156,939.28	27,072.50	90,717.75	27,067.00	July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. increase.
46.17	.....	57.29	.....	5,601.37	.....	7,058.70	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. increase. Pay based upon a service of not less than six round trips per week.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
WYOMING—continued.							
164003	Douglas, Casper .....	Fremont, Elkhorn and Missouri Valley R. R.	53.31	407 28		Feet and inches. apt. 14 by 9.3, 1 l. to Glenrock; no apt. residue.	6
COLORADO.							
165001	Denver, El Moro .....	Denver and Rio Grande R. R.	207.25	4,393 24		apt. 18.5 by 7.5, 2 l. to Pueblo, 120.35 m.; 1 l. thence to Cucharas, 49.7 m.; no apt. residue, 37.20 m.	19.72
165002	Erie, Boulder .....	Denver and Boulder Valley R. R.	14.43	547 24		no apt. ....	6
165003	Denver, Fort Collins ..	Union Pacific, Denver and Gulf Rwy.	75.30	1,765 25		apt. 13.8 by 8.11, 2 l. to Argo Junction, 2.58 m.; 1 l. residue, 72.72 m.	11.46
165004	Cucharas, Colo., Española, N. Mex.	Denver and Rio Grande R. R.	200.92	1,110 21		apt. 15.1 by 7.6, 1 l. ....	6.4
165005	Denver, Leadville .....	The Denver, Leadville and Gunnison Rwy.	152.03	1,881 16		apt. 16.3 by 7.5, 1 l. ....	7.75
165006	La Junta, Colo., Deming, N. Mex.	Atchison, Topeka and Santa Fe R. R.	578.41	8,446 22		r. p. o. 50 by 9.4, 1 l. between La Junta and Albuquerque, 347.50 m.; apt. 20 by 9.3, 1 l. between Albuquerque and Deming, 230.91 m.; no apt. residue.	11.20
165007	Denver, Colo., Cheyenne, Wyo.	Union Pacific Rwy. ....	107.40	4,481 37		apt. 24.2 by 9.4, 2 l. to La Salle, 46.98 m.; 1 l. residue, 60.42 m.	23.04
165008	Vacant.						
165009	Poncho Springs, Monarch.	Denver and Rio Grande R. R.	15.69	57 10		no apt. ....	6
165010	Vacant.						
165011	Alamosa, Del Norte .....	.....do .....	31.84	321 18		no apt. ....	6
165012	Salida, Grand Junction.	.....do .....	209.44	2,365 21		apt. 18.5 by 7.5, 1 l. ....	14.46
165013	Vacant.						
165014	Schwander's Station (n. o.), Romley.	The Denver, Leadville and Gunnison Rwy.	22.92	154 14		no apt. ....	6
165015	Mears (n. o.), Villa Grove.	Denver and Rio Grande R. R.	20.21	193 13		no apt. ....	6
165016	Gunnison, Crested Butte.	.....do .....	28.54	153 15		no apt. ....	6
165017	Julesburgh, La Salle ..	Union Pacific, Denver and Gulf Rwy.	151.04	2,718 30		apt. 15.2 by 7.5, 1 l. ....	14
165018	Leadville, Aspen .....	Denver and Rio Grande R. R.	136.77	1,464 19		apt. 18.5 by 7.5, 1 l. ....	7
165019	Pueblo, Leadville .....	.....do .....	162.15	4,372 20		apt. 18.5 by 7.5, 2 l. to Salida, 97.69 m.; 1 l. residue, 61.46 m.	11.29
165020	Argo Junction (n. o.), Silver Plume.	Union Pacific, Denver and Gulf Rwy.	51.73	1,529 15		apt. 14.11 by 7.6, 1 l. to Georgetown, 47.40 m.; no apt. residue, 4.83 m.	14.22

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	1890.	
57.29		42.75		3,054.12		2,328.16		July 1	Weighted 30 days from Apr. 1, 1890. 1.15 m. decrease.
161.00		141.93		33,491.60		29,300.86		July 1	Weighted 30 days from Apr. 1, 1890. 0.31 m. increase.
85.84		47.88		950.07		671.76		July 1	Weighted 30 days from Apr. 2, 1890. 0.40 m. increase. From June 1, 1890, route curtailed to begin at Erie.
117.99		106.02		8,884.04		7,920.76		July 1	Weighted 30 days from Apr. 2, 1890. 0.50 m. increase.
89.78		74.39		18,038.59		14,951.64		July 1	Weighted 30 days from Apr. 1, 1890. 0.07 m. decrease.
123.12		88.07		18,717.93		13,275.67		July 1	Weighted 30 days from Apr. 2, 1890. 1.29 m. increase.
207.77	25.00	164.16	25.00	120,170.24	8,687.50	95,056.84	8,702.25	July 1	Weighted 30 days from Apr. 1, 1890. 0.64 m. decrease. r. p. o. \$25 per mile for 347.50 miles, between La Junta and Albuquerque.
163.31		111.15		17,539.49		11,936.39		July 1	Weighted 30 days from Apr. 2, 1890. 0.01 m. increase.
42.75		42.75		670.74		637.84		July 1	Weighted 30 days from Apr. 1, 1890. 0.40 m. decrease.
51.30		43.61		1,633.30		1,388.97		July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. decrease.
133.38		108.59		27,935.10		22,742.01		July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. increase.
42.75		52.16		979.83		1,175.68		July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. increase. From Nov. 1, 1889, 1.94 miles extension from St. Elmo to Romley.
42.75		42.75		863.97		861.84		July 1	Weighted 30 days from Apr. 1, 1890. 0.05 m. increase.
42.75		42.75		1,220.08		1,223.50		July 1	Weighted 30 days from Apr. 1, 1890. 0.08 m. decrease.
137.66		83.79		20,792.16		12,648.93		July 1	Weighted 30 days from Apr. 2, 1890. 0.08 m. increase.
105.17		88.92		14,384.10		12,254.95		July 1	Weighted 30 days from Apr. 1, 1890. 1.95 m. decrease.
161.60		137.66		26,203.44		22,267.88		July 1	Weighted 30 days from Apr. 1, 1890. 0.39 m. increase.
107.73		78.66		5,572.87		4,087.16		July 1	Weighted 30 days from Apr. 2, 1890. 0.23 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
			<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
165021	COLORADO—continued. Forks Creek, Central City.	Union Pacific, Denver and Gulf Rwy.	11.22	422 11	no apt.		14
165022	Sheridan Junction (n. o.), Morrison.	The Denver, Leadville and Gunnison Rwy.	9.53	135 16	no apt.		14
165023	Denver, Pueblo .....	Union Pacific, Denver and Gulf Rwy.	126.42	1,968 25	apt. 21.4 by 7.2, 1 l.		7
165024	Garo, London (n. o.) ...	The Denver, Leadville and Gunnison Rwy.	15.54	173 13	no apt.		6
165025	Manitou Junc. (n. o.), Colorado Springs.	Union Pacific, Denver and Gulf Rwy.	9.29	178 20	no apt.		14
165026	Diekey Station (n. o.), Dillon.	The Denver, Leadville and Gunnison Rwy.	2.91	102 12	no apt.		6
165027	Greeley, Stout .....	Union Pacific, Denver and Gulf Rwy.	39.23	695 25	apt. 13.8 by 8.11, 1 l. to Fort Collins, 24.85 m.; no apt. residue, 14.88 m.		10.43
165028	Denver, Lyons .....	Burlington and Missouri River R. R. (in Nebraska).	48.86	121 23	no apt.		6
165029	Boulder, Sunset .....	Union Pacific, Denver and Gulf Rwy.	13.32	126 9	do		6
165030	Colorado Springs Station (n. o.), Manitou Station (n. o.)	Denver and Rio Grande R. R.	5.20	262 17	do		28
165031	Como, Buena Vista....	The Denver, Leadville and Gunnison Rwy.	49.12	147 14	do		6
165032	Como, King .....	do	4.21	24 8	do		6
165033	El Moro, Trinidad ...	Denver and Rio Grande R. R.	4.74	177 28	do		7
165034	Colorado Springs, Aspen.	The Colorado Midland Rwy.	217.07	1,342 21	apt. 20 by 9.1, 1 l. to Aspen Junct., 198.37 m.; no apt. residue, 18.70 m.		8.28
165035	Denver, Pueblo .....	Atchison, Topeka and Santa Fé R. R.	117.52	1,779 24	no apt.		18.43
165036	Towner, Pueblo .....	Pueblo and State R. R. Line.	150.48	1,063 28	apt. 20.6 by 9.3, 1 l.		7
165037	Montrose, Ouray .....	Denver and Rio Grande R. R.	36.50	666 14	no apt.		6
165038	Gunnison, Castleton...	The Denver, Leadville and Gunnison Rwy.	15.60	21 15	do		3
165039	Aspen Junction (n. o.), New Castle.	The Colorado Midland Rwy.	35.98	528 21	apt. 20 by 9.1, 1 l.		7
165040	Military Junction (n. o.), Fort Logan.	Denver and Rio Grande R. R.	1.80	91 15	no apt.		14
165041	Lake Junction (n. o), Lake City.	do	36.19	159 13	do		6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
58.14	.....	51.30	.....	652.33	.....	588.41	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.25 m. decrease.
42.75	.....	42.75	.....	407.40	.....	408.20	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
125.00	.....	55.58	.....	15,889.72	.....	7,029.75	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. decrease.
42.75	.....	42.75	.....	664.33	.....	665.61	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. decrease.
42.75	.....	42.75	.....	397.14	.....	424.08	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. decrease.
42.75	.....	42.75	.....	124.40	.....	125.68	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. decrease.
71.82	.....	50.00	.....	2,817.40	.....	2,311.03	.....	July 1	Weighted 30 days from Apr. 2, 1890. 0.06 m. increase.
42.75	.....	42.75	.....	2,088.70	.....	2,095.59	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.16 m. decrease.
42.75	.....	42.75	.....	569.43	.....	557.88	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.27 m. increase.
47.03	.....	44.46	.....	244.55	.....	240.08	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.20 m. decrease.
42.75	.....	48.38	.....	2,099.88	.....	2,937.14	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.74 m. increase.
42.75	.....	42.75	.....	179.97	.....	148.77	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.73 m. increase.
42.75	.....	52.15	.....	202.03	.....	233.63	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.26 m. increase.
100.04	.....	70.97	.....	21,715.68	.....	15,333.06	.....	July 1	Weighted 30 days from Apr. 1, 1890. 1.02 m. increase.
117.90	.....	133.38	.....	13,866.18	.....	15,666.81	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. increase.
88.07	.....	60.70	.....	13,252.77	.....	9,151.13	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.28 m. decrease.
70.97	.....	65.84	.....	2,590.40	.....	2,393.04	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.14 m. increase.
42.75	.....	52.16	.....	666.90	.....	807.95	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. increase. Pay based upon a service of not less than six round trips per week.
64.98	.....	42.75	.....	2,337.98	.....	1,538.14	.....	July 1	Weighted 30 days from Apr. 1, 1890.
42.75	.....	42.75	.....	76.95	.....	64.12	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.20 m. increase. From June 17, 1889, new.
42.75	.....	42.75	.....	1,547.12	.....	1,546.09	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. increase. From Oct. 10, 1889, new.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	<b>NEW MEXICO.</b>		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
167001	Lamy, Santa Fé .....	Atchison, Topeka and Santa Fé R. R.	18.75	499.20		no apt. ....	28
167002	Antonito, Colo., Silverton, Colo.	Denver and Rio Grande R. R.	217.03	941.21		apt. 15.1 by 7.6, 1 l. ....	6
167003	Albuquerque, N. Mex., Needles, Cal.	Atlantic and Pacific R. R.	575.76	6,410.22		apt. 27.6 by 9.1, 1 l. ....	14
167004	Rincon, N. Mex., El Paso, Tex.	Atchison, Topeka, and Santa Fé R. R.	77.17	1,414.23		apt. 20 by 9.3, 1 l. ....	14
167005	Deming, N. Mex., El Paso, Tex.	Southern Pacific Company.	88.70	2,174.27		apt. 24.2 by 9.5, 1 l. ....	7
167006	Silver City, Deming...	Atchison, Topeka and Santa Fé R. R.	48.71	630.17		apt. 20.8 by 9.1, 1 l. ....	7
167007	Las Vegas, Las Vegas Hot Springs.	...do .....	6.64	125.13		no apt. ....	21
167008	Nutt Station (n.o.) Lake Valley.	...do .....	13.33	278.14		...do .....	14
167009	Vacant.	...do .....	27.50	86.14		no apt. ....	6
167010	Socorro, Magdalena...	...do .....	27.50	86.14		no apt. ....	6
167011	Espanola, Santa Fé....	The Santa Fé Southern Rwy.	41.10	213.16		apt. 13.5 by 7.5, 1 l. ....	6
167012	Lordsburgh, N. Mex., Clifton, Ariz.	The Arizona and New Mexico Rwy.	72.01	105.12		no apt. ....	6
	<b>ARIZONA.</b>						
168001	Yuma, Ariz., Deming, N. Mex.	Southern Pacific Company.	463.15	2,619.22		apt. 24.9 by 9.5, 1 l. ....	7
168002	Benson, Nogales .....	New Mexico and Arizona R. R.	88.56	686.13		apt. 20 by 9.2, 1 l. ....	7
168003	Seligman, Prescott....	Prescott and Arizona Central Rwy.	74.23	549.18		no apt. ....	6
168004	Maricopa, Phoenix....	Maricopa and Phoenix R. R.	35.11	520.17		...do .....	7
168005	Fairbank, Bisbee.....	Arizona and South-eastern R. R.	36.34	101.16		...do .....	6
	<b>TERRITORY OF UTAH.</b>						
169001	Ogden, Frisco .....	The Oregon Short Line and Utah Northern Rwy.	276.60	1,548.17		apt. 20.2 by 8.5, 2 l. to Salt Lake City, 37 m.; 1 l. thence to Juab, 102.2 m.; no apt. residue.	10.52
169002	Grand Junction, Colo., Ogden, Utah.	The Rio Grande Western Rwy.	329.45	1,222.21		apt. 18.5 by 7.5, 1 l. ....	14
169003	Ogden, Utah, Silver Bow, Mont.	The Oregon Short Line and Utah Northern Rwy.	409.15	2,976.21		r. p. o. 40 by 7.5, 1 l. (not authorized).	7.99
169004	Bingham Junction (n.o.), Bingham Canyon.	The Rio Grande Western Rwy.	17.01	67.16		no apt. ....	7
169005	Salt Lake City, Stockton.	The Oregon Short Line and Utah Northern Rwy.	40.50	138.16		...do .....	10.50

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
63.27	.....	59.00	.....	1,186.31	.....	1,132.21	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.44 m. decrease.
82.94	.....	74.39	.....	18,000.46	.....	16,146.34	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
148.42	.....	107.39	.....	85,454.29	.....	61,734.21	.....	July 1	Weighted 30 days from Apr. 1, 1890. Land grant. 0.90 m. increase.
102.60	.....	89.78	.....	7,917.64	.....	8,931.01	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. decrease.
129.96	.....	128.25	.....	11,527.45	.....	11,375.77	.....	July 1	Weighted 30 days from May 1, 1890.
69.26	.....	53.01	.....	3,373.05	.....	2,537.05	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.85 m. increase.
42.75	.....	42.75	.....	283.86	.....	275.73	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.19 m. increase.
47.88	.....	42.75	.....	638.24	.....	566.43	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.08 m. increase.
42.75	.....	42.75	.....	1,175.62	.....	1,182.03	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.15 m. decrease.
43.61	.....	49.59	.....	1,792.37	.....	1,926.57	.....	July 1	Weighted 30 days from Apr. 1, 1890. 2.25 m. increase.
42.75	.....	42.75	.....	3,078.42	.....	3,057.05	.....	July 1	Weighted 20 days from May 1, 1890. 0.50 m. increase.
126.80	.....	159.03	.....	64,042.92	.....	74,449.88	.....	July 1	Weighted 30 days from May 1, 1890.
71.82	.....	58.14	.....	6,360.37	.....	5,145.39	.....	July 1	Weighted 30 days from May 1, 1890. 0.06 m. increase.
65.84	.....	59.00	.....	4,887.30	.....	4,417.02	.....	July 1	Weighted 30 days from May 1, 1890. 0.65 m. decrease.
64.98	.....	61.56	.....	2,281.44	.....	2,160.75	.....	July 1	Weighted 30 days from May 1, 1890. 0.01 m. increase.
42.75	.....	42.75	.....	1,553.53	.....	1,554.81	.....	July 1	Weighted 30 days from May 1, 1890. 0.63 m. decrease.
108.59	.....	77.81	.....	30,035.09	.....	21,915.18	.....	July 1	Weighted 30 days from May 1, 1890. 5.05 m. decrease.
94.91	.....	88.07	.....	31,268.09	.....	31,560.39	.....	July 1	Weighted 30 days from Apr. 1, 1890. 20.49 m. decrease.
141.03	.....	133.38	.....	58,076.65	.....	54,561.76	.....	July 1	Weighted 30 days from May 1, 1890. 0.08 m. increase.
42.75	.....	42.75	.....	727.17	.....	740.85	.....	July 1	Weighted 30 days from May 1, 1890. 0.32 m. decrease.
42.75	.....	42.75	.....	1,731.37	.....	1,731.37	.....	July 1	Weighted 30 days from May 1, 1890.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	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.
	TERRITORY OF UTAH—continued.		Miles.	Pounds.		Feet and inches.	
169006	Bingham Junction (n. o.), Alta.	The Rio Grande Western Rwy.	18.20	14 9	no apt.	.....	3
169007	Vacant.						
169008	Echo City, Park City.	Echo and Park City R. R.	28.35	340 24	.....do	.....	14
169009	Pleasant Valley Junction (n. o.), Scofield.	The Rio Grande Western Rwy.	17.30	55 14	.....do	.....	6
169010	Nephi, Moroni .....	San Pete Valley Rwy.	24.17	503 12	.....do	.....	6
169011	Lehi Junction (n. o.), Silver City.	The Oregon Short Line and Utah Northern Rwy.	54.05	115 16	.....do	.....	6
169512	Mammoth Junction, (n. o.), Eureka.	.....do .....	3.33	72 ..	.....do	.....	6
	IDAHO.						
170001	Shoshone, Ketchum...	The Oregon Short Line and Utah Northern Rwy.	70.05	565 17	apt. 10.2 by 6.8, 11.	.....	8
170002	Hauser, Cœur d'Alene.	Northern Pacific R. R.	13.63	832 12	apt. 12 by 7.10, 11	.....	7
170003	Cœur d'Alene, Burke.	.....do .....	98.44	478 11	apt. 16.1 by 6.6, 11.	.....	7
170004	Nampa, Bois�� City ...	The Oregon Short Line and Utah Northern Rwy.	20.40	578 24	no apt.	.....	13
170005	Wallace, Mullan.....	Northern Pacific R. R.	7.33	51 9	.....do	.....	6
	WASHINGTON.						
17101	Portland, Oregon, Tacoma, Wash.	Northern Pacific R. R.	146.63	8,190 17	apt. 25 by 9.2, 21.	.....	14
171002	Seattle, New Castle ...	Columbia and Puget Sound R. R.	19.25	145 12	no apt.	.....	7
171003	Olympia, Tenino .....	Olympia and Chehalis Valley R. R.	16.84	1,183 15	.....do	.....	14
171004	Walla Walla, Wallula.	The Oregon Short Line and Utah Northern Rwy.	32.02	116 27	.....do	.....	7
171005	Tacoma, Carbonado ...	Northern Pacific R. R.	35.90	4,902 21	apt. 24.6 by 9.1, 3 l. to Puyallup Junction, 9.53 m; 1 l. thence to So. Prairie, 16.70 m; no apt. residue.	.....	15.88
171006	Connell, Wash., Moscow, Idaho.	The Oregon Short Line and Utah Northern Rwy.	117.15	859 27	apt. 24.6 by 9.1 l. between La Crosse Junction and Colfax, 35.9 m; no apt. residue.	.....	7.67
171007	Renton, Franklin.....	Columbia and Puget Sound R. R.	22.21	114 10	no apt.	.....	7
171008	Walla Walla, Dayton..	The Oregon Short Line and Utah Northern Rwy.	39.42	1,999 22	apt. 24.6 by 9.1 l. to Bolles Junction, 25.91 m; no apt. residue.	.....	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
42.75	.....	42.75	.....	778.05	.....	783.18	.....	July 1	Weighted 30 days from May 1, 1890. 0.12 m. decrease. Pay based upon a service of not less than six round trips per week.
52.16	.....	51.30	.....	1,478.73	.....	1,451.27	.....	July 1	Weighted 30 days from May 1, 1890. 0.06 m. increase.
42.75	.....	42.75	.....	739.57	.....	743.85	.....	July 1	Weighted 30 days from Apr. 1, 1890. 0.10 m. decrease.
64.13	.....	58.14	.....	1,550.02	.....	1,579.08	.....	July 1	Weighted 30 days from May 1, 1890. 2.99 m. decrease.
42.75	.....	42.75	.....	2,310.63	.....	2,319.18	.....	July 1	Weighted 30 days from May 1, 1890. 0.20 m. decrease.
42.75	.....	42.75	.....	142.35	.....	142.35	.....	July 1	Weighted 30 days from May 1, 1890. 0.01 m. decrease. From Feb. 3, 1890, new.
66.69	.....	57.29	.....	4,673.63	.....	4,010.87	.....	July 1	Weighted 30 days from May 1, 1890. 0.07 increase.
77.81	.....	42.75	.....	1,060.55	.....	593.37	.....	July 1	Weighted 30 days from May 1, 1890. 0.25 m. decrease.
62.42	.....	59.00	.....	6,141.62	.....	5,850.44	.....	July 1	Weighted 30 days from May 1, 1890. 0.72 m. decrease.
66.69	.....	62.41	.....	1,360.47	.....	1,291.26	.....	July 1	Weighted 30 days from May 1, 1890. 0.29 m. decrease.
42.75	.....	.....	.....	313.35	.....	.....	.....	July 1	Weighted 30 days from May 1, 1890. 0.16 m. increase. On 7.17 m. from Aug. 1, 1889, to June 30, 1890.
163.48	.....	114.23	.....	23,971.07	.....	16,752.97	.....	July 1	Weighted 30 days from May 1, 1890. 0.03 m. decrease. All land-grant.
42.75	.....	42.75	.....	822.93	.....	822.93	.....	July 1	Weighted 30 days from May 1, 1890.
93.20	.....	53.87	.....	1,569.48	.....	853.30	.....	July 1	Weighted 30 days from May 1, 1890. 1 m. increase.
42.75	.....	91.49	.....	1,368.85	.....	2,933.16	.....	July 1	Weighted 30 days from May 1, 1890. 0.04 m. decrease.
169.29	.....	133.38	.....	5,162.27	.....	3,849.24	.....	July 1	Weighted 30 days from May 1, 1890. 2.01 m. increase. Land grant, 27.03 miles, Tacoma to Melrose, at \$135.43 per mile.
78.66	.....	58.14	.....	9,215.01	.....	6,819.82	.....	July 1	Weighted 30 days from May 1, 1890. 0.15 m. decrease.
42.75	.....	42.75	.....	949.47	.....	902.02	.....	July 1	Weighted 30 days from May 1, 1890. 0.89 m. increase.
127.40	.....	76.95	.....	5,622.10	.....	2,965.63	.....	July 1	Weighted 30 days from May 1, 1890. 0.88 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	WASHINGTON—cont'd.		Miles.	Pounds.		Feet and inches.	
171009	Wallula, Wash., Missoula, Mont.	Northern Pacific R. R.	419.53	5,707.31		apt. 30 by 9.3, 11.....	14
171010	Bolles Junction (n.o.), Riparia.	The Oregon Short Line and Utah Northern Rwy.	31.50	2,668.20		apt. 24.6 by 9, 11.....	7
171011	Pasco, Melrose.....	Northern Pacific R. R.	228.07	4,497.21		apt. 30.5 by 9, 11.....	7
171012	Seattle, Stuck.....	do.....	24.48	7,247.24		apt. 24.6 by 9.2, 21....	14
171013	Stuck, Puyallap Junction (n.o.)	do.....	1.44	7,324.17		apt. 24.6 by 9.2, 21....	14
171014	Starbuck, Pomeroy....	The Oregon Short Line and Utah Northern Rwy.	30.56	439.14		no apt.....	7
171015	Marshall, Wash., Genesee, Idaho.	Northern Pacific R. R.	104.27	678.20		apt. 24.6 by 9.2, 11...	7
171016	Colfax, Rockford.....	The Oregon Short Line and Utah Northern Rwy.	61.60	1,761.19		apt. 24.6 by 9, 11.....	7
171017	Walla Walla, Wash., Pendleton, Oregon.	do.....	48.18	3,226.23		apt. 24.6 by 9, 11.....	7
171018	Seattle, Snoqualmie..	Seattle, Lake Shore and Eastern Rwy.	56.70	371.17		apt. 20 by 8.11, 11.....	7
171019	La Crosse Junction (n.o.), Riparia.	The Oregon Short Line and Utah Northern Rwy.	24.60	2,461.21		apt. 9.6 by 9, 11.....	7
171020	Woodinville, Snohomish.	Seattle, Lake Shore and Eastern Rwy.	15.23	245.12		no apt.....	13
171021	Cheney, Almira.....	Northern Pacific R. R.	8.42	509.20		apt. 23.6 by 8, 11.....	7
171022	Rockford, Spokane Falls.	Washington and Idaho R. R.	28.58	1,538.21		apt. 24.6 by 9.1, 11....	7
171023	Not weighed.						
171024	Fairhaven, Sedro.....	Fairhaven and Southern R. R.	26.92	41.12		no apt.....	7
	OREGON.						
173001	Portland, Ashland....	Southern Pacific Co....	243.42	6,218.19		r. p. o. 40 by 9.5, 11.; apt. 28 by 8.11, 11 to Eugene City, 124.85 m. no apt. residue, 218.57 m.	9.54
173002	Portland, Corvallis....	do.....	97.79	962.20		apt. 10 by 8.10, 11....	9.11
173003	Umatilla, Huntington.	The Oregon Short Line and Utah Northern Rwy.	217.74	13,202.26		r. p. o. 40 by 9.2, 11....	12.47

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

P. y 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.	1890.	
142.27	.....	153.90	.....	59,689.37	.....	64,562.58	.....	July 1	Weighed 30 days from May 1, 1890. 0.04 m. increase. All land grant.
137.66	.....	42.75	.....	4,336.29	.....	1,359.45	.....	July 1	Weighed 30 days from May 1, 1890. 0.30 m. decrease.
129.96	.....	116.28	.....	29,639.97	.....	27,164.17	.....	July 1	Weighed 30 days from May 1, 1890. 5.54 m. decrease. All land grant.
194.94	.....	153.05	.....	4,772.13	.....	3,227.71	.....	July 1	Weighed 30 days from May 1, 1890. 0.61 m. increase.
195.80	.....	42.75	.....	1,456.75	.....	320.62	.....	July 1	Weighed 30 days from May 1, 1890. 0.06 m. decrease.
59.00	.....	50.45	.....	1,803.04	.....	1,489.78	.....	July 1	Weighed 30 days from May, 1890. 1.03 m. increase.
70.97	.....	76.10	.....	7,400.04	.....	7,937.99	.....	July 1	Weighed 30 days from May 1, 1890. 0.04 m. decrease.
117.99	.....	42.75	.....	7,268.18	.....	5,171.03	.....	July 1	Weighed 30 days from May 1, 1890. 0.04 m. increase. From July 22, 1889 on 33.75 m. ext. from Farmington to Rockford, Wash.
145.35	.....	49.59	.....	7,002.96	.....	2,352.05	.....	July 1	Weighed 30 days from May 1, 1890. 0.75 m. increase.
54.72	.....	43.61	.....	3,102.62	.....	2,604.05	.....	July 1	Weighed 30 days from May 1, 1890. 0.33 m. increase. From Apr. 28, 1890, on 13.12 m. ext. from Olney to Snoqualmie Wash.
134.24	.....	91.41	.....	3,302.30	.....	2,250.65	.....	July 1	Weighed 30 days from May 1, 1890.
45.32	.....	42.75	.....	690.22	.....	634.41	.....	July 1	Weighed 30 days from May 1, 1890. 0.39 m. increase.
64.13	.....	64.13	.....	5,606.24	.....	5,606.88	.....	July 1	Weighed 30 days from May 1, 1890. 0.01 m. decrease. From Sept. 2, 1889, on 42.08 m., Cheney to Davenport, new; and from May 1, 1890, on 45.35 m. ext. from Davenport to Almira.
108.50	.....	108.50	.....	3,103.50	.....	3,103.50	.....	July 1	Weighed 30 days from May 1, 1890. From Feb. 1, 1890, new.
42.75	.....	42.75	.....	1,150.83	.....	1,150.83	.....	July 1	Weighed 30 days from May 1, 1890. From Apr. 25, 1890, new.
183.83	25.00	164.16	25.00	63,190.89	8,585.50	56,237.93	8,564.50	July 1	Weighed 30 days from May 1, 1890. 0.84 m. increase.
83.79	.....	69.26	.....	8,193.82	.....	6,772.24	.....	July 1	Weighed 30 days from May 1, 1890. 0.01 m. increase.
258.21	25.00	148.77	25.00	56,222.64	5,443.50	32,437.81	5,451.00	July 1	Weighed 30 days from May 1, 1890. 0.30 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
OREGON—continued.							
173004	Portland, Dundee Junction.	Portland and Willamette Valley Rwy.	29.22	462	10	<i>Feet and inches.</i> apt. 18 by 7.6, 1 l. ....	6
173005	Portland, Oregon, Wallula, Wash.	The Oregon Short Line and Utah Northern Rwy.	214.21	11,126	25	r. p. o. 60 by 9.2, 1 l. between Portland and Umatilla, 186.9 m. (40 feet authorized).	13.10
173006	Albany, Yaquina.....	Oregon Pacific R. R. . .	84.17	672	20	apt 24 by 9, 1 l. ....	6
173007	Woodburn, Coburg....	Oregonian Rwy. (limited) Line.	79.72	294	10	apt 18 by 7.6, 2 l. to Silvertown, 10.56 m.; 1 l. residue, 69.13 m.	6.79
173008	Dundee Junction, Airle.	....do .....	50.60	328	15	apt 18 by 7.6, 1 l. ....	6
173009	Sheridan Junction (n. o.), Sheridan.	....do .....	7.24	135	17	apt 18 by 7.6, 2 l. ....	12
173010	Albany Station (n. o.), Lebanon Station, (n. o.).	Southern Pacific Co. . .	12.50	229	17	no apt. ....	18
173011	Willows Junction (n. o.), Heppner.	The Oregon Short Line and Utah Northern Rwy.	46.07	244	15	no apt. ....	6
173012	Portland Station (n. o.), Vancouver Station (n. o.)	Portland and Vancouver Rwy.	8.60	462	9	no apt. ....	16
NEVADA.							
175001	Virginia City, Reno..	Virginia and Truckee R. R.	52.58	2,090	17	apt. 18.11 by 8.5, 1 l. ....	7
175002	Palisade, Eureka.....	Eureka and Palisade R. R.	84.88	471	15	no apt. ....	3
175003	Battle Mountain, Austin.	Nevada Central R. R. . .	94.52	226	15	no apt. ....	3
175004	Mound House, Nev., Keeler, Cal.	Carson and Colorado R. R.	293.03	529	14	apt. 19.9 by 8.8, 1 l. to Belleville Junc., 152 m.; $\frac{1}{2}$ l. residue, 141.03 m.	5.07
175005	Reno, Nev., Liegan Station (n. o.), Cal.	Nevada and California R. R.	70.30	502	16	no apt. ....	7
175006	Belleville Junction (n. o.), Candelaria.	Carson and Colorado R. R.	7.75	375	7	apt. 19.9 by 8.8, 1 l. ....	7
CALIFORNIA.							
176001	San Francisco, Cal., Ogden, Utah.	Southern Pacific Co. . .	833.88	32,785	24	r. p. o. 1 l. 55 ft. and 3 l. 40 ft. to Port Costa, 32.17 m.; 1 l. 55 ft., 2 l. 40 ft., thence to Roseville, 75.86 m.; 1 l. 55 ft. and 1 l. 40 ft., thence residue, 725.85 m.; apt. 21.4 by 8.10, 2 l. to Port Costa, 32.17 m.; 1 l. thence to Davisville, 44.39 m.; 2 l. thence to Roseville 31.47 m.; 1 l. thence to Colfax, 36.95 m.	20.40

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
60.71		55.58		1,773.94		1,620.15		July 1	Weighted 30 days from May 1, 1890. 0.07 m. increase.
235.98	25.00	185.54	25.00	50,549.27	4,672.50	39,846.57	4,688.50	July 1	Weighted 30 days from May 1, 1890. 0.55 m. decrease.
70.97		40.59		5,973.54		4,223.08		July 1	Weighted 30 days from May 1, 1890. 0.59 m. decrease.
48.74		55.58		3,885.55		4,428.07		July 1	Weighted 30 days from May 1, 1890. 0.05 m. increase.
51.30		42.75		2,595.78		2,248.65		July 1	Weighted 30 days from May 1, 1890. 2 m. decrease.
42.75		42.75		309.51		308.22		July 1	Weighted 30 days from May 1, 1890. 0.03 m. increase.
44.46		42.75		555.75		534.37		July 1	Weighted 30 days from May 1, 1890.
45.32		45.32		2,087.89		2,096.50		July 1	Weighted 30 days from May 1, 1890. 0.19 m. decrease. From Aug. 10, 1889, new.
60.71		60.71		522.10		522.10		July 1	Weighted 30 days from May 1, 1890. From Sept. 2, 1889, new.
129.11		91.49		6,788.60		4,856.28		July 1	Weighted 30 days from May 1, 1890. 0.50 m. decrease.
61.56		58.14		5,225.21		5,283.75		July 1	Weighted 30 days from May 1, 1890. 6 m. decrease. Pay based upon a service of not less than six round-trips per week.
44.46		42.75		4,202.35		3,982.16		July 1	Weighted 30 days from May 1, 1890. 1.37 m. increase. Pay based upon a service of not less than six round-trips per week.
64.98		58.14		19,641.08		17,035.02		July 1	Weighted 30 days from May 1, 1890. 0.03 m. increase. Pay based upon a service of not less than six round-trips per week.
64.13		62.41		4,568.33		4,387.41		July 1	Weighted 30 days from May 1, 1890.
54.72		58.14		424.08		453.49		July 1	Weighted 30 days from May 1, 1890. 0.05 m. decrease.
467.69	125.00 100.00 75.00	391.59	125.00 100.00 75.00	389,997.33	69,046.00	326,632.63	66,967.75	July 1	Weighted 30 days from May 1, 1890. 0.29 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	CALIFORNIA—cont'd.		Miles.	Pounds.		Feet and inches.	
176002	San Francisco, Soledad	Southern Pacific Co.	142.98	3,130	20	apt. 21 by 9.9, 1 l.	13.70
176003	Roseville, Cal., Ashland, Oregon.	do	323.22	5,049	18	r. p. o. 40 by 9.5, 1 l. between Roseville and Redding, 151.67 m.; apt. 25 by 9.1 l., 140.01 m.; 2 l., 11.66 m.	10.53
176004	Petaluma, Lakeville.	San Francisco and North Pacific Rwy.	6.22	33	11	no apt.	6
176005	Sacramento, Placerville.	Southern Pacific Co.	60.78	791	19	apt. 10 by 8.10, 1 l.	8.24
176006	Suisun City, Napa Junction.	do	12.08	522	23	no apt.	14
176007	Woodland, Grafton.	do	9.92	67	14	no apt.	7
176008	Vallejo Junction (n. o.), Callistoga.	do	43.88	1,169	21	apt. 26.2 by 9.3, 2 l.	13
176009	Marysville, Oroville.	do	26.90	314	13	no apt.	7
176010	Lathrop, Goshen.	do	146.76	9,166	27	r. p. o. 40 by 9.5, 1 l.; apt. 24.9 by 9.5, 1 l.	14
176011	San Francisco, Ukiah.	San Francisco and North Pacific Rwy.	111.98	2,419	22	apt. 24 by 8.11, 1 l.	11.44
176012	Stockton, Milton.	Southern Pacific Co.	30.09	566	23	apt. 10 by 9, 1 l.	9
176013	San Pedro, Los Angeles Station (n. o.).	do	22.49	366	22	no apt.	13
176014	Goshen, Cal., Yuma, Ariz.	do	490.55	4,737	21	r. p. o. 40 by 9.5, 1 l. to Los Angeles, 241.68 m.; apt. (av.) 19.11 by 9.5, 2 l. Saugus Junction to Los Angeles, 31.82 m.; 1 l. residue, 458.73 m.	12.28
176015	Elmira, Rumsey.	do	51.09	461	18	apt. 15 by 9.5, 2 l. to Esparta; 1 l. residue.	11.17
176016	San Francisco, Cazadero.	North Pacific Coast R. R.	87.10	530	16	apt. 15 by 5.6, 1 l.	9.77
176017	Los Angeles Station (n. o.), Santa Ana.	Southern Pacific Co.	33.23	334	31	apt. 8.4 by 6.11, 1 l.	16.45
176018	Visalia, Goshen.	Visalia R. R.	7.93	454	23	no apt.	21
176019	Colfax, Nevada City.	Nevada County Narrow Gauge R. R.	22.77	770	12	no apt.	14
176020	Los Angeles Station (n. o.), Santa Monica.	Southern Pacific Co.	17.72	235	27	no apt.	14
176021	Santa Cruz, Pajaro.	do	21.47	213	22	no apt.	13
176022	Davisville, Tehama.	do	111.77	1,884	22	apt. 25 by 8.11, 1 l.	7.59
176023	Galt, Loma.	do	27.82	384	19	no apt.	7

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or 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>	1890.	
143.64		112.60		19,603.91		15,285.75		July 1	Weighted 30 days from May 1, 1890. 32.50 m. land grant.
114.91		89.60							
180.41	25.00	155.61	25.00	58,312.12	3,791.75	50,308.71	3,796.75	July 1	Weighted 30 days from May 1, 1890. 0.08 m. decrease.
42.75		42.75		265.90		321.90		July 1	Weighted 30 days from May 1, 1890. 1.31 m. decrease.
76.10		76.10		4,625.35		4,623.07		July 1	Weighted 30 days from May 1, 1890. 0.03 m. increase.
64.98		45.32		843.44		592.78		July 1	Weighted 30 days from May 1, 1890. 0.10 m. decrease.
42.75		42.75		424.08		424.08		July 1	Weighted 30 days from May 1, 1890.
92.34		70.11		4,051.87		3,076.42		July 1	Do.
50.45		47.88		1,357.10		1,316.70		July 1	Weighted 30 days from May 1, 1890. 0.60 m. decrease.
215.46	25.00	171.00	25.00	31,620.90	3,669.00	25,032.69	3,659.75	July 1	Weighted 30 days from May 1, 1890. 0.37 m. increase.
133.38		117.14		14,935.89		13,752.37		July 1	Weighted 30 days from May 1, 1890. 28.50 m. ext. Cloverdale to Ukiah from June 7, 1889.
60.69		59.00		2,006.70		1,775.31		July 1	Weighted 30 days from May 1, 1890.
53.87		42.75		1,211.53		1,077.72		July 1	Weighted 30 days from May 1, 1890. 2.72 m. decrease.
133.38	25.00	123.80	25.00	65,429.55	6,042.00	60,879.88	6,069.50	July 1	Weighted 30 days from May 1, 1890. 1.21 m. decrease. All land grant.
60.71		45.32		3,101.67		2,333.98		July 1	Weighted 30 days from May 1, 1890. 0.41 m. decrease.
64.98		57.29		5,659.73		4,984.29		July 1	Weighted 30 days from May 1, 1890. 0.10 m. increase.
52.16		67.55		1,733.27		2,329.34		July 1	Weighted 30 days from May 1, 1890. 1.12 m. decrease.
60.71		51.30		481.43		392.95		July 1	Weighted 30 days from May 1, 1890. 0.27 m. increase.
75.24		68.40		1,713.21		1,557.46		July 1	Weighted 30 days from May 1, 1890.
44.46		42.75		787.83		791.72		July 1	Weighted 30 days from May 1, 1890. 0.80 m. decrease.
43.61		42.75		936.30		943.49		July 1	Weighted 30 days from May 1, 1890. 0.60 m. decrease.
123.12		134.24		13,761.12		14,986.55		July 1	Weighted 30 days from May 1, 1890. 0.13 m. increase.
55.58		52.16		1,546.23		1,452.65		July 1	Weighted 30 days from May 1, 1890. 0.03 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	CALIFORNIA—cont'd.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
176024	West Oakland Station (n.o.), Berkeley.	Southern Pacific Co..	5.06	400	18	no apt.....	22
176025	San Francisco, San Quentin.	North Pacific Coast R.R.	21.83	164	16	....do .....	19
176026	San Francisco, Alameda.	Southern Pacific Co...	11.26	503	15	....do .....	28.5
176027	Fulton, Guerneville...	San Francisco and North Pacific Rwy.	15.31	118	24	....do .....	7
176028	San Francisco, Sacramento.	Southern Pacific Co...	140.55	2, 140	22	apt. 17.10 by 8.11, 1 l.....	18.64
176029	Niles, San José .....	....do .....	18.61	365	20	no apt.....	27
176030	Pacific Grove, Castroville.	....do .....	18.65	365	29	....do .....	13
176031	San Francisco, Santa Cruz.	....do .....	79.94	1, 234	22	apt. 11 by 7.6, 1 l.....	13.14
176032	Port Costa, Lathrop....	....do .....	62.58	9, 503	25	r. p. o. 40 by 9.5, 1 l; apt. 24.9 by 9.5, 1 l.	14
176033	Citrus Station (n.o.), Riverside.	Southern California Rwy.	3.83	1, 398	24	apt. 18 by 9.5, 1 l.....	20
176034	Gilroy, Tres Pinos ....	Southern Pacific Co...	20.84	227	28	no apt.....	20
176035	Peters, Oakdale .....	....do .....	19.15	90	23	....do .....	6
176036	Ignacio Station (n.o.), S. V. R. R. Junction (n.o.).	San Francisco and North Pacific Rwy.	7.51	185	26	....do .....	13
176037	National City, Barstow	Southern California Rwy.	211.55	3, 166	20	apt. 25 by 9.3, 2 l 6.10 m.; 1 l residue.	8.34
176038	Goshen, Alcalde .....	Southern Pacific Co...	61.23	325	15	no apt.....	5.62
176039	Junction (n.o.), Glen Ellen.	San Francisco and North Pacific Rwy.	19.18	141	26	....do .....	13
176040	San Luis Obispo, Los Olivos.	Pacific Coast Rwy ....	66.90	401	18	apt. 12 by 7.7, 1 l.....	6
176041	San Luis Obispo, Port Harford.	....do .....	11.90	470	18	....do .....	6
176042	Mojave, Needles.....	Atlantic and Pacific R.R.	240.67	4, 474	23	apt. 25 by 9.3, 2 l 1. bet. Barstow and Needles, 109.34 m.	11.92
176043	Lodi, Valley Springs ..	Southern Pacific Co...	26.99	525	18	no apt.....	7
176044	Eureka, Hydesville ...	Eel River and Eureka R.R.	26.98	1, 154	15	apt. 15 by 8.10, 2 l.....	13

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
56.43		43.61		185.53		2.6.77		July 1	Weighted 30 days from May 1, 1890. 0.14 m. decrease.
42.75		42.75		933.23		940.50		July 1	Weighted 30 days from May 1, 1890. 0.17 m. decrease. From Oct. 1, 1889, on 16 m. ext. from San Anselmo to San Francisco.
64.13		44.46		722.10		500.61		July 1	Weighted 30 days from May 1, 1890.
42.75		42.75		654.50		685.71		July 1	Weighted 30 days from May 1, 1890. 0.73 m. decrease.
129.06		123.98		18,365.87		17,425.38		July 1	Weighted 30 days from May 1, 1890.
53.87		50.47		1,002.52		938.86		July 1	Do.
49.59		42.75		974.44		860.41		July 1	Weighted 30 days from May 1, 1890. From Sept. 16, 1889, on 2.98 m. ext., from Monterey to Pacific Grove.
94.01		76.16		7,587.10		6,323.91		July 1	Weighted 30 days from May 1, 1890. 3.16 m. decrease.
218.85	25.00	171.00	25.00	13,697.51	1,564.50	10,641.33	1,555.75	July 1	Weighted 30 days from May 1, 1890. 0.35 m. increase.
101.75		64.13		389.70		243.05		July 1	Weighted 30 days from May 1, 1890. 0.04 m. increase.
35.56		35.56		741.67		733.95		July 1	Weighted 30 days from May 1, 1890. 0.20 m. increase. All land grant.
42.75		42.75		818.66		821.65		July 1	Weighted 30 days from May 1, 1890. 0.07 m. decrease.
42.75		42.75		321.05		320.62		July 1	Weighted 30 days from May 1, 1890. 0.01 m. increase.
144.50		82.08		30,568.97		17,457.59		July 1	Weighted 30 days from May 1, 1890. 1.14 m. decrease.
41.04		36.93		2,512.87		2,260.48		July 1	Weighted 30 days from May 1, 1890. 0.02 m. increase. All land grant. Pay based on a service of not less than six round trips per week.
42.75		42.75		819.04		807.09		July 1	Weighted 30 days from May 1, 1890. 0.28 m. increase.
56.43		49.59		3,775.16		3,350.78		July 1	Weighted 30 days from May 1, 1890. 0.67 m. decrease.
61.56		42.75		792.56		521.55		July 1	Weighted 30 days from May 1, 1890. 0.30 m. decrease.
130.61		97.81		31,441.12		23,544.82		July 1	Weighted 30 days from May 1, 1890. 0.05 m. decrease. All land grant.
64.08		61.56		1,753.81		1,650.42		July 1	Weighted 30 days from May 1, 1890. 0.18 m. increase.
91.40		59.85		2,468.40		1,597.99		July 1	Weighted 30 days from May 1, 1890. 0.28 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	CALIFORNIA—cont'd.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
176045	Felton, Boulder Creek.	Southern Pacific Co...	8.32	25 13		no apt.....	6
176046	Vacant.						
176047	Vacant.						
176048	Colusa, Sites .....	Colusa and Lake R. R.	22.25	135 14		no apt .....	10.11
176049	Campbell, New Almaden.	Southern Pacific Co...	12.10	55 17		...do .....	6.5
176050	Soledad, Santa Margarita.	...do .....	92.83	1,693 27		apt. 21 by 9.9, 11 .....	7
176051	Sangus Station (n. o.), Santa Barbara.	...do .....	82.00	1,331 25		apt. 15 by 10, 11 .....	14
176052	Arcata Wharf (n. o.), Blue Lake.	Arcata and Mad River R. R.	12.17	100 9		no apt .....	7
176053	San Bernardino, Los Angeles Station (n. o.).	Southern California Rwy.	60.50	5,178 27		apt. 25 by 9.3, 21 .....	34.12
176054	Berendo, Raymond ...	Southern Pacific Co...	21.20	92 14		no apt.....	7
176055	Riverside, Los Angeles Junction (n. o.).	Southern California Rwy.	89.50	2,273 26		apt. 18.9 by 9, 11 .....	28
176056	San Bernardino, Redlands.	...do .....	9.41	293 23		no apt .....	22
176057	Oceanside, Escondido .....	...do .....	22.87	573 21		apt 11 by 8, 11 .....	15
176058	Los Angeles Station (n. o.), Redondo Beach.	...do .....	22.92	101 15		no apt.....	12
176059	Perris, San Jacinto...	...do .....	20.18	151 16		...do .....	6
176060	Napa Junction, Santa Rosa.	Southern Pacific Co...	37.45	887 28		...do .....	13
176061	San Diego, Tia Juana.	National City and Otay Rwy.	20.10	101 13		...do .....	18
176062	Tia Juana Junction (n. o.), Oceanside.	...do .....	1.04	38 20		...do .....	6
176063	Los Angeles Station (n. o.), Orange.	Southern California Rwy.	31.81	3,044 29		apt. 23 by 9.1, 11 .....	32.5
176064	Hillsdale, New Almaden.	Southern Pacific Co...	10.30	62 11		no apt.....	6.5
176065	Tracy, Los Banos .....	...do .....	58.30	281 15		...do .....	7

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

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.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	1890.	
42.75	.....	42.75	.....	355.68	.....	347.98	.....	July 1	Weighted 30 days from May 1, 1890. 0.18 m. increase.
42.75	.....	42.75	.....	951.18	.....	937.08	.....	July 1	Weighted 30 days from May 1, 1890. 0.33 m. increase.
42.75	.....	42.75	.....	517.27	.....	549.76	.....	July 1	Weighted 30 days from May 1, 1890. 0.76 m. decrease.
114.57	.....	76.10	.....	10,635.53	.....	7,592.58	.....	July 1	Weighted 30 days from May 1, 1890. 0.05 m. increase. From Feb. 28, 1889, on 13.83 m. ext., from Templeton to Santa Margarita.
99.18	.....	94.05	.....	8,132.76	.....	7,608.64	.....	July 1	Weighted 30 days from May 1, 1890. 1.10 m. increase.
42.75	.....	42.75	.....	520.26	.....	453.15	.....	July 1	Weighted 30 days from May 1, 1890. 1.57 m. increase.
172.71	.....	186.40	.....	10,448.95	.....	11,071.14	.....	July 1	Weighted 30 days from May 1, 1890. 0.87 m. decrease.
42.75	.....	42.75	.....	906.30	.....	910.57	.....	July 1	Weighted 30 days from May 1, 1890. 0.10 m. decrease.
131.67	.....	106.02	.....	11,784.46	.....	9,117.72	.....	July 1	Weighted 30 days from May 1, 1890. 3.50 m. increase.
48.74	.....	45.32	.....	458.64	.....	419.21	.....	July 1	Weighted 30 days from May 1, 1890. 0.16 m. increase.
66.69	.....	43.61	.....	1,525.20	.....	992.99	.....	July 1	Weighted 30 days from May 1, 1890. 0.10 m. increase.
42.75	.....	42.75	.....	979.83	.....	975.98	.....	July 1	Weighted 30 days from May 1, 1890. 0.09 m. increase. From Nov. 25, 1889, on 11 m. ext., from Centralia to Redondo Beach.
42.75	.....	42.75	.....	861.84	.....	861.84	.....	July 1	Weighted 30 days from May 1, 1890.
55.58	.....	46.17	.....	2,081.47	.....	1,735.53	.....	July 1	Weighted 30 days from May 1, 1890. 0.14 m. decrease.
42.75	.....	42.75	.....	859.27	.....	850.72	.....	July 1	Weighted 30 days from May 1, 1890. 0.20 m. increase. From July 22, 1889, on 6.12 m. ext., from National City to San Diego.
42.75	.....	42.75	.....	82.93	.....	85.07	.....	July 1	Weighted 30 days from May 1, 1890. 0.05 m. decrease.
142.70	.....	140.22	.....	4,542.14	.....	4,461.80	.....	July 1	Weighted 30 days from May 1, 1890. 0.01 m. decrease.
42.75	.....	42.75	.....	440.32	.....	436.05	.....	July 1	Weighted 30 days from May 1, 1890. 0.10 m. increase.
47.88	.....	42.75	.....	2,791.40	.....	2,594.92	.....	July 1	Weighted 30 days from May 1, 1890. 0.12 m. increase. From Jan. 10, 1890, on 21 m. ext., Newman to Los Banos.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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.
	CALIFORNIA—cont'd.		Miles.	Pounds.		Feet and inches.	
176066	Fresno, Portersville...	Southern Pacific Co ..	70.07	317 <sup>20</sup>		no apt.....	7
176067	Miraslores (n. o.), Tus- tin City.	....do .....	11.26	144 <sup>20</sup>		apt. 8.4 by 6.11, 11.....	7
176068	Studebaker Station (n. o.), Whittier.	....do .....	6.69	88 <sup>19</sup>		no apt.....	13
176069	Willow, Fruto .....	....do .....	17.18	44 <sup>13</sup>		....do .....	6
176070	Alton, Scotia.....	Railroad of Pacific Lumber Co.	7.20	41 <sup>14</sup>		....do .....	13.50

*States and Territories in which the contract term expired June 30, 1890, etc.—Continued.*

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or 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>		
50.45	.....	42.75	.....	3,535.03	.....	2,904.63	.....	1890. July 1	Weighed 30 days from May 1, 1890. 0.02 m. increase.
42.75	.....	42.75	.....	481.36	.....	472.38	.....	July 1	Weighed 30 days from May 1, 1890. 0.21 m. increase. Initial point formerly called Conrad Station (n. o.).
42.75	.....	.....	.....	285.99	.....	.....	.....	1890. Apr. 16	Weighed 30 days from May 1, 1890. New.
42.75	.....	.....	.....	734.44	.....	.....	.....	May 6	Do.
42.75	.....	.....	.....	307.80	.....	.....	.....	1890. Jan. 1	Do.

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the as compared with 1889,

No. of route.	State and termini.	Corporate title of company.	June 30, 1889.		
			Length of route.	Pay per annum.	Pay per mile.
	<b>MAINE.</b>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>
6	Portland and Bangor .....	Maine Central R. R. ....	138.00	13,800.00	100.00
12	Bangor and Vanceborough... ..	do .....	114.86	2,871.50	25.00
	<b>NEW HAMPSHIRE.</b>				
1001	Concord and Nashua .....	The Concord and Montreal R. R. ....	36.28	907.00	25.00
1008	Concord, N. H., and White River Junction, Vt. ....	Boston and Maine R. R. ....	69.76	1,744.00	25.00
	<b>VERMONT.</b>				
Part 2002	Windsor and St. Albans .....	Central Vermont R. R. ....	134.63	3,365.75	25.00
2004	Bellows Falls and Windsor ...	Sullivan County R. R. ....	25.50	637.50	25.00
2005	Brattleboro and Bellows Falls.	Vermont Valley R. R. Co. of 1871.	24.04	601.00	25.00
Part 2010	White River Junction and Newport.	Boston and Maine R. R. ....	105.15	2,628.75	25.00
	<b>MASSACHUSETTS.</b>				
3001	Boston, Mass., and Portland, Me. ....	Boston and Maine R. R. ....	109.35	10,935.00	100.00
3011	Boston, Mass., and Portland, Me. ....	do .....	116.33	2,908.25	25.00
3016	Boston, Mass., and Nashua, N. H. ....	do .....	39.85	996.25	25.00
3025	(Boston and Springfield.....) (Springfield, Mass., and Albany, N. Y.)	Boston and Albany R. R. ....	{ 98.63 102.66 }	{ 29,891.25 }	{ 225.00 75.00 }
3035	Boston, Mass., and Providence, R. I. ....	Old Colony R. R. ....	44.00	2,209.00	50.00
3038	Boston and South Braintree... ..	do .....			
Part 3039	South Braintree and Middleborough. ....	do .....			
3041	Middleborough and Provincetown. ....	do .....			
Part 3062	Brattleboro and South Vernon Junction (n. o.). ....	Central Vermont R. R. ....	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, R. I., and New London, Conn. ....	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, N. Y., and New Haven, Conn. ....) (New Haven, Conn., and Springfield, Mass. ....)	do .....	{ 73.37 62.63 }	{ 29,508.50 }	{ 240.00 190.00 }
	<b>NEW YORK.</b>				
6001	(New York and Hornellsville.) (Hornellsville and Dunkirk...)	New York, Lake Erie and Western R. R. ....	{ 331.16 128.39 }	{ 31,628.40 }	{ 80.00 40.00 }
6008	Buffalo and Hornellsville .....	do .....			
6011	(New York and Syracuse.....) (Syracuse and Buffalo .....	New York Central and Hudson River R. R. ....	{ 291.50 150.50 }	{ 184,040.00 }	{ 430.00 306.00 }
6013	Syracuse and Rochester .....	do .....	104.00	4,160.00	40.00

*fiscal years ending June 30, 1889, and June 30, 1890, and the increase or decrease of 1890 and the reasons therefor.*

June 30, 1890.			Increase per annum of 1890.	Decrease per annum of 1890.	Number of lines and authorized length of cars, June 30, 1890.	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>		
137.15	13,715.00	100.00	-----	85.00	2 lines 60 feet ...	Decrease in distance.
114.83	2,870.75	25.00	-----	0.75	1 line 40 feet ...	Do.
88.80	907.50	25.00	0.50	-----	1 line 40 feet ...	Do.
69.76	1,744.00	25.00	-----	-----	1 line 40 feet ...	
134.63	3,865.75	25.00	-----	-----	1 line 40 feet ...	
25.50	637.50	25.00	-----	-----	1 line 40 feet ...	
24.17	604.25	25.00	3.25	-----	1 line 40 feet ...	Increase in distance.
106.15	2,628.75	25.00	-----	-----	1 line 40 feet ...	
109.25	10,965.00	100.00	-----	-----	2 lines 60 feet ...	
116.83	2,908.25	25.00	-----	-----	1 line 40 feet ...	
46.62	1,015.50	25.00	19.25	-----	1 line 40 feet ...	Do.
98.63	34,935.50	250.00	5,044.25	-----	{ 1 line 60 feet, 3 lines 55 feet, and 2 lines 40 feet. 1 line 55 feet, and 2 lines 40 feet.	{ 1 line 40 feet established No- vember 18, 1889. Increase in distance.
102.78		100.00				
43.66	3,298.50	75.00	1,068.50	-----	1 line 55 feet and 1 line 40 feet.	1 line 40 feet established De- cember 23, 1889. Decrease in distance.
11.86	284.00	25.00	284.00	-----	1 line 40 feet ...	Established March 19, 1890.
23.29	582.25	25.00	582.25	-----	1 line 40 feet ...	Do.
96.38	2,159.50	25.00	2,159.50	-----	1 line 40 feet ...	Do.
10.33	258.25	25.00	1.00	-----	1 line 40 feet ...	Decrease in distance.
51.98	1,299.50	25.00	2.50	-----	1 line 40 feet ...	Do.
64.21	4,815.75	75.00	1,725.75	-----	1 line 55 feet; 1 line 40 feet.	1 line 40 feet established De- cember 23, 1889. Increase in distance.
51.71	4,658.90	90.00	2,664.90	-----	1 line 55 feet; 1 line 50 feet.	1 line 50 feet established De- cember 23, 1889. Increase in distance.
73.23	28,950.20	240.00	-----	2,558.30	{ 1 line 60 feet, 8 lines 55 feet; 1 line 50 feet. 1 line 60 feet; 2 lines 55 feet.	{ 1 line 50 feet curtailed to end at New Haven December 23, 1889.
62.50		150.00				
332.81	31,689.20	80.00	66.80	-----	{ 2 lines 50 feet ... 1 line 50 feet ...	{ Increase in distance.
127.61		40.00				
92.94	3,717.00	40.00	3,717.00	-----	1 line 50 feet ...	Established Dec. 16, 1889.
290.72	183,041.60	430.00	-----	998.40	{ 7 lines 60 feet; 2 lines 50 feet; 7 lines 60 feet; 1 line 50 feet.	{ Decrease in distance.
148.80		390.00				
-----	-----	-----	-----	4,160.00	-----	1 line 50 feet discontinued.

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, 1889.		
			Length of route.	Pay per annum.	Pay per mile.
NEW JERSEY.					
7004	New York, N. Y., and Philadelphia, Pa.	Pennsylvania R. R.....	Miles. 90.89	Dollars 38,628.25	Dollars. 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
8021	Williamsport, Pa., and Elmira, N. Y.	Northern Central Rwy.....			
MARYLAND.					
10001	Bay View (n. o.), Md., and Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore R. R.	91.80	13,770.00	150.00
10002	Baltimore, Md., and Sunbury, Pa.	Northern Central Rwy .....	138.01	3,450.25	25.00
10003	Baltimore, Md., and Grafton, W. Va.	Baltimore and Ohio R. R.....	{ 293.75 96.64 }	39,115.60	120.00
	Grafton, W. Va., and Bellaire, Ohio.				40.00
10006	Baltimore and Hagerstown ...	Western Maryland R. R. ....	86.60	2,165.00	25.00
10013	Bay View (n. o.), Md., and Washington, D. C.	Baltimore and Potomac R. R..	45.40	6,810.00	150.00
VIRGINIA.					
11001	Washington, D. C., and Richmond, Va.	Richmond, Fredericksburg and Potomac R. R.	115.90	13,908.00	120.00
11002	Alexandria and Lynchburgh ..	Richmond and Danville R. R..	166.40	19,136.00	115.00
11008	Richmond and Petersburg...	Richmond and Petersburg R. R.	23.39	1,871.20	80.00
11009	Petersburgh, Va., and Weldon, N. C.	Petersburg R. R.....	64.00	5,120.00	80.00
11013	Lynchburgh, Va., and Bristol, Tenn.	Norfolk and Western R. R....	204.40	10,220.00	50.00
11016	Lynchburgh and North Danville.	Richmond and Danville R. R.	65.72	5,914.80	90.00
11018	Washington, D. C., and Alexandria, Va.	Alexandria and Washington R. R.	7.42	853.30	115.00
11021	Hagerstown, Md., and Roanoke, Va.	Shenandoah Valley R. R.....	239.80	5,995.00	25.00
11038	North Danville, Va., and Charlotte, N. C.	Richmond and Danville R. R..	143.21	12,828.90	90.00
WEST VIRGINIA.					
12002	Grafton and Parkersburgh ...	Baltimore and Ohio R. R.....	104.50	3,360.00	80.00
NORTH CAROLINA.					
13002	Weldon and Wilmington .....	Wilmington and Weldon R. R.	161.87	12,949.60	80.00

cars for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued.

June 30, 1890.			Increase per annum of 1890.	Decrease per annum of 1890.	Number of lines and authorized length of cars, June 30, 1890.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i> 90.63	<i>Dollars.</i> 49,846.50	<i>Dollars.</i> 550.00	<i>Dollars.</i> 11,218.25	<i>Dollars.</i> .....	10 lines 60 feet; 2 lines 40 feet.	1 line 60 feet established July 1, 1889; 1 line 60 feet superseded 1 line 40 feet July 10, 1889; 1 line 40 feet established February 10, 1890; 1 line 40 feet May 8, 1890. Decrease in distance.
353.60	132,600.00	375.00	85,552.50	.....	7 lines 60 feet; 1 line 40 feet.	1 line 60 feet established July 1, 1889; 1 line 60 feet superseded 1 line 40 feet July 10, 1889; 1 line 40 feet established May 8, 1890. Increase in distance.
41.06	1,642.40	40.00	618.40	.....	1 line 50 feet....	Superseded 1 line 40 feet February 3, 1890. Increase in distance.
79.71	1,992.75	25.00	1,992.75	.....	1 line 40 feet....	Established February 3, 1890.
92.00	16,100.00	175.00	2,330.00	.....	3 lines 60 feet; 1 line 40 feet.	1 line 40 feet established February 10, 1890. Increase in distance.
138.21	5,528.40	40.00	2,078.15	.....	1 line 50 feet....	1 line 60 feet superseded 1 line 40 feet February 3, 1890. Increase in distance.
204.40	49,956.50	150.00	9,840.80	.....	3 lines 60 feet..	2 lines 60 feet superseded 2 lines 50 feet July 1, 1890; 1 line 60 feet superseded 1 line 50 feet August 5, 1890; 1 line 60 feet superseded 1 line 50 feet July 1, 1890. Decrease in distance.
95.93		50.00			1 line 60 feet..	Decrease in distance.
86.10	2,152.50	25.00	1,157.75	12.50	1 line 40 feet....	1 line 40 feet established February 10, 1890. Decrease in distance.
45.53	7,967.75	175.00		.....	3 lines 60 feet; 1 line 40 feet.	Decrease in distance.
115.37	13,844.40	120.00	.....	63.60	3 lines 50 feet....	Decrease in distance.
174.04	21,755.00	125.00	2,619.00	.....	2 lines 60 feet; 1 line 40 feet.	Route extended to begin at Washington, D. C., from July 1, 1889.
23.07	1,845.60	80.00	.....	25.60	2 lines 50 feet....	Decrease in distance.
63.54	5,083.20	80.00	.....	36.80	2 lines 50 feet....	Do.
204.85	10,242.50	50.00	22.50	.....	2 lines 40 feet....	Increase in distance.
65.74	6,574.00	100.00	659.20	.....	2 lines 60 feet....	Increase in distance, and R. P. O. cars.
.....	.....	.....	.....	853.30	1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	All R. P. O. service discontinued from June 30, 1889.
.....	.....	.....	.....	5,995.00	1 line 40 feet....	R. P. O. discontinued from Jan. 31, 1890.
142.80	14,280.00	100.00	1,391.10	.....	2 lines 60 feet....	Increase in distance and R. P. O. cars.
103.80	10,380.00	100.00	2,020.00	.....	2 lines 60 feet....	Decrease in distance and increase in R. P. O. cars.
161.87	12,949.80	80.00	.....	.....	2 lines 50 feet....	

I.—Table showing the rate of pay per annum for the use of railway post-offices

No. of route.	State and terminal.	Corporate title of company.	June 30, 1890.		
			Length of route.	Pay per annum.	Pay per mile.
SOUTH CAROLINA.					
14002	Florence, S. C., and Wilming-	Wilmington, Columbia and	Miles.	Dollars.	Dollars.
Part.	ton, N. C.	Augusta R. R.	110.40	7,176.00	65.00
14004	Charleston, S. C., and Savan-	Charleston and Savannah Rwy.	115.00	7,475.00	65.00
	nah, Ga.				
14005	Charleston and Florence.....	Northeastern R. R.....	102.44	6,658.60	65.00
GEORGIA.					
15001	Atlanta, Ga., and Charlotte,	Richmond and Danville R. R..	268.24	24,141.60	90.00
	N. C.				
15002	Atlanta, Ga., and Chattanooga,	Western and Atlantic R. R...	138.34	12,450.60	90.00
	Tenn.				
15003	Atlanta and West Point.....	Atlanta and West Point R. R.	87.36	4,968.00	50.00
15009	Savannah, Ga., and Jackson-	Savannah, Florida and West-	171.56	11,161.40	65.00
	ville, Fla.	ern Rwy.			
15012	Macon and Atlanta.....	Central R. R. and Banking	103.91	2,597.75	25.00
		Co.			
15016	{Macon and Smithville.....}	{Southwestern R. R.....}	{ 83.57	{ 2,089.25	{ 25.00
	{Macon, Ga., and Eufaula, Ala.}				
Part.	Waycross and Albany.....	Brunswick and Albany R. R..	111.56	2,789.00	25.00
15023					
15039	Smithville and Albany.....	Southwestern R. R.....	24.12	603.00	25.00
ALABAMA.					
17001	Montgomery, Ala., and West	Western Railway Company	86.60	4,330.00	50.00
	Point, Ga.	of Alabama.			
17003	Montgomery and Eufaula....	Montgomery and Eufaula			
		Rwy.			
17004	Montgomery and Decatur....	South and North Alabama R.	183.86	4,596.50	25.00
		R.			
17012	Mobile and Montgomery.....	Louisville and Nashville R. R.	179.84	8,967.00	50.00
17013	Mobile, Ala., and New Orleans,	do.....	140.66	7,063.00	50.00
	La.				
17015	Chattanooga, Tenn., and Mer-	Alabama Great Southern R. R.	295.60	7,899.00	25.00
	idian, Miss.				
MISSISSIPPI.					
18001	New Orleans, La., and Cairo,	Illinois Central R. R.....	550.11	16,503.30	30.00
	Ill.				
18016	Meridian, Miss., and New Or-	New Orleans and North-west-	196.30	4,907.50	25.00
	leans, La.	ern R. R.			
TENNESSEE.					
19002	Bristol and Chattanooga....	East Tennessee, Virginia and	242.79	12,139.50	50.00
		and Georgia Rwy.			
19006	Nashville, Tenn., and Decatur,	Louisville and Nashville R. R.	121.75	3,043.75	25.00
	Ala.				
KENTUCKY.					
20004	Cincinnati, Ohio, and Louis-	Louisville and Nashville R. R.	109.00	6,540.00	60.00
	ville, Ky.				
20005	Louisville, Ky., and Nashville,	do.....	186.14	11,168.40	60.00
	Tenn.				
20008	Bowling Green, Ky., and	do.....	262.70	7,881.00	30.00
	Memphis, Tenn.				
20017	Cincinnati Junction (n. o.)	do.....	4.50	270.00	60.00
	and Louisville & Nashville				
	Junction (n. o.)				
20020	Cincinnati, Ohio, and Chatta-	Cincinnati, New Orleans and	338.70	16,936.00	50.00
	anooga, Tenn.	Texas Pacific Rwy.			
OHIO.					
21001	Bellaire and Newark.....	Baltimore and Ohio R. R.....	103.82	4,152.80	40.00
21002	Pittsburgh, Pa., and Chicago,	Pennsylvania Co.....	468.20	23,410.00	50.00
	Ill.				
21007	Elyria and Millbury.....	Lake Shore and Michigan	75.01	4,876.65	65.00
		Southern Rwy.			

# SECOND ASSISTANT—R. P. O. CAR ADJUSTMENTS.

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for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued.

June 30, 1890.			Increase per annum of 1890.	Decrease per annum of 1890.	Number of lines and authorized length of cars, June 30, 1890.	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>		
110.40	7,176.00	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
115.00	7,475.00	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
102.44	6,658.00	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
267.93	26,793.00	100.00	2,651.40	.....	2 lines 60 feet...	Decrease in distance and increase in R. P. O. cars. Decrease in distance.
138.00	12,420.00	90.00	.....	30.60	1 line 60 feet; 1 line 50 feet.	Do.
87.02	4,351.00	50.00	.....	17.00	2 lines 40 feet...	Do.
171.50	11,151.40	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	Do.
103.00	2,575.00	25.00	.....	22.75	1 line 40 feet....	Do.
144.02	3,600.50	25.00	1,511.25	.....	1 line 40 feet....	Line extended to Enfsula from May 16, 1890. De- crease in distance.
.....	.....	.....	.....	2,759.00	1 line 40 feet....	R. P. O. discontinued from May 15, 1890.
.....	.....	.....	.....	603.00	1 line 40 feet....	R. P. O. discontinued from May 15, 1890.
80.60	4,330.00	50.00	.....	.....	2 lines 40 feet...	
50.57	2,014.25	25.00	2,014.25	.....	1 line 40 feet....	Established May 16, 1890.
183.86	4,596.50	25.00	.....	.....	1 line 40 feet....	
170.34	8,967.00	50.00	.....	.....	2 lines 40 feet...	
140.06	7,003.00	50.00	.....	.....	2 lines 40 feet...	
295.00	7,390.00	25.00	.....	.....	1 line 40 feet....	
550.11	16,503.30	30.00	.....	.....	1 line 45 feet....	
196.30	4,967.50	25.00	.....	.....	1 line 40 feet....	
242.79	12,139.50	50.00	.....	.....	2 lines 40 feet...	
121.75	3,043.75	25.00	.....	.....	1 line 40 feet....	
109.00	6,540.00	60.00	.....	.....	2 lines 45 feet...	
166.14	11,168.40	60.00	.....	.....	2 lines 45 feet...	
262.70	7,681.00	30.00	.....	.....	1 line 45 feet...	
4.50	270.00	60.00	.....	.....	2 lines 45 feet...	
338.70	27,096.00	80.00	10,161.00	.....	2 lines 50 feet...	
103.07	5,153.50	50.00	1,000.70	.....	1 line 60 feet....	Decrease in distance and in- crease in R. P. O. cars.
463.20	23,410.00	50.00	.....	.....	1 line 60 feet....	
75.01	3,750.50	50.00	.....	1,125.15	1 line 60 feet....	Decrease in R. P. O. service.

I.—Table showing the rate of pay per annum for the use of railway post-office

			June 30, 1889.		
No. of route.	State and termini.	Corporate title of company.	Length of route.	Pay per annum.	Pay per mile.
OHIO—continued.					
210102 Part.	Chicago and Newark .....	Baltimore and Ohio R. R. ....	<i>Miles.</i> 88.04	<i>Dollars.</i> 3,521.60	<i>Dollars.</i> 40.00
21014	Columbus and Cincinnati ....	Pittsburgh, Cincinnati and St. Louis Rwy.	120.29	12,029.00	100.00
21015	Columbus, Ohio, and Indianapolis, Ind.	Chicago, St. Louis and Pittsburgh R. R.	189.66	42,673.50	225.00
21016	Galion, Ohio, and Indianapolis, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	204.09	5,102.25	25.00
21019	{ Toledo, Ohio, and La Fayette, Ind.	Wabash R. R. ....	{ 203.10	{ 30,996.25	{ 75.00
	{ La Fayette, Ind., and Decatur, Ill.		{ 119.60		{ 100.00
	{ Decatur and Quincy. ....		{ 151.35		{ 25.00
21023	Dayton and Toledo .....	Dayton and Michigan R. R. ...	144.18	8,604.50	25.00
21026	Cincinnati and Dayton .....	Cincinnati, Hamilton and Dayton R. R.	58.38	1,459.50	25.00
21028	Cincinnati, Ohio, and Parkersburg, W. Va.	Cincinnati, Washington and Baltimore R. R.	195.30	15,624.00	80.00
21032	Pittsburgh, Pa., and Columbus, Ohio.	Pittsburgh, Cincinnati and St. Louis Rwy.	193.85	63,001.25	325.00
21042	Cleveland and Cincinnati ....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	{ 79.74	{ 14,089.50	{ 75.00
21045	Toledo, Ohio, and Elkhart, Ind.	Lake Shore and Michigan Southern Rwy.	{ 162.18		
21047	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. R. ....	133.97	25,454.30	190.00
21095	{ Buffalo, N. Y., and Cleveland, Ohio.	Lake Shore and Michigan Southern Rwy.	{ 183.26	{ 178,365.35	{ 390.00
	{ Cleveland and Elyria, Ohio.		{ 25.06		{ 390.00
	{ Elyria and Millbury, Ohio.		{ 79.77		{ 325.00
	{ Millbury and Toledo, Ohio.		{ 8.07		{ 390.00
	{ Toledo, Ohio, and Elkhart, Ind.		{ 142.90		{ 200.00
	{ Elkhart, Ind., and Chicago, Ill.		{ 101.20		{ 390.00
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.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	111.40	10,026.00	90.00
22005	Indianapolis and La Fayette.	.....do .....	64.91	5,841.90	90.00
22008	Louisville Junction (n. o.), Ky., and Chicago, Ill.	Louisville, New Albany and Chicago Rwy.	322.40	8,060.00	25.00
22010	Cincinnati, Ohio, and East St. Louis, Ill.	Ohio and Mississippi Rwy. ...	338.14	23,669.80	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.	167.75	37,743.75	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
23003	Chicago, Ill., and Union Pacific Transfer (n. o.), Iowa.	.....do .....	489.90	28,321.00	.....
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

cars for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued.

June 30, 1890.			Increase per annum of 1890.	Decrease per annum of 1890.	Number of lines and authorized length of cars, June 30, 1890.	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>		
88.04	4,402.00	50.00	890.40		1 line 60 feet...	Increase in R. P. O. service.
119.40	11,940.00	100.00		89.00	2 lines 60 feet...	Decrease in distance.
188.37	47,092.50	250.00	4,410.00		5 lines 60 feet...	Decrease in distance and in- crease in R. P. O. service.
204.09	5,102.25	25.00			1 line 40 feet...	
203.10		90.00			{ 1 line 60 feet; 1 line 50 feet; 1 line 60 feet; 1 line 50 feet; 1 line 40 feet; 1 line 40 feet.	Increase in R. P. O. service.
119.60	35,839.75	115.00	4,843.50			
151.35		25.00				
144.18	7,209.00	50.00	3,604.50		2 lines 40 feet...	Increase in R. P. O. service.
59.38	2,968.00	50.00	1,509.50		2 lines 40 feet...	Do.
195.30	19,530.00	100.00	3,906.00		2 lines 60 feet...	Do.
191.00	60,850.00	350.00	3,848.75		7 lines 60 feet...	Decrease in distance and in- crease in R. P. O. service.
241.92	17,718.30	90.00	3,628.80		{ 1 line 50 feet; 1 line 40 feet.	Increase in R. P. O. service.
133.97	20,095.50	150.00		5,358.80	3 lines 60 feet...	
271.28	18,564.00	50.00	2,712.80		1 line 60 feet...	Increase in R. P. O. service.
183.23		390.00			{ 7 lines 60 feet; 1 line 50 feet.	Increase in R. P. O. service.
25.00		390.00			7 lines 60 feet; 1 line 50 feet.	
79.77		340.00			6 lines 60 feet; 1 line 50 feet.	
8.07	185,277.90	390.00	6,912.55		7 lines 60 feet; 1 line 50 feet.	
142.90		240.00			4 lines 60 feet; 1 line 50 feet.	
101.20		390.00			7 lines 60 feet; 1 line 50 feet.	
74.39	18,597.50	250.00	1,859.75		5 lines 60 feet...	Increase in R. P. O. service.
111.40	12,811.00	115.00	2,785.00		1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	Do.
64.91	7,464.65	115.00	1,622.75		1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	Do.
322.40	8,060.00	25.00			1 line 40 feet...	
338.14	83,814.00	100.00	10,144.20		2 lines 60 feet...	Do.
75.79	8,715.85	115.00	1,894.75		1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	Do.
167.75	41,937.50	250.00	4,193.75		5 lines 60 feet...	
85.00	3,400.00	40.00	1,265.00		1 line 50 feet...	Decrease in distance. One line 40 feet superseded by 1 line 50 feet Nov. 22, 1889.
121.30	4,852.00	40.00			1 line 50 feet...	
489.90	33,806.00		5,485.00			
219.40		90.00			1 line 60 feet; 1 line 50 feet.	1 line 40 feet between Chi- cago and Cedar Rapids superseded by 1 line 60 feet Jan. 23, 1890.
247.70		50.00			2 lines 40 feet...	
21.40		75.00			3 lines 40 feet...	
1.40		50.00			2 lines 40 feet...	

1.—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, 1899.		
			Length of route.	Pay per annum.	Pay per mile.
	ILLINOIS—continued.		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>
23007	Chicago, Ill., and Burlington, Iowa.	Chicago, Burlington and Quincy R. R.	206.00	59,635.00	.....
Part.	Chicago and Galesburgh .....	.....	162.70	.....	300.00
Part.	Galesburgh, Ill., and Burlington, Iowa.	.....	43.30	.....	250.00
23010	Galesburgh and Quincy .....	do .....	100.61	7,545.75	75.00
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	25,299.00	90.00
23020	Chicago and Cairo .....	Illinois Central R. R. ....	365.53	17,633.30	.....
Part.	Chicago and Kankakee .....	.....	55.87	.....	140.00
Part.	Kankakee and Centralia .....	.....	196.23	.....	50.00
23021	Dubuque, Iowa, and Centralia, Ill.	do .....	343.27	9,776.90	.....
Part.	Dubuque, Iowa, and Freeport, Ill.	.....	69.56	.....	65.00
Part.	Mendota and Centralia .....	.....	210.22	.....	25.00
23023	Decatur and East St. Louis ..	Wabash Railroad .....	113.66	8,524.50	75.00
23032	East St. Louis, Ill., and Nashville, Tenn.	Louisville and Nashville R. R.	.....	.....	.....
23035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy.	85.98	17,196.00	200.00
23054	Chicago and Lanark Junction (n. o.).	do .....	116.60	2,915.00	25.00
23105	Chicago and Freeport .....	Illinois Central R. R. ....	114.44	2,861.00	25.00
	MICHIGAN.				
24006	Detroit and Jackson .....	Michigan Central R. R. ....	76.06	7,986.30	105.00
24010	Jackson and Grand Rapids .....	do .....	94.68	3,787.20	40.00
24031	Fort Howard, Wis., and Ishpeming, Mich.	Chicago and Northwestern Rwy.	.....	.....	.....
24035	Toledo, Ohio, and Detroit, Mich.	Michigan Central R. R. ....	.....	.....	.....
24080	Jackson, Mich., and Chicago, Ill.	do .....	210.16	13,660.40	65.00
	WISCONSIN.				
25001	Milwaukee, Wis., and North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy.	195.98	4,899.50	25.00
Part.	Milwaukee and Prairie du Chien.	.....	.....	.....	.....
25002	Milwaukee and La Crosse .....	do .....	198.42	34,723.50	175.00
25009	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northwestern Rwy.	242.47	15,850.80	.....
Part.	Chicago and Harvard .....	.....	62.70	.....	120.00
Part.	Harvard and Janesville .....	.....	28.40	.....	80.00
Part.	Janesville and Fond du Lac ..	.....	85.60	.....	40.00
Part.	Fond du Lac and Fort Howard.	.....	65.77	.....	40.00
25010	Caledonia, Ill., and Winona Junction (n. o.), Wis.	do .....	189.55	13,646.00	.....
Part.	Caledonia, Ill., and Evansville, Wis.	.....	37.95	.....	40.00
Part.	Evansville and Winona Junction, (n. o.).	.....	161.60	.....	80.00
25011	Kenosha, Wis., and Rockford, Ill.	do .....	73.71	600.00	.....
Part.	Harvard and Caledonia .....	.....	15.00	.....	40.00
25012	Milwaukee and Fond du Lac ..	do .....	.....	.....	.....
25014	Winona, Minn., and La Crosse, Wis.	do .....	33.86	2,376.80	.....
Part.	Winona and Winona Junction, (n. o.).	.....	29.71	.....	80.00

cars for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued.

June 30, 1890.			Increase per annum of 1890.	Decrease per annum for 1890.	Number of lines and authorized length of cars June 30, 1890.	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>		
206.60	59,635.00					
162.70		300.00			6 lines 60 feet...	
43.30		250.00			5 lines 60 feet...	
100.61	7,545.75	75.00			1 line 60 feet; 1 line 40 feet.	
182.63	11,876.95	65.00			1 line 50 feet; 1 line 40 feet.	
281.10	28,110.00	100.00	2,811.00		2 lines 60 feet...	Increase to 60 feet of 1 line 50 feet from Feb. 12, 1890.
365.53	19,030.05		1,896.75			
55.87		165.00			3 lines 40 feet; 1 line 50 feet; 1 line 60 feet.	An additional line of 40 feet cars between Chicago and Kankakee from Dec. 23, 1889.
190.23		50.00			2 lines 40 feet...	
343.27	9,776.90					
69.56		65.00			1 line 40 feet; 1 line 50 feet.	
210.22		25.00			1 line 40 feet...	
112.66	10,229.40	90.00	1,704.90		1 line 50 feet; 1 line 60 feet.	Increase in pay for 1 line 50 feet from July 1, 1889.
318.78	7,969.50	25.00	7,969.50		1 line 40 feet...	Establishment from July 1, 1889.
85.39	17,078.00	200.00		118.00	2 lines 40 feet; 3 lines 60 feet.	Decrease in distance.
116.60	2,915.00	25.00			1 line 40 feet...	
114.44	2,861.00	25.00			1 line 40 feet...	
76.06	9,507.50	120.00	1,521.20		3 lines 50 feet...	1 line 40 feet superseded by 1 line 50 feet from March 8, 1890.
94.68	3,787.20	40.00			1 line 50 feet...	
160.08	4,502.00	25.00	4,502.00		1 line 40 feet...	Establishment from Febru- ary 10, 1890.
59.30	2,965.00	50.00	2,965.00		2 lines 40 feet...	Establishment from March 1, and April 20, 1890.
210.16	17,868.60	85.00	4,203.20		1 line 50 feet; 1 line 55 feet.	1 line 40 feet superseded by 1 line 55 feet from March 8, 1890. Pay \$45 per mile for the 55 feet line.
193.60	4,840.01	25.00		59.49	1 line 40 feet...	Decrease in distance from February 17, 1890.
197.83	34,620.25	175.00		103.25	1 line 40 feet; 3 lines 60 feet.	Decrease in distance.
242.47	8,782.80			7,008.00		
62.70		80.00			2 lines 50 feet...	} 1 line of 50 feet cars dis- continued between Chica- go and Fond du Lac from November 22, 1889.
28.40		40.00			1 line 50 feet...	
65.77		40.00			1 line 50 feet...	
189.55	13,648.00					
87.95		40.00			1 line 50 feet...	
151.60		80.00			2 lines 50 feet...	
73.71	600.00					
15.00		40.00			1 line 50 feet...	
63.72	2,548.80	40.00	2,548.80		1 line 50 feet...	Establishment from Novem- ber 22, 1889.
33.86	2,376.80					
29.71		80.00			2 lines 50 feet...	

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, 1889.		
			Length of route.	Pay per annum.	Pay per mile.
WISCONSIN—continued.					
25024	Racine, Wis., and Rock Island, Ill.	Chicago, Milwaukee and St. Paul Rwy.	<i>Miles.</i> 197.85	<i>Dollars.</i> 550.00	<i>Dollars.</i>
Part.	Lanark Junction (n. o.) and Savanna, Ill.		22.00		25.00
25064	Janesville and Evansville....	Chicago and Northwestern Rwy.	16.75	670.00	40.00
MINNESOTA.					
20001	St. Paul, Minn., and Missoula, Mont.	Northern Pacific R. R. ....	1,280.02	11,902.50	
Part.	St. Paul, Minn., and Mandan, N. Dak.		476.10		25.00
Part.	Mandan, N. Dak., and Forsyth, Mont.				
26004	St. Cloud and St. Vincent....	St. Paul, Minneapolis and Manitoba Rwy.	314.85	3,593.25	
Part.	St. Cloud and Barnesville....		143.73		25.00
Part.	Barnesville and Crookston....	do	214.58	261.00	
26006	St. Paul and Breckenridge....	do	10.44		25.00
Part.	St. Paul and Minneapolis....		142.55	21,382.50	150.00
20013	Minneapolis, Minn., and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.			
26025	St. Paul, Minn., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	269.79	6,744.75	25.00
26039	Crookston, Minn., and Devil's Lake, N. Dak.	St. Paul, Minneapolis and Manitoba Rwy.			
26040	Minneapolis and St. Cloud....	do	66.30	1,657.50	25.00
26070	Minneapolis and St. Cloud....	Great Northern Rwy.			
IOWA.					
27005	Burlington and Union Pacific Transfer, (n. o.)	Chicago, Burlington and Quincy R. R.	294.00	73,500.00	250.00
27012	Clinton, Iowa and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	181.79	2,422.50	
Part.	Sabula and McGregor		96.90		25.00
27014	Davenport and Union Pacific Transfer (n. o.)	Chicago, Rock Island and Pacific Rwy.	317.97	10,708.05	
Part.	Davenport and Iowa City....		53.97		65.00
Part.	Iowa City and Union Pacific Transfer (n. o.)		264.00		50.00
27028	Savanna, Ill., and Union Pacific Transfer (n. o.), Iowa.	Chicago, Milwaukee and St. Paul Rwy.	352.37	85.50	
Part.	Savanna, Ill., and Sabula, Iowa.		3.42		25.00
27029	Missouri Valley and Sioux City.	Sioux City and Pacific R. R....	76.27	2,080.50	
Part.	Missouri Valley and California.		6.15		50.00
Part.	California and Sioux City....		70.12		25.00
27073	Pacific Junction, Iowa, and Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R.	5.61	225.00	40.00
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	45,546.00	
Part.	St. Louis and Kansas City....		283.12		175.00
28002	St. Louis and Bismarck.....	St. Louis, Iron Mountain and Southern Rwy.	75.33	4,896.45	65.00
28003	St. Louis, Mo., and Vinita, Ind. Ter.	St. Louis and San Francisco Rwy.	359.70	14,106.00	
Part.	St. Louis and Monett.....		282.10		50.00

*cars for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued.*

June 30, 1890.			Increase per annum of 1890.	Decrease per annum of 1890.	Number of lines and authorized length of cars, June 30, 1890.	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>		
197.85	550.00					
22.00		25.00			1 line 40 feet....	
16.75	670.00	40.00			1 line 50 feet....	
1,254.34	19,738.00		7,835.50			
470.10		25.00			1 line 40 feet....	Decrease in distance. Es- tablishment of 1 line 40 feet between Mandan, N. Dak., and Forsyth, Mont., from November 20, 1889.
339.10		25.00			1 line 40 feet....	
314.85	5,628.25		2,625.00			Establishment of 1 line 40 feet between Barnesville and Crookston from Feb- ruary 7, 1890.
143.73		25.00			1 line 40 feet....	
81.40		25.00			1 line 40 feet....	
214.58	261.00					
10.44		25.00			1 line 40 feet....	
142.04	21,306.00	150.00		76.50	3 lines 60 feet....	Decrease in distance.
260.79	6,744.75	25.00			1 line 40 feet....	
114.55	2,863.75	25.00	2,863.75		1 line 40 feet....	Establishment from Febru- ary 7, 1890.
				1,657.50		Discontinuance from May 25, 1890.
67.17	1,679.25	25.00	1,679.25		1 line 40 feet....	Establishment from May 26, 1890.
294.00	73,500.00	250.00			5 lines 60 feet....	
181.70	2,422.50					
96.90		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			2 lines 40 feet....	
352.37	85.50					
8.42		25.00			1 line 40 feet....	
76.27	2,060.50					
6.15		50.00			2 lines 40 feet....	
79.12		25.00			1 line 40 feet....	
5.64	225.60	40.00			1 line 50 feet....	
32.01	800.25	25.00			1 line 40 feet....	
330.17	49,546.00					
283.12		175.00			3 lines 60 feet; 1 line 40 feet....	
75.23	4,896.45	65.00			1 line 50 feet; 1 line 40 feet....	
359.70	14,105.00					
282.10		50.00			2 lines 40 feet....	

1.—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, 1889.		
			Length of route.	Pay per annum.	Pay per mile.
	MISSOURI—continued.		Miles.	Dollars.	Dollars.
28004	St. Louis and Kansas City ....	Wabash Railroad .....	274.80	13,840.00	.....
Part.	St. Louis and Brunswick .....	.....	186.90	.....	50.00
Part.	Brunswick and Kansas City .....	.....	89.90	.....	50.00
28005	Quincy, Ill., and St. Joseph, Mo.	Hannibal and St. Joseph R. R.	207.55	11,130.60	.....
Part.	Quincy, Ill., and Cameron, Mo.	.....	171.24	.....	65.00
28006	Kansas City, Mo., and Union Pacific Transfer (n. o.), Iowa.	Kansas City, St. Joseph and Council Bluffs R. R.	197.62	7,506.00	.....
Part.	Kansas City and Napier .....	.....	102.62	.....	50.00
Part.	Napier and Union Pacific Transfer (n. o.).	.....	95.00	.....	25.00
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	21,656.50	50.00
28013	Brunswick and Pattonsburgh	Wabash Railroad .....	.....	.....	.....
28026	Brunswick, Mo., and Texarkana, Ark.	Missouri Pacific Rwy .....	418.24	26,928.20	65.00
28061	Pattonsburgh, Mo., and Council Bluffs, Iowa.	Omaha and St. Louis Rwy.	.....	.....	.....
28064	Napier, Mo., and Rulo Y (n. o.), Nebr.	Burlington and Missouri River R. R. Co. (in Nebr.).	11.70	292.50	25.00
	LOUISIANA.				
30003	New Orleans and La Fayette ..	Morgan's Louisiana and Texas R. R. and Steamship Co.	.....	.....	.....
30010	La Fayette, La., and Orange, Tex.	Louisiana Western R. R.	.....	.....	.....
	TEXAS.				
Part } 31009	Marshall and Fort Worth ....	Texas and Pacific Rwy .....	.....	.....	.....
31010	Texarkana, Ark., and Marshall, Tex.	do .....	.....	.....	.....
31012	Houston and Orange .....	Texas and New Orleans R. R.	.....	.....	.....
	KANSAS.				
33001	Kansas City, Mo., and Denver, Colo.	Union Pacific Rwy .....	641.02	16,025.50	25.00
Part } 33010	Topeka, Kans., and Pueblo, Colo.	Atchison, Topeka and Santa Fé R. R.	569.75	51,277.50	90.00
Part } 33012	Rulo Y (n. o.), Nebr., and Table Rock, Nebr.	Burlington and Missouri River R. R. (in Nebr.).	38.80	970.00	25.00
33016	Topeka, Kans., and Kansas City, Mo.	Atchison, Topeka and Santa Fé R. R.	66.88	6,019.20	90.00
	NEBRASKA.				
34001	Union Pacific Transfer (n. o.), Iowa, and Ogden, Utah.	Union Pacific Rwy .....	{ 518.44 515.80	{ 64,673.00	{ 75.00 50.00
34002	Ashland and Hastings .....	Burlington and Missouri River R. R. (in Nebr.).	121.98	7,928.70	65.00
34004	Omaha and Orecopolis Junction (n. o.).	Omaha and Southwestern R. R.	16.60	664.00	40.00
Part } 34009	Hastings and McCook .....	Republican Valley R. R. ....	131.98	8,578.70	65.00
Part } 34010	Fremont and Long Pine ....	Fremont, Elkhorn and Missouri Valley R. R.	212.84	5,321.00	25.00
Part } 34010	Wymore and Red Cloud .....	Republican Valley R. R. ....	108.22	2,705.50	25.00
34020	Wymore and Table Rock .....	do .....	40.87	1,021.75	25.00
Part } 34029	Red Cloud and Oxford .....	do .....	64.96	1,634.50	25.00

cars for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued

June 30, 1890.			Increase per annum of 1890.	Decrease per annum of 1890.	Number of lines and authorized length of cars, June 30, 1890.	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>		
276.80	14,396.00		556.00			{ 1 line 40 feet between Brunswick and Kansas City discontinued from October 31, 1889. 1 line 40 feet superseded by 1 line 50 feet between St. Louis and Brunswick from May 9, 1890.
186.90		65.00			1 line 50 feet; 1 line 40 feet.	
89.90		25.00			1 line 40 feet.	
207.55	11,130.60					
171.24		65.00			1 line 50 feet; 1 line 40 feet.	
197.62	12,446.50		4,940.50			
102.62		75.00			3 lines 40 feet.	{ Establishment of 1 line 40 feet from November 1, 1889.
95.00		50.00			2 lines 40 feet.	
55.08	3,580.20	65.00			1 line 50 feet; 1 line 40 feet.	
433.13	21,656.50	50.00			2 lines 40 feet.	
79.99	3,199.60	40.00	3,199.60		1 line 50 feet.	Establishment from May 9, 1890.
418.24	26,928.20	65.00			1 line 50 feet; 1 line 40 feet.	
144.61	3,615.25	25.00	3,615.25		1 line 40 feet.	Establishment from Novem- ber 1, 1889.
11.70	292.50	25.00			1 line 40 feet.	
149.92	3,748.00	25.00	3,748.00		1 line 40 feet.	Established January 1, 1890.
113.25	2,831.25	25.00	2,831.25		1 line 40 feet.	Do.
179.30	4,482.50	25.00	4,482.50		1 line 40 feet.	{ Established February 16, 1890. Do.
69.64	1,741.00	25.00	1,741.00		1 line 40 feet.	
106.33	2,658.25	25.00	2,658.25		1 line 40 feet.	Established January 1, 1890.
641.02	16,025.50	25.00			1 line 40 feet.	
508.75	51,277.50	90.00			{ 1 line 50 feet; 1 line 60 feet.	
38.80	970.00	25.00			1 line 40 feet.	
66.88	6,019.20	90.00			1 line 50 feet; 1 line 60 feet.	
374.10 629.61 30.53	{ 114,303.00	{ 125.00 100.00 150.00	{ 49,630.00		{ 2 lines 60 feet; 1 line 40 feet. 2 lines 60 feet. 3 lines 60 feet.	{ Increase in R. P. O. service.
121.98	7,928.70	65.00			1 line 50 feet; 1 line 40 feet.	
16.60	664.00	40.00			1 line 50 feet.	
131.98	8,578.70	65.00			{ 1 line 50 feet; 1 line 40 feet.	
212.84	5,321.00	25.00			1 line 40 feet.	
108.22	2,705.50	25.00			1 line 40 feet.	
40.87	1,021.75	25.00			1 line 40 feet.	
64.98	1,624.50	25.00			1 line 40 feet.	

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, 1889.		
			Length of route.	Pay per annum.	Pay per mile.
NEBRASKA—continued.					
34038	Omaha and Ashland.....	Omaha and North Platte R. R.	Miles. 31.20	Dollars. 2,028.00	Dollars. 65.00
Part } 34039	Plattsmouth and Oreoopolis Junction (n. o.).	Burlington and Missouri River R. R. (in Nebr.).	4.47	178.80	40.00
WYOMING.					
37001	Granger, Wyo., and Huntington, Oregon.	Oregon Short Line and Utah Northern Rwy.			
COLORADO.					
Part } 38006	La Junta, Colo., and Albuquerque, N. Mex.	Atchison, Topeka and Santa Fé R. R.	348.09	3,702.25	25.00
OREGON.					
44001	Portland and Ashland.....	Oregon and California R. R.			
44003	Umatilla and Huntington.....	Oregon Short Line and Utah Northern Rwy.			
Part } 44005	Portland and Umatilla.....	do			
CALIFORNIA.					
46001	San Francisco and Ogden ...	Central Pacific R. R.	{ 45.40 788.77	{ 42,843.50	{ 75.00 50.00
Part } 46003	Roseville 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.....				2,198,517.55	
Net increase.....					

cars for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued.

June 30, 1890.			Increase per annum of 1890.	Decrease per annum of 1890.	Number of lines and authorized length of cars, June 30, 1890.	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>		
31.20	2,028.00	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
4.47	178.80	40.00	.....	.....	1 line 50 feet	
541.34	27,067.00	50.00	27,067.00	.....	1 line 60 feet	R. P. O. established.
348.03	8,702.25	25.00	.....	.....	1 line 40 feet	
342.58	8,564.50	25.00	8,564.50	.....	1 line 40 feet	R. P. O. established.
218.61	5,451.00	25.00	5,451.00	.....	1 line 40 feet	Do.
187.54	4,688.50	25.00	4,688.50	.....	1 line 40 feet	Do.
{ 32.17 75.86 720.14 }	{ 66,067.75	{ 125.00 100.00 75.00 }	{ 23,224.25	.....	{ 1 line 55 feet; 3 lines 40 feet. 1 line 55 feet; 2 lines 40 feet. 1 line 55 feet; 1 line 40 feet.	{ Increase in R. P. O. service.
151.87	3,790.75	25.00	2,628.25	.....	1 line 40 feet	Do.
146.39	3,659.75	25.00	.....	.....	1 line 40 feet	
212.78	6,069.50	25.00	.....	.....	1 line 40 feet	
.....	.....	.....	.....	2,791.00	.....	R. P. O. service discontinued April 1, 1890.
62.23	1,555.75	25.00	.....	.....	1 line 40 feet	
.....	2,526,000.11	.....	361,180.85	36,608.29		
.....	2,198,517.55	.....	36,698.29			
.....	327,482.56	.....	327,482.56			

K.—Statement of expenditures on account of special facilities for the fiscal year ended June 30, 1890, out of \$295,655.38 appropriated by act approved March 2, 1889.

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.	141.00	25,000.00
10006 (part) .....	Baltimore to Hagerstown.....	Western Maryland .....	86.10	15,713.25
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.			
11001 (part) .....	Washington, D. C., to Quantico (n. o.), Va.	Baltimore and Potomac.....	79.80	21,900.00
11001 (part) .....	Quantico (n. o.) to Richmond..	Richmond, Fredricksburgh and Potomac.	81.50	17,419.26
11006.....	Richmond to Petersburg.....	Richmond and Petersburg..	23.07	4,210.27
11009.....	Petersburgh to Weldon.....	Petersburgh .....	63.54	11,596.65
13002.....	Weldon to Wilmington .....	Wilmington and Weldon.....	162.07	29,541.27
14002 (part) .....	Wilmington to Florence .....	Wilmington, Columbia and Augusta.	110.60	20,675.00
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
16318.....	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 .....	.....	.....	.....	295,421.78

L.—Statement showing miles of railroad mail service ordered from July 1, 1889, to June 30, 1890.

No. of route.	State.	Terminal.	Character of service.	Title of company.	Miles.	Date of commencement.
2	Maine	Newport and Dexter. Ext. Foxcroft.	Ext.	Maine Central R. R.	13.70	Feb. 15, 1890
30	do	Greenville and Beattie.	New	Canadian Pacific Rwy.	64.20	Feb. 17, 1890
18	do	Oakland and Embden. Ext. Solon.	Ext.	Somerset Rwy.	3.49	Mar. 20, 1890
1017	New Hampshire	Fabyan House and Scott.	New	Maine Central R. R.	17.78	Oct. 7, 1889
1019	do	Belmont and Tilton.	do	Tilton and Belmont R. R.	6.82	Nov. 11, 1889
1004	do	Hooksett and Pittsfield. Ext. to Centre Barnstead.	Ext.	Concord R. R. Corporation.	4.25	Jan. 27, 1890
1005	do	West Swartstown and Coos. Change route to begin at Beecher Falls.	Change of terminus.	Upper Coos R. R.	1.49	Jan. 15, 1890
1017	do	Fabyan House and Scott. Ext. Lunenburg.	do	Maine Central R. R.	2.04	Mar. 20, 1890
3034	Massachusetts	North Grafton Station (n. o.) and Grafton. Ext. to W. Upton.	do	Grafton Centre R. R.	7.50	July 1, 1889
3082	do	Lowell Junction (n. o.) and Lowell Station (n. o.)	New	Boston and Maine R. R.	8.50	July 10, 1889
3079	do	Mount Tom and Easthampton Station.	do	Connecticut River R. R.	3.50	Dec. 2, 1889
3074	do	Boston and Cook Street Station (n. o.). Ext. Riverside Junction (n. o.).	Ext.	Boston and Albany R. R.	2.09	Do.
4002	Rhode Island	Providence, R. I., and Grafton Conn. Ext. New London, Conn.	do	New York, Providence and Boston R. R.	2.20	May 15, 1890
5076	Connecticut	Stevenson and Botsford.	New	Housatonic R. R.	5.23	Apr. 7, 1890
6014	New York	Wincola and Leont Valley. Ext. Oyster Bay.	Ext.	Long Island R. R.	3.17	Oct. 1, 1889
6021	do	Sunnysville and Hucumot Junction (n. o.).	New	Port Jervis, Monticello and N. w York R. R.	17.56	Oct. 10, 1889
6021	do	Rochester and Charlotte.	do	New York Central and Hudson River R. R.	9.41	Nov. 15, 1889
6108	do	Bluebloom and Buffalo.	do	Delaware, Lackawanna and Western R. R.	293.55	Dec. 2, 1889
6141	do	Auburn and Geneva.	do	Lehigh Valley R. R.	21.59	Feb. 3, 1890
6142	do	Prattburgh and Kanona.	do	Kanona and Prattburgh R. R.	12.66	Feb. 10, 1890
6143	do	Wayland and Holvort.	do	Lackawanna and Southwestern R. R.	58.90	Feb. 24, 1890
6144	do	Anglican and Boland Junction (n. o.).	do	do	6.87	Do.
6169	do	New Rochell and West Chester. Ext. Jersey City, N. J.	Ext.	New York, New Haven and Hartford R. R.	17.23	May 11, 1890
7008	New Jersey	Atlantic City and Longport.	New	Camden and Atlantic R. R.	7.08	July 29, 1889
7007	do	Sea Island City and Avalon.	do	West Jersey R. R.	4.02	July 29, 1889
7009	do	Matawan Junction (n. o.) and Atlantic Highlands.	do	Central R. R. Co. of New Jersey	11.03	Oct. 24, 1889
7007	do	New Germantown and White House Station. Ext. Potteryville.	do	Rockaway Valley R. R.	3.85	Dec. 23, 1889
7070	do	Brown's Mills and Brown's Mill Junction (n. o.).	do	Pennsylvania R. R.	1.92	Mar. 3, 1890
7038	do	Bradington and Port Morris. Ext. Riverton.	Ext.	Central R. R. Co. of New Jersey	.84	Do.
8013	Pennsylvania	Pottsville and Herndon.	Corrected distance circular	Philadelphia and Reading R. R.	.61	July 1, 1889
8184	do	McGee's Station (n. o.) and Glen Campbell.	New	Pennsylvania R. R.	8.57	Feb. 5, 1890
8185	do	Mount Pleasant and Scotland Junction (n. o.).	do	do	8.05	Feb. 10, 1890
8190	do	Pond Creek Junction (n. o.) and Sandy Run.	do	Central R. R. Co. of New Jersey	2.71	Feb. 12, 1890
8187	do	McKeenport and Belle Vernon.	do	Pittsburgh and Lake Erie R. R.	28.11	Mar. 17, 1890
8165	do	Irvonia and Painsbetlawney. Ext. Horatio.	Ext.	Pennsylvania and Northwestern R. R.	3.77	Apr. 1, 1890
8198	do	Bradford and Kitzun.	New	Western New York and Pennsylvania R. R.	29.09	Apr. 14, 1890
8199	do	Hawley and Scranton.	do	Erie and Wyoming Valley R. R.	51.23	May 1, 1890
8151	do	Youngwood (n. o.) and United. Ext. Tranger.	Ext.	Pennsylvania R. R.	.33	June 9, 1890
8190	do	Wayne Junction (n. o.) and West Falls (n. o.).	New	Philadelphia and Reading R. R.	2.47	Apr. 16, 1890

L.—Statement showing miles of railroad mail service ordered from July 1, 1889, to June 30, 1890.—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
8191	Pennsylvania.	Confidence, Pa., and Friendsville, Md.	New.	Baltimore and Ohio R. R.	17.95	May 19, 1890
10029	Maryland.	Oceanville Junction (n. o.) and Sparrows' Point.	do.	Northern Central Rwy.	8.14	Oct. 28, 1889
10030	do.	Easton and St. Michaels.	do.	Baltimore and Eastern Shore R. R.	11.51	Apr. 7, 1890
11045	Virginia.	Southland and Wakefield.	do.	Surry, Sussex and Southampton Rwy.	20.08	July 5, 1889
11047	do.	Shoemaker's Hill (n. o.). Ext. Portsmouth.	Ext.	Atlantic and Danville Rwy.	10.47	July 1, 1889
11062	do.	Alexandria and Lynchburgh. Ext. to begin at Washington, D. C.	do.	Richmond and Danville R. R.	6.59	Do.
11044	do.	Lynchburgh and Roanoke. Ext. Brookneal.	do.	Lynchburgh and Durham R.	29.53	Aug. 12, 1889
11042	do.	Portsmouth and Bedford. Ext. Lawrenceville.	do.	Atlantic and Danville Rwy.	19.85	Oct. 1, 1889
11043	do.	Lynchburgh and Brookneal. Ext. South Boston.	do.	Lynchburgh and Durham R.	29.94	Feb. 3, 1890
11041	do.	Graham and Kelly. Ext. Roanoke.	do.	Norfolk and Western R. R.	33.70	Mar. 17, 1890
11047	do.	Begonia Hundred and Winterville. Ext. Epes Falls.	do.	Farmville and Powhatan R. R.	4.34	Feb. 17, 1890
11042	do.	Portsmouth and Lawrenceville. Ext. Danville.	do.	Atlantic and Danville Rwy.	110.69	May 1, 1890
11046	do.	Coalboro (n. o.) and Farmville.	New.	Farmville and Powhatan R. R.	64.56	May 12, 1890
11047	do.	Portsmouth, Va., and Tarboro, N. C.	do.	Norfolk and Carolina R. R.	104.03	May 21, 1890
11043	do.	New River Depot and Focahontas. Ext. Bedford.	Ext.	Norfolk and Western R. R.	53	June 2, 1890
12057	West Virginia.	Thomas and Parsons. Ext. Elkins.	New.	West Virginia Central and Pittsburgh Rwy.	13.07	July 1, 1889
12057	do.	Martinsburgh, W. Va., and Winchester, Va.	Ext.	do.	21.98	Aug. 5, 1889
12012	do.	Increase in terminal distance.	New.	Cumberland Valley R. R.	22.78	Aug. 18, 1889
12012	do.	Greenbrough and Winston. Ext. Rural Hill.	do.	Grafton and Greenbrier R. R.	09	May 20, 1890
12021	North Carolina.	High Point and Ashborough.	Ext.	Richmond and Danville R. R.	12.71	Aug. 10, 1889
13041	do.	Halifax and Seaford Neck. Ext. Greenville.	New.	Durham and Northern Rwy.	28.21	Sept. 6, 1889
12019	do.	Taylorsburg and Williamson. Ext. Plymouth.	Ext.	Wilmington and Weldon R. R.	42.05	Oct. 1, 1889
13017	do.	Alma and Plainsville. Ext. Maxton.	do.	Albany and Raleigh R. R.	38.59	Oct. 7, 1889
13017	do.	Wilmington and Fayetteville.	do.	Maxton, Alma and Rowland R. R.	23.41	Dec. 8, 1889
13042	do.	Weldon and Summerton.	do.	do.	1.92	Jan. 21, 1890
14034	South Carolina.	Flores (n. o.) and Hartsville.	New.	Cape Fear and Yadkin Valley Rwy.	2.12	Do.
14034	do.	Sumter and Vancle. Ext. Stillmore, Ga.	do.	Weldon and Summerton R. R.	82.64	Mar. 3, 1890
15055	Georgia.	Rogers and Summit. Ext. Columbia, Ala.	do.	Hartsville R. R.	16.06	Aug. 12, 1889
15040	do.	Albany and Black Mt. Ext. Columbia, Ala.	do.	Charleston, Sumter and Northern R. R.	10.30	Jan. 20, 1890
15053	do.	Blount Point and White Plains.	Ext.	Rogers and Summit R. R.	36.00	Mar. 3, 1890
15047	do.	Americus and Blooms Vista. Ext. Columbus.	New.	Union Point and White Plains R. R.	11.24	July 1, 1889
15059	do.	Lawrenceville and Lexington.	Ext.	Southwestern R. R.	13.75	Oct. 1, 1889
15060	do.	Wadley and Blackville.	New.	Savannah and Terminal R. R.	13.79	Nov. 4, 1889
15061	do.	Statesborough and Dover.	do.	Lexington Terminal R. R.	25.54	Dec. 2, 1889
15058	do.	Macon and Valdosta. Ext. Lake City, Fla.	do.	Dunwoody, Perkins & Co. R. R.	4.65	Dec. 9, 1889
15062	do.	Columbus and Albany.	Ext.	Dover and Statesboro R. R.	30.85	Feb. 3, 1890
15062	do.	Macon, Ga., and Lake City, Fla. Ext. Palatka, Fla.	New.	Georgia Southern and Florida R. R.	10.28	Jan. 27, 1890
15062	do.	Kissimmee and Norcross.	Ext.	Smithsonian and Dunlap R. R.	77.90	Feb. 3, 1890
16037	Florida.	Monroe (n. o.) and St. Petersburg. Ext. Sanford.	New.	Columbia and Southern Rwy.	6.54	Mar. 5, 1890
16029	do.	do.	Ext.	Georgia Southern and Florida R. R.	89.61	May 1, 1890
				St. Cloud, Sugar Belt Rwy.	76.44	June 2, 1890
				Orange Belt Rwy.	16.66	Aug. 12, 1889
					3.97	Jan. 22, 1890

16038	do	Tampa and Port Tampa (n. o.)	New	South Florida R. R.	Mar. 24, 1890	9.33
16039	do	Green Cove Springs and Melrose	do	Western Rwy of Florida	Apr. 7, 1890	33.92
17037	Alabama	Birmingham and Brecht	do	Birmingham and Mineral R. R.	July 2, 1889	61.68
18005	Mississippi	Columbus and Birmingham	Ext.	Richmond and Danville R. R.	Oct. 7, 1889	198.08
18022	do	Wilkesville Junction (n. o.) and Hampton	do	Louisville, New Orleans and Texas Rwy	Oct. 30, 1889	11.89
18025	do	Lafayette and Rosedale	do	do	Jan. 8, 1890	56.07
18026	do	Add terminal distance at Rollingfork to length of route	do	Knoxville and Knoxville R. R.	Dec. 2, 1889	31
18029	Tennessee	Lebanon and Partridge	New	Knoxville, Cumberland Gap and Louisville R. R.	Dec. 16, 1889	37.70
19030	do	Knoxville and Cumberland Gap	do	do	Dec. 16, 1889	65.89
20013	Kentucky	Willard and Greenup	Ext.	Eastern Kentucky Rwy	July 1, 1889	8.29
20034	do	Henderson and Princeton	do	Ohio Valley Rwy	July 15, 1889	10.79
20041	do	Frankfort and Georgetown	New	Kentucky Midland Rwy	Aug. 6, 1889	24.57
20015	do	Add to length of route (site of P. O. changed at Mayesville)	do	Kentucky Central Rwy	July 1, 1889	1.18
20037	do	Corbin and Pineville	Ext.	Louisville and Nashville R. R.	Dec. 23, 1889	12.61
20033	do	Dodge and Clay City	do	Kentucky Falls Rwy	Jan. 1, 1890	8.87
20043	do	Owensborough and Fordville	New	Owensboro Falls of Rough and Green Rivers R. R.	Jan. 1, 1890	24.78
20039	do	Louisville and Lawrenceburg	Ext.	Louisville, New Albany and Chicago Rwy	Feb. 10, 1890	24.69
20043	do	Restating service formerly part of route 20039	Restating	do	do	.30
20022	do	Increase distance on account of change of Rothwell P. O.	Ext.	Kentucky and South Atlantic R. R.	Apr. 14, 1890	.74
20041	do	Frankfort and Georgetown	do	Kentucky Midland Rwy	May 1, 1890	16.78
21052	Ohio	Letavia Junction (n. o.) and Portsmouth	do	Ohio and Northwestern R. R.	Oct. 1, 1889	9.30
21076	do	Avon, Ohio, and Mahoningtown, Pa.	do	Pittsburgh and Western R. R.	Jan. 21, 1890	.96
21035	do	Sharpsburg Junction (n. o.) and Amesville	Restating	do	do	.64
21015	do	Add to length of route on account of new distance circular	do	Toledo and Ohio Central Extension R. R.	Feb. 10, 1890	.02
21106	do	Snow Fork Junction (n. o.) and Brashers	New	Chicago, St. Louis and Pittsburgh R. R.	Jan. 1, 1890	6.40
21091	do	Toledo and Findlay	Ext.	Columbus, Hocking Valley and Toledo Rwy	Apr. 21, 1890	28.47
22060	Indiana	Evansville and Newburgh	New	Toledo, Columbus and Cincinnati Rwy	May 19, 1890	10.11
22067	do	Change terminus to Louisville, Ky	do	Pennsylvania Co	Feb. 13, 1890	1.00
23106	Illinois	Sparta and Centerville	do	Centralia and Chester R. R.	Oct. 1, 1889	8.20
23107	do	Newbern and Alton	do	St. Louis, Alton and Springfield R. R.	Jan. 1, 1890	13.55
23108	do	Joliet and Aurora	do	Elgin, Joliet and Eastern Rwy	Apr. 7, 1890	22.83
23039	do	Carbondale and Grand Tower	Ext.	Grand Tower and Carbondale R. R.	Apr. 1, 1890	28.93
24077	Michigan	Kalamazoo and Hastings	do	Kalamazoo and Hastings Construction Co. Limited, Operating the Chicago, Kalamazoo and Saginaw Rwy	Oct. 16, 1889	11.88
24085	do	Hinckley and Berrien Springs	New	St. Joseph Valley Rwy	Oct. 1, 1889	36.73
24085	do	Mount Pleasant and Cadillac	Ext.	Toledo, Ann Arbor and North Michigan R. R.	Dec. 2, 1889	21.89
24084	do	Manistee and Onekama	do	Manistee and Northwestern R. R.	Dec. 16, 1889	12.85
24070	do	Lovell and Freeport	New	Frankfort and Northeastern R. R.	Jan. 1, 1890	25.00
24086	do	Frankfort and Copemish (n. o.)	do	Frankfort and Pere Marquette R. R.	Mar. 10, 1890	24.03
24087	do	Vale and Port Huron	do	Manistee and Northeastern R. R.	Mar. 24, 1890	8.71
24084	do	Manistee and Copemish (n. o.)	Ext.	Manistee and Breule River R. R.	May 5, 1890	46.26
24088	do	Saginaw and Ontonagon	New	An Sabin and Northwestern R. R.	May 19, 1890	38.27
24088	do	At Sabin and Potts	do	Chicago and West Michigan Rwy	June 21, 1890	7.30
24090	do	Holland Junction (n. o.) and Ottawa Beach	do	do	Sept. 26, 1889	4.69
25069	Wisconsin	Parish Junction (n. o.) and Parrish	do	do	do	5.90
25070	do	Hurley and Pence	do	do	do	do

L.—Statement showing miles of railroad mail service ordered from July 1, 1889, to June 30, 1890—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
25005	Wisconsin	Dexter ville and Lindsey, Ex. Lynn	Ext.	Wisconsin, Pittsville and Superior Rwy, leasee of the Milwaukee, Dexter ville and Northern Rwy.	10.08	Dec. 2, 1889
25071	do	Packwaukee and Montello	New	Wisconsin Central R. R.	7.01	Jan. 1, 1890
25072	do	Abbotsford and Athens	do	Abbotsford and Northeastern R. R.	15.08	Feb. 1, 1890
25073	do	Fairchild and Mondovi	do	South Ste. Marie and Southwestern Rwy.	36.00	Feb. 17, 1890
25074	do	Milwaukee and Republic	Ext.	Milwaukee and Northern R. R.	8.89	Feb. 24, 1890
25075	do	Martha's and Goodyear	New	Chicago, Milwaukee and St. Paul Rwy.	10.83	May 5, 1890
25076	do	Lafayette Junction (n. o.) and McKinn	do	do	2.04	Do.
26001	Minnesota	Red Wing and Zumbardo	do	Duluth, Red Wing and Southern R. R.	25.08	July 15, 1889
26002	do	Williston and Brainerd	Ext.	Northern Pacific R. R.	29.00	Nov. 24, 1889
26003	do	St. Paul and Lytle, Ext. Minneapolis	New	do	30.75	Do.
26004	do	Porter and Crookston	Ext.	Minneapolis and Northwestern R. R.	10.30	Dec. 2, 1889
26005	do	St. Paul and Lytle, Ext. Minneapolis	Ext.	Wisconsin Central R. R.	23.07	Feb. 24, 1890
26006	do	St. Paul and Minneapolis	New	Chicago, Burlington and Northern R. R.	10.30	Mar. 10, 1890
26007	do	Chiquet and La Prairie	do	North Star Construction Company	70.00	Mar. 17, 1890
26008	do	Minneapolis and St. Cloud	do	Chicago, St. Paul and Kansas City Rwy.	29.75	Mar. 3, 1890
26009	do	Tara and Fort Dodge	Ext.	Great Northern Rwy.	67.17	May 26, 1890
26010	Iowa	Malvern and Tabor	New	Chicago, Rock Island and Pacific Rwy.	6.35	Aug. 3, 1889
27107	do	Joplin and Neosho, Ext. Splitlog	do	Tabor and Northern Rwy.	9.43	Feb. 17, 1890
28060	Missouri	Tower Grove Station (n. o.) and Oak Hill Junction (n. o.)	Ext.	Kansas City, Fort Smith and Southern Rwy.	14.27	Sept. 26, 1889
28070	do	Riverside Station (n. o.) and Boone Terre	New	St. Louis, Oak Hill and Corondelet Rwy.	7.00	Oct. 1, 1889
28071	do	Delta (n. o.) and Malden	do	Mississippi, Arkansas and Boone Terre Rwy.	31.89	Mar. 10, 1890
28072	do	Harlem and Smithville	do	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri.	51.57	Apr. 1, 1890
28073	do	Searcy and Kenseit, Ext. West Point	do	Chicago, Kansas City and Texas Rwy.	21.12	Apr. 14, 1890
29001	Arkansas	Bayou Sara and Woodville, Ext. Slaughter	Ext.	Searcy and West Point R. R.	3.47	Oct. 28, 1889
29007	Louisiana	Victoria and Goliad	New	Louisville, New Orleans and Texas Rwy.	16.09	Dec. 9, 1889
31071	Texas	Burnet and Marble Falls	Ext.	Gulf, Western Texas and Pacific Rwy.	26.49	Sept. 9, 1889
31072	do	Dallas and Lancaster	New	do	25.93	Oct. 28, 1889
31073	do	Fort Worth and Granbury, Ext. Waxahachie	do	Austin and Northwestern R. R.	16.93	Dec. 9, 1889
31081	do	Tohoku and West Point, Ext. Lexington	Ext.	Missouri, Kansas and Texas Rwy.	16.40	Feb. 3, 1890
31082	do	Whitesboro and Fort Worth	do	Fort Worth and Rio Grande Rwy.	49.47	Apr. 21, 1890
31074	do	Austin Junction (n. o.) and Lockhart	Lap serv.	San Antonio and Aransas Pass Rwy.	36.11	May 5, 1890
31075	do	Vinita and Red Fork, Ext. Sapulpa	do	San Antonio and Aransas Pass Rwy.	72.85	May 12, 1890
32002	Indian Territory	Van Buren, Ark., and Wagoner, Ind. Ter.	New	St. Louis and San Francisco Rwy.	53.94	May 28, 1890
32003	do	Kansas City, Mo., and Seneca, Kansas	Ext.	Kansas and Arkansas Valley Rwy.	82.21	May 19, 1890
33070	Kansas	Pittsburgh and Chanute, Ext. Chilocope, Kansas	do	Kansas City, Wyandotte and Northwestern R. R.	21.98	July 1, 1889
33039	do	do	do	Southern Kansas Rwy.	2.30	Aug. 1, 1889

33073	do	Colony and Neosho Falls. Ext. Yates Center	do	Chicago, Kansas and Western R. R.	13.40	Oct. 10, 1889
33101	do	Kansas City, Mo., and North Topeka Station (n. o.) Kans.	New	Chicago, Rock Island and Pacific Rwy.	67.20	Oct. 1, 1889
33118	do	Kansas City, Mo., and Pabla Station (n. o.) Kans.	do	Missouri, Kansas and Texas Rwy.	43.10	Dec. 16, 1889
33083	do	Herrington and Caldwell. Ext. Kingfisher, Ind. Ter.	Ext.	Chicago, Rock Island and Pacific Rwy.	83.91	Do.
33076	do	Kansas City, Mo., and Summerfield, Kans. Ext. Beatrice, Nebr.	do	Kansas City, Wyandotte and Northwestern R. R.	35.44	Feb. 3, 1890
33100A	do	Hutchinson and Kingman	New	Hutchinson and Southern R. R.	32.70	Feb. 24, 1890
33083	do	Herrington, Kans., and Kingfisher, Ind. Ter. Ext. El Reno, Ind. Ter.	Ext.	Chicago, Rock Island and Pacific Rwy.	24.61	Mar. 17, 1890
33069	do	Manager Junction (n. o.) and Leavenworth Station (n. o.)	Corrected dist.	Kansas City, Wyandotte and Northwestern R. R.	2.51	Mar. 5, 1890
34036	Nebraska	Grand Island and Alliance. Ext. Crawford, Nebr.	Ext.	Grand Island and Wyoming Central R. R.	56.96	Nov. 25, 1889
34036	do	Hastings, Nebr., and Crawford. Ext. New Castle, Wyo.	do	do	97.71	Feb. 10, 1890
34009	do	Deadwood and Lead City	New	Republican Valley R. R.	.16	Nov. 28, 1889
35041	Dakota	Jamestown and Minnewaukon. Ext. Leeds, N. Dak.	Ext.	Deadwood Central R. R.	8.35	Nov. 25, 1889
35016	do	Lake Junction (n. o.) and Lake City	New	Jamestown and Northern R. R.	18.19	Mar. 16, 1890
38041	Colorado	Denver and Lyon	do	New Denver and Rio Grande R. R.	86.18	Oct. 10, 1889
38028	do	Schwab's Station (n. o.) and St. Elmo. Ext. Romley	Ext.	Denver, South Park and Pacific R. R.	4.05	Sept. 1, 1889
38014	do	Denver and El Moro	Increase terminal.	do	1.94	Nov. 1, 1889
38001	do	Mohamouth Junction (n. o.) and Eureka.	New	Denver and Rio Grande R. R.	.14	Nov. 28, 1889
41012	Utah Territory	State Line (n. o.) and Ogden. Ext. San Diego, Cal.	Ext.	Oregon Short Line and Utah Northern Rwy.	3.34	Feb. 3, 1890
42005	Idaho	Wallace and Mullan	New	Rio Grande Western Rwy.	36.12	Jan. 1, 1890
43016	Washington	Collay and Farmington. Ext. Rockford, Wash.	Ext.	Northern Pacific R. R.	7.17	Aug. 1, 1889
43021	do	Rockford and Davenport	New	Columbia and Palouse R. R.	33.75	July 22, 1889
43022	do	Rockford and Spokane Falls	do	Central Washington R. R.	42.08	Sept. 2, 1889
43018	do	Seattle and Olney. Ext. Snoqualmie, Wash.	Ext.	Washington and Idaho R. R.	28.58	Feb. 1, 1890
43021	do	Cheyenne and Davenport. Ext. Almiria, Wash.	do	Seattle, Lake Shore and Eastern Rwy.	13.12	Apr. 28, 1890
43024	do	Spokane Falls and Colville	New	Central Washington R. R.	45.35	May 1, 1890
43025	do	Parlhan and Sedro	do	Spokane Falls and Northern Rwy.	88.96	Apr. 25, 1890
44011	Oregon	Hunt's Junction (n. o.) and Dayton	do	Fairhaven and Southern R. R.	26.92	Do.
44012	do	Willow's Junction (n. o.) and Heppner	do	Oregon and Washington Territory R. R.	87.30	May 18, 1890
44012	do	Portland Station (n. o.), Oregon, and Vancouver's Station (n. o.) Wash.	do	Oregon Railway and Navigation	46.25	Aug. 10, 1889
46081	California	National City and Tia Juana. Ext. San Diego, Cal.	Ext.	Portland and Vancouver Rwy.	8.90	Sept. 2, 1889
46030	do	Monterey and Castroville. Ext. Pacific Grove, Cal.	do	National City and Otay Rwy.	6.12	July 23, 1889
46023	do	San Anselmo (n. o.) and San Quentin. Ext. San Francisco	do	Monterey R. R.	2.98	Sept. 16, 1889
46058	do	Los Angeles Station (n. o.) and Centinela. Ext. Redondo Beach.	do	North Pacific Coast R. R.	16.00	Oct. 1, 1889
46065	do	Tracy and Newman. Ext. Los Banos (n. o.)	do	California Central Rwy.	11.00	Nov. 23, 1889
46070	do	Alton and Scotia	New	Southern Pacific R. R.	21.00	Jan. 10, 1890
				Railroad of Pacific Lumber Co.	7.20	Jan. 1, 1890

**M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from 1836 to June 30, 1890.**

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	*8307,444		
June 30, 1838		*2,356,852	*494,123		
June 30, 1839		*3,396,055	*520,692		
June 30, 1840		*3,889,053	*595,353		
June 30, 1841		*3,916,450	*685,813		
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	(*)	591,752	623	
June 30, 1844		*5,747,355	*802,006		
June 30, 1845		*6,484,592	*843,430		
Oct. 31, 1845	4,092	(*)	587,769		
June 30, 1846		*7,781,828	*870,570		
Nov. 1, 1846	4,402		587,769	310	
June 30, 1847		4,170,403	597,475		
Nov. 1, 1847	4,735		597,923	333	
June 30, 1848		4,327,400	584,192		
Oct. 1, 1848	4,957		587,204	999	
June 30, 1849	5,497	4,801,177	635,740	540	
June 30, 1850	6,886	6,524,503	818,227	1,369	
June 30, 1851	8,255	8,364,503	985,019	1,369	
June 30, 1852	10,146	11,082,768	1,275,520	1,891	
June 30, 1853	12,415	12,966,705	1,601,329	2,269	
June 30, 1854	14,440	15,433,389	1,758,610	2,025	
June 30, 1855	18,333	19,262,469	2,073,089	3,893	
June 30, 1856	20,323	21,809,266	2,310,389	1,960	
June 30, 1857	22,530	24,267,944	2,559,817	2,207	
June 30, 1858	24,431	25,769,452	2,828,301	1,901	
June 30, 1859	26,010	27,268,384	3,243,974	1,579	
June 30, 1860	27,129	27,653,749	3,349,692	1,119	
May 31, 1861	16,886	15,701,093	4978,910		6,186
June 30, 1861	22,018	23,116,823	2,543,709	1,775	
June 30, 1862	21,338	23,777,210	2,498,115		680
June 30, 1863	22,152	22,871,558	2,538,517		814
June 30, 1864	22,616	23,301,942	2,567,044		464
June 30, 1865	23,401	24,087,568	2,707,421		785
June 30, 1866	32,092	30,609,467	3,391,592	25,691	
June 30, 1867	34,015	32,437,900	3,812,000	1,923	
June 30, 1868	36,018	34,866,178	4,177,126	2,003	
June 30, 1869	39,537	41,399,284	4,723,680	3,519	
June 30, 1870	43,727	47,551,970	5,128,901	4,190	
June 30, 1871	49,834	55,557,048	5,724,979	6,107	
June 30, 1872	57,911	62,491,749	6,502,771	8,077	
June 30, 1873	63,457	65,621,445	7,257,196	5,546	
June 30, 1874	67,734	72,469,545	9,113,190	4,277	
June 30, 1875	70,083	75,154,910	9,216,518	2,319	
June 30, 1876	72,348	77,741,172	9,543,131	2,265	
June 30, 1877	74,546	85,358,716	59,033,976	2,198	
June 30, 1878	77,120	92,120,395	9,566,595	2,574	
June 30, 1879	79,991	93,062,992	10,067,500	2,871	
June 30, 1880	85,320	96,497,403	10,498,986	5,329	
June 30, 1881	91,569	103,521,229	11,613,368	6,249	
June 30, 1882	100,563	113,995,318	12,753,184	8,094	
June 30, 1883	110,208	129,198,641	13,887,800	9,645	
June 30, 1884	117,160	142,541,392	15,012,603	6,952	
June 30, 1885	121,032	151,910,845	16,027,993	3,872	
June 30, 1886	123,923	165,699,389	17,336,512	2,901	
June 30, 1887	130,949	169,689,866	18,056,272	7,016	
June 30, 1888	143,713	185,485,783	19,324,659	12,764	
June 30, 1889	150,381	204,192,489	21,039,613	6,668	
June 30, 1890	154,779	215,714,680	23,395,232	4,398	

\* 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, 1878.

|| Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

N.—Statement of all contracts made or in operation for mail-bags, mail locks and keys, etc., during the fiscal year ending June 30, 1890.

Articles contracted for.	Name of contractor.	Residence.	Term of contract.	Contract price.				
				Size No. 0.	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.
Cotton canvas sacks*.	John Boyle & Co.	New York, N. Y.	Four years from April 1, 1889.	\$0.92½	\$0.87½	\$0.70½	\$0.25½	
Registered foreign sacks*.	do	do	do	.75½	.44½	.21½	.14	
Jute canvas mail sacks*.	F. Coit Johnson	do	do			.43½	.26½	
Leather horse-mail bags*.	John C. Lighthouse	Rochester, N. Y.	do		4.83	4.33	8.51	
Leather mail-pouches*.	Charles F. Lighthouse	do	do			4.95	8.79	\$1.71
Through register mail-pouches*.	John Boyle & Co.	New York, N. Y.	do		8.43½	0.87½	.79½	
Inner registered mail-sacks*.	do	do	do					
Mail-catcher pouches*.	do	do	do					
General mail-locks (iron)†.	The Smith & Egge Manufacturing Co.	Bridgeport, Conn.	Four years from Sept. 1, 1888.					\$3.27½
Keys to same†.	do	do	do					.45
Through mail-locks (star-route)†.	do	do	do					.09
Keys to same†.	do	do	do					.75
City service mail-locks†.	do	do	do					.12
Keys to same†.	do	do	do					.34
Street-box locks (inside)†.	do	do	do					.09
Keys to same†.	do	do	do					.80
Iron mail-locks (repaired)†.	do	do	do					.15
Use of patent cord-fasteners.	Annie Van Horn and A. L. Whitney.	Washington, D. C.	From May 26, 1888.					.83
Use of patent for catcher pouches.	John Boyle & Co.	New York, N. Y.	Terminating at the option of the Postmaster General.					.04
Use of patent for through pouches.	do	do	do					.10
Use of patent for cotton canvas sacks.	do	do	do					.01
Street-box lock (outside)†.	Smith & Egge Manufacturing Co.	Bridgeport, Conn.						.50
Repairing of same.	do	do						.80

## PLACES OF DELIVERY.

\* Cincinnati, Ohio; Washington, D. C.; Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Chicago, Ill. and St. Louis, Mo.  
† Washington, D. C.

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 23, 1888, and is now in the file of the Mail Equipment Division, providing for the supply of the service with street letter-box locks\* (outside) and repairs of same, as follows:

*O.—Statement of the number, description, prices, and cost of mail-bags, mail-catchers, material, etc., purchased out of the appropriation for mail-bags, etc., and put into service during the fiscal year ending June 30, 1890.*

Article purchased.	Number.	Size.	Price.	Itemized cost.	Aggregate cost.
Leather mail-pouches .....	4,500	No. 2	\$4.95	\$22,275.00	\$27,060.00
Do .....	1,500	No. 3	3.79	5,685.00	
	6,000				
Jute canvas mail-sacks .....	3,717	No. 1	.20	743.40	61,225.45
Do .....	100,000	No. 1	.49 <sup>35</sup> / <sub>100</sub>	49,940.00	
Do .....	314	No. 2	.20	62.80	
Do .....	22,500	No. 2	.43 <sup>43</sup> / <sub>100</sub>	9,785.25	
Do .....	10,000	No. 3	.26 <sup>1</sup> / <sub>100</sub>	2,604.00	
	136,531				
Cotton canvas sacks .....	2,000	No. 0	.92 <sup>1</sup> / <sub>2</sub>	1,852.50	5,242.50
Do .....	3,000	No. 1	.87 <sup>1</sup> / <sub>2</sub>	2,628.75	
Do .....	3,000	No. 3	.25 <sup>1</sup> / <sub>2</sub>	761.25	
	8,000				
Steel label-cases .....	27,500		.02	550.00	1,243.00
Iron label-cases .....	10,000		.04 <sup>35</sup> / <sub>100</sub>	435.00	
Brass label-cases .....	2,000		.12 <sup>1</sup> / <sub>10</sub>	258.00	
	39,500				
Mail-catchers complete (new) .....	750		3.00	2,250.00	2,365.00
Mail-catchers complete (repaired) .....	115		1.00	115.00	
	865				
Brackets for catchers .....	100		.18	18.00	118.00
Do .....	500		.20	100.00	
	600				
Springs for catchers .....	500		.70	350.00	19,672.50
Mail-catcher pouches .....	6,000		3.27 <sup>1</sup> / <sub>2</sub>	19,672.50	
Inner registered sacks .....	500	No. 2	.97 <sup>1</sup> / <sub>2</sub>	485.62 <sup>1</sup> / <sub>2</sub>	8,078.40
Registered foreign sacks .....	2,000	No. 1	.41 <sup>1</sup> / <sub>2</sub>	892.50	
Mail-bag cord-fasteners .....	102,000		.07 <sup>23</sup> / <sub>100</sub>	8,078.40	4,080.00
Royalty on catcher pouches .....	6,000		.10	600.00	
Royalty on cord-fasteners .....	102,000		.04	4,080.00	30.00
Royalty on cotton canvas sacks .....	3,000		.01	30.00	
Press, slitter, and tumbling barrel .....				622.50	712.50
Solid die single stroke header .....				712.50	
Staple machine .....				680.00	316.80
Two-wing fans .....				316.80	
Pickled and cold-roll steel No. 49 .....	*5,742		.05 <sup>1</sup> / <sub>2</sub>	89.64	282.75
Pickled and cold-roll steel No. 42 .....	*1,992		.04 <sup>1</sup> / <sub>2</sub>	282.75	
Drawing brass .....	*1,781			282.75	400.00
Soft steel wire .....	*8,700			400.00	
Hammer .....					
Total cost .....					137,942.41 <sup>1</sup> / <sub>2</sub>
Cost of repairing bags .....					84,915.06
Grand total .....					222,857.47 <sup>1</sup> / <sub>2</sub>
Unexpended balance of appropriation .....					2,142.52 <sup>1</sup> / <sub>2</sub>
Appropriation .....					225,000.00

\* Pounds.

**P.**—Statement of expenses for mail locks and keys and key chains purchased and repaired; cost of material (much of which is still on hand) bought for repairing locks, and the amount of salary paid to employes in mail-lock repair shop for the fiscal year ending June 30, 1890.

Item of expense.	Quantity.	Price.	Itemized cost.	Aggregate cost.
Mail key chains No. 1.....	4,000 brass..	\$0.12	\$480.00	
Mail key chains No. 2.....	4,000 bronze..	.11 <sup>18</sup> <sub>100</sub>	442.00	
Do.....	4,000 brass..	.20	800.00	\$1,722.00
Iron mail locks.....	5,000	.45		2,250.00
Street-box locks repaired.....	600	.30		180.00
Through register locks repaired.....	871	.25		217.75
Cost of material.....				4,254.52
Salary of employes in lock shop.....				6,144.36
Total.....				14,708.63
Unexpended balance of appropriation.....				231.37
Appropriation.....				15,000.00

**Q.**—Itemized statement of the disposition of the \$10,000 appropriation for renting and equipping a mail bag and mail-lock repair-shop building during the year ending June 30, 1890.

From whom purchased.	Residence.	Articles bought.	Itemized cost.	Aggregate cost.
Pratt & Whitney.....	Hartford, Conn...	1 10-inch shaper..... 1 No. 3 vertical drill..... 1 model cutter grinder..... 1 common drop forge dog (7 sizes). 1 set of forge clamp dogs.....	\$457.50 151.80 175.60 5.52 4.40	\$794.82
Morton, Reed & Co....	Baltimore, Md....	1 No. 0 Buffalo forge..... 1 12 by 36 speed lathe..... 1 New Castle grindstone..... 1 100-pound steel anvil..... 1 No. 1 <sup>1</sup> / <sub>2</sub> G. R. stock and die set..... 1 No. 0 stock and die set..... Freight.....	29.00 75.00 26.00 8.50 13.60 7.23 7.00	159.33
P. Blaisdell & Co.....	Worcester, Mass..	1 taper lathe.....		292.00
The Corbin Cabinet Lock Co.	New Britain, Conn.	1 upright lathe..... 1 polishing frame..... 2 arbors for same..... 3 16-inch emery wheels, 24 inch. 3 emery wheels, 3 inch..... 1 16-inch emery wheel, 4-inch..	75.00 10.00 6.00 11.25 13.20 5.60	121.05
Do.....	do.....	1 foot-drop, chuck, punches, etc.		115.55
Morton, Reed & Co....	Baltimore, Md....	1 9-inch scroll chuck..... 1 No. 4 scroll chuck..... 1 4-inch scroll chuck.....	22.10 15.60 32.00	69.70
John Adt & Son.....	New Haven, Conn.	1 16-inch riveting machine and counter-shaft		140.00
Pratt & Whitney.....	Hartford, Conn....	1 4-inch center shaper and appliances		81.78
Do.....	do.....	1 lathe.....		414.00
E. E. Garvin & Co.....	New York, N. Y....	1 No. 2 screw machine and apparatus		532.55
E. J. Brooks.....	do.....	Belting.....		217.06
New York Oil Cabinet Co.	do.....	1 oil cabinet.....		48.00
T. K. Cary & Bros.....	Baltimore, Md....	1 milling machine.....		552.30
P. Blaisdell & Co.....	Worcester, Mass..	1 soft feed drill.....		210.02
John M. Young.....	Washington, D. C.	For rent of building used for shops		3,000.00
A. H. Merriman.....	Meriden, Conn....	1 No. 16 press and counter-shaft, complete		175.00
Edw'd H. Mix, supt...	Washington, D. C.	Trip to inspect machinery		32.22
Amount expended through post-office at Washington, D. C., for material, etc., for shop.				2,933.67
Total expended.....				9,849.05
Unexpended balance of appropriation.....				110.95
Appropriation.....				10,000.00

**R.**—*Number of bags repaired and number of bags strung at each of the mail-bag repair shops, the number of employes in each shop, and the cost of labor in each shop during the fiscal year ending June 30, 1890.*

	Washington, D. C., shop.	Chicago, Ill., shop.
Jute sacks repaired .....	703, 282	146, 750
Leather pouches repaired .....	74, 648	15, 964
Catcher pouches repaired .....	17, 150	.....
Horse bags repaired .....	1, 864	.....
Registered pouches repaired .....	8, 866	.....
Inner registered sacks repaired .....	523	.....
Foreign sacks repaired .....	2, 028	.....
Total .....	802, 870	162, 714
Bags strung .....	229, 153	18, 441
Total .....	1, 032, 023	181, 155

Labor at Washington shop .....	\$66, 448. 21
Labor at Chicago shop .....	\$8, 815. 38
Average number enrolled for month at Washington .....	134
Average number enrolled for month at Chicago .....	13

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**REPORT**  
**OF THE**  
**GENERAL SUPERINTENDENT**  
**OF**  
**RAILWAY MAIL SERVICE**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1890.**

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# REPORT

## OF THE

### GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.

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POST-OFFICE DEPARTMENT,  
OFFICE OF THE GENERAL SUPERINTENDENT  
OF RAILWAY MAIL SERVICE,  
*Washington, D. C., November 3, 1890.*

SIR: I have the honor to submit herewith statistical tables and statements exhibiting in detail the operations of this service for the fiscal year ended June 30, 1890, which may be summarized as follows:

#### EXTENT OF SERVICE.

The records of this office show that up to the 30th of June, 1890, mail service was in operation on 154,779.35 miles of railroad in the United States. Postal clerks were employed in the distribution of the mails on 137,564.12 miles; service on the remainder, namely, 17,215.23 miles, having been performed by means of closed pouches carried on trains on which no distribution is made.

#### EQUIPMENT OF RAILWAY POST-OFFICE LINES.

At the close of the fiscal year the rolling stock of railway post-office lines consisted of 439 whole cars in use and 103 in reserve; 1,760 apartment cars in use and 475 in reserve, making an aggregate of 2,777 cars; the increase over the number covered by the last annual report being 43 whole cars in use, 9 whole cars in reserve, and 80 apartment cars in use and a decrease of 10 in reserve, making the net increase 122.

#### EXTENT OF THE RAILWAY MAIL SERVICE AND FORCE EMPLOYED.

On the 30th of June, 1890, there were 39 inland steam-boat lines in operation, aggregating 5,296 miles of route, on which postal clerks were employed. There were employed in handling and distributing the mails in transit on railroad routes 5,314 and on steam-boat routes 51 railway postal clerks, making a total of 5,365 men at work on lines. While engaged in the separation and distribution of the mails these postal clerks on railroad routes traveled during the year (in crews) 132,654,779 miles, and those employed on steam-boat lines 1,825,605 miles; and while en route they distributed 7,847,723,600 pieces of ordinary mail, and receipted for, recorded, protected and distributed 16,576,293 registered packages and cases, and 1,138,208 through registered pouches and inner registered sacks.

To the 150,038.53 miles of railroad service in operation July 1, 1889, 4,397.82 miles of new service have been added during the fiscal year under review, being an increase of 2.84 per cent. The lines on which service was performed by clerks show an increase of 4,453 miles, or 3.35 per cent. The mileage of the closed-pouch lines decreased from 17,271.10 on June 30, 1889, to 17,215.23 miles on June 30, 1890, being a reduction of 147.78 miles, or .86 per cent. The annual mileage of this class of service for the fiscal year ended June 30, 1889, was 18,168,821 miles, and for the year ended June 30, 1890, 19,648,763 miles; an increase of 1,479,942 miles, or 8.14 per cent., and the number of pouches exchanged daily increased 3,209, or 22.38 per cent.

The number of clerks at work on railroad lines increased from 4,947 on June 30, 1889, to 5,314 on June 30, 1890, and the distance from register to register from 147,970.94 to 154,098.03 miles, being an increase of 367 in the number of clerks and 6,127.09 miles in distance. The number of clerks employed on steam-boat lines remained the same as for the previous year; the length of routes decreased 147.74 miles in distance; but the annual miles of service increased 24,098 miles.

On the 30th of June, 1889, there were 5,448 clerks in the service, and on the corresponding date of 1890 there were 5,836 on the roster, being an increase of 388 men, or 7.12 per cent., while the record of distribution shows that the amount of work done increased 11.60 per cent.

The entire force was employed as shown in the subjoined table:

Fiscal year ended—	No. of clerks employed on railroad lines.	No. of clerks employed on steam-boat lines.	No. detailed to transfer duty.	No. detailed to office duty.	Total.
June 30, 1890.....	5,314	51	249	222	5,836
June 30, 1889.....	4,947	51	234	216	5,448
Increase .....	367	.....	15	6	388

#### QUANTITY OF MAIL HANDLED.

The total number of pieces of all classes of mail handled during the year was 7,865,438,101, and 2,812,574 errors of all kinds were checked against postal clerks, showing that 99.96 per cent. of all mail handled was correctly distributed. The increase in the number of pieces handled was, as previously stated, 11.60 per cent.

#### REGISTERED MATTER HANDLED.

During the fiscal year ended June 30, 1889, 15,866,550 registered packages and cases, and 1,134,918 through registered pouches were distributed, while for the succeeding fiscal year 16,576,293 registered packages and cases and 1,138,208 through registered pouches and inner registered sacks were handled, an increase of 709,743 in the number of packages and cases and 3,290 in the number of through registered pouches and inner registered sacks. The percentage of increase being 4.50 and .29, respectively.

In addition to the number of pieces of ordinary and registered mail distributed in transit, there were separated and arranged in railway post-offices for immediate delivery to addressees upon the arrival of trains 225,807,825 pieces of letter mail and 621,750 newspapers. The increase over the number of letters reported for last year being 59,672,515, or 35.9 per cent., and of newspapers 38,250 pieces, or 6.55 per cent.

## NIXIES.

All mail matter not addressed to post-offices, or otherwise so incorrectly, illegibly, or insufficiently addressed that it can not be transmitted with any degree of certainty that it will reach the person for whom it was intended is, in the nomenclature of this service, called "nixie." These nixies are withdrawn from the mails and sent to certain designated post-offices in the division in which the matter originated, for proper disposition. During the year 4,628,931 pieces of the nixie matter were handled, of which 2,186,993 pieces, or 47.2 per cent., were either forwarded to destination or returned to sender.

This is a matter in which it is believed that every patron of the postal service is more or less interested, inasmuch as all are liable through inadvertence or some other cause to deposit for mailing a misdirected, unpaid, or unmailable letter; and while it is a well-known fact that the number of letters lost in transit is infinitesimally small, for every failure to deliver a letter within a reasonable time there is at least one doubt expressed as to the efficiency of the service, and oftentimes both sender and addressee are complainants. In such cases the service is only relieved of the responsibility in the matter, from their point of view, when the letter which can not be forwarded is placed in the hands of the sender for correction in address or for postage.

It is believed that the prompt return of "nixies" could be insured if each writer would see to it that his name and address is *written, stamped, or printed* in the upper left-hand corner, or on the end of the envelope, so as not to interfere with the letter's address. While it would, of course, be impossible to communicate this information to each and every correspondent in the land, I am of the opinion that if the substance of the suggestion contained in the above paragraph were printed on a slide label to be attached to all post-office and street mailing boxes, where it would undoubtedly attract notice, much good would be accomplished, and the Department as well as the public would be benefited thereby.

## CASE EXAMINATIONS.

In reference to the case examinations of permanent clerks covered by table "H<sup>h</sup>," hereto appended, it appears that 8,959 examinations were held in the several divisions of the service during the year, at which 10,936,679 cards were distributed by those under examination. Of this number 10,296,073, or 94.11 per cent., were correctly cased. The increase in the number of examinations over the aggregate of last year was 3,909, and 11.4 per cent. in the average number of cards handled at each examination.

Table I<sup>l</sup>, which embodies a statement of the case examinations of probationary clerks, shows that 7.125 examinations of these clerks were held during the fiscal year ended June 30, 1890, being an increase of 5.3 per cent. over the number held during the preceding year. Of the number of cards handled at these examinations, namely, 6,861,471, 84 per cent. were correctly distributed, being a better showing by 3.65 per cent. than that of last year. Combining the figures contained in the two tables referred to above, it is ascertained that the aggregate number of cards handled by both permanent and probationary clerks was 17,798,150, of which 16,059,814, or 90.24 per cent., were correctly distributed.

As the result of a case examination of a postal clerk is a criterion of his efficiency as a distributor, I append hereto a comparative statement

of the examinations held during the past six years, which is presumptive evidence of the fact that the result of the work done during the fiscal year ended June 30, 1890, is far in advance of the result accomplished during the five years preceding the 1st of July, 1889.

*Comparative statement (tables H<sup>a</sup> and I<sup>1</sup>) of case examinations of permanent and probationary clerks for the period of six years ending June 30, 1890.*

Fiscal year ended June 30—	Cards handled.	Number correctly distributed.	Per cent. correctly distributed.	Examinations.	Average number of cards handled by each clerk at each examination.
1885 .....	8, 141, 385	6, 348, 971	77.98	8, 805	925
1886 .....	10, 604, 808	8, 458, 283	79.76	11, 075	958
1887 .....	10, 148, 508	8, 647, 415	85.26	10, 050	918
1888 .....	12, 010, 254	10, 389, 952	86.51	13, 443	903
1889 .....	9, 951, 083	8, 616, 507	86.60	11, 819	842
1890 .....	17, 998, 150	16, 059, 814	90.24	16, 084	1, 107

The following tabular statements exhibit the results of the case examinations of both permanent and probationary clerks, together with comparisons with similar examinations held during the previous year:

## PERMANENT.

Division.	Examinations.	Cards handled.	Cards correct.	Cards in correct.	Cards not known.	Average per cent. correct.
First .....	996	619, 835	613, 883	5, 923	29	99.04
Second .....	898	1, 349, 568	1, 143, 218	95, 682	110, 080	84.70
Third .....	457	655, 791	535, 556	59, 704	60, 331	81.65
Fourth .....	727	573, 597	502, 027	10, 275	1, 295	97.98
Fifth .....	1, 556	1, 940, 967	1, 878, 584	50, 200	12, 173	96.78
Sixth .....	793	1, 460, 412	1, 393, 449	23, 784	43, 179	96.41
Seventh .....	1, 108	1, 296, 981	1, 255, 022	39, 904	2, 055	96.76
Eighth .....	176	163, 677	152, 485	8, 416	2, 776	93.16
Ninth .....	985	1, 063, 100	1, 562, 085	54, 271	28, 744	95.12
Tenth .....	812	781, 840	758, 607	17, 564	5, 169	97.09
Eleventh .....	451	431, 421	421, 157	9, 568	676	97.93
Total .....	8, 959	10, 936, 679	10, 296, 073	875, 311	265, 313	94.11
Total for 1889 .....	5, 050	5, 535, 781	5, 008, 920	258, 209	208, 602	91.57
Increase .....	3, 909	5, 400, 898	5, 228, 153	117, 102	56, 711	2.54

## PROBATIONERS.

Division.	Probationary appointees.	Examinations.	Cards handled.	Cards correct.	Cards in correct.	Cards not known.	Average per cent. correct.
First .....	77	285	195, 082	189, 314	4, 895	873	97.04
Second .....	433	1, 346	1, 167, 594	760, 747	99, 070	207, 777	65.15
Third .....	156	697	691, 410	511, 843	72, 653	106, 914	74.02
Fourth .....	84	484	430, 315	393, 702	29, 663	6, 950	91.49
Fifth .....	387	1, 219	1, 241, 114	1, 141, 577	59, 888	39, 649	91.96
Sixth .....	119	436	714, 359	627, 794	44, 612	41, 933	87.88
Seventh .....	130	872	623, 528	579, 215	36, 555	7, 758	92.89
Eighth .....	80	321	208, 523	188, 221	12, 113	8, 189	90.26
Ninth .....	144	672	800, 366	671, 117	55, 969	78, 280	83.85
Tenth .....	76	448	438, 440	366, 635	24, 705	47, 100	83.62
Eleventh .....	120	345	350, 760	338, 576	15, 975	1, 209	94.00
Total .....	1, 806	7, 125	6, 861, 471	5, 763, 741	456, 098	641, 632	84.00
Total for 1889 .....	2, 832	6, 769	4, 415, 302	3, 547, 677	839, 599	528, 116	80.35
Increase .....	*1, 026	850	2, 446, 169	2, 216, 064	116, 589	113, 516	3.65

\* Decrease.

Under the rules and regulations of the service the postal clerk, in making the distribution of mail, must attach to each package of letters he makes up a slip label bearing the address of the package, the office or route upon which it was made up, together with the name of the clerk making the distribution. All errors are noted upon this label by the clerk who receives and opens the package at destination, and it is then forwarded to the division superintendent, who causes the error to be charged against the clerk's record. This system is an excellent one, if faithfully observed, but for several years past, as has been noted in the annual reports of the service, there has been growing evidence of a disposition on the part of certain clerks to combine and check no errors against friends on connecting lines. Extraordinary efforts have been made during the fiscal year to put a stop to this evil, with a view not only of raising the standard of efficiency of those engaged in the distribution of the mails by rendering closer application to the study of schemes necessary, but also with the object of obtaining absolutely accurate figures upon which to base calculations as to the correctness of the distribution throughout the service, and it is evident from the figures contained in the tabular statement hereto appended that the efforts made in this direction have met with satisfactory results, and have served to establish a standard of accuracy in the practical workings of the railway post-office system which will serve as a criterion from which to judge the work to be accomplished in succeeding years.

*Comparative statement of mail handled during the four months ended October 31, 1890, compared with the corresponding period of 1889.*

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 .....	3, 176, 576	125, 898, 480	508, 114	76, 216, 650	202, 115, 200	417, 266	17, 000	13, 815
Second .....	4, 809, 258	206, 552, 750	782, 409	117, 331, 051	323, 983, 800	893, 992	40, 860	11, 220
Third .....	1, 792, 895	71, 715, 800	832, 423	49, 863, 450	116, 570, 250	354, 835	22, 140	10, 877
Fourth .....	2, 896, 849	115, 873, 900	680, 122	102, 020, 250	217, 884, 210	526, 266	27, 602	12, 037
Fifth .....	7, 007, 078	280, 198, 040	1, 506, 914	226, 486, 950	506, 769, 060	763, 112	54, 386	9, 029
Sixth .....	5, 422, 650	216, 906, 240	1, 208, 987	181, 348, 050	398, 254, 290	535, 381	29, 070	10, 816
Seventh .....	4, 239, 410	169, 578, 406	891, 328	133, 699, 200	303, 275, 600	410, 392	17, 839	21, 213
Eighth .....	1, 850, 514	54, 260, 920	273, 014	40, 952, 100	95, 213, 020	260, 342	11, 340	7, 881
Ninth .....	3, 733, 359	149, 334, 360	741, 830	111, 274, 500	280, 608, 860	327, 104	34, 950	6, 755
Tenth .....	2, 867, 263	114, 600, 520	582, 696	87, 464, 400	202, 094, 920	397, 114	10, 372	8, 121
Eleventh .....	2, 029, 372	81, 174, 880	408, 468	61, 270, 200	142, 445, 060	366, 625	7, 467	10, 681
Total .....	39, 881, 228	1, 586, 182, 330	7, 919, 305	1, 187, 866, 801	2, 769, 224, 310	5, 252, 509	273, 226	122, 425
Total for corresponding period of 1889 .....	36, 128, 083	1, 453, 394, 425	6, 849, 771	1, 025, 365, 650	2, 480, 258, 075	4, 932, 956	271, 382	109, 458
Increase .....	3, 753, 190	132, 787, 905	1, 069, 534	162, 501, 151	288, 966, 235	319, 553	1, 844	12, 967

*Comparative statement of errors in distribution, 1889-90, July 1 to October 31.*

Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.					Misdirected.		
			Letter packages.	Pouches.	Sacks.	Registered packages.	Registered pouches and inner registered sacks.	Letter packages.	Pouches.	Sacks.
First .....	6,618	11,092	610	261	63	17	16	30	17	15
Second .....	17,286	31,991	559	393	91	24	11	43	27	32
Third .....	21,587	44,969	512	52	32	23	2	91	15	27
Fourth .....	25,841	48,775	424	83	46	18	2	40	8	10
Fifth .....	62,298	143,931	1,171	151	133	42	3	293	20	144
Sixth .....	69,001	137,964	1,610	293	177	15	.....	195	28	136
Seventh .....	53,403	99,030	815	326	136	86	12	210	42	75
Eighth .....	5,390	9,305	150	8	7	2	2	37	2	5
Ninth .....	38,949	98,323	692	436	124	18	5	126	15	54
Tenth .....	25,624	48,247	434	47	53	.....	2	67	6	37
Eleventh .....	33,840	70,198	591	173	111	74	5	155	32	93
Total .....	350,837	743,825	7,568	2,223	973	319	60	1,287	212	628
Total for corresponding period of 1889 .....	452,353	1,106,323	8,923	2,512	1,288	411	27	2,008	237	758
Decrease .....	101,516	362,498	1,355	289	315	82	*33	721	25	130

\* Increase.

July 1 to October 31, 1890.

Pieces of mail distributed..... 2,774,872,460  
 Errors made..... 757,095  
 Pieces correctly handled to each error..... 2,533

July 1 to October 31, 1890.

Pieces of mail distributed..... 2,485,571,871  
 Errors made..... 1,122,487  
 Pieces correctly handled to each error..... 2,214

## PRINTING.

Attached to the several division headquarters of the service are printing offices, which were established some years ago for the purpose of supplying promptly such printed matter as was required for immediate use in the division in which the printing office is located. The work in these offices is done by practical printers who were engaged as railway postal clerks upon condition that they would furnish (at their own expense) certain presses, type, paper-cutters, etc., and do all the necessary printing for their respective divisions. This plan has worked very satisfactorily during the past year, and the printing office has become an indispensable adjunct of the Railway Mail Service.\* Appended hereto is a statement of the work performed by the printers during the fiscal year ended June 30, 1890:

	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*	392	4,509,000	351,040	151	815,000	40,000
First division.....				331	1,751,488	131,042
Second division.....				247	1,090,600	72,805
Fourth division.....				157	582,274	50,185
Fifth division.....				133	881,000	128,500
Sixth division.....				237	1,656,866	280,895
Seventh division.....				105	940,771	130,050
Eighth division.....				90	404,000	38,720
Ninth division.....				200	903,592	33,641
Eleventh division.....				73	543,000	49,000
Total .....	392	4,509,000	351,040	1,724	9,648,591	964,588

\* Government owns plant.

† New York post-office employes.

	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* .....	78	12	1,924,000	68	147,200	42,812	193	496,700	49,950
First division .....	113	8	5,812,520				561	2,020,640	234,907
Second division .....	74	25	4,660,000						
Fourth division .....	447	6-12	11,407,000	19	76,604	5,950	97	114,218	50,800
Fifth division .....	2,295	9-15	24,394,500				184	617,350	339,450
Sixth division .....	683	16	17,952,000	23	48,224	13,770	219	725,612	266,490
Seventh division .....	1,273	15-18	21,448,500				83	832,070	96,840
Eighth division .....	442	12	2,585,184	10	32,700	2,390	256	3,249,340	109,080
Ninth division .....	901	6-83	16,608,240	4	13,550	1,500	783	955,107	391,118
Eleventh division .....	893	8	4,059,200				52	210,000	61,049
Total .....	7,199		110,852,144	124	318,278	66,422	2,430	9,221,037	1,599,684

\* Government owns plant.

† New York post-office employé's.

## CASUALTIES.

During the fiscal year under review, 261 accidents to railway post-office trains have been reported to this office, as shown by the detailed statement hereto appended, in which 4 postal clerks were killed, 41 were severely and 53 slightly injured. Of the number severely injured several have been so badly crippled as to render their retirement from the service necessary at the expiration of the year allowed by the postal regulations, in such cases, to enable the injured clerk to recover and resume service. In order to keep up the ranks of injured men, acting railway postal clerks were employed, as shown by the detailed statement appended to this report. The sum of \$7,966.41 was paid such acting clerks employed in place of regular clerks who were injured during the fiscal year ended June 30, 1890. Acting clerks had also to be provided for 35 postal clerks who were injured in 1888-'89 and not able to resume service at the commencement of the new fiscal year; the amount paid these acting clerks was \$9,154.69, the total amount paid on this account being \$17,121.10.

## PROVISION IN CASE OF DEATH.

I beg at this point to renew the recommendation made in the annual report from this office one year since, that the Postmaster-General be authorized 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 the heirs of only such as have been in the Railway Mail Service for three consecutive years shall become entitled to such compensation; 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 for the payment of railway postal clerks.

## REORGANIZATION OF THE CLERICAL FORCE OF THE RAILWAY MAIL SERVICE.

The necessity for Congressional action so as to permit of the reorganization of the working force of the Railway Mail Service has become very great, and it is hoped favorable action will be taken in December

next upon what is known as House bill No. 8299, which has received the unanimous approval of the Committee on the Post-Office and Post-Roads, and is already upon the calendar of the House awaiting to be called up. The existing organization has been in force for nearly ten years, within which time the extent and character of the railway service have changed greatly, and that which is contemplated and provided for in H. R. bill 8299 is merely such change and increase in grades and pay as shall enable its management to keep up with the changed condition of the service and at the same time extend and increase its efficiency.

The five classes that now prevail were all that the service required when the railway post-office lines covered less than 100,000 miles and the number of clerks employed was but three thousand five hundred; to-day, however, the length of railroads over which mails are carried exceeds 150,000 miles and the force of railway post-office clerks is nearly six thousand.

#### IMPROVEMENTS.

Since the rendition of the last annual report of the Railway Mail Service many changes looking towards the general betterment of its lines throughout the country have been made, and it will be found by reference to the chronological statement hereto appended that every section of the country has partaken of these improvements. To particularize is therefore deemed unnecessary, except, perhaps, in the matter of the transcontinental and some of the larger trunk line railway post-offices.

The volume of mail handled during the past year by railway postal clerks shows a vast increase, when the quantity noticed in the last report is remembered, the actual increase figuring a fraction more than 11 per cent. The proper distribution of this greatly increased amount of matter of course made necessary a corresponding increase of facilities by affording better and extended space on the lines already in operation and the establishment of new lines of both full railway post-office and apartment cars between such points as it was demonstrated the improvements were absolutely necessary to enable this office to keep pace with the advancing interests of the public at large.

Regarding the Transcontinental Service, I am able to record the fact that the schedules referred to in the report for last year were put into operation on the date fixed (November 17, 1889), and have been well maintained since then. Some of the principal cities directly benefited by these improved schedules are Chicago, Milwaukee, Detroit, Cleveland, Buffalo, Albany, Boston, New York, Philadelphia, Baltimore, Washington, Cincinnati, Louisville, Atlanta, St. Louis, and all the extent of country tributary to these cities.

That the improvement secured by the change in transcontinental schedules is general in its effect is better comprehended when the fact becomes apparent that the distance covered by the railway post-offices constituting the system affected by the November, 1889, expedited schedules covers about 4,000 miles of railroad and is believed to be the most important and far-reaching improvement that has ever taken place in the Railway Mail Service.

It has long been evident that the commercial relations between the cities of Chicago, Ill., and New Orleans, La., badly needed improved facilities for the handling and transmission of the vast and important correspondence carried between these distant points, and it was not until July 20th of the current year that the Department, through the co-op-

peration of the Illinois Central Railroad Company, was able to effect a satisfactory schedule covering the termini, and as well the intermediate territory. On the date mentioned a fast-mail line was inaugurated, leaving Chicago at 3.15 a. m. and arriving at New Orleans at 9 a. m. the following day, and leaving New Orleans at 7 p. m. and reaching Chicago at 1 a. m. second morning, or thirty hours in transit in either direction.

The above constitutes another link of 920 miles in the fast-mail system that is gradually developing as the main artery for the rapid movement of the mails between the center and circumference of the country. By this new line we are in possession of a continuous connecting fast-mail system between New Orleans, La., and San Francisco, Cal., and Portland, Oregon, via Chicago, Ill., and Omaha, Nebr., and also directly north to Milwaukee, Wis., and St. Paul, Minn., connecting at the latter point with fast-moving trains for all the country tributary to the Northern Pacific Railroad between St. Paul, Minn., and Portland, Oregon.

It is in place at this point to make special mention of the final consummation of an arrangement to be put in force within a few weeks, whereby the commercial interests of New Orleans will have secured to them a late dispatch (6.30 p. m.) of mails for New York and New England, covering completely all the intermediate country via Mobile, Montgomery, Atlanta, and Washington, D. C. This service, going south, will advance greatly not only the letter, but the newspaper mail as well, at Atlanta, Montgomery, Birmingham, Mobile, and New Orleans, and all connecting lines through these points. Coming north, commercial mail can be held open until 6.30 p. m. instead of 3.15 p. m., and its arrival at New York will be about noon instead of late in the evening. The train distribution of this mail will be such as shall enable it to be at once delivered to the addressee upon the arrival of the railway post-office at destination.

It is proper that I should mention, in connection with the changed conditions that will hereafter apply to the New Orleans service, the fact that its accomplishment has been the result of co-operation on the part of the railroads south of Washington, D. C., the service north of that city having already been in existence. The Richmond and Danville system as far as Atlanta, Ga., the Atlanta and West Point Railroad, and Western Railway of Alabama, between Atlanta and Montgomery, and the Louisville and Nashville Railroad Company, between Montgomery and New Orleans, should be accorded much credit for the willingness with which they have responded to our request for the improved through schedules.

#### FAST-MAIL SYSTEM.

It can not be otherwise than interesting at this point to contemplate the extent in part of the fast-mail service which has developed so gradually as a portion of the national railway post-office system.

The mileage of the service referred to is as follows :

	Miles.
New York, N. Y., and San Francisco, Cal., via Buffalo, Chicago, Omaha, and Ogden .....	3,355
Boston, Mass., and Port Tampa, Fla., via New York, Washington, Wilmington, and Jacksonville .....	1,568
New York and Denver, Colo., via Pittsburgh, St. Louis, and Kansas City.....	1,990
Green River, Wyo., and Portland, Oregon, via the Oregon Short Line Railroad .....	976
Chicago, Ill., and New Orleans, La., via the Illinois Central Railroad.....	920

	Miles.
Pittsburgh, Pa., and Cincinnati, Ohio, via Columbus, Ohio.....	313
Kansas City and Council Bluffs, Ia., via Kansas City, St. Jo and Council Bluffs Railroads.....	196
Boston, Mass., and Albany, N. Y., via the Boston and Albany Railroad.....	203
Chicago, Ill., and Minneapolis, Minn., via the Chicago, Milwaukee and St. Paul Railroad.....	423
Washington, D. C., and New Orleans, La., via Charlotte, Atlanta, and Montgomery.....	1,145

These lines comprise more than 11,000 miles of railroad, and, while they are but a small proportion of the railway post office system of the country, it is fair to designate them as the great arterial system of the service, into and from which the most important mails of the entire country must pass.

From these details a good idea may be had of the growth and extent of the system of fast trains for the movement of the mails, and it is all the more interesting when considered in connection with the fact that this character of improved service was first attempted in 1875, and then failed for want of appreciation and support, and was not permanently established until 1877, when a second attempt was made between Chicago, Ill., and New York, N. Y., via the New York Central and Hudson River Railroad and the Lake Shore and Michigan Southern Railway. The fast-mail system is one that gathers strength as it develops, and will undoubtedly gradually outgrow the local schedule method of transportation for mails on all the trunk-line railroads. There have been extensive improvements made in the service between New York, N. Y., and St. Louis, Mo., via the Pennsylvania Railroad, taking the shape of new lines of full railway postal cars, and also increasing the space of those in operation, so that now this line of railroad may be considered as fully equipped to properly handle and dispatch the vast volume of mail passing between the East and Southwest via the New York and Pittsburgh and Pittsburgh and St. Louis railway post-office service.

To meet the demand for additional facilities on the New York Central and Hudson River Railroad and the Lake Shore and Michigan Southern Railway (New York and Chicago railway post-office), new lines of railway postal cars have been added, and the space of existing lines increased, until it is now believed that the point reached in betterment of this great channel for the movement of mail fully equals the demands of the public as well as the service.

The Pittsburgh and Chicago railway post-office (Pittsburgh, Fort Wayne and Chicago Railway) has been re-enforced by the addition of full railway post-office cars to meet, as far as possible, the demand for space and force to properly distribute the greatly increased volume of mail seeking this line as an outlet via Chicago to the West and Northwest from Philadelphia, including the whole State of Pennsylvania, and also from Washington, D. C., and points south of the latter city.

In connection with the New York and Chicago railway post-office, it has been found necessary to furnish additional cars between Boston, Mass., and Albany, N. Y., thereby strengthening the Boston and Albany railway post-office to an extent that will enable the proper treatment of the very heavy mails passing between New England and the West and Southwest via the Boston and Albany and New York and Chicago railway post offices. The railway post-office line between Washington, D. C., and New Orleans, La., has received attention looking to betterment by the addition of a line of full railway post-office cars of the greatest measurement (60 feet), in lieu of a smaller line, to furnish proper accommodation for the greatly increased quantity of mail going forward via

this line between the Gulf States and the North and East. The rapidly developing country through which this line passes made necessary additional facilities to meet the vastly increased quantity of mail to and from Virginia, North Carolina, Georgia, Alabama, and beyond.

The line between New York and Washington has also been furnished new lines of full railway post-office cars. This is a treatment that has long been needed, but was omitted, as the Department deemed it better to utilize the expense necessary to this improvement in other fields, where service entirely new was absolutely necessary. The Washington and Wilmington railway post-office has received attention by increased space of 60-foot cars, to furnish the necessary facilities for the storage and distribution of the very heavy and constantly increasing mails to and from the Atlantic coast States and the North and East. Full railway post-office cars have also been placed upon the line between Washington, D. C., and Cincinnati, Ohio, via the Richmond and Danville Railroad, and the Chesapeake and Ohio Railway (Washington, D. C., and Hinton, W. Va., and Hinton, W. Va., and Cincinnati railway post-offices), to supply needed facilities via this system of railroad for the mails between Washington and Cincinnati, and the gradual growth of mail local to the whole country traversed by the Chesapeake and Ohio system, even to Memphis, Tenn., and beyond.

Viewing the whole field of railway post-office and apartment-car service of the country, I feel I am fully justified in asserting that this service was never in as perfect a condition and so well equipped as it is at the present time, and moreover the improvements made during the past year, particularly on those lines that have received special mention in this report, have been of such a character as will, it is believed, fully meet the requirements for some time to come.

*New and improved railway post-office and apartment car service since September 20, 1889.*

Date.	Description.	Distance.
		<i>Miles.</i>
Oct. 7	Birmingham, Alabama, and Greenville, Miss., new line .....	202
7	Halifax and Greenville, N. C., new line .....	58
Sept. 27	Battle Creek and Sturgis, Mich., extend to Goshen, Ind. (increase) .....	28
Oct. 4	Pasco, Wash., and Umatilla, Oregon, new line .....	45
14	Monett, Mo., and Vinita, Ind. T., extend to Sapulpa, Ind. T. (increase) .....	78
9	Rumsey and Elmira, Cal., new line .....	52
28	Edgar, Nebr., and Cheyenne, Wyo., extend to Nebraska City (increase) .....	165
26	Chicago, Ill., and Fond du Lac, Wis., 50-foot for 40-foot line .....	149
26	Chicago, Ill., and Cedar Rapids, Iowa, 60-foot for 40-foot line .....	220
28	Ogden, Utah, and San Francisco, Cal., additional line of 40-foot cars .....	834
28	Omaha, Nebr., and Ogden, Utah, additional line of 40-foot cars .....	1034
28	Green River, Wyo., and Huntington, Oregon, new line of 40-foot cars .....	572
28	Brunswick, Mo., and Council Bluffs, Iowa, new line, 40-foot cars .....	263
Nov. 1	Havana and Springfield, Ill., extend to Peoria, Ill. (increase) .....	42
1	Peoria and Jacksonville, Ill., extend to Mt. Vernon, Ill. (increase) .....	134
1	Boston, Mass., and Providence, R. I., new line, 40-foot cars .....	45
1	Boston and Provincetown, Mass., new line, 40-foot cars .....	120
1	New Haven and New London, Conn., new line, 50-foot cars .....	51
1	Providence, R. I., and Groton, Conn., new line, 40-foot cars .....	62
4	Boston, Mass., and Albany, N. Y., new line, 40-foot cars .....	205
7	Williamsport, Pa., and Elmira, N. Y., new line, 40-foot cars .....	79
9	Monroe, N. C., and Chester, S. C., new line .....	45
9	Leland and Glen Allen, Miss., extend to Memphis, Tenn., and Rolling Fork, Miss. (increase) .....	148
11	Topeka and Bellville, Kans., extend to Kansas City (increase) .....	67
13	Lincoln and Alliance, Nebr., extend to Crawford, Nebr. (increase) .....	56
14	Boston, Mass., and New York, N. Y., via Providence additional line .....	233
15	Fond du Lac, Wis., and Harvard, Ill., new line .....	114
18	Harrisburgh, Pa., and Martinsburgh, W. Va., extend to Winchester, Va. (increase) .....	22
16	Olathe, Kan., and Ash Grove, Mo., extend to Kansas City, Mo., (increase) .....	20
18	Boston, Mass., and Newport, R. I., new line .....	70
20	Boston, Mass., and Providence, R. I., new line .....	45
20	West Lebanon, Ind., and Rantoul, Ill., extend to LeRoy, Ill. (increase) .....	33
23	Duluth and Brainerd, Minn., extend to Staples, Minn. (increase) .....	30

*New and improved railway post-office and apartment car service, etc.—Continued.*

Date.	Description.	Distance.
		Miles.
Nov. 23	Little Falls and Morris, Minn., extend to Brainerd, Minn. (increase).....	31
25	Burlington, Iowa, and St. Louis, Mo., additional line.....	214
25	Burnet and Austin, Tex., extend to Marble Falls (increase).....	17
27	Chicago, Richmond and Cincinnati R. P. O., additional line.....	800
27	Cadillac, Mich., and Toledo, Ohio, extend to Copemish (n. o.), Mich. (increase)...	40
27	Williamston and Rocky Mount, N. C., extend to Plymouth, N. C. (increase).....	22
Dec. 5	Cumberland Gap and Knoxville, Tenn., new line.....	69
7	Paola and Coffeyville, Kans., extend to Kansas City, Mo. (increase).....	43
10	Herrington and Dodge City, Kans., new line.....	203
10	Buffalo and Hornellsville, N. Y., new line, 50-foot cars.....	93
21	Atchison and Lenora, Kas., new line.....	233
23	Villisca, Iowa, and Bigelow, Mo., extend to St. Joseph, Mo. (increase).....	39
26	Lebanon and Greensburgh, Ky., extend to Lebanon Junction (increase).....	37
27	Newton Circuit, Boston, Mass., suburb (new).....	23
28	Carthage and Lebanon, Tenn., new line.....	35
30	Roanoke and Opelika, Ala., extend to Columbus, Ga. (increase).....	39

## SUMMARY.

	Miles.
Full R. P. O. cars (new).....	1,240
Full R. P. O. cars, improved, etc.....	3,063
Apartment cars (new).....	1,447
Apartment cars, improved, etc.....	1,160
Total.....	6,910

*New and improved full railway post-office and apartment car service in 1890.*

Date.	Description.	Distance.
		Miles.
Jan. 6	Williamsport, Pa., and Baltimore, Md., extend to Elmira, N. Y. (increase).....	79
8	Ft. Howard, Wis., and Ishpeming, Mich., new 40-foot line.....	189
9	Dunlap, Tenn., and Bridgeport, Ala., extend to Chattanooga, Tenn. (increase)...	29
13	St. Louis, Mo., and Cairo, Ill., extend to Jackson, Tenn. (increase).....	107
13	Cleveland and Cincinnati, Ohio, two lines 50-foot for 40-foot cars.....	241
16	Kansas City, Mo., and Summerfield, Kans., extend to Beatrice, Nebr. (increase)...	27
24	Lynchburgh and South Boston, Va., new line.....	63
30	Bement and Effingham, Ill., extend to Decatur, Ill. (increase).....	21
30	Rockford, Wash., and Pendleton, Oregon, extend to Spokane Falls, Wash. (increase)	29
Feb. 1	Concordia and Junction, Kans., extend to Belleville, Kans. (increase).....	25
7	Norfolk, Va., and Bellfield, Va., extend to Lawrenceville, Va. (increase).....	30
8	Tracy City and Cowan, Tenn., extend to Nashville, Tenn. (increase).....	87
11	Detroit, Mich., and Toledo, Ohio, additional line 40-foot cars.....	263
12	Antonio, Colo., and Espanola, N. Mex., extend to Santa Fé (increase).....	39
12	Chicago, Ill., and St. Louis, Mo., 60-foot for 50-foot line (C. and A. R. R.).....	281
17	Elmore and Peggalls, S. C., extend to Sumter, S. C. (increase).....	25
18	Willmar, Minn., and Sioux Falls, S. Dak., new line.....	148
21	Harrisburg, Pa., and Baltimore, Md., new line making 3 times daily.....	86
21	St. Louis, Mo., and Council Bluffs, Iowa, Brunswick and Pattonburg, Mo. (short run).....	80
26	Chicago, Monon and Cincinnati R. P. O., increased to double daily.....	309
26	Branch Junction and Pittsburgh, Pa., increased to double daily.....	71
Mar. 3	Macon and Valdosta, Ga., extend to Lake City, Fla. (increase).....	78
8	Greycourt, N. Y., and Belvidere, N. J., extend to Philadelphia (increase).....	14
8	Lincoln and Alma, Nebr., extend to Valley, Nebr. (increase).....	18
7	New York, N. Y., and Pittsburgh, Pa., additional 40-foot line.....	444
8	Birmingham and Blockton, Ala., new line.....	51
8	Richford and St. Albans, Vt., increased to double daily.....	29
8	Cambridge Junction and Burlington, Vt., increased to double daily.....	34
8	Nelsonville and Logan, Ohio, increased to double daily.....	33
10	Streator and Pekin, Ill., extend to Joliet, Ill. (increase).....	32
8	Essex Junction, Vt., and Boston, Mass., new line, 40-foot cars.....	242
8	Detroit, Mich., and Chicago, Ill., 55-foot cars for 40-foot line.....	286
12	Bluefield, W. Va., and Honaker, Va., new line.....	57
12	Portland, Oregon, and San Francisco, Cal., Portland and Eugene City (short run)	122
12	Baltimore and Chestertown, Md., new line.....	58
20	Olney and Seattle, Wash., new line.....	42
22	Louisville and Paducah, Ky., new line.....	330
25	Pittsburgh and Belle Vernon, Pa., new line.....	44
26	San Bernardino and Oceanside, Cal., extend to Escondido (increase).....	22
26	Boston and Wellfleet, Mass., extend to Cape Cod, Mass. (increase).....	14
27	San Francisco and Redding, Cal., additional 40-foot line.....	260

New and improved full railway post-office and apartment car service in 1890—Continued.

Date.	Description.	Distance.
		<i>Miles.</i>
Mar. 27	Portland and Ashland, Cal., new 40-foot line	343
31	St. Louis, Mo., and Burrton, Kans., new 40-foot line, Monnett, Mo., and Burrton, Kans.	330
31	Toledo, Ohio, and Detroit, Mich., additional 40-foot line	59
April 2	Boston, Abingdon and Plymouth, Mass., new line	37
2	Boston, Duxbury and Plymouth, Mass., new line	46
April 9	Merrill and Tomah, Wis., extend to Torahawk, Wis. (increase)	23
9	Winona and Tracy, Minn., extend to Watertown, S. Dak. (increase)	93
15	West Point and Yukum, Tex., extend to Lexington, Tex. (increase)	36
16	Oneonta and Birmingham, Ala., new line	37
18	Columbus and Albany, Ga., new line	80
18	Spokane Falls and Elmira, Wash., new line	103
18	Norfolk and Lawrenceville, Va., extend to Danville, Va. (increase)	98
22	Memphis, Tenn., and Granada, Miss., increased to double daily	101
22	McGregor, Iowa, and Chamberlain, S. Dak., additional line McGregor and Sanborn, Iowa, making double between these points	242
23	Olney and Seattle, Wash., extend to Snoqualmie, Wash. (increase)	13
26	Cleveland, Ohio, and St. Louis, Mo., additional line	548
29	Marietta and Sharpsburgh, Ohio, extend to Amesville, Ohio (increase)	10
30	Manilla, Iowa, and Mitchell, S. Dak., extend to Marion, Iowa (increase)	62
May 2	Commerce and Fort Worth, Texas, extend to Texarkana, Ark. (increase)	117
3	Toledo and Findlay, Ohio, extend to Kenton, Ohio (increase)	28
6	Farmington and Lewiston, Me., extend to Portland, Me. (increase)	36
7	Mosleys Junction and Farnville, Va., new line	52
7	Hayfield, Minn., and Dubuque, Iowa, extend to Minneapolis, Minn. (increase)	91
8	St. Louis, Mo., and Council Bluffs, Iowa, 50-foot for 40-foot line between St. Louis and Pattonburg, Mo.	357
10	Bangor and Foxcroft, Me., new line	55
9	Dubuque and Sioux City, Iowa, new 40-foot line	328
10	Montgomery, Ala., and Smithville, Ga., new 40-foot line	141
13	Caldwell, Kans., and El Reno, I. Ter., new line	108
14	Columbus, Nebr., and Atchison, Kans., extend to Kansas City, Mo. (increase)	50
14	Macon, Ga., and Lake City, Fla., extend to Palatka, Fla. (increase)	75
16	Denison and Taylor, Tex., increased to double daily	259
19	Norfolk, Va., and Rocky Mount, N. C., new line	119
20	Portland and Huntington, Oregon, new 40-foot line	405
20	Green River, Wyo., and Huntington, Oregon, 60-foot for 40-foot line	571
20	Ogden, Utah, and San Francisco, Cal., 60-foot for 40-foot line	834
20	Omaha, Nebr., and Ogden, Utah, 60-foot for 40-foot line	1,034
22	Kane and Calvary, Pa., extend to Pittsburgh, Pa. (increase)	26
23	Brunswick and Wavercross, Ga., extend to Albany, Ga. (increase)	109
23	Creston, Iowa, and St. Joseph, Mo., increased to double daily	103
24	Plymouth and Concord, N. H., extend to Woodsville, N. H. and Boston, Mass.	116
24	Wells River and Montpelier, Vt., extend to Lancaster, N. H. (increase)	42
24	Washington, D. C., and Hinton, W. Va., new line, 40-foot cars	289
24	Hinton, W. Va., and Cincinnati, Ohio, new line, 40-foot cars	308
26	Hawley and Scranton, Pa., new line	38
29	Great Bend and Scott, Kans., extend to Selkirk, Kans.	34
31	Kansas City, Mo., and Pueblo, Colo., additional line between Kansas City and Dodge City (short run)	369
June 2	Florence and Winfield, Kans., extend to Arkansas City, Kans. (increase)	13
4	Mt. Vernon and Seattle, Wash., new line, river route	75
14	Leavittsburg and Dayton, Ohio, increased to double daily	224
14	Montgomery, Ala., and Bainbridge, Ga., new line	193
14	Bristol, Tenn., and Clinchport, Va., extend to Big Stone Gap, Va.	25
14	Wallis Station and San Antonio, Tex., extend to Houston, Tex. (increase)	46
13	Boston and North Adams, Mass., additional 40-foot line	142
19	Garretts, S. Dak., and Sioux City, Iowa, new line	97
19	Essex Junction, Vt., and Boston, Mass., short run; Rutland, Vt., and Fitchburgh, Mass.	117
18	Chicago and Cairo, Ill., additional 40-foot line	366
27	Farmington and Portland, Me., increased to double daily	83
28	Lynchburg and South Boston, Va., extend to Roxboro, N. C. (increase)	22
July 2	Savannah and Americus, Ga., new line	200
12	Williamsport and Pottsville, Pa., Shamokin and Pottsville (short run)	57
23	Fort Worth and Dublin, Texas, new line	90
28	Wallace, Idaho, and Spokane Falls, Wash., new line	146
30	Fernandina and Plant City, Fla., extend to Tampa, Fla.	23
Aug. 13	Atalla and Anniston, Ala., extend to Talladega, Ala. (increase)	30
15	Salamanca, N. Y., and Youngstown, Ohio, extend to Leavittsburg, Ohio (increase)	18
27	Brattleboro, Vt., and Palmer, Mass., made double daily between Palmer, Mass., and New London, Conn.	63
30	Cayuga and Ithaca, N. Y., begin at Auburn, N. Y. (increase)	6
Sept. 2	Abeville and Jarretts, N. C., extend to Valley Town, N. C. (increase)	14
3	Fort Scott and Kanopolis, Kans., extend to Pleasant Hill, Mo. (increase)	63
5	Caldwell, Kans., and El Reno, Oklahoma, extend to Minco, Ind. T. (increase)	15
12	Pleasant Hill, Mo., and Geneseo, Kans., extend to Kansas City, Mo. (increase)	35
11	Fort Howard and Milwaukee, Wis., 40-foot car line	129
10	Washington, D. C., and New York, N. Y., additional 40-foot line cars	227
10	New York, N. Y., and Pittsburgh, Pa., additional 60-foot line	444

*New and improved full railway post-office and apartment car service in 1890—Continued.*

Date.	Description.	Distance.
		<i>Miles.</i>
Sept. 16	Little Rock, Ark., and Monroe, La., new line .....	185
10	Cairo, Ill., and New Orleans, La., new line of 40-foot cars .....	550
10	New York, N. Y., and Chicago, Ill., additional 60-foot car line .....	984
11	Chicago, Ill., and Union Pacific Transfer (n. o.), Iowa, 50-foot for 40-foot car line (Chicago and Northwestern Railroad) .....	489
10	Pittsburgh, Pa., and St. Louis, Mo., additional 50-foot car line .....	622
10	St. Paul, Minn., and Missouri Valley, Iowa, 50 foot for 40-foot line .....	846
11	Quincy, Ill., and Kansas City, Mo., 50-foot for 40-foot line .....	282
16	Washington, D. C., and Wilmington, N. C., 60-foot for 50-foot line .....	362
26	South Bend and Terre Haute, Ind., extend to St. Joseph, Mich. (increase) .....	40
26	Sioux City, Iowa, and O'Neill, Nebr., new line .....	126
29	Jacksonville and Tampa, Fla., extend to Port Tampa, Fla. (increase) .....	10
30	Boston, Mass., and Hopewell Junction, N. Y., extend to Fishkill-on-the-Hudson .....	13
11	Davenport, Iowa, and Trenton, Mo., 40-foot car line .....	236
10	Pittsburgh, Pa., and Chicago, Ill., 50-foot car line .....	468
Oct. 4	St. Paul, Minn., and Helena, Mont., extend short run to Mandan, N. Dak. ....	106
7	Bluefield and Honsaker, Va., extend to Estenosa, Va. (increase) .....	22
7	White Heath and Decatur, Ill., extend to Champaign, Ill. (increase) .....	18
9	Green River, Wyo., and Huntington, Oregon, extend full car line to Cheyenne ..	331
14	Cincinnati, Ohio, and Nashville, Tenn., two lines 50-foot for 45-foot cars .....	303
14	Sedalia, Mo., and Denison, Tex., 50-foot for 40-foot line .....	433
15	Texarkana, Ark., and San Antonio, Tex., new line of 40-foot cars .....	441
16	Trenton and St. Joseph, Mo., new line .....	82
18	Dodge and St. Helen's, Ky., new line .....	47
20	Cleveland and Coshocton, Ohio, extend to Zanesville, Ohio (increase) .....	29
22	Hutchinson and Anthony, Kans., new line .....	72
23	Seymour and Elmore, Ind., new line .....	78

#### RECAPITULATION.

	<i>Miles.</i>
Full R. P. O. cars (new) .....	2,915
Full R. P. O. cars improved, etc. ....	11,439
Apartment cars (new) .....	2,311
Apartment cars improved, etc. ....	4,787
Total for 1890 .....	22,209
Total for 1889 .....	6,910
Grand total .....	29,213

#### INTERRUPTIONS.

The interruptions to the service have been but slight other than upon the Pacific slope, where the weather subjected the lines of railroad to great difficulties in the enforcement of the schedules of mail trains. These delays prevailed for some weeks, throughout which every disposition was shown on the part of the roads to meet the reasonable demands of the mail service.

#### CENSUS MAIL.

In this report it is proper to make note of the fact that in 1890 the Railway Mail Service was subjected to more than the ordinary natural strain that constantly prevails in this branch of the Post-Office Department, by having to handle vast quantities of matter appertaining to the Eleventh Census. While a great deal of this matter had, necessarily, to pass through the post-office, it was the Railway Mail Service which specially provided for its care and dispatch, thereby enabling the greater portion of this matter to be advanced without passing through the post-office at Washington, D. C., and it is gratifying to state that we have no knowledge of a single instance of delay to this important mail arising through fault of the railway postal clerks.

## SUMMER RESORT SERVICE.

Carrying out the system that was so largely developed in 1889, much attention was given during the summer of 1890 to the advancement of the mails at summer resorts along the Atlantic coast, and throughout the mountain and lake regions, and it is believed that the extent and character of the service was generally satisfactory. Our effort will be to still further extend the improvements of this service for the season of 1891.

## POSTAL CARD SUPPLY TRANSPORTATION.

The plan whereby postal cards have been carried to the distributing depots by ordinary freight trains has been kept up successfully throughout the past year, but there is still too large a proportion of departmental supply matter sent through the mails that ought to be provided for by other means of transportation. The railway post-office lines of the country are not equipped to handle such large packages of heavy freight, some of which weigh hundreds of pounds, and with the increase in the quantity of this class of matter interference with the clerks in the making of the necessary separations of mail matter becomes more and more serious.

## ASSISTANT GENERAL SUPERINTENDENT AND CHIEF CLERK.

Authority of law having been given to employ an assistant general superintendent of the Railway Mail Service, as recommended in the annual report for 1889, the position has been filled by promotion from the service, and the organization has been thereby improved.

The authority of Congress whereby the chief clerk of the General Superintendent's office now receives the same rate of compensation as other chief clerks in the Post-Office Department carries with it the recognition of the importance of the position which had not before been accorded to it, and the working of the office details has been thereby advantaged.

## AWARDING MEDALS.

Out of a fund created by contributions made by officers and chief clerks of the fifth and sixth divisions last year gold medals of appropriate design were purchased and awarded to the clerks of those divisions of the Railway Mail Service who arrived at the highest standard of perfection in their examinations, and at the close of the year 1890 twelve more gold medals will be awarded in accordance with the following circular notice.

General Order No. 808.

POST-OFFICE DEPARTMENT,  
OFFICE OF GENERAL SUPERINTENDENT RAILWAY MAIL SERVICE,  
*Washington, D. C., February 6, 1890.*

I have much pleasure in announcing to the railway postal clerks throughout the entire Railway Mail Service that the honorable Postmaster-General has decided, at the close of this year (1890), to present twelve gold medals to the clerks in the Railway Mail Service.

They will be known as "The Postmaster-General Medals," one of which will be awarded to the clerk in each of the eleven divisions who shall, during the year 1890, have made the best general record on the largest number of cards, representing post-offices, distributed by routes or by counties, modified by the class of the clerk, the number of separations, the cards per minute cased correctly, the error slip record and the car work of the clerk.

The twelfth medal will be awarded to the clerk of any class in any division who shall, during the year correctly distribute in the shortest time and with the largest number of separations cards representing the greatest number of post-offices. In awarding this medal special consideration will be given the rapidity with which the distribution has been accomplished.

The examinations will be conducted in accordance with the general rules adopted at the convention of superintendents in September, 1889, and approved by this office.

There must be no duplication of the cards handled; as, for example, the number of offices in a section or sections of a State cannot be added to an examination on the whole State. Local schemes will not be taken into account, nor will a State be counted by both routes and counties. The reading test will be considered in the clerks general record, but must not be included in the case examinations.

Committees to determine the award of the division medals will be selected by the clerks in their respective divisions in a manner to be arranged by the division superintendent, and a committee to award the twelfth medal will be designated by the General Superintendent.

J. LOWRIE BELL,  
*General Superintendent.*

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

As previously stated in the text of this report, there were 5,448 clerks in the service on July 1, 1889, and on July 1, 1890, there were 5,836, being an increase of 388, or 7.1 per cent. The amount paid for salaries during the former period was \$5,250,838.45, and during the latter \$5,590,150.08. The amount appropriated for salaries for the fiscal year ended June 30, 1890, was \$5,600,000, and the expenditures, as above, amounted to \$5,590,150.08, leaving an unexpended balance of \$9,849.92. The annual rate of expenditures for salaries of the clerks in the service at the beginning of the current fiscal year (July 1, 1890) was \$5,818,655, and the appropriation for the fiscal year is \$5,910,000, leaving a margin of but \$91,345 for new service, extension to lines, additional help on lines where the mails are getting heavier, and the promotion of clerks who were serving as probationers at the beginning of the fiscal year. This balance is entirely too small to meet the actual needs of the service during the current fiscal year, and at the very beginning of the year it was found necessary to suspend action for at least six months of the year in the matter of the establishment of new railway post-office lines and extensions of old ones, for the reason that the available balance, as above, is barely sufficient to provide for the requisite number of clerks on lines which have been authorized but which can not be put into operation until about the close of the first half of the year, to avoid the creation of a deficiency.

In this connection it may not be out of place to explain how the available balance at the commencement of the fiscal year came to be so greatly reduced, and I beg to state that the annual count of the books of this office made June 30, 1888, showed that there were 5,094 clerks in the service whose annual salaries aggregated \$5,084,517, being an average per clerk of \$998.14. On account of the large number of probationers appointed during the months of March, April, and May, 1889, in place of clerks of the higher grades, the average annual rate per clerk had dropped to \$967.11, a difference of \$31.03 per clerk.

During the year under review these new men had completed their probationary terms and been advanced to the grades to which their services and the regulations of this service entitled them, thereby causing the average pay per clerk to increase to be about what it was on the 30th of June, 1888, or, to be more exact, the records of the count of the books of this office made on June 30, 1890, show that the average pay per clerk per annum was on that date \$997.03, being an increase over the average for the previous year of \$30.92. As there were 5,448 clerks in

the service on June 30, 1889, it is therefore apparent that the sum of of \$168,451.86 of the estimated increase for new service, etc., for the year ended June 30, 1890, namely, \$310,000, was used in restoring salaries to the average amount existing at the commencement of the previous fiscal year, leaving a balance of but \$141,548.14 to meet the natural increase during 1890-'91, which proves to be inadequate.

The following table exhibits the amount of expenditures and the per cent. of increase, by quarters, during the period from January 1, 1888, to September 30, 1890:

Quarter ending—	Expenditures.	Increase.	
		Amount.	Per cent.
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	1.26
December 31, 1888.....	1,311,879.13	20,779.45	1.61
March 31, 1889.....	1,327,185.69	15,806.56	1.21
June 30, 1889.....	1,321,673.05	*5,511.74	*0.42
September 30, 1889.....	1,338,025.20	14,352.15	1.09
December 31, 1889.....	1,385,788.07	49,762.87	3.73
March 31, 1890.....	1,417,577.39	31,789.32	2.30
June 30, 1890.....	1,450,769.42	33,182.03	2.34
September 30, 1890.....	1,459,164.59	8,405.17	0.58
Net increase.....			17.05

\* Decrease.

The apparent decrease in three quarters of 1889 was owing, as stated in the annual report for last year, to the partial reorganization of the service whereby the average pay per clerk was somewhat reduced. As the clerks became entitled to the rate of pay existing prior to the reduction, their salaries were increased accordingly.

In order to ascertain the amount needed for the fiscal year ending June 30, 1892, we take the average quarterly increase for the past eleven quarters, which is 1.55 per cent., and by applying it to the fiscal year ending June 30, 1891, we have the following:

Amount expended quarter ending September 30, 1890.....	\$1,459,164.59
Estimate quarter ending—	
December 31, 1890.....	1,481,789.10
March 31, 1891.....	1,504,856.83
June 30, 1891.....	1,528,182.06

Estimated expenditure for the fiscal year 1891..... 5,973,992.58

Assuming that the expenditure for the quarter ending June 30, 1891, will be \$1,528,182.06, and applying the average quarterly increase of 1.55 per cent. as before, we have the following as the probable cost for the fiscal year ending June 30, 1892:

Estimate quarter ending—	
September 30, 1891.....	\$1,551,868.88
December 31, 1891.....	1,575,922.84
March 31, 1892.....	1,600,349.64
June 30, 1892.....	1,625,166.05

Estimated expenditure for 1892..... 6,353,307.41

This is an increase of \$443,307.41, or 7.5 per cent., over the amount appropriated for the current fiscal year, being \$143,307.41 in excess of the estimated increase for the current fiscal year; but it must be borne in mind that, as has been previously stated, the extension of the service

has been somewhat retarded during this year, and the reports of examinations made by division superintendents now on file in this office warrant me in saying the full amount of the difference will be needed as soon as the new appropriation becomes available, in supplying the additional number of men whose services should have been called for during the current year, thereby placing the service upon the same footing as would have been the case had the appropriation been sufficient to meet the natural increase for the year ending June 30, 1891. The lack of sufficient money to provide fully for this year's natural growth of the service has subjected the organization and its railway postal clerks to a greater measure of severe strain than it could without much hardship bear for two consecutive years.

For the reasons herein set forth, I have the honor to recommend that the sum of \$6,353,000 be appropriated for salaries of railway postal clerks for the fiscal year ended June 30, 1892.

#### ESTIMATE 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, 1890, was \$2,260,000; amount expended, \$2,207,151.01, leaving an unexpended balance of \$52,848.99.

During the fiscal year several new lines of railway post-office cars were authorized, but in view of the fact that the cars were not completed and placed in service prior to June 30, 1890, no charge was made against the appropriation for last year on account of the same.

By adding to the above expenditure of \$2,207,151.01 the amount accrued to Pacific roads, namely, \$241,405.75, we find the total cost for railway post-offices for the year to have been \$2,448,556.76, being an increase of \$315,843.65, or 14.8 per cent., over the amount of cost for the fiscal year ended June 30, 1889.

The growth of this branch of the service from July 1, 1881, to June 30, 1890, is shown in the subjoined table:

Fiscal year ended June 30—	Amount of appropriation.	Amount expended.	Expenditures.		Per cent.		Gross amount accrued to Pacific roads.
			Increase.	Decrease.	Increase.	Decrease.	
1881 .....	\$1,366,000.00	\$1,268,221.50	\$126,678.31	.....	11.09	.....	\$110,381.28
1882 .....	1,426,000.00	1,317,242.23	49,020.73	.....	3.86	.....	124,373.06
1883 .....	1,526,000.00	1,483,086.85	165,844.62	.....	12.59	.....	131,000.17
1884 .....	1,575,000.00	1,585,567.29	102,510.44	.....	6.89	.....	135,790.20
1885 .....	1,625,000.00	1,716,437.13	130,839.84	.....	8.25	.....	134,342.93
1886 .....	1,765,026.00	1,692,025.30	.....	24,411.83	.....	1.42	123,873.60
1887 .....	1,808,000.00	1,713,391.62	21,306.62	.....	1.26	.....	130,375.21
1888 .....	1,934,560.00	1,822,964.37	109,572.45	.....	6.38	.....	123,237.63
1889 .....	2,053,643.60	1,991,066.61	168,102.24	.....	9.22	.....	141,646.56
1890 .....	2,260,000.00	2,207,151.01	216,084.40	.....	10.41	.....	241,405.75

Increase, 69.35 per cent.; decrease, 1.42 per cent.; net increase, 67.93 per cent.; average per cent. per year, 7.55.

As the amount earned by the subsidized Pacific railroads and branches, on account of the use by this service of railway post-office cars belonging to their lines, is not paid from this appropriation, in making the estimate for the ensuing fiscal year the amounts accrued to those lines are not taken into consideration. Without these amounts the average annual increase for the past eight years (exclusive of 1886) is 7.55 per cent. As stated in the last annual report, the figures for

1886 were excluded for the reason that the apparent decrease in that year was owing entirely to the discontinuance by the Department of payment for cars less than 40 feet in length.

The *annual rate* of cost of railway post-office car lines (exclusive of the amounts to be credited to the subsidized Pacific roads) on July 1, 1890, was \$2,311,968.86. Including lines authorized previous to the close of the fiscal year, and which had not been put into operation prior to July 1, 1890, additional lines aggregating in cost \$239,816.90 have been authorized up to this date (October 14, 1890). For the current fiscal year new lines and the extension of old ones costing \$115,972 per annum have been urgently recommended by division superintendents. If these are authorized the annual rate of cost on July 1, 1891, will be \$2,667,757.76. With the extent of full railway post-office service that will be covered by this annual rate of \$2,667,757.76 on July 1, 1891, it is believed the additional lines to be provided for in 1891-'92 should not exceed in annual cost \$63,275, which amount, added to the annual rate on July 1, 1891, will make the amount needed for the coming fiscal year \$2,731,032.76, being an increase of \$221,032.76, or 8.8 per cent., over the amount appropriated for the current fiscal year.

I have, therefore, the honor to recommend that the sum of \$2,731,000 be appropriated for railway post-office car lines, exclusive of lines on the subsidized Pacific roads, for the fiscal year ending June 30, 1892.

#### ESTIMATE FOR SPECIAL FACILITIES.

The amount appropriated under this heading for the current fiscal year is \$295,421.79. It is believed that the growth of the ordinary mail service, with its attending increase in compensation, has reached an extent justifying a gradual withdrawal from all lines of special facility compensation, and it is with a view to the carrying out of this method, which has already received your approval, that I recommend a reduction in the amount to be appropriated for special facilities on trunk lines for the fiscal year ending June 30, 1892, to \$197,103.59.

#### COMMENDATION.

During the past year perfect harmony has governed throughout the service, and there prevails, on the part of the division officers and clerks, an interest in its advancement far greater than has ever before existed.

The clerks appreciate the important fact that advancement depends upon their individual efforts to merit promotion, and the desirable clerks are becoming more and more determined to establish a higher standard of efficiency.

I have the honor to be, very respectfully,

JAMES E. WHITE,  
*General Superintendent.*

Hon. J. LOWRIE BELL,  
*Second Assistant Postmaster-General.*

TABLE A\*.—Statement of railway post-offices in

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west 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	.....	Abbeville, Louvale, Ga. (Sav., Amer. and Mont. R. R.)	15050	110.08
East Division.....		60 }			
West Division.....		51 }			
Aberdeen and Durant, Miss. ....	4	108.63	Aberdeen, Durant, Miss. (Ill. Cent. R. R.)	18009	108.63
Aberdeen and Eureka, S. Dak. ....	10	68.05	Aberdeen, Roscoe, S. Dak. (Chi., Mil. and St. Paul).	<sup>2</sup> 26010 (part)	41.60
			Roscoe, Eureka, S. Dak. (Chi., Mil. and St. Paul).	35032	26.70
Aberdeen, S. Dak., and Sioux City, Iowa.	10	266.16	Aberdeen, Ashton, S. Dak. (Chi., Mil. and St. Paul).	<sup>3</sup> 35012 (part)	32.69
			Ashton, Mitchell, S. Dak. (Chi., Mil. and St. Paul).	35017	96.10
			Mitchell, S. Dak., Sioux City, Iowa (Chi., Mil. and St. Paul).	35001	138.18
Addison, Mich., and Franklin, Ohio.	5	191.43	Addison, Mich., Franklin, Ohio (Cin., Jack. and Mack.).	21075	190.20
Addison, N. Y., and Galeten, Pa.	2	46.56	Addison, N. Y., Galeten, Pa. (Add. and Pa.).	6122	46.56
Adrian, Mich., and Fayette, Ohio.*	9	33.26	Adrian, Grosvenor, Mich. (L. S. and M. S.).	21095 (part)	(7)
			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)...	6129	142.87
Albany and Thomasville, Ga. ...	4	58.92	Albany, Thomasville, Ga. (Sav., Fla. and West. Rwy.).	<sup>11</sup> 15018 (part)	58.92
Albany and Yaquina, Oregon ..	8	85.16	Albany, Yaquina, Oregon (Oreg. Pacific R. R.).	44006	85.16
Albert Lea, Minn., and Burlington, Iowa.	6	253.14	Albert Lea, Minn., Burlington, Iowa (Bur. C. Rap. and North.).	27001	252.70
			Cedar Falls, Elmira (n. o.), Iowa (Bur. C. Rap. and North.).	(part) 27001	(12)
			Elmira (n. o.), Iowa Jct. (n. o.), Iowa (Bur. C. Rap. and North.).	(part) 27048	11.99
			Iowa Jct. (n. o.), Nichol, Iowa (Bur. C. Rap. and North.).	(part) 27004	(14)
			Nichol, Burlington, Iowa (Burl. C. Rap. and North.).	(part) 27001	(16)
Albuquerque, N. Mex., and El Paso, Tex.	7	254.39	Albuquerque, Rincon, N. Mex. (A., T. and S. F.).	(part) 38006	177.14
			Rincon, N. Mex., El Paso, Tex. (A., T. and S. F.).	39004	77.20
Albuquerque, N. Mex., and Los Angeles, Cal.	8	827.41	Albuquerque, N. Mex., Needles, Cal. (Atlantic and Pacific R. R.).	39003	574.85
			Needles, Barstow, Cal. (Atlantic and Pacific R. R.).	(part) 46042	159.30
			Barstow, San Bernardino, Cal. ....	(part) 46037	781.10
			San Bernardino, Los Angeles, Cal. (Southern California Rwy Co.)	(part) 46053	61.37
Alexandria and La Fayette, La.	11	85.82	Alexandria, La Fayette, La. (So. Pac.). ....	30021	85.82
Allentown and Harrisburg, Pa.	2	91.84	Allentown, Harrisburg, Pa. (P. and R.). ....	8073	90.17

<sup>1</sup> Line divided at Americus: 3 reserve cars.

<sup>2</sup> Balance of route covered by Hastings and Cologne, Minn. R. P. O. (56.51 miles). St. Paul, Minn., and Aberdeen, S. Dak., R. P. O. (256.34 miles), and by Roscoe and Bowdle, S. Dak., pouch service (15.29 miles). (See Table C.)

<sup>3</sup> Balance of route (64.12 miles) covered by Edgeley, N. Dak., and Aberdeen, S. Dak., closed-pouch service. (See Table C.)

<sup>4</sup> 1 car in reserve.

<sup>5</sup> In reserve.

<sup>6</sup> Runs over route 21095, Adrian to Grosvenor, Mich. (7.60 miles).

<sup>7</sup> Shown in report of New York and Chicago R. P. O.

<sup>8</sup> 1 helper and 1 transfer clerk at Albany, N. Y.

<sup>9</sup> 2 transfer clerks at Albany, N. Y.

<sup>10</sup> Double daily service except Sunday.

<sup>11</sup> Remainder of route (104.14 miles) reported as Waycross and Chatt. R. P. O.

<sup>12</sup> Distance (81.60 miles) covered by through run.

<sup>13</sup> Short run, Cedar Falls to Burlington, Iowa, 170.10 miles.

operation in the United States on June 30, 1890.

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.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
161	July 1, 1888	6 20		5 20			37,560	120.00	<sup>14</sup> 10 0	7 3		2	1	2
-----	-----	2 15		1 15			31,926	102.00	1 10 0	8 0				
482	July 1, 1888	23 23.3		21 21.6		7	79,299	108.63	1 14 3	7 1		2	1	2
2,377	July 1, 1887	9 26.22		10 26.22		6	42,599	136.10	1 13 0	7 7		1	1	1
444	July 1, 1890	15 16.62		16 16.62										
979	July 1, 1890	3 29.31		2 26.07		6	166,617	133.08	<sup>1</sup> 1 28 9	9 3		4	1	4
1,617	July 1, 1890	3 28.99		2 27.60					1 26 5	9 4				
1,924	July 1, 1890	4 28.96		1 27.06										
465	July 1, 1889	3 25.45		2 22.92		6	119,835	127.62	<sup>43</sup> 13 7	7 4		3	1	3
618	July 1, 1889	1 15.33		4 15.31		6	29,147	93.12	<sup>1</sup> 12 0	7 0		1	1	1
114,749	Sept. 30, 1888	126 14.79		125 12.32		6			<sup>1</sup> 12 0	7 0				
310	July 1, 1888	126 22.80		125 22.80		6	20,821	66.52	1 12 0	6 7		1	1	1
2,936	July 1, 1890	1 25.98		2 27		6	89,619	95.47	2 27 0	9 0		3	1	<sup>95</sup>
2,208	July 1, 1890	14 29.74		13 29.23		6	91,540	146.23	<sup>51</sup> 15 4	8 9				
		12 29.74		11 27.54		6	1991,510	.....	1 21 0	9 0		2	1	<sup>96</sup>
1,468	July 1, 1888	6 .....		5 .....		7	43,612	117.84	<sup>1</sup> 21 0	9 0		2	1	.....
672	July 1, 1890	2 20.77		1 29.87		6	53,310	170.32	<sup>23</sup> 21 0	8 7		1	1	1
3,504	July 1, 1887	2 26.14		1 28		6	158,496	126.57	1 14 4	8 7		1	1	1
3,504	July 1, 1887	4 10.93		3 23.28		6	106,539	113.46	1 24 0	9 0		1	1	1
928	July 1, 1887	4 27.67		3 27.67					2 26 0	9 1		4	2	11
526	July 1, 1887	4 20.57		3 24					2 17 6	9 1	<sup>123</sup>	1	.....	
3,504	July 1, 1887	4 25.38		3 27.59										
8,446	July 1, 1890	3 20		4 23.80		7	185,705	127.20	2 20 0	9 3 <sup>1</sup>		4	1	4
1,414	July 1, 1890	3 24		4 25.50		7								
6,410	July 1, 1890	3 22.49		4 22.80		7	647,809	221.85	2 26 0	9 3		0	1	<sup>124</sup>
4,474	July 1, 1890	3 22.72		4 24.18										
3,166	July 1, 1890	3 25.34		4 26.12										
5,178	July 1, 1890	42 26.68		47 27.89		6	38,974	124.52	.....	.....		1	1	
286	July 1, 1890	51 21		50 21		7	62,648	85.82	2 15 3	8 6		2	1	2
3,437	July 1, 1889	10 17.41		9 23.11		6	57,492	122.45	<sup>21</sup> 25 5	9 0				
		6 25.11		3 23.48		6	57,492	.....	1 15 6	8 6		2	1	3
						6	57,492	.....	1 15 0	8 6		1	1	

<sup>14</sup> Balance of route (8.90 miles) covered by Clinton and Iowa City, Iowa, R. P. O.<sup>15</sup> Distance (12 miles) covered by Muscatine and Montezuma, Iowa, R. P. O.<sup>16</sup> Distance (35.79 miles) covered by through run.<sup>17</sup> 348.09 miles of route 38306, between La Junta, Colo., and Albuquerque, N. Mex., covered by La Junta, Colo., and Albuquerque, N. Mex., R. P. O., and 53.82 miles of same route, between Rincon and Deming, N. Mex., covered by Rincon and Silver City, N. Mex., R. P. O.<sup>18</sup> 1 clerk, assistant chief clerk, at Los Angeles; 1 clerk, short run, Los Angeles to San Bernardino; 2 clerks' helpers, Albuquerque to Holbrook.<sup>19</sup> Balance of route 46042, Barstow to Mojave (71.42 miles) closed punch service. (See Table, C.)<sup>20</sup> 131.59 miles route 46037 covered by San Bernardino and Escondido, and Los Angeles and National City R. P. O.'s.<sup>21</sup> Reserve<sup>22</sup> Double daily service except Sunday.

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>			
Allentown and Pawling, Pa. ....	2	44.18	Allentown, Emaus Junction, Pa. (P. and R.) Emaus Junction, Pawling, Pa. (Perkiomen.)	8073 (part) 8056	(1) 37.58
Alpena and Alger, Mich. ....	9	104.50	Alpena, Alger, Mich. (D. B. C. & A.) .....	21057	105.34
Alton Bay and Dover, N. H. ....	1	28.42	Alton Bay, Dover, N. H. (Bos. & Maine) ...	1013	28.36
Americus and Columbus, Ga. ..	4	55.42	Americus, Columbus, Ga. (Sav. & West. R. R.)	15047	55.33
Amesbury and Boston, Mass. ..	1	46.85	Amesbury, Salisbury, Mass. (Bos. & Maine). Salisbury, Newburyport, Mass. (Bos. & Maine). Newburyport, Wakefield Jct. (n. o.), Mass. (Bos. & Maine). Wakefield Jct. (n. o.), Boston, Mass. (Bos. & Maine).	3007 * 3001 (part) 3014 * 3011 (part) 22037	4.49 (7) 30.80 (9)
Anderson and Ladoga Ind. ....	5	64.87	Anderson, Ladoga, Ind. (Midland) .....	14023	65.87
Anderson and McCormick, S. C.	4	59.46	Anderson, McCormick, S. C. (P. R. & W. C. Ry.).	10007	59.46
Annapolis Junction and Annapolis, Md.	3	21.09	Annapolis Junction, Annapolis, Md. ....	138004 (part) 39011 33024	21.03
Antonito, Colo., and Santa Fé, N. Mex.	7	130	Antonito, Colo., Espanola, N. Mex. (D. and R. G.). Espanola, Santa Fé, N. Mex. (S. F. So.)	33043	91.47
Arcadia and Cherry Vale, Kans.	7	1281.77	Cherry Vale, Arcadia, Kans. (K. C., Ft. S. and M.). Weir City Junction (n. o.), Weir, Kans. (K. C., Ft. S. and M.).	29004 (part) 29004 13006 (part) 13016	38.85 73.97 3.90
Arkansas City and Warren, Ark.	11	56.60	Arkansas City, Trippie, Ark. (St. L., I. M. and S.). Trippie, Warren, Ark. (St. L., I. M. and S.).	25017 (part) 25049 (part) 25018 (part) 20027	7.35 49.25 (16) 98.94
Asheville and Jarretts, N. C. ...	3	101.33	Asheville, Asheville Junction (n. o.), N. C. (Rich. and Dan.). Asheville Junction (n. o.), Jarretts, N. C. (Rich. and Dan.).	1725017 (part)	133.10
Ashland and Abbotsford, Wis. ...	10	133.70	Ashland, Abbotsford, Wis. (Northern Pacific).	25063	98.42
Ashland and Milwaukee, Wis. ...	10	390.51	Ashland, Wis., Watersmeet, Mich. (M., L. S. and W.). Watersmeet, Mich., Eland, Wis. (M., L. S. and W.). Eland, Manitowoc, Wis. (M., L. S. and W.). Manitowoc, Milwaukee, Wis. (M., L. S. and W.).	25050 25049 (part) 25018 (part) 20027	105.48 110.60 77.23 50.24
Ashland and Richardson, Ky. ...	5	50.23	Ashland, Richardson, Ky. (Chattanooga) .....		

<sup>1</sup> 4.60 miles covered by Allentown and Harrisburg R. P. O.

<sup>2</sup> In reserve.

<sup>3</sup> Cars and clerks shown on route 8073.

<sup>4</sup> 1 car in reserve.

<sup>5</sup> Reserve cars.

<sup>6</sup> Balance of route covered by Bangor and Boston R. P. O. (107.25 miles).

<sup>7</sup> Covered by Bangor and Boston R. P. O. (210 miles).

<sup>8</sup> Balance of route covered by Portland and Boston R. P. O. (108.33 miles).

<sup>9</sup> Covered by Portland and Boston R. P. O. (10.00

miles). Reported last year as Newburyport and Boston R. P. O. Line extended to Amesbury November 13, 1889.

<sup>10</sup> Reserve car.

<sup>11</sup> 109.52 miles of route 28004, between Cochran and Antonito, Colo., covered by Pueblo and Silverton, Colo., R. P. O.

<sup>12</sup> Clerk doubles route 33043 twice each round trip.

<sup>13</sup> Clerk 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 Sidell and Sedan, Kan., R. P. O.

in the United States on June 30, 1890—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>			
3,473	July 1, 1889	10	32.72	5	32.72	0	27,657	88.36	1 <sup>12</sup>	8 6	6 2	1	1	1
379	July 1, 1889	10	22.88	5	21.34	0			( <sup>2</sup> )	8 6	6 4	( <sup>2</sup> )	( <sup>2</sup> )	( <sup>2</sup> )
656	Mar. 30, 1887	1	22.91	2	24.70	6	65,417	104.50	1 <sup>12</sup>	12 10	8 11	2	1	2
1,166	July 1, 1889	54	23.65	19	20.48	6	17,791	113.68	1 <sup>12</sup>	11 3	6 7	1	1	1
		122	28	75	24	6	17,791	-----	1 <sup>12</sup>	10 0	7 0	1	1	1
247	Apr. 1, 1890	35	14.3	36	12.9	6	40,952	130.84	1 <sup>12</sup>	9 4	6 3	1	1	1
464	July 1, 1889	68	15.60	13	15.60	6	27,884	91.70	1	10 0	6 8	1	1	1
21,932	July 1, 1889	118	15.60	71	15.60	6	27,884		1	12 11	9 2	2	1	2
1,755	July 1, 1889	68	25.20	13	25.20					8 6				
7,761	July 1, 1889	118	25.20	71	25.20									
177	July 1, 1888	68	26.14	13	26.14									
81	Oct. 15, 1886	118	23.16	71	25.41									
1,077	July 1, 1889	68	16.28	13	16.28									
1,110	July 1, 1890	118	17.26	71	20.35									
213	July 1, 1890	1	19.69	2	21	6	40,609	129.74	1 <sup>12</sup>	15 0	8 4	1	1	1
628	July 1, 1890	16	25	15	25	6	37,103	118.92	1 <sup>12</sup>	14 9	8 7	1	1	1
155	July 1, 1890	2	25.09	1	26.36	0	13,202	42.18	1	10 5	6 1	1	1	1
802	July 1, 1886	473	15.58	474	15.37	6	81,380	130	1 <sup>12</sup>	16 2	7 6	1	1	1
318	July 1, 1890	2	19.23	1	20.83	6			1	20 0	8 3			
1,410	July 1, 1885	401	19.20	402	18.55	7	59,692	111.77	1 <sup>12</sup>	20 6	8 6	2	1	2
312	July 1, 1885	401	22.20	402	22.20	14			1	13 3	7 6			
1,669	July 1, 1887	66	11.71	65	9.05	6	35,432	113.20	1	12 9	8 0			
1,351	July 1, 1887	66	11.71	65	9.05	6			1 <sup>12</sup>	17 10	9 5	1	1	1
1,775	July 1, 1887	66	11.71	65	9.05	6			1	18 8	9 3			
2,640	July 1, 1887	18	12.01	17	10	6	63,433	101.33	1	19 0	8 8	2	1	2
391	July 1, 1884	18	11.57	17	11.28	6			1	16 0	8 8			
992	July 1, 1887	6	22.61	5	25.00	6	83,696	133.70	1	30 0 <sup>1</sup>	9 4 <sup>1</sup>	2	1	2
1,351	July 1, 1887	6	25.29	5	23.72	6	160,369	135.49	1	21 1 <sup>1</sup>	9 4 <sup>1</sup>			
1,775	July 1, 1887	6	23.68	5	20.85	6	130,271	138.73	1	21 1	9 6 <sup>1</sup>			
		24	27.45	1	23.61				1 <sup>12</sup>	14 7 <sup>1</sup>	7 7 <sup>1</sup>			
		8	26.50	1	23.19				2	22 4	9 3 <sup>1</sup>	1 <sup>14</sup>	1	1 <sup>18</sup>
		2	12.25	3	10.35	6	31,444	100.40	1	15 3	6 9	1	1	1

<sup>14</sup> See Fort Smith, Ark., and Leland, Miss., R. P. O.<sup>15</sup> Reserve.<sup>16</sup> 1 mile covered by the Salisbury and Knoxville R. P. O.<sup>17</sup> Balance of route covered by the Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., R. P. O. (185.54 miles), and by Milwaukee and Rugby Jct., Wis., pouch service (26.71 miles). (See table C.)<sup>18</sup> North Division, Ashland to Appleton, Wis. (270.99 miles).<sup>19</sup> 1 helper between Antigo and Appleton, Wis.<sup>20</sup> Balance of route (23.01 miles) covered by Eland and Wausau, Wis., pouch service. (See Table C.)<sup>21</sup> Lap service between Antigo and Appleton, Wis. (80.30 miles).<sup>22</sup> South Division, Antigo to Milwaukee, Wis. (208 10 miles).<sup>23</sup> Balance of route (7.33 miles) covered by Two Rivers and Manitowoc, Wis., 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 clocks, 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>			
Ashland, Wis., and St. Paul, Minn.	10	184.22	Ashland, Ashland Jct., Wis. (C., St. P., M. and O.). Ashland, Ashland Jct., Hudson, Wis. (C., St. P., M. and O.). Hudson, Wis., St. Paul, Minn. (C., St. P., M. and O.).	25032 125028 (part) 25030 (part)	4.63 159.90 ( <sup>2</sup> )
Ashley and Muskegon, Mich...	9	96.24	Ashley, Muskegon, Mich. (T. S. and M.)...	24076 (part)	96.24
Ashtabula, Ohio, and New Castle, Pa.	5	81.13	Ashtabula, Ohio, Mahoningtown, Pa. (Penna. Co.). Mahoningtown, Pa., New Castle, Pa. (Penna. Co.).	21044 (part) 8044 (part)	78.81 ( <sup>6</sup> )
Ashtabula and Youngstown, Ohio. <sup>7</sup>	9	64.70	Ashtabula, Andover, Ohio (L. S. and M. S.). Andover, Youngstown (L. S. and M. S.).	8045 (part) 21062 (part)	39.20 ( <sup>8</sup> )
Astor and Leesburgh, Fla. ....	4	40.60	Astor, Eustis, Fla. (Fla. South Ry.). Fort Mason, Leesburgh, Fla. (Fla. South Ry.).	16008 (part) 16014 (part)	27.10 13.80
Atchison and Lenora, Kans. <sup>12</sup> ..	7	294.52	Atchison, Waterville, Kans. (C. Beh. U. P.). Waterville, Greenleaf, Kans. (C. Beh. U. P.). Greenleaf, Concordia, Kans. (C. Beh. U. P.). Concordia, Lenora, Kans. (C. Beh. U. P.)..	33003 (part) 33021 (part) 33022 (part) 33026 (part)	100.26 13.11 43.19 138.70
Atchison and Topeka, Kans. ....	7	51.11	Atchison, Topeka, Kans. (A. T., and S. F.).	33016 (part)	50.70
Atchison Junction, Mo., and Atchison, Kans.	7	29.24	Atchison Junction, Mo., Atchison, Kans. (C. R. I. and P.).	28032 (part)	29.24
Athens and Macon, Ga. ....	4	106.77	Athens, Macon, Ga. (Cov. and Mac. R. R.).	15052 (part)	106.07
Athens and Union Point, Ga. ...	4	40.48	Athens, Union Point, Ga. (R. R.).	15057 (part)	40.48
Athol and Springfield, Mass. ...	1	48.34	Athol, Springfield, Mass. (Box. and Alb'y.).	3065 (part)	47.93
Atlanta, Ga., and Birmingham, Ala.	4	167.88	Atlanta, Ga., Birmingham, Ala. (R. and D. R. R.).	15042 (part)	167.54
Atlanta and Brunswick, Ga. ....	4	278.37	Atlanta, Brunswick, Ga. (E. T. V. and G. R. R.).	15013 (part)	277.76
Atlanta and Fort Valley, Ga. ...	4	105.14	Atlanta, Fort Valley, Ga. (A. and F. R. R.).	15056 (part)	104.33
Atlanta, Macon and Montgomery.	4	326.01	Atlanta, Macon, Ga. (Cent. R. R.). Macon, Ga., Eufaula, Ala. (S. W. R. R.)...	15012 (part) 15016 (part)	103 144.02
Short run <sup>23</sup> .....		210.41	Eufaula, Montgomery, Ala. (M. and E. R. R.).	17003 (part)	80.57
Atlanta, Ga., and Montgomery, Ala.	4	173.33	Atlanta, West Point, Ga. (A. and W. P. R. R.). West Point, Ga., Mont., Ga. (W. R. R. of Ala.).	15003 (part) 17001 (part)	87.02 86.60
Attalla and Anniston, Ala. ....	4	35.00	Attalla, Anniston, Ala. (Ann. and Cin. R. R.).	17035 (part)	35.99

<sup>1</sup> Balance of route (21.21 miles) covered by Bayfield and Ashland Junction, Wis., pouch service. (See Table C.)

<sup>2</sup> In reserve.

<sup>3</sup> Distance (19.60 miles) covered by St. Paul, Minn., and Elroy, Wis., R. P. O.

<sup>4</sup> 1 clerk alternates as relief clerk between this line and the Toledo and Allegan R. P. O., giving each clerk one week off in four.

<sup>5</sup> 1 car in reserve.

<sup>6</sup> Covered by Erie and Pittsburgh R. P. O. (second division), 2.20 miles.

<sup>7</sup> Runs on route 8045, Ashtabula to Andover, Ohio (24.50 miles).

<sup>8</sup> Shown in report of Oil City and Ashtabula R. P. O. In connection with the Oil City and

Ashtabula R. P. O. gives double service between Ashtabula and Andover, Ohio, daily except Sunday.

<sup>9</sup> 1 car held in reserve.

<sup>10</sup> Remainder of route, 7.43 miles, Eustis to Lane Park, closed-pouch service (Table C.).

<sup>11</sup> Remainder of route (66.96 miles) reported as Palatka and Punta Gorda R. P. O.

<sup>12</sup> Reported last year as daily service only. Additional six times per week service between Atchison and Downs, Kans., established December 24, 1899.

<sup>13</sup> 1 helper on trains 403 and 404.

<sup>14</sup> Second clerk in crews on trains 401 and 402 perform all service upon Downs and Stockton, Kans., R. P. O.

*in the United States on June 30, 1890—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.	
<i>Lbs.</i>		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).				Length.	Width.				
861	July 1, 1887	61	25.80	02	18.42	6	115,322	122.81	1 21 11	9 4	3	1	3	
1,142	July 1, 1887	61	24.01	62	25.40	.....	.....	.....	2 24 0	9 2 1/2				
3,000	July 1, 1887	61	21.88	62	23.73				1 22 0	9 4				
295	Mar. 12, 1888	44	28.77	41	26.15	6	60,246	165.06	1 15 0	8 0	42	1	2	
329	July 1, 1888	24	21.28	23	20.55	6	50,787	81.13	1 11 2	6 9	2	1	2	
1,834	July 1, 1889	24	27.50	23	22	6			1 20 0	9 0				
825	July 1, 1889	10	30.60	5	22.61	6			1 17 8	8 0				
394	July 1, 1888	6	28.72	5	27.03	6	40,502	129.40	2 17 4	9 0	1	1	1	
305	Feb. 15, 1886	31	11.60	34	13.50	6	25,344	81.20	1 8 0	7 2	1	1	1	
1,141	July 1, 1888	32	12.05	33	12.50	6								
4,127	July 1, 1890	403	21.41	404	23.98	6	127,892	138.00	3 22 0	9 1 1/2	3	1	12	
		401	20.52	402	22.22	7	214,999	147.26	1 29 4	9 4 1/2	4	1	2	
2,454	July 1, 1890	403	24.40	404	23.90	6	.....	.....	2 20 0	9 0				
3,518	July 1, 1890	401	21.08	402	20	7								
		403	23.83	404	23.83	6								
1,607	July 1, 1890	401	21.72	402	22.66	7								
		403	21.28	404	22.65	6								
21,367	July 1, 1890	401	20.44	402	20.44	7								
		101	27.54	102	26.41	7	37,310	162.22	17 3	23 0	9 3 1/2	1	1	1
603	July 1, 1887	51	23.29	52	25.07	6	18,304	(18)	(19)	34 9	9 2	.....	(18)	
268	Sept. 4, 1889	50	20.7	51	20.4	6	66,624	106.77	29 1	16 3	8 5	2	1	2
									1 20 0	8 8				
408	July 1, 1888	52	13.7	53	12.6	6	25,259	80.90	1 10 6	6 3	1	1	1	
209	July 1, 1889	475	23.30	472	21.23	6	30,360	96.68	1 10 11	6 4	1	1	1	
									91 1	9 6	6 4			
2,071	July 1, 1888	50	23	51	24.8	7	122,552	111.02	2 40 0	8 6	3	1	5	
									22 2	30 0	8 6	.....	(22)	
1,626	July 1, 1888	13	24.8	14	24	7	406,047	139.19	6	25 0	9 3	8	1	8
		11	24	12	24	7								
166	July 1, 1889	1	24.3	2	23	6	65,607	105.14	1 6 9	8 3	2	1	2	
									1 18 6	7 0				
8,120	July 1, 1888	2	28.8	13	24.2	7	238,644	163.46	203	50 0	9 0	4	2	20
		12	25.7	11	25.7	7								
2,645	July 1, 1888	5	26.4	6	24.3	7								
		7	23.6	8	29.5	7								
1,667	July 1, 1888	5	26.4	6	24.3	7	153,599	140.27	903	24 8	9 0	3	1	
12,988	July 1, 1888	50	27.67	51	27.5	7								
		52	30.8	53	31	7								
12,295	July 1, 1888	50	27.6	51	27.5	7	253,061	138.66	4	50 0	9 4	5	2	27
		52	30.8	53	31	7								
331	July 1, 1889	1	20	2	20	6	222,457	71.98	1	9 0	8 6	1	1	1

<sup>15</sup> 7.58 miles of route 33021 between Washington and Greenleaf, Kans., covered by closed-pouch service. (See Table Cc.)

16 579.75 miles of route 33610 between Topeka, Kans., and Pueblo, Colo., covered by Kansas City, Mo., and Pueblo, Colo., R. P. O. Leavenworth and Topeka, Kans., R. P. O.; also runs over route 33610 between Meriden Junction (n. o) and Topeka, Kans. (10.20 miles).

172 in reserve.

<sup>18</sup> Service on this line performed by helpers on Trenton, Mo., and Leavenworth, Kans., R. R. O.

<sup>12</sup> Baggage-car. No mail apartment.

<sup>20</sup> 1 reserve car.

<sup>21</sup> Reserve car

22 2 RESERVE CARS.

<sup>13</sup> 2 transfer clerks, Birmingham, Ala.

<sup>34</sup> Remainder of route (74.27 miles) shown as Chattanooga, Rome, and Atlanta. Cars used also by Chattanooga, Rome and Atlanta R. P. O.

<sup>26</sup> I detailed to superintendent's office; I detailed as transfer clerk. Albany, Ga. - 1 helper.

<sup>27</sup> 2 detailed as printers for fourth division; 1 detailed to superintendent's office, fourth division.

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>			
Auburn and Harrisburg, Pa. ....	2	58.92	Auburn, Harrisburg, Pa. (P. and R.).....	8028	59.18
Auburn and Lincoln, Nebr. ....	6	76.84	Auburn, Weeping Water, Nebr. (Mo. Pacific). Weeping Water, Lincoln, Nebr. (Mo. Pacific).	33040 (part) 34040	43.01 35.11
Augusta and Atlanta, Ga. ....	4	171.59	Augusta, Atlanta, Ga. (Georgia R. R.) ....	15004	171
Augusta and Millen, Ga. ....	4	55.45	Augusta, Millen, Ga. (Cent. R. R.) . . . . .	15005	54.98
Augusta and Portland, Me. ....	1	63.39	Augusta, Portland, Me. (Mo. Cen.) . . . . .	(part) (44)	
Augusta and Port Royal, S. C. .	4	112.90	Augusta, Ga., Port Royal, S. C. (P. R. and Aug. Ry.)	14010	112.54
Augusta and Sandersville, Ga. .	4	81.41	Augusta, Sandersville, Ga. (Aug., Gib. & Sand. R. R.)	15048	81.16
Aurora and Arcadia, Nebr. ....	6	90.73	Aurora, Central City, Nebr. (Rep. Valley)	*34011 (part)	10.25
			Central City, Arcadia, Nebr. (B. and M. R. in Nebr.)	34019	71.07
Anatin, Minn., and Ottumwa, Iowa.	6	220	Anatin, Minn., Mason City, Iowa (Chi., Mil. and St. P.)	26012	41.33
			Mason City, Oskaloosa, Iowa (Iowa Central).	*27010 (part)	146.10
			Oskaloosa, Hedrick, Iowa (Iowa Central).	23008 (part) (18)	
			Hedrick, Ottumwa, Iowa (Chi., Mil. and St. P.)	27047 (part) (11)	
Babylon and New York, N. Y. <sup>13</sup>	2	37.36	Babylon, Long Island City, N. Y. (L. I.)..	6093 (part) (15)	
Bad Axe and East Saginaw, Mich.	9	68.23	Bad Axe, East Saginaw, Mich. (S., T. and H.)	24054	68.23
Baldwin and Grand Rapids, Mich.	9	74.70	Baldwin, Grand Rapids, Mich. (C. and W. M.)	24026	74.99
Baltimore, Md., and Grafton, W. Va.	3	294.49	Baltimore, Md., Grafton, W. Va. (Balto. and Ohio).	10003 (part)	*293.70
Baltimore, Md., and Lexington, Va.	3	257.17	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio).	*10003 (part)	95
			Harper's Ferry, W. Va., Lexington, Va. (Balto. and Ohio).	12001	165.38
Baltimore, Md., and Martinsburgh, W. Va.	3	100.95	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio).	*10017	81.49
			Harper's Ferry, Martinsburgh, W. Va. (Balto. and Ohio)	*10003	18.60
Baltimore, Md., and Roanoke, Va.	3	326.42	Baltimore, Hagerstown, Md. (Western Md.).	10006 (part) (21)	
			Hagerstown, Md., Roanoke, Va. (Shen. Valley).	11021	239.76
Baltimore, Md. and Washington, D. C.	3	43.03	Baltimore, Md., Washington, D. C. (Balto. and Potomac).	10013	(22)
Baltimore and Williamsport, Md.	3	93.61	Baltimore, Williamsport, Md. (Western Md.).	10006	92.75

<sup>1</sup> Balance of route (123.41 miles) covered by Omaha, Nebr., and Kansas City, Mo., R. P. O.<sup>2</sup> Reserve car.<sup>3</sup> 1 detailed superintendent's office; 1 transfer clerk Augusta.<sup>4</sup> Balance of route covered by Bangor and Boston R. P. O. (74.21 miles).<sup>5</sup> Covered by Bangor and Boston R. P. O. (62.94 miles).<sup>6</sup> Balance of route (22.75 miles) covered by Lincoln and Crawford, Nebr., R. P. O.<sup>7</sup> Reserve.<sup>8</sup> 3 helpers between Mason City and Ottumwa, Iowa.<sup>9</sup> Balance of route (Oskaloosa to Albion (24.05 miles) covered by closed pouches. (See Table C.)<sup>10</sup> Distance (20.1 miles) covered by Peoria, Ill., and Oskaloosa, Iowa, R. P. O.<sup>11</sup> Distance (13.50 miles) covered by Cedar Rapids, Iowa, and Kansas City, Mo., R. P. O.<sup>12</sup> Short run Sag Harbor and New York R. P. O.<sup>13</sup> 37 miles covered by Sag Harbor and New York R. P. O.<sup>14</sup> Clerk alternate with Sag Harbor and New York clerks.<sup>15</sup> Clerk shown on Sag Harbor and New York R. P. O.<sup>16</sup> 91.70 miles covered by the Grafton and Wheeling R. P. O., and 1.83 miles covered by the Grafton and Chicago R. P. O. between Benwood Junction (n.o.), W. Va., and Belair, Ohio.<sup>17</sup> 1 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.; 6 detailed to the office of General Superintendent R. M. S.; 3 detailed to Post-Office Department; 1 de-

in the United States on June 30, 1890—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.	Avg speed (miles).	Train No. inward.	Avg speed (miles).			Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
288	July 1, 1889	2130.25	632.17	6	36,884	119.68	1	8 0	6 6	1	1	1
1,356	July 1, 1890	35927.88	36027.27	7	56,003	153.68	1	16 4	6 10	1	1	1
928	July 1, 1890	35923.47	36023.47									
3,618	July 1, 1888	125.9	223.6	7	250,517	114.39	2	18 10	9 2	6	1	8
		322.8	423.4	7			1	22 0	8 8			( <sup>2</sup> )
702	July 1, 1888	223.6	325.5	6	84,600	110.00	1	24 6	8 6			1
19,168	July 1, 1889	44.30	2528.84	6	39,682	126.78	1	16 0	6 6	1	1	1
405	July 1, 1888	7.19	821.3	6	70,731	112.90	2	15 6	8 0			
181	July 1, 1888	211.6	111.6	6	50,800	162.82	1	20 0	9 0	2	1	2
1,932	July 1, 1890	4925.60	5028.80	6	56,797	181.46	1	8 0	6 0	1	1	1
458	July 1, 1890	4924.74	5028.04				1	14 0	7 2	1	1	1
529	July 1, 1887	1229.85	1329.85	6	137,720	110	1	9 7	6 7			
1,652	July 1, 1887	227.24	126.42				1	22 0	8 11			
287	July 1, 1887	226.80	124.12									
896	Mar. 19, 1888	230	127									
		1425.51	3326.42	6	23,387	119.43	2	14 8	6 8	1	1	( <sup>18</sup> )
241	Mar. 30, 1887	123.69	422.63	6	42,712	136.46	1	7 0	6 0	1	1	1
838	July 1, 1888	4624.13	4520.76	6	40,762	149.40	1	11 1	9 0	1	1	1
34,770	July 1, 1889	130.82	638.25	7	214,978	147.24	13	60 0	9 0	4	2	154
		328.63	431.09	7	214,978	147.24				4	3	
		533.80	240.98	7	214,978	147.24						
34,770	July 1, 1889	1725.71	1835.69	6	160,938	128.58	2	21 1	8 11	4	1	196
1,678	July 1, 1889	41725.37	41623.05									
2,272	July 1, 1889	1323.52	1420.79	6	63,195	100.95	1	17 10	8 5	2	1	2
34,770	July 1, 1889	1327.90	1425.95									
3,263	July 1, 1889	128.54	2229.69	7	63,510	87	1	44 6	9 0	2	1	248
							1	40 2	8 9			
1,905	July 1, 1889	324.97	225.41		174,777	79.80				4	1	
8,433	July 1, 1889	9926.90	5223.02	6	26,937	86.06	1	14 9	8 7	1	1	1
							1	14 7	8 6			
8,263	July 1, 1889	2321.46	823.64	6	58,600	93.01	1	20 4	8 3	2	1	2
							1	10 0	8 0			
							1	19 10	8 3			

tailed to office of superintendent third division R. M. S. 2 helps to perform service in the Baltimore and Lexington R. P. O. from Baltimore to Washington Junction (n. o.), Md., and from the latter point to Martinsburgh, W. Va., on Baltimore and Grafton 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.; 3 in reserve.

<sup>18</sup> 96 miles, Baltimore, Md., via Washington, D. C., to Harper's Ferry, W. Va., covered by the Baltimore and Grafton R. P. O.

<sup>19</sup> 1 helper Harper's Ferry, W. Va., to Staunton, Va. (126 miles), and 1 Baltimore to Washington Junction (n. o.), Md., and from that point to Martinsburgh, W. Va., and return (114.20 miles), in Baltimore and Grafton R. P. O. trains 5 and 6.

<sup>20</sup> 81.49 miles covered by the Baltimore and Winchester R. P. O.

<sup>21</sup> 18.60 miles covered by the Baltimore and Grafton R. P. O.

<sup>22</sup> 86.60 miles covered by the Baltimore and Williamsport R. P. O.

<sup>23</sup> Full cars in use over the entire line, but are paid for by the Department only over route 100.00.

<sup>24</sup> Line divided at Hagerstown, Md., 2 clerks with 2 helpers performing the service between Baltimore and Hagerstown, Md. (87 miles) and 6 clerks performing the service between Hagerstown, Md., and Roanoke, Va. (239.42 miles).

<sup>25</sup> 41.70 miles covered by the New York and Washington R. P. O.

<sup>26</sup> Reserve cars.

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>			
Baltimore, Md., and Winchester, Va.	3	114.11	Baltimore, Md., Harper's Ferry, W. Va. (Balto. & Ohio). Harper's Ferry, W. Va., Winchester, Va. (Balto. & Ohio).	10017 12001	81.49 ( <sup>1</sup> )
Bangor and Bar Harbor, Me.	1	51	Bangor, Mt. Desert Ferry, Me. (Me. Cen.)	24	43.27
<i>Bangor, Me., and Boston, Mass.</i>	1	245.90	Bangor, Portland, Me. (Me. Cen.) Portland, Me., Boston, Mass. (Bost. and Me.)	6 3001	137.15 109.35
Bangor and Bucksport, Me.	1	20.07	Bangor, Bucksport, Me. (Me. Cen.)	13	20.53
Batavia and Buffalo, N. Y.	2	47.39	Batavia, Tonawanda, N. Y. (N. Y. C. and H. R.). Tonawanda, Buffalo, N. Y. (N. Y. C. and H. R.).	6014 (part) 6016 (part)	38.01 ( <sup>2</sup> ) ( <sup>2</sup> ) ( <sup>2</sup> )
Bath and Lewiston, Me.	1	28.47	Bath, Brunswick, Me. (Me. Cen.) Brunswick, Lewiston, Me. (Me. Cen.)	11 *3 (part)	( <sup>2</sup> ) 15.03 24082
Battle Creek, Mich., and Goshen, Ind.	9	70.77	Battle Creek, Sturgis, Mich. (St. L., S. & B. C.). Sturgis, Mich., Goshen, Ind. (C. & St. L.)	22058 21008	29.21 82.83
Bayard and New Philadelphia, Ohio.	5	32.34	Bayard, New Philadelphia, Ohio (Penna. Co.)	21008	82.83
Bay City and Jackson, Mich.	9	115	Bay City, Jackson, Mich. (Mich. Cent.)	24009	115.38
Bay City, Wayne, and Detroit, Mich.	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>12</sup> ) ( <sup>13</sup> ) ( <sup>14</sup> )
Beardstown and Shawneetown, Ill.	6	228.35	Beardstown, Shawneetown, Ill. (Ohio and Miss.)	23033 (part)	228.08
Beaumont and Anthony, Kans.	7	117.11	Beaumont, Anthony, Kans. (St. L. and S. F.)	33049	117.11
Bedford and Switz City, Ind.	5	41.54	Bedford, Switz City, Ind. (Louis., N. Albany and Chic.)	22036	41.53
Belfast and Burnham, Me.	1	33.95	Belfast, Burnham, Me. (Me. Cent.)	4	23.44
Bellaire and Zanesville, Ohio.	5	112.49	Bellaire, Zanesville, Ohio (Bell., Zanes. and Cin.)	21063	112.46
Belle Plaine and Muchakinock, Iowa.	6	62.90	Belle Plaine, Muchakinock, Iowa (Chic. and No. West.)	27049	61.68
Bellevue and Cascade, Iowa.	6	36.82	Bellevue, Cascade, Iowa (Chic., Mil. and St. P.).	27053	36.40
Belleville and Junction City, Kans. <sup>17</sup>	7	80.94	Lawrenceburgh, Belleville, Kans. (J. C. and Ft. K.). Junction City, Lawrenceburgh, Kans. (U. P.).	33044 *33013 (part)	17.13 63.90 ( <sup>15</sup> )
Bellwood and Punxsutawney, Pa.	2	58.30	Bellwood, Irvona, Pa. (Pa. and N. W.). Irvona, Punxsutawney, Pa. (Pa. and N. W.).	8087 8165 (part)	25.33 33.40 ( <sup>16</sup> )

<sup>1</sup> 32 miles covered by the Baltimore and Lexington R. P. O.<sup>2</sup> This clerk registers at Bar Harbor, Me.<sup>3</sup> 1 clerk detailed as chief clerk, Portland, Me.; 1 clerk as assistant to chief clerk at Portland, Me.; 2 clerks detailed to superintendent's office; 2 clerks detailed as transfer clerks (1 at Portland and 1 at Bangor, Me.); 2 clerks as short stops between Portland, Me., and Boston, Mass. (103.80 miles).<sup>4</sup> Reserve cars.<sup>5</sup> Balance of route, 51.33 miles, covered by Can. & Batavia R. P. O.<sup>6</sup> 11 miles covered by Suspension Bridge and Buffalo R. P. O.<sup>7</sup> Cars and clerks shown on route No. 8014.<sup>8</sup> Covered by Rockland and Portland R. P. O. (9.21 miles).<sup>9</sup> Balance of route covered by Farmington and Portland R. P. O. (36.30 miles), and closed-pouch service between Leeds Jct. and Lewiston, Me. (16.50 miles). See Table C.<sup>10</sup> Clerk makes two round trips daily, except Sunday.<sup>11</sup> Double service daily except Sunday.<sup>12</sup> Runs over route 24015, East Saginaw to Wayne,

in the United States on June 30, 1890—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>			
2,272	July 1, 1889	19	24.73	20	24.12	6	71,433	114.11	1	21 0	8 0	2	1	2
1,678	July 1, 1889	419	24.93	420	27.42									
1,447	July 1, 1889	115	13.45	114	11.88	6	31,029	102	1	15 0	6 7	1	1	71
19,168	July 1, 1889	64	26.01	11	26.43	6	153,933	122.95	1	60 0	9 1	4	4	40
		3	24.16	7	22.14	7	179,507	.....	1	60 0	9 1	4	4	
28,932	July 1, 1889	64	28.87	11	24.06				1	60 0	9 1			
		3	24.99	7	27.07				1	60 0	9 1			
									1	59 6	9 1			
									1	40 3	9 1			
850	July 1, 1890	101	19.70	100	16.88	6	12,563	80.28	1	10 2	6 10	1	1	1
337	July 1, 1889	1	16	02	13.50	6	29,666	94.78	1	6 6	6 6	1	1	1
12,047	July 1, 1889	1	17.83	02	17.83	6	.....	.....	(7)	(7)	(7)	(7)	(7)	(7)
3,905	July 1, 1889	55	26.10	62	26.10	6	17,822	113.88	1	10 0	6 7	1	1	1
1,078	July 1, 1889	45	28.99	74	30.70	6	17,822							
391	Mar. 4, 1889	53	21.28	62	23.28									
		63	25.86	74	24.24									
88	Mar. 4, 1889	1	17.74	4	23.88	6	44,302	141.54	1	15 6	6 11	1	1	1
561	July 1, 1888	1	13.33	4	24.77	6	20,245	129.36	1	20 0	9 0	1	1	1
2,126	July 1, 1888	51	22.60	52	12	10 6	20,245		1	18 11	9 2	4	1	4
1,339	July 1, 1888	53	16.95	54	22.60	11 6	71,990	115	1	16 10	8 5			
		74	26.35	73	24.91	6	71,990		1					
2,941	July 1, 1888	405	25.10	402	25.16	6								
17,709	July 1, 1888	5	27.25	2	28.33	6	76,003	121.41	1	22 0	8 11	2	1	(10)
417	July 1, 1887	42	27	33	27	6								
		20	21.78	21	20.34	6	142,947	114.17	1	16 8	9 3	4	1	4
		22	18.12	13	18.50		.....	.....	1	15 0	9 0			
427	July 1, 1890	3	23.70	4	23.70	7	85,490	117.11	1	14 3	8 10	2	1	2
132	July 1, 1888	62	11.28	61	9	6	26,094	83.08	1	12 0	7 0			
980	July 1, 1889	132	12.93	131	17.26	6	21,252	135.80	1	7 0	5 6	1	1	1
424	July 1, 1888	134	14.70	133	12.93	6	21,252		1	15 1	6 7	1	1	1
		1	14.77	2	14.30	6	70,419	112.49	1	11 0	5 9	2	1	2
329	July 1, 1887	101	20.12	102	20.88	6	39,375	125.80	1	12 0	8 0	1	1	1
159	July 1, 1887	25	10.17	26	9.09	6	22,736	72.64	1	12 0	8 0	1	1	1
478	July 1, 1890	252	28.20	251	28.20	7	54,369	161.88	1	8 0	6 6	1	1	1
851	July 1, 1890	252	30.43	251	29.17	7			1	17 3	7 6	1	1	1
637	July 1, 1881	7	18.36	16	19.05	6	36,490	116.60	1	17 4½	6 11½			
438	July 1, 1889	7	19.35	16	21.93	6			1	14 0	8 6	1	1	1
									1	6 6	6 6			

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 2406, Wayne to Detroit, Mich., 18.16 miles.

<sup>12</sup> Shown in report of Ludington and Toledo R. P. O.  
<sup>13</sup> Shown in report of Detroit and Chicago R. P. O.  
<sup>14</sup> Clerks appointed to the Ludington and Toledo R. P. O.

<sup>15</sup> In reserve.

<sup>17</sup> Reported last year as Concordia and Junction City. Increased distance, 10.77 miles; in effect February 6, 1890.

<sup>18</sup> 6.87 miles of route, 33015, between Lawrenceburg and Concordia, Kans. Covered by closed-pouch service. (See Table C.)

<sup>19</sup> 8.77 miles covered by closed pouch service. (See Table C.)

<sup>20</sup> Cars and clerks are shown on route No. 8087.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register, <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Belvidere, N. J., and Philadelphia, Pa.	2	192.54	Mannakachunk, Trenton, N. J. (Penna.) .. Trenton, N. J., Philadelphia, Pa. (Penna.)	17008 7004 (part)	67.80 (?)
Bennington, Vt., and Chatham, N. Y.	2	57.79	Bennington, Vt., Chatham, N. Y. (Leb. Sp'gs.)	6054	57.62
Benson, Minn., and Huron, S. Dak.	10	163.39	Benson, Minn., Watertown, S. D. (St. P. M. and M.) .. Watertown, Huron, S. D. (Dul., Wat. and Pac.)	26002 35038	92.75 70.57
Benson and Nogales, Ariz. . . .	8	88.50	Benson, Nogales, Ariz. (New Mex. and Ariz.)	40002	88.50
Benton Harbor, Mich., and Anderson, Ind.	5	164.96	Benton Harbor, Mich., Anderson, Ind. (Cin., Wab. and Mich.)	22022	165.09
Berlin and Salisbury, Md. . . . .	2	23.86	Berlin, Salisbury, Md. (Balt. and E. S.) ..	10009 (part)	23.88
Bethany Junction, Iowa, and Grant City, Mo.	6	44.28	Bethany Jo. (n. e.) Iowa, Grant City, Mo. (Chi., Bur. and Qry.)	27006 (part)	44.23
Bethlehem and Philadelphia, Pa.	2	757.60	Bethlehem and Philadelphia, Pa. (P. and R.)	8004	56.01
Bloomington and Roodhouse, Illa.	6	110.75	Bloomington, Roodhouse, Illa. (Chi. and Alton)	23018	111.23
Big Rapids and Detroit, Mich. <sup>13</sup> 14	9	190.70	Big Rapids, Ionia, Mich. (D. L. and N.) .. Ionia, Detroit, Mich. (D. L. and N.) . . . . .	24016 24017 (part)	68.08 -----
Big Rapids and Holland, Mich. <sup>16</sup>	9	91	Big Rapids, Holland, Mich. (C. and W. M.)	24022	91.63
Binghampton and New York, N. Y.	2	208.70	Binghampton, N. Y., Washington, N. J. (D., L. and W.) .. Washington, Denville, N. J. (D., L. and W.)	8019 7013 (part)	140.50 ( <sup>18</sup> )
Birmingham and Blockton, Ala.	4	51.68	Denville, Hoboken, N. J. (D., L. and W.) .. Birmingham, Blockton, Ala. (Birm. Min. R. R.)	7028 17047	34.30 54.68
Birmingham, Ala., and Greenville, Miss.	4	292.35	Birmingham, Ala., Greenville, Miss. . . . .	18005	292.35
Birmingham, Ala., and Memphis, Tenn.	4	251.60	Birmingham, Ala., Memphis, Tenn. (K. C., M. and B. R. R.)	18021	251.60
Bluefield, W. Va., and Honaker, Va.	3	57.40	Bluefield, W. Va., Graham, Va. (Norfolk and Western) .. Graham, Honaker, Va. (Norfolk and Western)	11033 (part) 11043	( <sup>22</sup> ) 54.10
Bluffs, Ill., and Hannibal, Mo.	6	50.01	Bluffs, Ill., Hannibal, Mo. (Wabash) . . . .	23025	50.36
Bolivar and Springfield, Mo. . . .	7	40.05	North Springfield (Sta. A, Springfield), Bolivar, Mo. (St. L. and S. F.)	28038	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	201.41
Boston, Mass., and Cape Cod (N. O.)	1	120.81	Boston, So. Braintree, Mass. (Old Col.) . . . So. Braintree, Middleboro', Mass. (Old Col.) .. Middleboro', Provincetown, Mass. (Old Col.)	3038 283039 (part) 3041	11.36 23.19 86.38

<sup>1</sup> The clerk runs through to Mannakachunk.<sup>2</sup> 34.01 miles covered by New York and Washington R. P. O.<sup>3</sup> Cars and clerks are shown on route No. 7008.<sup>4</sup> 1 reserve car.<sup>5</sup> 7.19 miles covered by closed-pouch service. (See Table C.)<sup>6</sup> Balance of route (49.68 miles), covered by Des Moines, Iowa and St. Joseph, Mo., R. P. O.<sup>7</sup> Distance on trains 308, 305, 315, 57.60 miles; on trains 301, 310, 314, 57.36 miles.<sup>8</sup> 1 helper.<sup>9</sup> Triple daily service except Sunday.<sup>10</sup> In reserve.<sup>11</sup> Full car.<sup>12</sup> Reserve.<sup>13</sup> Runs on route 24017, Ionia to Detroit, Mich. (122.80 miles), and with Howard City and Detroit R. P. O. gives double service between these points daily except Sunday.<sup>14</sup> Shown in report of Howard City and Detroit R. P. O.<sup>15</sup> 1 clerk assigned as helper between Detroit and Howell, Mich., in the Howard City and Detroit R. P. O.<sup>16</sup> In connection with the Muskegon and Allegan

in the United States on June 30, 1890—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.</i>	<i>In.</i>			
1,949	July 1, 1889	573	28.73	554	31.38	6	64,100	205.08	1	12 5	8 7	1
201,813	Oct. 8, 1888	49	23.71	54	24.57	0			( <sup>2</sup> )	( <sup>3</sup> )	( <sup>3</sup> )	( <sup>3</sup> )
476	July 1, 1889	8	14.25	3	19	6	36,177	115.58	1	14 0	7 0	1
423	July 1, 1889	51	16.02	52	14.47	6	102,282	163.39	1	22 1	9 4	2
540	July 1, 1890	55	15.44	56	15.44	1			1	22 2	9 4	1
686	July 1, 1890	1	13.72	2	12.53	7	64,605	88.50	42	20 0	9 2	2
767	July 1, 1888	1	26.86	2	26.30	6	103,265	164.96	2	15 8	9 0	2
135	July 1, 1889	1	15.33	2	14.52	0	14,936	47.72	1	9 8	4 1	1
991	July 1, 1887	118	11.25	117	12.56	6	27,719	88.56	1	20 0	9 1	1
7,020	July 1, 1889	308	27.31	301	26.88	6	35,982	114.96	1	15 0	9 6	1
		310	26.25	315	26.88	6	35,982		1	20 0	9 6	1
		314	26.88	305	26.88	6	35,982		1	20 0	9 6	1
1,333	July 1, 1887	6	25.88	5	25.88	6	69,330	110.75	10	15 0	9 6	2
928	July 1, 1888	50	24.54	53	25.31	6			12	40 0	9 1	1
3,010	July 1, 1888	6	28.34	5	26.31	6	119,378	127.13	2	20 0	8 10	3
1,079	July 1, 1888	28	15.55	21	15.55	6	56,966	91.00	1	15 0	9 0	2
4,589	July 1, 1889	2	27.11	1	25.40	6	130,646	139.13	12	20 9	9 9	3
3,283	July 1, 1889	2	30.47	1	29.08	6			( <sup>20</sup> )	( <sup>20</sup> )	( <sup>20</sup> )	( <sup>20</sup> )
4,925	July 1, 1889	2	32.90	1	31.87	6			( <sup>20</sup> )	( <sup>20</sup> )	( <sup>20</sup> )	( <sup>20</sup> )
183	July 22, 1889	41	29	42	29	6	32,351	103.36	1	9 11	8 10	1
		52	20	53	19.4	7	213,415	146.18	43	25 0	9 0	4
516	July 1, 1888	2	25.1	1	25.8	7	183,668	125.80	34	27 10	9 6	4
1,259	July 1, 1889	101	22.50	102	18	6	35,932	114.80	1	6 0	4 0	1
239	July 1, 1889	101	18.35	102	18.05	6						
1,417	July 1, 1887	43	22.22	42	21.91	6	31,306	106.02	1	12 11	7 3	1
257	July 1, 1886	46	12.23	45	12.23	6	25,071	80.10	12	12 0	7 3	1
4,306	July 1, 1887	4	12.30	3	19.11	6	27,106	86.60	1	12	8 6	1
66,641	July 1, 1889	13	25.90	16	28.53	6	127,234	101.62	2	45 0	8 9	4
		5	29.94	12	26.35	6	102,319		2	56 3	8 8	4
		11	26.94	6	33.03	7	148,372		2	40 0	8 9	4
14,136	July 1, 1889	39	25.02	118	18.76	6	69,243	120.81	20	39 7	8 6	2
3,310	July 1, 1889	195	18.76	270	25.02	6	69,243		1	40 0	8 6	2
3,821	July 1, 1889	39	25.18	118	49.47	6			1	29 0	8 0	2
		195	49.47	270	26.13							
		39	25.95	118	25.06							
		195	26.90	270	23.89							

R. P. O. gives double service between Muskegon and Holland, Mich. (35.50 miles), daily except Sunday.

<sup>17</sup> 1 reserve car.

<sup>18</sup> 1 transfer clerk at Scranton, Pa.

<sup>19</sup> 31 miles covered by New York, Dover and Easton R. P. O.

<sup>20</sup> Cars and clerks shown on route 8019.

<sup>21</sup> 2 reserve cars.

<sup>22</sup> Three miles covered by the Lynchburgh and Pocahontas R. P. O.

<sup>23</sup> 1 in reserve.

<sup>24</sup> 1 clerk detailed as chief clerk at Boston, Mass.;

2 clerks to superintendent's office; 4 clerks as short stops between Springfield and Albany (103.81 miles).

<sup>25</sup> Extension of short run from November 17, 1889.

<sup>26</sup> Storage cars.

<sup>27</sup> 2 clerks detailed as transfer clerks at Boston, Mass.; 1 clerk as short-stop between Boston and Yarmouth Pt. (117.23 miles).

<sup>28</sup> Balance of route covered by closed-pouch service between Middleborough and Fall River (19.79 miles) (see Table C), and Boston and Newport R. P. O. (18.37 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 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>			
Boston, Clinton, and Fitchburg, Mass.	1	62.49	Boston, So. Framingham, Mass. (Bos. and Alb'y).	13025 (part)	( <sup>2</sup> )
			So. Framingham, Fitchburg, Mass. (Old Col.).	23051 (part)	40.47
Boston, Mass., and Greenville, N. H.	1	60.33	Boston, Ayer, Mass. (Fitch.)	43021 (part)	( <sup>4</sup> )
			Ayer, Mass. Greenville, N. H., (Fitch.)	3024 (part)	23.96
Boston, Mass., and Hopewell Junction, N. Y.	1	215.23	Boston, Mass., Hopewell Jct., N. Y. (N. Y. and N. Eng.).	5007	214.94
Boston, Mass., and Hopewell Junction, short run.	1	118.30	Boston, Mass., Hartford, Conn. (N. Y. and N. Eng.).	75007 (part)	( <sup>4</sup> )
Boston, Mass., and Newport, R. I. <sup>10</sup>	1	70.54	Boston, So. Braintree Jct. (n. o.), Mass. (Old Col.)	3038	( <sup>11</sup> )
			So. Braintree Junction (n. o.) Fall River, Mass. (Old Col.).	3014	30.70
			Fall River, Mass., Newport, R. I. (Old Col.).	123019 (part)	18.37
Boston, Mass., and New York, short run.	1	208.96	Springfield, Mass., New York, N. Y. (N. Y., N. H. and Hart.).	5005	( <sup>2</sup> )
Boston and Northampton, Mass.	1	104.71	Boston, Northampton, Mass. (Bos. and Me., Cen. Mass. Div.).	3080	104.04
Boston and Plymouth, Mass. <sup>12</sup>	1	38.69	Boston, So. Braintree Jct. (n. o.) Mass. (Old Col.).	3038	( <sup>14</sup> )
			So. Braintree Jct. (n. o.), Plymouth, Mass. (Old Col.).	3046	26.62
Boston, Mass., and Providence, R. I. <sup>17</sup>	1	45.01	Boston, Mass., Providence, R. I. (Old Col., Prov. Div.).	3035	( <sup>18</sup> )
Boston, Mass., Nashua and Keene, N. H.	1	96.22	Boston, Mass., Nashua, N. H. (Bos. and Me., Low. Sys.).	3018	( <sup>19</sup> )
			Nashua, Keene, N. H. (Bos. and Me., Low. Sys.).	1011	56.08
Boston, Mass., Providence, R. I., and New York, N. Y.	1	233.07	Boston, Mass., Providence, R. I. (Old Col., Prov. Div.).	2035	43.98
			Providence, R. I., New London, Conn. (N. Y., Prov. and Bos.).	4902	64.21
			New London, New Haven, Conn. (N. Y., N. Hav. and Hart.).	5004	51.71
			New Haven, Conn., New York, N. Y. (N. Y., N. Hav. and Hart.).	225005 (part)	( <sup>23</sup> )
Boston and South Shore (n. o.) Mass. <sup>24</sup>	1	47.59	Boston, Braintree, Mass. (Old Col. <sup>25</sup> )	23038 (part)	9.95
			Braintree Jct. (n. o.), Kingston Sta. (n. o.) (Old Col. <sup>26</sup> ).	3064 (part)	32.20
			Kingston Sta. (n. o.), Plymouth, Mass. (Old Col. <sup>27</sup> ).	23046 (part)	( <sup>27</sup> )

Balance of route covered by Boston and Albany R. P. O. (180.20 miles).

<sup>8</sup> Covered by Boston and Albany R. P. O. (21.21 miles).

<sup>9</sup> Balance of route covered by Lowell and Providence R. P. O. (21.29 miles), Lowell and Taunton R. P. O. (10.93 miles), and closed-pouch service between Taunton and New Bedford (19.47 miles). See Table C<sup>c</sup>.

<sup>4</sup> Balance of route covered by Boston and Troy R. P. O. (152.95 miles).

<sup>5</sup> Covered by Boston and Troy R. P. O. (36.07 miles).

<sup>6</sup> 2 clerks on short run, daily average (118.30 miles); 3 clerks as helpers on both long and short runs; daily average (102.26 miles); 2 clerks as transfer clerks (1 at Boston, 1 at Hartford, Conn.).

<sup>7</sup> Balance of route covered by Boston and Hopewell Junction R. P. O. (97.64 miles).

<sup>8</sup> Covered by Boston and Hopewell Junction, R. P. O. (117.30 miles).

<sup>9</sup> Shown in column 17, Boston and Hopewell Junction, R. P. O.

<sup>10</sup> New service commenced April 7, 1890.

<sup>11</sup> Covered by Boston and Cape Cod R. P. O. (11.36 miles).

<sup>12</sup> Balance of route covered by Boston and Cape Cod R. P. O. (23.19 miles), closed-pouch service between Middleborough and Fall River, Mass. (19.79 miles).

<sup>13</sup> Covered by Boston, Springfield and N. Y. R. P. O. (135.73 miles). These clerks run from Springfield to New York and back to New Haven one day, and from New Haven to Springfield and New York the next day.

in the United States on June 30, 1890—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>			
66,641	July 1, 1889	731.03	1003	25.90	6	30,118	124.98	1	16	8	6	0	1	1
1,611	July 1, 1889	728.18	1003	29.30										
8,109	July 1, 1889	122.24	451	34.87	6	37,766	120.06	1	14	8	8	10	1	1
698	July 1, 1889	122.23.53	451	23.53										
6,952	July 1, 1889	127.24	2	28.18	6	134,734	107.61	2	20	2	8	10	4	1
6,952	July 1, 1889	524.69	6	29.32	6	74,055	118.30	1	20	2	9	2	2	(*)
14,136	July 1, 1889	23.29	32.16	6	10,295	141.08	1	20	2	8	8		1	1
1,873	July 1, 1889	24	25.27											
3,310	July 1, 1889	26.23	24.49											
89,498	July 1, 1889	4535.40	30	24.01	6	105,840	139.31	1	16	3	6	8	3	2
790	July 1, 1889	2528.34	58	29.29	6	65,548	104.71	1	15	6	6	8	2	1
14,136	July 1, 1889	66125.60	632	31.92	6	4,023	77.38	1	25	0	9	0	1	1
837	July 1, 1889	23.29	20.47											
11,983	July 1, 1889	23.74	21.17											
15,018	July 1, 1889	29.32	25.14	6	10,352	90.02	1	20	0	8	10		1	1
851	July 1, 1889	5329.79	236	27.08	6	60,233	96.22	1	14	0	7	0	2	1
11,983	July 1, 1889	5323.77	236	24.46										
15,606	July 1, 1889	88535.67	86	.....	7	170,141	116.53	1	55	0	8	8	4	3
16,418	July 1, 1889	71337.71	6	.....	210	75,980	.....	1	55	4	8	7	4	3
89,498	July 1, 1889	88532.82	86	.....				1	55	0	8	8		
14,136	July 1, 1889	71336.57	6	.....				1	55	4	8	7		
540	July 1, 1889	88533.97	86	.....										
837	July 1, 1889	71329.12	6	.....										
		88533.79	86	.....										
		71330.30	6	.....										
		19.25	23.88	6	6,948	95.18	1	20	0	8	10		1	1
		18.56	18.04											
		24.90	27.66											

(2 weeks on and 1 off.) Full R. P. O. service to December 23, 1889; apartment service from December, 23, 1890.

<sup>14</sup> Shown in column 17, Boston, Springfield and N. Y. R. P. O.

<sup>15</sup> New service, commenced May 1, 1890.

<sup>16</sup> Covered by Boston and Cape Cod R. P. O. (11.36 miles).

<sup>17</sup> New service, commenced February 17, 1890.

<sup>18</sup> Covered by Boston, Providence and New York R. P. O. (43.98 miles).

<sup>19</sup> Covered by St. Albans and Boston R. P. O. (10.62 miles).

<sup>20</sup> 4 clerks as short stops between New York and Saybrook (105.35 miles), 2 on day and 2 on

night lines; 3 clerks detailed as transfer clerks (1 at New London, Conn., 1 at Saybrook, Conn., 1 at Providence, R. I.).

<sup>21</sup> New service, commenced December 23, 1889.

<sup>22</sup> Balance of route covered by Boston, Springfield and New York R. P. O. (62.50 miles).

<sup>23</sup> Covered by Boston, Springfield and New York R. P. O. (73.23 miles).

<sup>24</sup> New service commenced April 7, 1890.

<sup>25</sup> Balance of route covered by Boston and Cape Cod R. P. O. (1.41 miles.).

<sup>26</sup> Balance of route covered by Boston and Plymouth R. P. O. (22.47 miles).

<sup>27</sup> Covered by Boston and Plymouth R. P. O. (4.15 miles).

TABLE A\*—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
<i>Boston and Springfield, Mass., and New York, N. Y.</i>	1	235.17	Boston, Springfield, Mass., (Bos. & Alb'y).	<sup>1</sup> 3025 (part)	( <sup>2</sup> )
			Springfield, Mass., New York, N. Y. (N. Y., N. Hav. & Hart.).	5005	135.73
Boston, Mass., and Troy, N. Y.	1	191.04	Boston, Mass., Troy, N. Y. (Fitch.)	3021	188.92
Boston Corners and Poughkeepsie, N. Y.	2	38.06	Boston Corners, Poughkeepsie, N. Y. (N. Y. and Mass.).	6079	37.11
Boundary Line (n. o.) and Presque Isle, Me.	1	39.	Andover, N. B., Presque Isle, Me. (New Brunswick)	1	29.53
Boundary Line (n. o.), N. Dak. and St. Paul, Minn.	10	419.67	Neche, Fargo, N. Dak., (St. P., M. and M.).	35006	157.84
			Fargo, N. Dak., Moorhead, Minn. (St. P., M. and M.).	20005 (part)	( <sup>3</sup> )
			Moorhead, Minn., Wahpeton, N. Dak. (St. P., M. and M.).	20003	45.02
			Wahpeton, N. Dak., Breckenridge, Minn. (St. P., M. and M.).	35003 (part)	( <sup>10</sup> )
			Breckenridge, St. Paul, Minn. (St. P., M. and M.).	26006	214.58
Boundbrook, N. J., and Philadelphia, Pa.	2	59.96	Boundbrook, N. J., Jenkintown, Pa. (P. and R.).	8103	40.19
			Jenkintown, Philadelphia, Pa. (P. and R.).	8004 (part)	( <sup>12</sup> )
Bowie and Pope's Creek, Md.	3	49.14	Bowie, Pope's Creek, Md. (Balto. and Potomac).	10014	49.01
Bowling Green, Ky., and Memphis, Tenn.	5	263.60	Bowling Green, Ky., Memphis, Tenn. (Louis & Nash.).	20008	262.70
Boykins, Va., and Lewiston, N. C.	3	35.82	Boykins, Va., Lewiston, N. C. (Seab. & Roanoke).	13033	35.45
Brainerd and Morris, Minn.	10	119.28	Brainerd, Little Falls, Minn. (Northern Pacific).	28005	30.95
			Little Falls, Morris, Minn. (L. F. & Dak.).	28048	88.31
Branch Junction and Pittsburgh, Pa.	2	70.85	Branch Junction, Blairsville, Pa. (Penna.).	8042 (part)	( <sup>14</sup> )
			Blairsville, Allegheny, Pa. (Penna.)	8039	69.24
Branchville and Waterloo, N. J.	2	22.02	Branchville, Branchville Junc., N. J. (Sussex).	7048	6.37
			Branchville Junction, Waterloo, N. J. (Sussex).	7025 (part)	( <sup>15</sup> )
Brattleboro, Vt., and Palmer, Mass.	1	56.33	Brattleboro, Vt., Palmer, Mass. (Cen. Vt.).	3063 (part)	56.28
Breckenridge, Minn., and Aberdeen, S. Dak.	10	136.78	Breckenridge, Tintah Jct. (n. o.), Minn.	26006 (part)	( <sup>22</sup> )
			Tintah Jct. (n. o.), Minn., Aberdeen, S. Dak., Bremond, Albany, Tex. (T. C. and H. and T. C.).	3507.1	119.31
Bremond and Albany, Tex.	11	230.89	Bremond, Albany, Tex. (T. C. and H. and T. C.).	81005	230.83
Brewster and New York, N. Y.	2	62.19	Brewster, New York, N. Y. (N. Y. and N.).	6017	54.72
Bristol and Chattanooga, Tenn.	3	242.37	Bristol, Chattanooga, Tenn. (East Tenn., Va., and Ga.).	19002	242.73

<sup>1</sup> Balance of route covered by Boston and Albany R. P. O. (102.78 miles).

<sup>2</sup> Covered by Boston and Albany R. P. O. (98.03 miles).

<sup>3</sup> 2 clerks detailed as chief clerks (1 at Boston, 1 at New Haven, Conn.); 7 clerks to superintendent's office; 8 clerks as transfer clerks, viz: 2 at Springfield, Mass.; 2 at Boston, Mass.; 2 at New Haven, Conn.; 1 at Worcester, Mass.; 1 at Hartford, Conn. 6 clerks on short run. 1 clerk detailed to New York P. O. in charge morning papers; 4 clerks as short stops (109.73 miles daily average).

<sup>4</sup> No apartment. Mail is worked in baggage car.

<sup>5</sup> 2 clerks as short stops between Troy and Shelburne Falls, daily average (71.67 miles.)

<sup>6</sup> Reserve car.

<sup>7</sup> In reserve.

<sup>8</sup> 2 helpers between St. Paul and Morris, Minn.

<sup>9</sup> Distance (1 mile) covered by Fargo, N. Dak., Barnesville, and St. Paul, Minn. R. P. O.

<sup>10</sup> Distance (1.60 miles) covered by Laramore, N. Dak., and Breckenridge, Minn. R. P. O.

<sup>11</sup> Short run, St. Paul to Morris, Minn. (158.18 miles.)

<sup>12</sup> 10, 10 miles covered by Beth. and Phila. R. P. O.

<sup>13</sup> Cars and clerks shown on route No. 8103.

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

Average weight of mail wholesale 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>			
66,641	July 1, 1889	334	14 37.11	14	37.11	6	147,217	117.58	2	55 0	8 8	4	6	*92
		7539.67	4639.67											
		5532.87	8433.81											
89,498	July 1, 1889	337.18	14 36.20	14	36.20	14	343,348		2	54 6	8 8	4	9	
		7539.34	4639.36											
		5533.64	8433.64											
8,109	July 1, 1889	54 24.85	33 27.88	6	119,591	95.52			2	60 0	8 11			
		34 28.57	35 29.69	6	119,591				1	60 1	9 0			
									1	31 5	8 9	4	2	*18
									1	32 2	8 9			
									1	24 3	8 9	4	2	
									1	17 0	8 9			
									1	25 6	8 10			
253	July 1, 1889	7 22.20	4 21.98	6	23,826	76.12			1	9 0	6 11	1	1	1
									1	7 5	6 10			
290	July 1, 1889	52 27.52	53 22.28	6	24,414	156			2	21 0	9 0	1	1	1
		54 22.28	51 28.53	6	24,414				1	18 0	8 6			
4,232	July 1, 1890	10 26.20	9 25.84	7	306,359	139.89			3	40 0	8 9	6	1	*10
1,322	July 1, 1886	10 13.32	9 13.32											
1,485	Sept. 23, 1888	10 25.96	9 26.74											
854	July 1, 1890	10 13.71	9 19.20											
4,997	July 1, 1887	10 24.76	9 26.02	6	99,021	158.18			1	24 7	9 3 1/2	11 2	1	
									1	24 8	9 1			
570	July 1, 1889	570 20.74	551 26.54	6	37,535	119.92			1	13 9	6 4	1	1	1
5,094	July 1, 1889	570 21.64	551 29.89	6					(14)	(15)	(15)	(15)	(15)	(15)
2,999	July 1, 1889	195 11.34	196 12.28	6	30,762	98.28			1	10 3	6 6	1	1	
9,518	July 1, 1888	103 25.83	102 21.01	7	192,428	131.80			2	45 0	9 4	4	2	*14
		101 21.88	104 26.07	7	183,466				2	18 0	9 4	4	1	
207	July 1, 1889	45 21.49	34 21.07	6	22,423	71.64			1	5 7	3 5	1	1	1
1,271	Nov. 24, 1889	12 16.52	11 15.15	6	74,669	119.28			1	23 0	8 10	2	1	2
									1	22 0	7 2			
235	July 1, 1887	101 10.96	102 13.30											
1,260	July 1, 1889	112	4 18	6	44,352	141.72			1	15 0	8 6	1	1	2
		3 18	2 22.50	6	17 44,352							1	1	
1,032	July 1, 1889	126.70	4 26.70	6						(18)	(18)	(18)	(18)	(18)
		3 25.08	2 26.30	6						(18)	(18)	(18)	(18)	(18)
269	July 1, 1889	208 18	203 18	6	12,785	69.40			1	5 8	8 10	1	1	1
									2	5 5	6 10			
494	July 1, 1889	208 22.50	203 22.50	6					(20)	(20)	(20)	(20)	(20)	(20)
		200 24	209 24	6	21 7,938				(20)	(20)	(20)	(20)	(20)	(20)
2,322	July 1, 1889	44 25.99	33 22.98	6	35,262	112.66			1	6 8	10 6	1	1	1
									6	6 4	9 8			
4,937	July 1, 1887	42 11.74	41 13.66	6	85,624	136.78			1	24 7	9 4	2	1	2
624	July 1, 1890	71 16	72 14.44						1	24 8	9 1			
842	July 1, 1890	33 14.43	34 14.43	7	168,550	153.92			3	17 8	9 4	4	1	4
									24	14 0	8 10			
474	July 1, 1889	12 22.14	1 21.50	6	38,931	124.38			1	8 4	6 10	1	1	2
		6 21.25	7 21.62	6	23 38,931				1	7 0	7 0	1	1	
5,833	July 1, 1888	130.56	2 29.45	7	176,930	121.18			26	40 0	8 10	4	2	16
		3 28.90	4 28.47	7	176,930							4	2	

<sup>14</sup> Day line, 4 crews, 2 clerks to crew. Night line, 4 crews, 1 clerk to crew. 1 clerk detailed chief clerk, Memphis, Tenn.; 1 clerk detailed transfer clerk, Milan, Tenn.

<sup>15</sup> R. P. O. service, in apartment cars, placed on night trains, 101 and 104, commencing with July 15, 1889.

<sup>16</sup> 2.80 miles covered by Indiana and Branch Junction R. P. O.

<sup>17</sup> Double daily service except Sunday.

<sup>18</sup> Cars and clerks shown on route No. 8042.

<sup>19</sup> 8.63 miles covered by closed-pouch service. (See Table C.)

<sup>20</sup> Cars and clerks shown on route No. 7048.

<sup>21</sup> Service on trains 200 and 209, between Newton and Waterloo (12.68 miles).

<sup>22</sup> Balance of route covered by Palmer and New London R. P. O. (65.22 miles).

<sup>23</sup> Distance (17.47 miles) covered by boundary line (n. e.) N. Dak. and St. Paul, Minn., R. P. O.

<sup>24</sup> Reserve.

<sup>25</sup> Double daily service except Sunday.

<sup>26</sup> For balance of equipment see Lynchburg and Bristol R. P. O. cars on that line run through to Chattanooga, Tenn.

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>			
Bristol, Tenn., and Clinchport, Va.	3	43.40	Bristol, Tenn., Clinchport, Va. (So. Atlantic and Ohio)	11040	43.42
Bristol and Madison, S. Dak.	10	103.34	Bristol, Madison, S. Dak. (C. M. and St. P.)	35033	103.36
Brookings and Gettysburg, S. Dak.	10	194.00	Brookings, Watertown, S. Dak. (Dak. Central).	35014	48.21
			Watertown, Redfield, S. Dak. (Win. and St. Pet. r.).	* 20014 (part)	71.47
			Redfield, Gettysburg, S. Dak. (Chi. and No. West).	35024	75.31
Brunswick and Albany, Ga.	4	169.73	Brunswick, Albany, Ga. (Brunswick and Western).	15023	171.78
Buda and Canton, Ill.	6	64.49	Buda, Elmwood, Ill. (Chi., Bur. and Qcy.).	23072	44.98
			Elmwood, Yates City, Ill. (Chi., Bur. and Qcy.).	23009	( <sup>c</sup> )
			Yates City, Canton, Ill. (Chi., Bur. and Qcy.).	23008	( <sup>e</sup> )
Buffalo, N. Y., and Bradford, Pa.	2	*83.82	Buffalo, West. N. Y. (B. R. and P.)	6130	45.18
Buffalo, N. Y., and Emporium, Pa.	2	121.55	Buffalo, N. Y., Emporium, Pa. (W. N. Y. and P.).	6058	121.35
Buffalo and Jamestown, N. Y.	2	69.63	Buffalo, Jamestown, N. Y. (N. Y., L. E. and W.).	6691	69.21
Buffalo, N. Y., and Pittsburgh, Pa.	2	273.10	Buffalo, N. Y., Corry, Pa. (W. N. Y. and P.).	6061	93.62
			Corry, Oil City, Pa. (W. N. Y. and P.)	8025	145.14
			Oil City, Pittsburgh, Pa. (A. V.)	8041	(part) 132.61
Bureau and Peoria, Ill.	6	47.03	Bureau, Peoria, Ill. (Chi., R. Is'd and Pac.).	23016	47.13
Burke, Idaho, and Spokane Falls, Wash. <sup>14</sup>	8	133	Burke, Coeur d'Alene, Idaho (Coeur d'Alene Rwy. and Navg. Co.).	42003	99.16
			Coeur d'Alene, Hauser, Idaho (Spokane Falls and Idaho R. R.).	42002	13.88
			Hauser, Idaho, Spokane Falls, Wash. (Northern Pacific R. R.).	41009	( <sup>14</sup> )
Burlington, Iowa, and Carrollton, Mo.	6	220.57	Burlington, Iowa, Carrollton, Mo. (Chi., Bur. and K. City).	27008	220.57
Burlington and Council Bluffs, Iowa.	6	294	Burlington, N. P. Transfer, Iowa, (Chi., Bur. and Qcy.).	27005	294
Burlington and Oskaloosa, Iowa.	6	105	Burlington, Winfield, Iowa (Bur. and No. West.).	127033	34.09
			Winfield, Oskaloosa, Iowa (Bur. and Western).	27032	71.35
Burlington and Quincy, Ill.	6	72	Burlington, Quincy, Ill. (Chi., Bur. and Qcy.).	23011	72.42
Burlington, Iowa, and St. Louis, Mo. <sup>15</sup>	7	214.19	Burlington, Keokuk, Iowa (Chi., Bur. and Qcy.).	27011	43.26
			Keokuk, Iowa, St. Peters, Mo. (St. L., Keo. and N. W.).	28018	113.41
			St. Peters, St. Louis, Mo. (St. L., Keo. and N. W.).	28068	32.46

<sup>1</sup> Reserve car.<sup>2</sup> Balance of route (183.90 miles) covered by Winona, Minn., and Watertown, S. Dak., R. P. O.<sup>3</sup> In reserve.<sup>4</sup> 1 transfer clerk, Way Cross, Ga.<sup>5</sup> 2 reserve cars.<sup>6</sup> Distance (3 miles) covered by Peoria and Galoisburgh, Ill., R. P. O.<sup>7</sup> Distance (16.4 miles) covered by Yates City and Rushville, Ill., R. P. O.<sup>8</sup> Between West and Bradford the clerk acts as helper on the Rochester and Punxsutawney R. P. O.<sup>9</sup> Clerks alternate with Buffalo and Jamestown clerk.<sup>10</sup> Clerk alternates with Buffalo and Bradford clerks.<sup>11</sup> 2 helpers and two clerks on Oil City and Pittsburgh R. P. O.<sup>12</sup> 49.53 miles covered by Salamanca and Oil City R. P. O.<sup>13</sup> Cars and clerks shown on route 6061.<sup>14</sup> New service established September 20, 1889. Steam boat service, Coeur d'Alene to Old Mission.

in the United States on June 30, 1890—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.	Average speed (miles).					Length.	Width.			
<i>Line.</i>								<i>Ft.</i>	<i>In.</i>			
223	Oct. 1, 1889	116.27	413.35	6	27,168	86.80	1	10 4	8 8	1	1	1
621	July 1, 1890	1815.71	1716.73	6	64,691	103.34	1	10 0	7 5	2	1	2
930	July 1, 1890	1126.07	1227.57	6	121,441	129.33	1	11 0	7 6	3	1	3
2,385	July 1, 1887	1121.87	1222.33	.....	.....	.....	1	14 4	7 7			
683	July 1, 1890	1120.07	1220.07	.....	.....	.....	1	15 5½	7 5½			
1,297	July 1, 1883	123	222	7	123,902	113.15	1	15 11½	7 6			
440	July 1, 1887	1128.17	1228.78	6	40,371	128.98	2	12 0	7 5			
1,759	July 1, 1887	1119.50	1215.60	.....	.....	.....	2	14 6	7 6	3	1	4
922	July 1, 1887	1128.11	1219.68	.....	.....	.....	1	15 8	8 10			
533	July 1, 1889	923.41	1223.04	6	52,471	102.30	1	13 2	7 0	1	1	1
1,680	July 1, 1889	10224.20	10322.69	6	76,090	121.55	1	13 8	7 0½			
1,209	July 1, 1889	10326.70	11227.60	6	43,588	102.30	1	15 0	9 0	2	1	2
1,558	July 1, 1889	224.95	124.95	6	170,901	136.55	1	19 6	9 6	2	1	2
1,457	July 1, 1889	227.44	127.44	6	.....	.....	1	16 0	9 0	1	1	1
3,287	July 1, 1889	226.84	126.84	6	.....	.....	2	19 6	8 8	4	1	18
1,920	July 1, 1887	128.20	228.20	6	29,441	94.03	1	18 8	8 8	1	1	1
478	July 1, 1890	1910.93	2010.93	7	87,090	138	1	(18)	(18)	(18)	(18)	(18)
832	July 1, 1890	1913.88	2011.11	.....	.....	.....	1	20 0	9 4	1	1	1
5,707	July 1, 1890	1926.04	2024.42	.....	.....	.....	2	16 1	6 6	2	1	2
864	July 1, 1887	123.79	222.18	6	138,077	110.28	1	13 9	9 4½	4	1	4
57,978	July 1, 1889	733.28	834.50	7	214,620	147	1	14 6	7 7	4	5	1737
407	July 1, 1887	1125.02	1226.73	7	214,620	147	1	.....	.....	4	3	
334	July 1, 1887	124.29	222.67	6	65,730	105	1	12 6	7 6	2	1	2
654	July 1, 1887	123.67	223.67	.....	.....	.....	1	11 10	5 9			
4,231	July 1, 1887	18120.59	18220.59	6	45,072	144	1	11 11	6 7½	1	1	1
3,563	July 1, 1887	127.03	224.40	6	134,083	101.17	2	22 0	9 1	4	1	11
5,484	July 1, 1889	322.24	428.47	7	198,924	107.09	2	24 8	11 0	4	1	
		122.10	220.70	6	.....	.....	2	23 1½	9 1			
		319.73	425.48	7	.....	.....	.....	.....	.....			
		924.26	1025.78	1	22,624	.....	.....	.....	.....			
		124.03	225.76	6	.....	.....	.....	.....	.....			
		321.47	424.03	7	.....	.....	.....	.....	.....			
		927.50	1027.50	1	.....	.....	.....	.....	.....			

<sup>19</sup> 19.96 miles of route 43009, Hauser to Spokane Falls, covered by Helena and Spokane Falls R. P. O. (10th Div.).

<sup>20</sup> Cars run through between Chicago, Ill., and U. P. Transfer, Iowa. (See Chicago, Ill., and Burlington, Iowa, R. P. O.)

<sup>21</sup> 1 clerk detailed as chief clerk and one as assistant to chief clerk at Burlington, Iowa; 1 clerk detailed as registry transfer clerk at Burlington, Iowa; 2 helpers on trains 7 and 4 between Burlington and Charleston.

<sup>22</sup> Balance of route, Winfield to Washington, Iowa (18.37 miles), covered by closed pouches. (See Table C.)

<sup>18</sup> Reported last year as daily (except Sunday) only. Additional daily service established on night line December 4, 1889.

<sup>23</sup> 2 helpers on trains 1 and 2 through four days in each week; 1 helper on trains 3 and 4 to meeting point four nights in each week.

<sup>24</sup> 50.86 miles of route 28018 covered by the Mount Pleasant and Keokuk, Iowa, R. P. O.

<sup>25</sup> Commencing April 27, 1890, clerks on trains 1 and 2 perform service between Quincy, Ill., and St. Louis, Mo.; Sundays on trains 9 and 10, 131.20 miles.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Butler and Freeport, Pa. ....	2	21.46	Butler, Freeport, Pa. (Penna.) .....	8053	21.99
Butler, Mo., and Madison, Kans.	7	109.81	Butler, Mo., Le Roy, Kans. (St. L. and Emp.) .....	33045	79.83
Butte City, Mont., and Ogden, Utah. <sup>2</sup>	8	417	Le Roy, Madison, Kans. (Interstate) .....	33090	29.98
			Ogden, Utah, Silver Bow, Mont. (Oreg. Short Line and Utah Northern Rwy. Co.) ..	41003	409.07
			Silver Bow, Butte City, Mont. (Montana Union R. R.) .....	36009	( <sup>3</sup> )
Cadillac, Mich., and Fort Wayne, Ind. <sup>4</sup>	9	240.76	Cadillac, Mich., Ft. Wayne, Ind. (G. R. and I.) .....	24018	240.68
Cairo, Ill., and Mobile, Ala. ...	4	.....	Cairo, Ill., and Mobile, Ala. (Mob. and Ohio R. R.) .....	18004	495.57
North division .....	.....	202.72	.....	.....	.....
South division .....	.....	233.15	.....	.....	.....
<i>Cairo, Ill., and New Orleans, La.</i> ..	4	.....	Cairo, Ill., and New Orleans, La. (Ill. Cent. R. R.) .....	18001	550.11
North division .....	.....	308.46	.....	.....	.....
South division .....	.....	184.12	.....	.....	.....
Cairo, Ill., and Poplar Bluff, Mo. <sup>11</sup>	7	74.87	Cairo, Ill., Poplar Bluff, Mo. (St. L., I. M. and S.) .....	28027	74.87
Cairo, Ill., and Texarkana, Ark.	11	422.47	Bird's Point, Mo., Texarkana, Ark. (St. L., Ark. and Tex.) .....	28051	417.92
Caldwell, Kans. and El Reno, Ind. T. <sup>12</sup>	7	108.52	Caldwell, Kans., El Reno, Ind. T. (C. R. I. and P.) .....	13 33082 (part)	108.52
Calistoga and Vallejo Junc., Cal.	8	44.88	Calistoga, Vallejo Junc., Cal. (California Pacific R. R.) .....	46008	43.88
Calmar and Davenport, Iowa ...	6	165.70	Calmar, Davenport, Iowa (Chi., Mil. and St. P.) .....	27027	165.73
Caledonia and Spring Valley, Ill.	6	85.74	Caledonia, Spring Valley, Ill. (Chi. and No. W.) .....	23087	86.20
Camak and Macon, Ga. ....	4	78.59	Camak, Macon, Ga. (Georgia R. R.) .....	15021	78.01
Cambridge City and Madison, Ind.	5	108.60	Cambridge City, Columbus, Ind. (Penna. Co.) .....	22011	63.73
			Columbus, Madison, Ind. (Penna. Co.) .....	22006	45.58
Cambridge Junction and Burlington, Vt.	1	34.47	Cambridge Jct., Burlington, Vt. (Cent. Vt.) .....	2014	34.39
Cameron, Mo., and Atchison, Kans.	7	57.44	Cameron, St. Joseph, Mo. (H. and St. Jo.) ..	17 28005 (part)	36.71
			St. Jo., Mo., Atchison, Kans. (H. and St. Jo.) .....	28030	22.19
Canandaigua and Batavia R. P. O.	2	50.17	Canandaigua, Batavia, N. Y. (N. Y. C. and H. R.) .....	6014	51.33
Canandaigua and Elmira, N. Y.	2	09.17	Canandaigua, Elmira, N. Y. (Nor. Cent.) ..	6063 (part)	09.09
Canastota and Elmira, N. Y. ...	2	118.76	Canastota, Cortland, N. Y. (E., C. and N.) ..	6080	49.27
Canton and Mechanic Falls, Me.	1	25.52	Cortland, Elmira, N. Y. (E., C. and N.) .....	6075	71.01
Canton and Sherodsville, Ohio.	5	48.42	Canton, Mechanic Falls, Me. (Rum. Falls and Buck.) .....	21 19 (part)	25.52
			Canton, Sherodsville, Ohio (Cleve. and Can.) .....	21009 (part)	50.52

<sup>1</sup> Double daily service except Sunday.<sup>2</sup> Narrow gauge Ogden, Utah, to Pocatello, Idaho.

Standard gauge Pocatello to Butte City, Mont.

<sup>3</sup> Route 36000 (8.08 miles) covered by Garrison and Butte City R. P. O. (See Table A, Tenth Division).<sup>4</sup> In connection with the Grand Rapids and Cincinnati R. P. O., and Mackinaw City and Grand Rapids R. P. O., gives double service between Cadillac, Mich., and Ft. Wayne, Ind. (240 miles), daily, except Sunday.<sup>5</sup> Balance of route (226 miles), covered by the Mackinaw City and Grand Rapids R. P. O.<sup>6</sup> Clerks appointed to the Mackinaw and Ft. Wayne R. P. O. (See Mackinaw City and Grand Rapids R. P. O.)<sup>7</sup> 3 reserve cars.<sup>8</sup> One transfer clerk to Corinth, Miss.<sup>9</sup> 1 postal, 1 apartment car in reserve.<sup>10</sup> 1 chief clerk, New Orleans; 1 transfer clerk, Jackson, Tenn.; 1 transfer clerk, Jackson, Miss.; 3 additional appointees unassigned.

in the United States on June 30, 1890—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).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
401	July 1, 1889	71 24.70	18 22.90	6	13,434	85.84	1	8 8	5 8	1	1	1
255	July 1, 1890	343 9.55	344 9.45	6	68,741	109.81	2	16 4	6 10	2	1	2
233	July 1, 1890	343 10.37	346 10.58	6								
2,976	July 1, 1890	603 22.53	604 19.38	7	304,410	139	2	40 0	7 5 1/2	6	1	6
2,298	July 1, 1890	603 23.50	604 23.06					2	52 0	8 11		
2,542	July 1, 1888	8 22.85	7 18.82	6	150,716	120.38	2	22 0	8 10	4	1	(*)
1,406	July 1, 1888	5 19	6 19.5	7	191,785	118.19				4	2	
							77	21 6	9 0			13
5,177	July 1, 1888	1 26	2 22.3	7	170,199	131.36	2	48 6	9 5	4	1	
		3 25.3	4 25.8	7	537,951	122.82	1	58 9	9 2	12	2	36
					268,815	122.75	1	45 7	9 5			(10)
							1	24 6	9 2	6	1	
							2	21 0	9 0			
							1	16 0	7 1			
452	July 1, 1887	801 17.62	802 19.53	7	54,655	81.21	1	15 8 1/2	9 3 1/2	1	1	1
828	July 1, 1887	1 20	2 18.63	7	308,403	140.82	3	24 6	9 0	0	1	6
1,256	July 1, 1890	3 25.04	4 25.04	7	9,550	217.04	1	16 4	7 8	1	1	1
1,169	July 1, 1890	27 21.40	26 21.40	12	54,938	175.52	1	10 0	9 3	1	1	1
1,062	July 1, 1887	25 21.72	28 21.94									
1,183	July 1, 1887	152 24.75	151 23.57	6	103,728	165.70	1	20 3	9 2	2	1	2
197	July 1, 1887	137 22.93	138 19.08	6	53,673	171.48	1	12 6	7 5	1	1	1
578	July 1, 1888	31 12.5	30 17.3	6	98,394	157.18	1	25 9	8 4	2	1	2
		33 17.1	32 15.4	6			1	15 6	8 4			
614	July 1, 1888	104 27.05	107 26.05	14 6	67,983	144.80	2	19 2	9 2	3	1	3
		118 26.05	105 26.05	6	67,983							
932	July 1, 1888	104 25.65	107 25.65	6								
		118 25.65	105 25.65	6								
558	July 1, 1889	91 21.46	90 22.66	6	21,578	137.88	1	8 9	6 10	1	1	1
		93 22.66	92 19.42	6	18 5,377		1	8 9	6 10			
10,773	July 1, 1887	63 35	64 23.33	7	41,931	114.88	1	15 4	8 8	1	1	1
1,835	July 1, 1887	63 16	64 18.46	7								
337	July 1, 1889	5 27.27	2 26.08	6	31,406	100.34	1	6 6	5 9	1	1	1
							1	11 0	6 6			
3,623	July 1, 1889	10 26.70	9 22.55	6	43,300	98.87	1	15 6	8 6	1	1	1
1,052	July 1, 1889	4 24	1 24	6	74,344	118.76	1	14 9	9 0	2	1	2
							19 2	16 0	9 0			
953	July 1, 1889	4 28	1 25.30	6			(20)	(20)	(20)	(20)	(20)	(20)
491	July 1, 1889	3 21.95	4 20.41	6	15,975	51.04	1	10 0	6 9	1	1	1
566	July 1, 1888	41 20.67	42 20.67	6	30,311	96.84	1	14 0	7 8	1	1	1
							19 1	20 9	9 0			

<sup>11</sup> Service performed every third week upon this line by clerks on Cape Girardeau and Hunter, Mo., R. P. O.

<sup>12</sup> New service commenced May 18, 1890.

<sup>13</sup> 122.73 miles of route 33082 between Herington and Caldwell, Kans., covered by the St. Joseph, Mo., and Caldwell, Kans., R. P. O.

<sup>14</sup> Clerks make 2 round trips daily except Sunday.

<sup>15</sup> Double service from April 1, 1890.

<sup>16</sup> Reserve car.

<sup>17</sup> 170.84 miles of route 28005 between Quincy, Ill.,

and Cameron, Mo., covered by Chicago and Kansas City R. P. O.

<sup>18</sup> Balance of route (36.01 miles) covered by Batavia and Buffalo R. P. O.

<sup>19</sup> In reserve.

<sup>20</sup> Cars and clerks shown on route No. 6060.

<sup>21</sup> Balance of route covered by closed-pouch service between Canton and Gilbertville (1.93 miles). (See Table C.)

<sup>22</sup> Balance of route (60 miles) shown on Cleveland and Coshocton 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>			
Cape Girardeau, Mo., and Hunter, Mo. <sup>1</sup>	7	93.89	Cape Girardeau, Mo., Hunter, Mo. (C. G. and S. W.).	28045	93.81
Carbondale and Scranton, Pa.	2	17.46	Carbondale, Scranton, Pa. (D. and H. C. Co.).	8018	17.37
Carey and Delphos, Ohio.....	5	56.74	Carey, Delphos, Ohio (Cleve. and West.)...	21081	56.68
Carlisle and Gettysburgh, Pa.	2	32.34	Carlisle, Hunter's Run, Pa. (G. and H.)....	8052	31.10
			Hunter's Run, Gettysburgh, Pa. (G. and H.)....	8153	22.64
Carroll and Merville, Iowa.....	0	100.80	Carroll, Maple River, Iowa (Chi. and No. West.)....	23003	(?)
			Maple River, Wall Lake, Iowa (Chi. and No. West.)....	27038	16.70
			Wall Lake, Sac City, Iowa (Chi. and No. West.)....	27050	14.13
			Sac City, Merville, Iowa (Chi. and No. West.)....	27089	67.41
Cartersville, Ga., and Talladega, Ala.	4	141.84	Cartersville, Ga., Pell City, Ala. (E. and W. R. R. of Ala.)....	15020	118.55
			Pell City, Talladega, Ala. (T. and C. V. R. R.)....	17030	22.93
Carthage and Lebanon, Tenn.*	5	37.68	Carthage, Lebanon, Tenn. (Nash. and Knox.)....	19029	37.70
Caseville and Pontiac, Mich. <sup>11</sup>	9	100.73	Caseville, Pontiac, Mich. (P. O. and N.)....	24061	100.91
Cayuga and Ithaca, N. Y.....	2	39.11	Cayuga, Ithaca, N. Y. (G. I. and S.).....	6089	38.96
Cazadero and San Francisco, Cal.	8	87.25	Cazadero, San Francisco, Cal. (North Pacific Coast R. R.)....	49016	87
Cedar Rapids and Council Bluffs, Iowa.	6	270.77	Cedar Rapids, U. P. Transfer, 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
Cedar Rapids, Iowa, and Watertown, S. Dak.	6	400.33	Cedar Rapids, Iowa, Watertown, S. Dak. (Bar., C. Rap. and North.)....	27003	399.68
Centre Barnstead and Hooksett, N. H. <sup>21</sup>	1	24.61	Centre Barnstead, Hooksett, N. H. (Con. and Mont.)....	1004	24.68
Chadron, Nebr., and Glenrock, Wyo.	6	169.88	Chadron, Nebr., Douglas, Wyo. (Fre., Elk. and Mo. Val.)....	34035	140.28
			Douglas, Glenrock, Wyo. (Fre., Elk. and Mo. Val.)....	37003	30.30
Chambersburgh and Richmond Furnace, Pa.	2	31.85	Chambersburgh, South Penn Junction, Pa. (C. V.)....	8030	(?)
			South Penn Junction, Richmond Furnace, Pa. (C. V.)....	8071	19.38
			Mercersburgh, Mercersburgh Junc., Pa. (C. V.)....	8145	2.62
Champaign and Havana, Ill....	6	101.07	Champaign, Havana, Ill. (Ill. Central)....	33029	101.64
Chanute and Longton, Kans....	7	45.13	Chanute, Longton, Kans. (A. T. and S. F.)....	33066	45.13
Charleston, S. C., and Augusta, Ga.	4	139.22	Charleston, Branchville, S. C. (S. C. R. R.)....	14003	(?)
Short run.....		75.62	Branchville, S. C., Augusta, Ga.....	14017	75.14

<sup>1</sup> Clerks upon this line perform service upon Cairo, Ill., and Poplar Bluff, Mo., R. P. O. every third week.

<sup>2</sup> Trains 5 and 6 run Sundays only between Cape Girardeau and Williamsville, Mo. (72 miles).

<sup>3</sup> In reserve.

<sup>4</sup> Triple daily service except Sunday.

<sup>5</sup> 8.97 miles covered by closed-pouch service. (See Table C.)

<sup>6</sup> Cars and clerks shown on route #052.

<sup>7</sup> Distance (4.20 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.

<sup>8</sup> Balance of route (64.57 miles) covered by Des Moines and Sioux City, Iowa, R. P. O.

<sup>9</sup> R. P. O. service established on this route commencing December 28, 1889.

<sup>10</sup> 1 car in reserve.

<sup>11</sup> This clerk has relief every fourth week by clerk appointed to the East Saginaw and Port Huron R. P. O.

<sup>12</sup> 1 car held in reserve.

<sup>13</sup> 1 reserve car.

<sup>14</sup> Balance of route (219.40 miles) covered by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.

<sup>15</sup> Cars run through between Chicago, Ill., and U. P. Transfer, Iowa. (See Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.)

in the United States on June 30, 1890—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. outwards.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
424	July 1, 1889	1 14. 82	2 16. 33	6	66, 263	81. 29	1	12 0	7 0	2	1	2
801	July 1, 1885	2 16. 16	2 16. 62	1	10, 930	104. 76	1	15 0	7 0	1	1	1
		6 20. 81	5 20	6	10, 930	104. 76	2	10 4	6 7	1	1	1
		10 23. 18	9 20	6	10, 930	104. 76	1	8 10	6 7			
		14 20. 81	13 20	6	10, 930	104. 76	1	11 6	6 10			
252	July 1, 1888	2 13. 18	1 13. 43	6	35, 519	113. 48	1	7 8 1/2	5 10 1/2	1	1	1
413	July 1, 1885	9 22. 22	6 25	6	20, 309	64. 68	1	9 9	6 7	1	1	1
620	July 1, 1885	9 22. 76	6 22	6			1	9 5	6 7			
12, 894	July 1, 1887	91 25. 20	92 31. 50	6	63, 101	100. 80	2	12 2	7 5	2	1	2
1, 163	July 1, 1887	15 18. 22	16 27. 83									
821	July 1, 1887	15 24. 55	10 23. 82									
517	June 8, 1888	15 23. 71	16 34. 20									
258	July 1, 1888	1 13. 3	2 15. 6	6	88, 791	141. 84	1	8 1	7 6	2	1	2
236	July 1, 1888	4 14	1 14	6			1	9 3	9 8			
							1	8 9	8 1			
							1	9 10	7 0			
		1 12. 03	2 12. 76	6	11, 907	75. 36	10 2	10 0	8 0	1	1	1
405	July 1, 1888	2 23. 53	1 21. 40	6	63, 057	134. 31	12 2	12 7	7 1	1	1	1
451	July 1, 1889	15 22. 34	8 26. 82	6	24, 483	78. 22	1	10 4	7 1	1	1	1
530	July 1, 1890	7 16. 41	10 16. 26	6	54, 619	87. 25	13 2	15 9	9 8	2	1	2
12, 894	July 1, 1887	7 25	8 22. 05	7	197, 662	135. 38	(15)			4	2	16 19
		3 25	4 26. 98	7	197, 662	135. 38				4	2	
896	June 14, 1888	3 24. 74	2 24. 74	6	188, 745	120. 60	1	20 9	8 8	5	1	5
1, 076	July 1, 1887	61 25. 87	62 28. 88	6	129, 782	103. 66	17 3	19 10	9 1	14 1/2	1	19 8
		63 24. 12	64 26. 32	6	120, 824	128. 67	17 2	22 0	9 1	20 3	1	
		71	72				1	19 10	9 1			
519	July 1, 1889	130 16. 66	133 22. 56	6	13, 181	49. 22	1	9 0	6 11	1	1	1
751	July 1, 1890	91 28. 16	92 28. 16	6	106, 345	169. 88	2	13 9	9 3	2	1	2
407	July 1, 1890	61 28. 16	92 28. 16									
2, 838	July 1, 1889	41 21. 60	42 30	6	19, 625	62. 70	1	15 4	8	1	1	1
757	July 1, 1889	41 17. 54	42 15. 83	6			(24)	(24)	(24)	(24)	(24)	(24)
781	July 1, 1889	41 20	42 15	6			(24)	(24)	(24)	(24)	(24)	(24)
436	July 1, 1887	1 23. 31	2 23. 76	6	63, 275	161. 07	1	9 9	6 11	2	1	2
394	July 1, 1890	209 13. 53	210 24. 06	7	32, 945	90. 26	1	20 0	8 10	1	1	(26)
2, 182	July 1, 1888	1 24. 08	6 25	7	101, 631	139. 22	37 5	18 0	8 11	3	1	3
1, 436	July 1, 1888	1 24. 02	8 27. 02	7								
		11 25	14 25	6	47, 338	151. 24						

<sup>102</sup> 2 clerks detailed to transfer duty at Council Bluffs, Iowa; 1 clerk as helper between Carroll and Ames (69.5 miles) five days each week.

<sup>11</sup> 1 of each size cars in reserve.

<sup>12</sup> East Division, Cedar Rapids to Estherville, Iowa (207.32 miles).

<sup>13</sup> 1 clerk detailed to transfer duty at Cedar Rapids, Iowa.

<sup>14</sup> West Division, Estherville, Iowa, to Watertown, S. Dak. (193.01 miles).

<sup>15</sup> Line extended to Centro Barnstead May 1, 1890. Reported last year as Pittsfield and Hooksett R. P. O.

<sup>22</sup> Balance of route, Glenrock to Casper, Wyo. (24.16 miles), covered by closed pouches. (See Table C.)

<sup>23</sup> 7.10 miles covered by Harris and Winchester R. P. O.

<sup>24</sup> Cars and clerks shown on route 8036.

<sup>25</sup> Clerk is appointed to Kansas City, Mo., and Wellington, Kans., R. P. O.

<sup>26</sup> 63 miles reported in Columbia and Charleston R. P. O. Clerks alternate on long and short runs.

<sup>27</sup> Cars also used by Columbia and Charleston R. P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office, (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north- west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Charlotte, N. C., and Atlanta, Ga.</i>	4	268.24	Charlotte, N. C., Atlanta, Ga. (R. & D. R. R.).	15001	267.93
<i>Charlotte, N. C., and Augusta, Ga.</i>	4	192	Charlotte, N. C., Augusta, Ga. (R. & D. R. R.).	13007	191.55
<i>Chatham and New York, N. Y.</i>	2	130.44	Chatham, New York, N. Y. (N. Y. C. & H. R.).	6022	127.06
<i>Chattanooga, Tenn., and Atlanta, Ga.</i>	4	138.34	Chattanooga, Tenn., Atlanta, Ga. (W. & A. R. R.).	15002	138
<i>Chattanooga, Tenn., and Carrollton, Ga.</i>	4	138	Chattanooga, Tenn., Carrollton, Ga. (C. R. & C. R. R.).	15057	138
<i>Chattanooga, Tenn., and Meridian, Miss.</i>	4	295.60	Chattanooga, Tenn., Meridian, Miss. (A. G. S. R. R.).	17015	295.60
<i>Chattanooga and Memphis, Tenn.</i>	5	310.75	Chattanooga, Memphis, Tenn. (Mem. and Char.).	17005	311.39
<i>Chattanooga, Tenn., and Rome, Atlanta, Ga.</i>	4	153.49	Chattanooga, Ooltewah, Tenn. (E. T., V. & G. R. R.).	19002	( <sup>9</sup> )
			Ooltewah, Tenn., Cohutta, Ga. (E. T., V. & G. R. R.).	19011	11.54
			Cohutta, Rome, Ga. (E. T., V. & G. R. R.)	17010	( <sup>11</sup> )
			Rome, Atlanta, Ga. (E. T., V. & G. R. R.)	15013	74.27 (part)
<i>Cherokee and Onawa, Iowa</i>	6	61.18	Cherokee, Onawa, Iowa (Cher. & Dak.)	27089	61.18
<i>Cherokee, Iowa, and Sioux Falls, S. Dak.</i>	6	97.07	Cherokee, Iowa, Sioux Falls, S. Dak. (Cher. & Dak.).	27100	97.07
<i>Cheyenne, Wyo., and Denver, Colo.</i>	7	107.39	Cheyenne, Wyo., Denver, Colo. (U. P.)	38007	107.39
<i>Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn.</i>	10	473.50	Chicago, Ill., Rugby Junction (n. o.), Wis. (Nor. Pac.).	23089	117.60
			Rugby Junction (n. o.), Abbotsford, Wis. (Nor. Pac.).	25017	185.54 (part)
			Abbotsford, Chippewa Falls, Wis. (Nor. Pac.).	25026	55.10 (part)
			Chippewa Falls, Wis., St. Paul, Minn., (Nor. Pac.).	25061	104.63 (part)
			St. Paul, Minneapolis, Minn. (Nor. Pac.)	28067	10.39
<i>Chicago, Ill., and Burlington, Iowa.</i>	6	207.50	Chicago, Ill., Burlington, Iowa (Chl., Bur. and Qv.).	23007	206
<i>Chicago and Cairo, Ill.</i>	6	360.32	Chicago, Cairo, Ill. (Ills. Central)	23020	365.53
<i>Chicago, Ill., and Cedar Rapids, Iowa.</i>	6	220.40	Chicago, Ill., Cedar Rapids, Iowa (Chl. and No. West.).	23003	219.40 (part)

<sup>1</sup> One line of 60-foot cars and one line 50-foot cars. (See Wash. & Charlotte R. P. O.)

<sup>2</sup> 1 detailed to superintendent's office; 4 helpers.

<sup>3</sup> Double daily service except Sunday.

<sup>4</sup> 1 reserve car.

<sup>5</sup> 5 detailed to superintendent's office; 2 transfer clerks, Atlanta, Ga.

<sup>6</sup> See Clin. & Chatt. R. P. O. 1 line of R. P. O. cars.

<sup>7</sup> 1 clerk detailed transfer clerk at Chattanooga, Tenn.; 2 clerks detailed transfer clerks at Memphis, Tenn.; 1 clerk detailed transfer clerk at Grand Junction, Tenn. Day line, 4 crews, 1 clerk to crew. Night line, 4 crews, 1 clerk to crew.

<sup>8</sup> R. P. O. service placed on night trains, commencing July 20, 1889.

<sup>9</sup> 15 miles reported as Bristol and Chattanooga R. P. O.

<sup>10</sup> See Atlanta and Brunswick R. P. O.

<sup>11</sup> 53 miles reported as Cleveland and Selma R. P. O.

<sup>12</sup> 277.76 miles reported as Atlanta and Brunswick R. P. O.

<sup>13</sup> Julesburg and Denver, Colo., R. P. O. runs over 46.92 miles of route 38007 between La Salle and Denver, Colo.

<sup>14</sup> In reserve.

<sup>15</sup> East division, Chicago, Ill., to Neenab, Wis. (187.21 miles).

<sup>16</sup> 2 helpers between Neenab and Abbotsford, Wis.

<sup>17</sup> Balance of route covered by Ashland and Abbotsford, Wis., R. P. O. (133.10 miles), and between Milwaukee and Rugby Junction (n. o.), Wis. (26.71 miles), by closed-pouch service. (See Table C.)

<sup>18</sup> Balance of route covered by Chippewa Falls and Eau Claire, Wis., closed-pouch service (11.29 miles). (See Table C.)

in the United States on June 30, 1890—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.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>								<i>Ft.</i>	<i>In.</i>			
19,494	July 1, 1888	50 27.40	51 28.30	7	391,630	134.11	( <sup>1</sup> )	50 0	9 0	8	2	21
		52 27.60	53 28.60	7				60 0	9 0			( <sup>2</sup> )
2,642	July 1, 1888	53 23.90	53 22.50	7	141,160	128		22 4	9 11	3	1	3
								22 10	8 11			
1,741	July 1, 1889	2 31.75	23 31.75	6	* 81,655	104.35		20 0	8 4	2	1	5
		44 28.54	7 28.97	6	* 81,655			1 20 8	8 7	3	1	
								1 20 2	8 4			
15,022	July 1, 1888	2 25.50	1 27.40	7	302,965	118.58		50 0	9 0	7	2	20
		4 25.50	3 27.30	7				41 10	8 10	5	1	( <sup>3</sup> )
		20 27.40	11 27.30	7								
378	July 1, 1889	1 22.70	2 25	7	100,740	138	* 3	18 0	7 4	2	1	2
4,588	July 1, 1888	1 30	2 31.10	7	431,576	147.80	( <sup>4</sup> )			4	1	12
		5 22.70	6 20	7						4	2	
3,600	July 1, 1888	3 26.00	2 26.96	7	226,848	155.38		23 3	9 0	4	1	* 12
		1 28.62	4 28.84	7	* 215,039			20 0	9 0	4	1	
5,833	July 1, 1888	13 16	14 18	6	90,085	153.49	( <sup>5</sup> )			2	1	2
430	July 1, 1888	13 27.6	14 27.6	6								
1,002	July 1, 1888	13 24.4	14 27.5	6								
1,026	July 1, 1888	13 25.1	14 25.5	6								
222	Feb. 27, 1888	73 22.18	74 25.24	6	38,299	122.36		15 0 1/2	7 2 1/2	1	1	1
428	July 1, 1889	72 29.85	71 28.40	6	60,766	104.14		15 0 1/2	7 2 1/2	1	1	1
4,481	July 1, 1890	304 37.91	303 35.80	7	78,395	107.39		24 1	9 4	2	1	2
								1 24 2	9 4			
1,501	July 1, 1887	7 28.44	6 29.15	6	296,411	124.80		25 11	8 10	14 3	1	10 9
		7 24.97	6 28.78					2 30 5	9 4 1/2			
1,669	July 1, 1887	1 24.18	2 23.17				14 1	14 5 1/2	7 8 1/2			
1,465	July 1, 1887	1 28.32	2 27.60	6		143.14	14 3	30 3 1/2	9 2 1/2	19 4	1	
374	July 1, 1887	1 29.07	2 29.71				14 1	14 6 1/2	7 6 1/2			
1,375	Feb. 24, 1890	1 20	2 20									
83,760	July 1, 1889	11 28.30	12 28.95	7	151,475	103.75	10 11	60 1	9 3 1/2	4	4	* 60
		7 38.31	8 37.73	7	151,475	103.75	10 7	60 1	9 3 1/2	4	7	
10,499	July 1, 1887	41 33.94	42 30.40	7	267,414	146.53	4	60 1 1/2	9 4 1/2	35 5	2	34 49
		3 27.26	4 24.60	7	184,661	126.48	3	44 4 1/2	9 4 1/2	24 4	3	
		1 26.54	2 24.21	6	158,353	126.48	2	44 4 1/2	9 0	25 4	2	
		3 30.40	2 25.34	7	55,859	153.04	1	27 6	9 0	30 1	2	
12,894	July 1, 1887	3 26.14	4 26.83	7	160,892	110.26	28 4	60 0	9 5	4	3	* 35
		1 33	8 25.14	7	160,892	110.26	28 4	50 0	9 5	4	4	

<sup>1</sup> West division. Neenah, Wis., to Minneapolis, Minn. (286.29 miles).

<sup>2</sup> Cars run through between Chicago, Ill., and U. P. Transfer, Iowa, covering Burlington and Council Bluffs, Iowa, R. P. O.; 2 of these cars in reserve.

<sup>3</sup> 4 helpers west on train 7, from Chicago to Galesburg, Ill., and dead-head back; 7 clerks detailed to transfer duty at Chicago, Ill.; 1 at Galesburg, Ill., and 2 at Burlington, Iowa; 1 clerk detailed as chief clerk of Chicago and Omaha lines, and 1 clerk detailed to clerical duty at office of superintendent, Chicago, Ill.

<sup>4</sup> Storage cars; 1 in reserve.

<sup>5</sup> Through run; fast mail.

<sup>6</sup> 1 clerk detailed as chief transfer clerk, and 5 clerks detailed to transfer duty at Chicago, Ill.; 1 clerk detailed to transfer duty at Grand Crossing, Ill., and 1 at Cairo, Ill.; 1 clerk

detailed to clerical duty, 3 as printers, and 1 in charge of dormitory at office of superintendent, Chicago, Ill.; 2 helpers on trains 41 and 42, and 2 helpers on trains 1 and 2.

<sup>7</sup> Short runs, Chicago to Centralia (252.96 miles).

<sup>8</sup> Short runs, Du Quoin to Cairo (76.52 miles).

<sup>9</sup> Balance of route (270.50 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.

<sup>10</sup> Cars run through between Chicago, Ill., and U. P. Transfer, Iowa, covering Cedar Rapids and Council Bluffs, Iowa, R. P. O.; 1 of each size of cars in reserve.

<sup>11</sup> 3 clerks detailed to clerical duty at office of superintendent, Chicago, Ill.; 2 clerks detailed to transfer duty at Chicago, Ill.; 2 helpers between Chicago, Ill., and Stanwood, Iowa, west on train 1, and dead-head back on train 4.

TABLE A<sup>a</sup>—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register. <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
<i>Chicago, Ill., and Cincinnati, Ohio.</i>	5	307.16	Chicago, Kankakee, Ill. (Ill. Cen.)..... Kankakee, Ill., LaFayette, Ind. (Cin., LaFay. and Chic.)..... LaFayette, Indianapolis, Ind. (Cleve., Cin., Chic. and St. L.)..... Indianapolis, Ind., Cincinnati, Ohio (Cleve., Cin., Chic. and St. L.).....	23020 (part) 22029 22005 22003	( <sup>1</sup> ) 75.7 <sup>1</sup> 64.9 111.40
<i>Chicago, Decatur, Ill., and St. Louis, Mo.</i>	6	286.80	Chicago, Bement, Ill. (Wabash)..... Bement, Decatur, Ill. (Wabash)..... Decatur, Ill., St. Louis, Mo. (Wabash)...	23066 (part) 21019 (part) 23023	152.80 ( <sup>2</sup> ) 113.66
<i>Chicago, Dunbar, Ill., and Dubuque, Iowa.</i>	6	168.28	Chicago, Ill., Dubuque, Iowa (Chic., St. P. and K. City).	23093	167.33
<i>Chicago, Ill. and Evansville, Ind.</i>	6	288.31	Chicago, Danville, Ill. (Chic. and East. Ill.)..... Danville, Ill., Terra Haute, Ind. (Chic. and East. Ill.)..... Terra Haute, Evansville, Ind. (Evans. and Ind.).....	23042 22024 22012	124.68 55.43 109.71
<i>Chicago, Freeport, Ill. and Dubuque, Iowa.</i>	6	189.72	Chicago, Freeport, Ill. (Chic. and No. West.)..... Freeport, Ill., Dubuque, Iowa (Ill. Central).....	23002 23021 (part)	121.30 ( <sup>10</sup> )
<i>Chicago and Forreston, Ill. ....</i>	6	119.10	Chicago, Aurora, Ill. (Chic., Bur. and Qcy.)..... Aurora, Forreston, Ill. (Chic. and Iowa.).....	23007 (part) 23036 (part)	( <sup>10</sup> ) 81.60
<i>Chicago, Ill. and Fort Madison, Iowa.</i>	6	237.41	Chicago, Ill., Fort Madison, Iowa. (Atch. Top. and S. Fe.).....	23098 (part)	237.40
<i>Chicago, Irene, Ill. and Dubuque, Iowa.</i>	6	184.70	Chicago, Freeport, Ill. (Ill. Central)..... Freeport, Ill., Dubuque, Iowa. (Ill. Central).....	21105 (part) 23021 (part)	114.41 ( <sup>10</sup> )
<i>Chicago, Ill. and Kansas City, Mo.</i>	6	489.30	Chicago, Galesburgh, Ill. (Chic., Bur. and Qcy.)..... Galesburgh, Quincy, Ill. (Chic., Bur. and Qcy., Ill.)..... Quincy, Ill., Cameron, Mo. (Han. and St. Jo.)..... Cameron, Kansas City, Mo. (Han. and St. Jo.).....	23007 (part) 23010 (part) 22805 (part) 28010 (part)	( <sup>10</sup> ) 100.61 170.84 55.60
<i>Chicago, Ill., and Louisville, Ky.</i>	5	324.18	Chicago, Ill., Louisville Junction (n. o.), Ind. (Louis., N. Albany and Chic.).....	22008	322.40

<sup>1</sup> Covered by Chicago and Centralia R. P. O. (sixth division) 55.87 miles.<sup>2</sup> Day line 4 crews, 4 clerks to crew. Night line 4 crews, 7 clerks to crew. 6 clerks of night line as at Chicago, Monon and Cincinnati R. P. O. night line from Indianapolis, Ind., to Cincinnati, Ohio, on south bound trips. (See that line.) Commencing May 30, 1890, a Cincinnati, Ohio, postoffice clerk made complete distribution of Cincinnati, Ohio, City mail on train 2, from Thornton, Ind., to Cincinnati, Ohio, distance 148.30 miles, daily except Saturday and Sunday. 1 clerk detailed to clerical duty in office superintendent fifth division, Cincinnati, Ohio.<sup>10</sup> 2 in reserve.<sup>11</sup> 1 in reserve.<sup>a</sup> An additional line of 40-foot cars ordered on night trains September 6, 1889, thus making one 60-foot and one 40-foot car on those trains.<sup>6</sup> Balance of route covered by Bement and Elmhurst, Ill., R. P. O. (52.50 miles) and between Shumway and Altamont, Ill. (10.50 miles), by closed pouches. (See Table C.)<sup>7</sup> 1 car in reserve.<sup>10</sup> 1 clerk detailed to transfer duty at East St. Louis, Ill., two helpers.<sup>11</sup> Distance (19.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.<sup>12</sup> Cars run through between Minneapolis, Minn., and Chicago, Ill., covering this line and Minneapolis, Minn., and Dubuque, Iowa, R. P. O. (See latter line.)<sup>13</sup> 1 helper on trains 1 and 2.

in the United States on June 30, 1890.—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>			
10,499	July 1, 1887	4	28.43	1	27.32	7	224,327	153.58	2	50 0	9 0	4	4	245
		2	27.05	3	27.32	7	224,327		4	60 0	9 0	4	1	
25,021	July 1, 1888	4	35.28	1	37.03	7			4	60 0	9 0			
		2	26.71	3	27.70	7								
26,749	July 1, 1888	4	36.57	1	33.16	7								
		2	28.83	3	26.45	7								
23,584	July 1, 1888	4	36.09	1	35.74	7								
		2	33.37	3	31.66	7								
1,085	July 1, 1887	5	26	4	24.68	6	179,537	143.40	7	3 25 6	9 4	4	1	87
13,486	July 1, 1888													
12,380	July 1, 1887													
1,612	July 1, 1889	3	24	4	26.52	6	105,343	112.19	(16)			3	1	3
2,984	July 1, 1887	1	24.80	2	22.89	6	180,482	115.32	3	25 0	0 2	5	1	110
		3	31	4	22.21	7	210,466	144.15	1	16 0	9 6	4	1	
801	July 1, 1887	1	25.38	2	25.38				1	25 0	9 2			
		3	30	4	26.40				1	17 6	9 0			
3,118	July 1, 1888	7	28.43	2	28.43									
		3	27.25	4	28.43									
5,203	July 1, 1887	4	24.25	5	25.92	6	118,765	126.48	2	50 0	9 5	3	3	14
4,979	July 1, 1887	2	27.52	1	28.45				(14)	36 0	9 5			
68,669	July 1, 1887	13	29.60	14	27.75	6	74,557	119.10	2	8 4	8 10	2	1	2
5,887	July 1, 1887	1	23.14	2	23.12				(16)	40 1½	8 11½			
960	July 1, 1889	7	25.39	8	27.35	6	148,637	118.72	3	26 3	9 4	4	1	4
5,810	June 10, 1890	4	24.87	3	25.34	6	115,622	123.13	2	44 4½	9 0	3	2	6
4,579	July 1, 1887	4	27.52	3	25.80									
83,760	July 1, 1889	3	28.76	4	25.74	7	192,209	131.65	3	60 1	9 3½	(16)	4	50 55
13,263	July 1, 1887	7	37.50	4	25				2	51 3½	8 9½			
		1	26.08	6	26.08	7	237,834	130.32	(14)	54 10	8 9½	(16)	5	4
10,773	July 1, 1887	5	26.15	4	24.29	7	164,980	113				(22)	4	2
		1	32.90	2	33.44									
9,956	July 1, 1887	3	23.57	4	24.44									
		1	28.69	2	30				2	20 0	9 0	4	2	16
4,314	July 1, 1888	5	30.51	6	28.69	(17)	222,387	162.09	7	40 0	9 0	4	2	
		3	29.56	4	28.69	7	236,651		(18)	14 0	9 0			

<sup>12</sup> 1 clerk detailed as chief clerk and 1 to transfer duty at Dubuque, Iowa; 1 clerk detailed to transfer duty at Chicago, Ill.; 1 clerk detailed to clerical duty and 1 as porter at office superintendent, Chicago, Ill.

<sup>13</sup> Distance (68.80 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

<sup>14</sup> Reserve.

<sup>15</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 Ansonia, Ill.

<sup>16</sup> Whole car in reserve.

<sup>17</sup> Balance of route (221.01 miles) covered by Fort Madison, Iowa and Kansas City, Mo., R. P. O.

<sup>18</sup> Distance (163 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

<sup>19</sup> East Division, night line, Chicago to Quincy, (263.30 miles).

<sup>20</sup> 1 clerk detailed as assistant to chief clerk at Quincy, Ill.; 3 helpers on trains 3 and 4 between Chicago and Galesburg, and 3 helpers on trains 1 and 2 between Quincy, Ill., and Liberty, Mo.

<sup>21</sup> Short run, Galesburg, Ill., to Kansas City, Mo. (325.80 miles).

<sup>22</sup> Balance of route (36.71 miles) covered by Cameron, Mo., and Atchison, Kans., R. P. O.

<sup>23</sup> West Division, day line, Quincy, Ill., to Kansas City, Mo. (228 miles).

<sup>24</sup> Previous to December 8, 1889, the day line (trains 5 and 6) ran daily, except Sunday; commencing that date daily.

<sup>25</sup> In reserve.

TABLE A—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in 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>Chicago, Ill., and McGregor, Iowa.</i>	6	<sup>Miles.</sup> 238.62	Chicago, Kittridge, Ill. (Chi., Mil. and St. P.) Kittridge, Savanna, Ill. (Chi., Mil. and St. P.) Savanna, Ill., Sabula Jct., Iowa (Chi., Mil. and St. P.) Sabula Jct., McGregor, Iowa (Chi., Mil. and St. P.)	23054 25024 (part) 27028 (part) 27012 (part)	(1) (2) (3) 542.60
<i>Chicago, Ill., and Minneapolis, Minn.</i>	10	423.15	Chicago, Ill., Milwaukee, Wis. (C., M. and St. P.)  Milwaukee, La Crosse, Wis. (C., M. and St. P.)  La Crosse, Wis., Minneapolis, Minn. (C., M. and St. P.)	23035  25002 26013	85.39  197.83 142.04
<i>Chicago, Ill., Monon, Ind., and Cincinnati, Ohio.</i>	5	309.64	Chicago, Ill., Monon, Ind. (Louis. N. Albany and Chic.) Monon, Indianapolis, Ind. (Louis. N. Albany and Chic.) Indianapolis, Ind., Hamilton, Ohio (Cin., Ham. and Ind.) Hamilton, Cincinnati, Ohio (Cin., Ham. and Day.)	22008 (part) 22038 (part) 21024 (part) 21026 (part)	(11) 95.62 100.13 (12)
<i>Chicago, Ill., and Prairie du Chien, Wis.</i>	10	279.21	Chicago, Ill., Milwaukee, Wis. (C., M. and St. P.) Milwaukee, Prairie du Chien, Wis. (C. M. and St. P.)	25035 18 25001 (part)	(16) 193.60
<i>Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.</i>	5	309.24	Chicago, Ill., Richmond, Ind. (Chic., St. L. and Pitts.) Richmond, Ind., Cincinnati, O. (Chic., St. L. and Pitts.)	22009 21025	226.43 74.63
<i>Chicago, Ill., St. Louis, Mo. ....</i>	6	284.70	Chicago, Ill., St. Louis, Mo. (Chi. and Alton).	23017	281.10
<i>Chicago, Savanna, Ill., and Cedar Rapids, Iowa.</i>	6	233.44	Chicago, Kittridge, Ill. (Chi., Mil. and St. P.) Kittridge, Savanna, Ill. (Chi., Mil. and St. P.) Savanna, Ill., Marion, Iowa (Chi., Mil. and St. P.) Marion, Cedar Rapids, Iowa (Chi., Mil. and St. P.)	23054 25024 (part) 25 27028 (part) 27029 (part)	116.60 (24) 89.90 (26)
<i>Chicago and Streator, Ill. ....</i>	5	97.70	Chicago, Aurora, Ill. (Chi., Bur. and Qey) Aurora, Streator, Ill. (Chi., Bur. and Qey)	23007 (part) 23012	(27) 60.97

<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 Jct. 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> 4 helpers between Chicago, Ill., and La Crosse, Wis., west on No. 55 and east on No. 2; 4 helpers between Chicago, Ill., and Watertown, Wis., west on No. 55 and east on No. 2; 2 helpers between Chicago, Ill., and Brookfield, Wis., west on No. 3 and east on No. 2; 1 de-

tailed as chief clerk and 1 as assistant chief clerk at Chicago, Ill.; 1 detailed as chief clerk and 1 as assistant chief clerk at Milwaukee, Wis.; 1 detailed as chief clerk and 1 as assistant chief clerk at St. Paul, Minn.; 1 detailed as transfer clerk at Milwaukee, Wis., 1 at La Crosse, Wis., and 1 at Minneapolis, Minn.

<sup>7</sup> 2 cars and crews on train 2, from Milwaukee, Wis., to Chicago, Ill.<sup>8</sup> 1 in reserve.<sup>9</sup> Short run, Chicago, Ill., to La Crosse, Wis. (284.56 miles).<sup>10</sup> Short run, Milwaukee to La Crosse, Wis. (198.48 miles).<sup>11</sup> Covered by Chicago and Louisville R. P. O., 88.60 miles.<sup>12</sup> Day line.

in the United States on June 30, 1890—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.			
Lbs.								<i>Ft. In.</i>	<i>Ft. In.</i>			
8,005	July 1, 1887	332.37	226.26	6	149,376	119.31	1	49 3	9 3	4	2	8
2,231	July 1, 1887	333	226.40	-----	-----	-----	1	41 1	8 10			
2,249	July 1, 1887	312.80	212.80									
2,982	July 1, 1887	320.15	220.15									
72,000	July 1, 1889	55 <sup>2</sup> 34 <sup>5</sup> 30.90	230.90	7	308,899	141.05	7	60 1	9 3	6	4	82
		15 <sup>2</sup> 34 <sup>5</sup> 30.90	634	7	308,899	141.05	1	60 0	9 3	6	4	
		330.90	2 <sup>(7)</sup>	7	206,006	142.28	*2	59 3	9 3	*4	3	
							1	50 1	9 3			
							1	49 3	9 3			
53,758	July 1, 1889	5530.01	5630.01									
		131.89	624.64									
		329.63	226.30									
		524.05	4425.06	6	124,248	132.32	{	1 24 6	9 4	{	13	1
34,578	July 1, 1887	5529.43	5631.63				{	1 24 0	9 3			
		126.34	630.06									
4,314	July 1, 1888	3129.53	3229.53	136	193,835	154.82	4	20 0	9 0	4	1	8
		3323.63	3425.68	137	77,410	-----	-----	-----	-----	4	1	
947	July 1, 1888	3132.57	3233.60	6								
		3327.81	3427.41	7								
1,925	July 1, 1888	3140.87	3244.55	6								
		3339.25	3435.96	7								
8,951	July 1, 1888	3133.87	3222.68	6								
		3331.75	3425.40	7								
154	July 1, 1887	930	5628.32	6	174,785	139.60	2	49 3	9 3	4	3	15
							1	50 1	9 3			
4,506	July 1, 1887	124.49	423.98									
2,185	July 1, 1888	1834.84	1935.40	126	187,950	150.12	4	22 6	9 1	4	1	8
		1029.40	328.30	197	84,668	-----	29	19 6	9 1	4	1	
2,382	July 1, 1889	1828.20	1927.14	6								
		1026.46	329.85	7								
14,824	July 1, 1887	226.74	124.46	6	178,222	142.35	2	60 0	9 4	4	3	33
		427	324.97	7	207,831	142.35	2	60 0	9 4	4	4	
							21	44 5	9 1			
8,012	July 1, 1887	524.42	627.30	6	146,133	116.72	2	26 0	9 3	4	1	8
2,231	July 1, 1887	526.40	630.69									
2,249	July 1, 1887	521.17	626.34									
768	July 1, 1887	3521.60	3621.60									
83,760	July 1, 1889	1329.60	1427.75	6	61,160	97.70	28	35 3½	8 9½	2	1	2
1,420	July 1, 1887	1326.80	1426.37	-----	-----	-----	29	40 1½	8 11½			

<sup>12</sup> Night line; night service established on trains 33 and 34, February 26, 1890.<sup>13</sup> Balance of route covered by Michigan City and Monon R. P. O., 59.57 miles.<sup>14</sup> Covered by Toledo and Cincinnati R. P. O., 25.40 miles.<sup>15</sup> Distance (85.39 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.<sup>16</sup> 1 clerk detailed to transfer duty at Prairie du Chien, Wis.; 2 helpers north on train 9 from Chicago, Ill., to Milwaukee, Wis., and return on train 10, Ishpeming, Mich., and Chicago, Ill., R. P. O.<sup>17</sup> Balance of route (1.79 miles) covered by Prairie du Chien, Wis., and North McGregor, Iowa, closed pouch service. (See Table C.)<sup>18</sup> Night line. Night service placed on this line February 10, 1890.<sup>19</sup> In reserve.<sup>20</sup> 3 clerks detailed to transfer duty and two clerks to clerical duty at office of superintendent Chicago, Ill.<sup>21</sup> Reserve.<sup>22</sup> 1 clerk detailed to clerical duty at office superintendent, Chicago, Ill.; 3 helpers.<sup>23</sup> Distance (22.0 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.<sup>24</sup> Balance of route (262.47 miles) covered by Marion and Council Bluffs, Iowa, R. P. O.<sup>25</sup> Distance (3.40 miles) covered by Farley and Cedar Rapids, Iowa, R. P. O.<sup>26</sup> Distance (37.0 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.<sup>27</sup> Whole car.<sup>28</sup> Whole car in reserve.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in 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>Chicago, Ill., and West Liberty, Iowa.</i>	6	<i>Miles.</i> 221.52	Chicago, Ill., Davenport, Iowa (Chi. R. I. and Pac.). Davenport, West Liberty, Iowa (Chi. R. I. and Pac.).	23015 *27014 (part)	182.63 38.87
<i>Chicago, Ill., and Winona, Minn.</i>	10	297.70	Chicago, Harvard, Ill. (C. and N. W.) ..... Harvard, Caledonia, Ill. (C. and N. W.)....	*25009 (part) 25011 (part)	62.70 (*)
			Caledonia, Ill., Winona Jct. (n. o.), Wis. (C. and N. W.). Winona Jct. (n. o.), Wis., Winona, Minn. (C. and N. W.).	25010 *25014 (part)	189.55 29.72
Chicopee, and Chanute, Kans. <sup>1</sup>	7	57.25	Janeville, Evansville, Wis. (C. and N. W.). Chicopee, Kans., Chanute, Kans. (A., T. and S. F.).	*25064 33039	16.75 57.25
Cincinnati, Ohio, and Chattanooga, Tenn.	5	340.06	Cincinnati, Ohio, Chattanooga, Tenn. (Cin., New Or. 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.).	21026 (12) (part) 21024 (14)	
Cincinnati, Ohio, and Junction City, Ky. <sup>15</sup>	5	122.26	Cincinnati, Ohio, Junction City, Ky. (Cin., New Or. and Tex. Pac.).	20020 (16) (part)	
Cincinnati, Ohio, and Livingston, Ky.	5	155.91	Cincinnati, Ohio, Paris, Ky. (Ky. Cen.) ....	*20002 (part) 20032	80.75 39.75
Cincinnati, Ohio, and Louisville, Ky.	5	111.53	Paris, Richmond, Ky. (Ky. Cen.)..... Richmond, Livingston, Ky. (Ky. Cen.) ....	20018 20004 (18)	36.94 (19)
Cincinnati, Ohio, and Nashville, Tenn.	5	303.20	Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.). Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.).	20004 20017	110.10 4.50
			Cincinnati Junction (n. o.), Louisville and Nashville Junction (n. o.), Ky. (Louis. and Nash.). Louisville, Ky., Nashville, Tenn. (Louis. and Nash.).	20005	186.14
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky. <sup>24</sup>	5	132.11	Cincinnati, Ohio, North Vernon, Ind. (Ohio and Miss.). North Vernon, Ind., Louisville, Ky. (Ohio and Miss.).	22010 (20) (part) 22019	57.45

<sup>1</sup> Cars run through between Chicago, Ill., and U. P. Transfer, Iowa, covering West Liberty and Council Bluffs, Iowa, R. P. O.

<sup>2</sup> 1 clerk detailed as chief clerk at Des Moines, Iowa; 2 helpers on trains 3 and 4 between Chicago and La Salle.

<sup>3</sup> Balance of route (279.10 miles) covered by West Liberty and Council Bluffs, Iowa, R. P. O.

<sup>4</sup> 1 of these cars in reserve.

<sup>5</sup> Distance of route covered by Fond du Lac, Wis., and Harvard, Ill., R. P. O. (114 miles) and by Ishpeming, Mich., and Chicago, Ill., R. P. O. (65.77 miles).

<sup>6</sup> Distance (15 miles) covered by Kenosha, Wis., and Rockford, Ill., R. P. O.

<sup>7</sup> Night line west bound runs via Clinton and Janeville, Wis.

<sup>8</sup> Balance of route (4.14 miles) covered by Winona Jct. (n. o.) and La Crosse, Wis., punch service. (See Table C.)

<sup>9</sup> Reported last year as Pittsburgh and Chanute, Kans., R. P. O. Increased distance, 2.36 miles.

<sup>10</sup> Cars run through between Cincinnati, Ohio, and Meridian, Miss., on day and night trains.

<sup>11</sup> 2 clerks in mail apartment cars between Cincinnati, Ohio, and Junction City, Ky., distance 121.40 miles. (See Cincinnati and Junction City R. P. O.); 2 clerks detailed to duty in office of superintendent fifth division, Cincinnati, Ohio; 1 clerk detailed chief clerk, Chattanooga, Tenn.; 1 clerk detailed transfer clerk Junction City, Ky.; day line, 3 clerks to crew; night line, 2 clerks to crew.

<sup>12</sup> Covered by Toledo and Cincinnati R. P. O. (25.40 miles).

<sup>13</sup> This was the short run of Chicago, Monon and Cincinnati R. P. O.; commencing February 26, 1890, run of clerks extended to Chicago, Ill., making night service between Chicago, Ill., Monon, Ind., and Cincinnati, Ohio. (See Chicago, Monon and Cincinnati R. P. O.)

in the United States on June 30, 1890—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>			
12, 155	July 1, 1887	122, 89	228, 36	7	161, 710	110.76	12	50 0	9 4	4	3	27		
6, 186	July 1, 1887	328	428.73	7	161, 710	110.76	12	50 0	9 4	4	3			
		127.71	226.45				42	49 4	9 4					
		327.71	424.51											
7, 499	July 1, 1887	10728.93	11226.80											
		11328.93	10826.86	6	186, 360	148.85	1	50 0	10 0	4	2	16		
			223.07											
1, 376	July 1, 1887	128.12	428.12	6	183, 449	146.52	2	50 0	9 5	4	2			
		123.55	222											
		729 01	425.72				1	50 0	9 6					
7, 607	July 1, 1887	322.87												
		122.24	225.84											
5, 660	July 1, 1887	321.77	425.11											
4, 139	July 1, 1887	131.15												
258	July 1, 1890	24222.16	24121.16	7	41, 793	114.50	1	11 11	7 61	1	1	1		
11, 231	July 1, 1888	132.26	232.26	7	248, 244	170.03	19 12	50 0	9 2	4	3	26		
		526.05	830.79	7	248, 244									
8, 901	July 1, 1888	3825.40	3131.75	6	51, 669	125.41								(18)
1, 925	July 1, 1887	3828.50	3336	6										
11, 234	July 1, 1888	322.80	424	6	76, 536	122.20	1	22 3	9 2	2	1	(17)		
2, 694	July 1, 1888	226.92	535.40	6	97, 600	103.94	2	14 0	9 0	3	1	3		
							19 1	12 0	9 0					
717	July 1, 1888	217.68	527	6										
394	July 1, 1888	210.80	5 9.60	6										
22, 829	July 1, 1888	-----	825.80	6	60, 818	111.53	1	15 8	9 4	2	1	(21)		
22, 829	July 1, 1888	130	430	7	221, 336									
		327.52	227.53	7	221, 336	151.60	22 5	50 0	9 0	4	3			
		526.40	630.60	7	221, 336		2	18 0	9 0	4	1			
21, 318	July 1, 1888	115	413.20	7										
		315	213.20	7										
		515	613.20	7										
18, 913	July 1, 1888	128.20	430	7										
		328.80	229.40	7										
		526.50	628.80	7										
19, 316	July 1, 1888	1632.40	1631.20	6	82, 701	132.11	2	17 6	8 6	2	1	2		
4, 047	July 1, 1888	1528.72	1628.72	6										

<sup>11</sup> Covered by Chicago, Monon and Cincinnati R. P. O. (100.13 miles).<sup>12</sup> This line is the short run of Cincinnati and Chattanooga R. P. O.<sup>13</sup> Covered by Cincinnati and Chattanooga R. P. O. (121.40 miles).<sup>14</sup> Clerks are appointed to Cincinnati and Chattanooga R. P. O., and are shown with that line.<sup>15</sup> Closed-pouch service on this route between Paris and Lexington, Ky. (19.56 miles). (See Table C.)<sup>16</sup> In reserve.<sup>17</sup> Covered by Cincinnati and Nashville R. P. O. (110.10 miles).<sup>18</sup> Clerks act as helpers to Cincinnati and Nashville R. P. O. Night line on south trips and north on apartment car daily, except Sunday, on train 8. Clerks are appointed to Cincinnati and Nashville R. P. O., and are shown with that line.<sup>19</sup> Day line, 4 crews, 4 clerks to crew; night line, 4 crews, 3 clerks to crew; 2 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 6 between Cincinnati, Ohio, and Nashville, Tenn.; 4 crews, 1 clerk to crew. On north-bound trips third clerk of day line assists clerk on train 8, Nashville, Tenn., to Cincinnati, Ohio; 1 clerk detailed chief clerk, Louisville, Ky.; 1 clerk detailed assistant to chief clerk, Louisville, Ky.; 2 clerks detailed to transfer duty at Louisville, Ky.; 1 clerk detailed transfer clerk, Bowling Green, Ky.; 1 clerk detailed transfer clerk Nashville, Tenn.; 1 clerk detailed to clerical duty in the office of superintendent fifth division, Cincinnati, Ohio.

<sup>20</sup> 1 car in reserve.<sup>21</sup> Fourth clerk of Cincinnati and St. Louis day line acts as helper to this line on west-bound trips from Cincinnati, Ohio, to Milan, Ind.; distance 42.33 miles.<sup>22</sup> Covered by Cincinnati and St. Louis R. P. O. (72.77 miles).

TABLE A\*—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company.)	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Cincinnati, Ohio, and St. Louis, Mo.	5	243.15	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. (Bos. & Me. Sou. Sys.).	4 1009 (part)	54.90
			Concord, Nashua, N. H. (Con. & Mont.)...	1001	( <sup>2</sup> )
			Nashua, N. H., Boston, Mass. (Bos. & Me. Sou. Sys.).	3016	( <sup>3</sup> )
Clarinda, Iowa, and Corning, Mo.	6	46.36	Clarinda, Northborough, Iowa (Chic., Bur. & Qey.).	27083	18.80
			Northborough, Iowa, Corning, Mo. (K. C., St. J., & C. B.)	28046	27.74
Clarksburgh and Weston, W. Va.	3	26.69	Clarksburgh and Weston, W. Va. (C. W. & M.).	12006	26.69
Clayton, Del., and Chestertown, Md.	2	32.71	Clayton, Del., Chestertown, Md. (B. & D. R.).	10012	32.53
Clayton, Del., and Easton, Md.	2	44.52	Clayton, Del., Easton, Md. (P. W. & B.).	9503 (part)	44.29
Clinton and Anamosa, Iowa...	6	71.80	Clinton, Anamosa, Iowa (Chic. & No. West.).	27024	72.07
Clinton and Iowa City, Iowa...	6	78.41	Clinton, Elmira (n. o.), Iowa (Bur., C. Rap. and North.).	27072	69.53
			Elmira (n. o.), Iowa City, Iowa (Bur. C. Rap. and North.).	2 27048 (part)	8.90
Cleveland and Bellaire, Ohio...	5	171.31	Cleveland, Grafton, Ohio (Cleve., Cin., Chic. and St. L.).	21042 (part)	( <sup>10</sup> )
			Grafton, Bellaire, Ohio (Cleve., Lorain and Wheel.).	21041 (part)	144.14
Cleveland and Cincinnati, Ohio	5	244.66	Cleveland, Cincinnati, Ohio (Cleve., Cin., Chic. and St. L.).	21042	241.92
Cleveland and Coshocton, Ohio.	5	114.72	Cleveland, Canton, Ohio (Cleve. & Canton).	16 21009 (part)	60.00
			Canton, Coshocton, Ohio (Cleve. and Canton).	21092	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	339.33
Cleveland, Hudson, and Columbus, Ohio.	5	171.19	Cleveland, Hudson, Ohio (Penna. Co.)...	21006 (part)	( <sup>18</sup> )
			Hudson, Columbus, Ohio (Cleve., Akron and Col.).	21094	144.66
Cleveland, Ohio, and Indianapolis, Ind.	5	283.00	Cleveland, Gallon, Ohio (Cleve., Cin., Chic. and St. L.).	21042 (part)	( <sup>19</sup> )
			Gallon, Ohio., Indianapolis, Ind. (Cleve., Cin., Chic. and St. L.).	21016	204.69
Cleveland and New Lisbon, Ohio.	5	92.25	Cleveland, Niles, Ohio (New York, L. Erie and West.).	21005 (part)	( <sup>21</sup> )
			Niles, New Lisbon, Ohio (N. Y., L. Erie and West.).	21037	34.61

<sup>1</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>2</sup> Fourth clerk of Cincinnati and St. Louis R. P. O. day line acts as helper to Cincinnati, North Vernon, and Louisville R. P. O. on west-bound trips, from Cincinnati, Ohio, to Milan, Ind., distance 42.33 miles. (See Cincinnati, North Vernon, and Louisville R. P. O.)

<sup>3</sup> Day line, 4 crews, 4 clerks to crew; night line, 4 crews, 5 clerks to crew. 2 clerks detailed to clerical duty in office of superintendent fifth division, Cincinnati, Ohio; 1 clerk detailed to transfer duty, Vincennes, Ind. Balance of route covered by closed-pouch service between Claremont and Claremont Jct. (2.02 miles). (See Table C.)

<sup>4</sup> Covered by St. Albans and Boston R. P. O. (36.30 miles).

<sup>5</sup> Reserve cars.

<sup>6</sup> Covered by St. Albans and Boston R. P. O. (40.62 miles).

<sup>7</sup> 10.62 miles covered by closed-pouch service. (See Table C.)

<sup>8</sup> Balance of route (11.90 miles) covered by Albert Lea, Minn., and Burlington, Iowa, short run.

<sup>9</sup> Covered by Cleveland and Cincinnati R. P. O. (25.29 miles).

<sup>10</sup> 1 car in reserve.

<sup>11</sup> Balance of route (Lorain to Grafton, Ohio, distance 16.35 miles) covered by closed-pouch service. (See Table C.)

<sup>12</sup> Day line 4 crews, 3 clerks to crew. Previous to September 2, 1899, the day line had 4 crews, 2 clerks to crew, and 2 helpers between Cleveland and Delaware, Ohio, on south trips, and Delaware and Crestline, Ohio, on north trips. Third clerk of day line assists Cleveland and Indianapolis R. P. O. Train 2,

in the United States on June 30, 1890—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>			
19,316	July 1, 1888	133	233.81	530	428.18	7	250,500	171.58	(1)	60 0	9 1	4	4	339
1,083	July 1, 1889	73 20.35	145 21.72			6	81,279	129.84	2	14 0	7 0	2	1	2
13,783	July 1, 1889	73 24.70	145 28.37						4	12 0	6 9			
15,018	July 1, 1889	73 33.10	145 32.62						6	11 0	7 2			
349	July 1, 1887	147 24	146 24			6	29,021	92.72	1	11 0	6 11	1	1	1
305	July 1, 1887	16 29.45	15 24.92											
896	July 1, 1889	4 13.04	1 12.70			6	16,708	53.38	1	12 0	8 0	1	1	1
491	July 1, 1889	2 16	1 16			6	20,476	65.42	1	11 9	9 1	1	1	1
634	July 1, 1889	20 22	280 27.79			6	27,870	89.04	1	10 10	6 6	1	1	1
445	July 1, 1887	41 24	42 24			6	44,947	71.80	2	12 2	7 5	2	1	2
223	July 1, 1887	41 13.80	40 13.80			6	49,035	156.82	1	13 8	9 1	1	1	1
928	July 1, 1887	41 26.70	40 26.70											
19,359	July 1, 1888	23 21.69	24 27.60			6	107,240	85.60	13	16 6	9 6	4	1	4
1,057	July 1, 1888	23 22.20	24 22.80			6								
19,359	July 1, 1888	3 26.88	12 34.56			7	178,602	122.33	13	40 0	9 2	4	13	131
566	July 1, 1888	9 22.20	8 25.80			7	178,602		2	50 0	9 2	4	13	131
697	July 1, 1888	1 25.80	4 24.60			6	71,815	114.72	12	20 0	9 0	2	1	2
781	July 1, 1888	3 24.50	4 24.65			6	213,153	170.25	17	40 0	9 0	4	1	4
11,044	July 1, 1888	2 24	3 22.80			6	107,165	114.13	13	15 2	8 8	3	1	3
1,355	July 1, 1888	2 27	3 28.80			6								
19,359	July 1, 1888	3 30.60	2 28.80			6	120,558	141.50	4	40 0	9 5	4	12	12
4,684	July 1, 1888	20 7 34.20	10 35.40			7	120,558					4	13	131
5,440	July 1, 1889	3 29.16	2 27			6								
		7 34.80	10 35.40			7								
		72 28.20	63 22.80			6	57,748	92.25	1	6 7	6 8	2	1	2
409	July 1, 1888	72 22.80	63 20.40			6								

Gallon to Cleveland, Ohio; distance, 79.80 miles, on north trips; daily, except Sunday.

<sup>14</sup> 1 clerk detailed chief clerk, Columbus, Ohio; 1 clerk detailed to clerical duty in office of superintendent of fifth division, Cincinnati, Ohio; 1 clerk detailed transfer clerk, Gallon, Ohio.

<sup>15</sup> Night line, 4 crews, 4 clerks to crew. Commencing March 7, 1890, a Cincinnati, Ohio, post-office clerk made a complete distribution of Cincinnati, Ohio, city mail on train 9, from Gallon to Cincinnati, Ohio, distance, 184 miles; daily, except Saturday and Sunday.

<sup>16</sup> Balance of route shown with Canton and Sherodsville R. P. O.; distance, 50.52 miles.

<sup>17</sup> 2 cars held in reserve.

<sup>18</sup> Covered by Cleveland and Pittsburgh R. P. O. (25.80 miles).

<sup>19</sup> Covered by Cleveland and Cincinnati R. P. O. (79.74 miles).

<sup>20</sup> Additional service, in apartment cars, placed on trains 7 and 2, commencing May 1, 1890. On Sundays clerk of train 2 goes east with train 10, and clerks of train 3 go west with clerk of train 7. Third clerk of Cleveland and Cincinnati R. P. O. day line assists in car of train 2 on north-bound trips from Gallon to Cleveland, Ohio; distance, 79.80 miles; daily, except Sunday.

<sup>21</sup> 4 crews, 2 clerks to crew, on trains 3 and 10.

<sup>22</sup> 4 crews, 1 clerk to crew, on trains 7 and 2.

<sup>23</sup> Covered by Cleveland, Youngstown, and Pittsburgh R. P. O. (57.50 miles).

<sup>24</sup> These clerks act as helpers to Cleveland, Youngstown, and Pittsburgh R. P. O. on trains 72 and 63, between Cleveland and Niles, Ohio; distance, 57.50 miles; daily, except Sunday.

TABLE A\*—Statement of railway post-offices in operation

Designation of railway post-offices. (Lines upon which railway post-office cars are paid for, in <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, Ohio, and Pittsburgh, Pa.	5	149.30	Cleveland, Wellsville, Ohio (Penna. Co.) ..	21006	101.35
			Wellsville, Ohio, Pittsburgh, Pa. (Penna. Co.)	<sup>2</sup> 21003 (part)	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.)...	21005 <sup>(6)</sup>	(part)
			Elyria, Millbury, Ohio (L. S. and M. S.)...	21007 <sup>(6)</sup>	(part)
Cleveland, Youngstown, Ohio, and Pittsburgh, Pa. <sup>8</sup>	5	136.77	Cleveland, Youngstown, Ohio (New York, L. Erie and West.)	<sup>2</sup> 21005 (part)	66.40
			Youngstown, Ohio, Pittsburgh, Pa. (Pitts. and Lake Erie.)	8123	67.30
Cleveland and Zoar Station, Ohio.	5	76.39	Cleveland, Zoar Station, Ohio (Valley) ....	21073	75.97
Colmesneil and Trinity, Tex...	11	66.81	Colmesneil, Trinity, Tex. (M. K. and T.).	31040	66.81
Colorado Springs, Colo., and New Castle, Colo. <sup>11</sup>	7	234.12	Colorado Springs, Colo., Aspen Junction (n. o.), Colo. (Colo. Mid.).	<sup>13</sup> 38034 (part)	197.40
			Aspen Junction (n. o.), Colo., New Castle, (Colo. Mid.).	38039	35.08
Columbia and Charleston, S. C.	4	132.77	Columbia and Charleston, S. C. (S. C. R. R.).	14003	131.04
Short run. <sup>14</sup> .....		69.03			
Columbia, Pa., and Perryville, Md.	2	43.88	Columbia, Pa., Port Deposit, Md. (Penna.)	8124	39.52
Columbia, Sumter, and Charleston, S. C.	4	138	Port Deposit, Perryville, Md. (Penna.) ...	10923	4.58
			Columbia, Sumter, S. C. (W., C. and A. R. R.).	14002 <sup>(16)</sup>	
			Sumter, Lanes, S. C. (Cent. of S. C.) .....	14015	40.60
Columbus and Albany, Ga. ....	4	89.61	Lanes, Charleston, S. C. (N. E. of S. C.) ...	14005 <sup>(17)</sup>	
			Columbus, Albany, Ga. (Columbus South. Ry.).	15063	89.61
Columbus and Albion, Nebr. ....	6	43.45	Columbus, Oconee, Nebr. (Om., Niobr. and B. Hills).	34012 <sup>(18)</sup>	(part)
			Oconee, Albion, Nebr. (Om., Niobr. and B. Hills).	34017	34.17
Columbus, Ohio, and Ashland, Ky.	5	133.11	Columbus, Coal Grove, Ohio (Scioto Valley).	21051	131.30
Columbus and Athens, Ohio <sup>10</sup> ...	5	77.56	Columbus, Athens, Ohio (Col., Hock. Val. and Tol.).	21036	.....
Columbus, Ohio, and Charleston, W. Va. <sup>21</sup>	5	178.07	Columbus, Corning, Ohio (Tol. and Ohio Cen.).	21068	65.12
			Corning, Gallipolis, Ohio (Kanawha and Ohio).	21088	74.60
			Pt. Pleasant Junction (n. o.), Ohio, Charleston, W. Va. (Kanawha & Ohio).	12010	57.07
Columbus and Cincinnati, Ohio.	5	120.14	Columbus, Cincinnati, O. (Pitts., Cin. and St. L.).	21014 <sup>(22)</sup>	

<sup>1</sup> 1 car in reserve.<sup>2</sup> 3 helpers on trains 37 and 42, running over whole line.<sup>3</sup> Balance of route covered by Wellsville and Belleaire R. P. O. (46.50 miles).<sup>4</sup> 1 reserve car.<sup>5</sup> Shown in report of New York and Chicago R. P. O.<sup>6</sup> This R. P. O. runs to Elyria, Ohio, on train 21, thence over route 21007 on train 29 to Toledo, Ohio; daily, except Sunday.<sup>7</sup> Clerks appointed to the New York and Chicago R. P. O.<sup>8</sup> Clerks of Cleveland and New Lisbon R. P. O. act as helpers to this R. P. O. on trains 72 and 63, between Cleveland and Niles, Ohio; distance, 57.50 miles; daily, except Sunday.<sup>9</sup> Balance of route covered by Salamanca and Youngstown R. P. O. (second division) (22.08 miles).<sup>10</sup> In reserve.<sup>11</sup> Reported last year as Colorado Springs and Leadville, Colo., R. P. O. Extended to New Castle Oct. 1, 1889. Increased distance, 98.28 miles.

in the United States on June 30, 1890.—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 on apartments (railway post-office cars in black figures).		Number of clerks.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
11,044	July 1, 1888	36 21.60	35 22.20	6	93,462	99.53	17	20 2	9 0	9	1	12		
		38 29.40	37 25.80	6	93,462									
		42 21.60	41 22.20	7	108,989									
5,934	July 1, 1888	36 24.60	35 22.80	6										
		38 25.20	37 26.40	6										
		42 25.20	41 27.60	7										
1,002	July 1, 1888	3 22.7	2 26.2	7	192,661	131.96	2	22 4	9 4	4	1	4		
							41	24 8	9 0					
114,749	Sept. 30, 1888	6 21.44	24 27.79	6	69,226	110.58	1	36 0	9 2					
		29												
17,168	July 1, 1888	25 29	22 24.88	6	67,483	107.80	1	17 7	9 0					
5,440	July 1, 1889	72 28.20	67 30.60	6	99,842	109.42	11 3	18 0	9 0					
		64 28.80	63 22.80	7	85,618		1	18 9	9 3					
5,774	July 1, 1889	72 34.20	67 33	6			1	19 10	8 11					
		64 27	63 30	7			10 1	18 6	9 0					
							10 1	18 0	9 2					
800	July 1, 1888	1 24	10 24	6	47,820	76.39	1	19 3	8 11	2	1	2		
							10 1	12 2	8 11					
246	July 1, 1890	28 14.84	27 14.84	7	48,771	133.62	1	16 7	6 7	1	1	1		
1,342	July 1, 1890	1 20.64	2 18.54	7	152,972	156.08	6	20 0	9 1	3	1	3		
528	July 1, 1890	21 22.55	22 20.40	7										
2,182	July 1, 1888	12 31.9	3 35.1	7	147,814	132.77	(12)					3	1	4
		6 30.6	9 29.2	7										
164	July 1, 1889	20 18.90	23 24.24	6	27,469	87.76	(12)	1	11 10	6 8	(16)	(16)	(16)	1
332	July 1, 1889	20 18.46	23 21.82	6										
8,664	July 1, 1888	53 35.6	52 36.8	7	99,280	138	1	26 4	8 0	2	1	2		
405	July 1, 1888	53 36.7	52 36.8	7										
12,823	July 1, 1888	53 32.2	52 37.4	7										
		2 23.5	1 25.1	6	56,096	179.22	1	16 0	9 1	1	1	1		
1,501	July 1, 1890	69 27	70 27	6	27,200	86.90	1	14 7	6 6	1	1	1		
822	July 1, 1890	69 24	70 25.50											
2,496	July 1, 1888	2 28.80	5 27	19 6	83,327	133.11	15	15 0	8 10	4	1	4		
		4 25.20	3 24.60	19 6	83,327									
1,469	July 1, 1888	4 25.85	1 25.85	19 6	19,080	103.41								
		2 25.60	3 23.40	19 6	19,080									
1,919	July 1, 1888	210 21.71	209 21.81	6	123,992	132.05	12	18 6	9 0	3	1	3		
							1	12 11	6 11					
371	July 1, 1888	2 21	1 19.20	6										
568	July 1, 1889	2 21	1 21.10	6										
26,660	July 1, 1889	21 34.80	12 28.80	6	75,268	120.14	12	18 0	9 0	2	1	(12)		

<sup>11</sup> 18.65 miles of route 38034. Aspen Junction to Aspen, Colo., covered by closed-ponch service. (See Table C.)

<sup>12</sup> See Charleston and Augusta R. P. O. Transfer clerk Columbia, S. C.

<sup>13</sup> Short run on trains 6 and 9, Columbia and Branchville.

<sup>14</sup> Cars and clerks shown on route 8124.

<sup>15</sup> 43 miles reported as Florence and Augusta R. P. O.

<sup>16</sup> 65 miles reported as Wilmington and Jacksonville R. P. O.

<sup>17</sup> Distance (9.10 miles) covered by Norfolk and Columbus, Nebr., R. P. O.

<sup>18</sup> Clerks make two round trips daily except Sunday.

<sup>19</sup> Commencing November 21, 1889, the run of clerks on this line was curtailed to begin at Logan, Ohio; decreasing distance, 50.19 miles, and service between Columbus and Logan, Ohio, performed by Columbus and Pomeroy R. P. O. (See Columbus and Pomeroy and Logan and Athens R. P. O's.)

<sup>20</sup> Clerks of this line divide at Corning, Ohio.

<sup>21</sup> Covered by Pittsburg and Cincinnati R. P. O. (119.40 miles).

<sup>22</sup> Clerks are appointed to Pittsburgh and Cincinnati R. P. O., and are shown with that 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 <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, Nebr., and Kansas City, Mo.	6	272.08	Columbus, Nebr., Atchison, Kans. (B. and M. R. in Nebr.); Atchison, Kans., Winthrop Jc., Mo. (Han. and St. Jo.); Winthrop Jc., Kansas City, Mo. (K. C., St. Jo. and C. Bl.); Columbus, Midland City, Ohio (Col. and Cin. Mid.); Midland City, Cincinnati, Ohio (Cin., Wash. and Balt.).	33612 28030 (part) 28006 (part) 21094	220.48 (1) (2) 71.30
Columbus, Midland City and Cincinnati, Ohio.	5	117.85	Columbus, Midland City, Ohio (Col. and Cin. Mid.); Midland City, Cincinnati, Ohio (Cin., Wash. and Balt.).	21028 (part) 21036 (part) 21074	49.68 (3) 83.76
Columbus and Pomeroy, Ohio <sup>6</sup> .	5	133.76	Columbus, Logan, Ohio (Col., Hock. Val. and Tol.); Logan, Pomeroy, Ohio (Col., Hock. Val. and Tol.).	17008	85.65
Columbus, Ga., and Troy, Ala.	4	85.65	Columbus, Ga., Troy, Ala. (Mob. and Girard R. R.).	31060	53
Commerce and Sherman, Tex. <sup>10</sup>	11	53	Commerce, Sherman, Tex. (St. L., Ark. and Tex.).	31024	43.95
Conroe and Navasota, Tex. <sup>11</sup>	11	43.95	Conroe, Navasota, Tex. (G. C. and S. F.).	24065	104.30
Copemish, Mich., and Toledo, Ohio. <sup>12</sup>	9	276.12	Copemish, Mt. Pleasant, Mich. (T., A. A. and N. M.); Mt. Pleasant, Mich., Toledo, Ohio (T., A. A. and N. M.).	24020	170.99
Corbin and Middlesborough, Ky. <sup>13</sup>	5	44.24	Corbin, Middlesborough, Ky. (Louis. and Nash.).	20037	44.04
Corpus Christi and Laredo, Tex.	11	161.60	Corpus Christi, Laredo, Tex. (Mex. Nat.).	31016	161.60
Corsicana and Hillaboro, Tex.	11	42	Corsicana, Hillaboro, Tex. (St. L., Ark. and Tex.).	31064	42
Council Bluffs, Iowa, and Kansas City, Mo.	7	196.52	U. P. Transfer (n. o.), Iowa, Kansas City, Mo. (K. C., St. Jo., C. B.).	1728006	197.62
Cranberry, N. C., and Johnson City, Tenn.	3	34.11	Cranberry, N. C., Johnson City, Tenn. (E. T. and W. N. C.).	19018	34.19
Creighton and Norfolk, Nebr.	6	44.05	Creighton, Norfolk Jc., Nebr. (Fre., Elk. and Mo. Vall.).	214018 (part) 21002 (part) 27041	42.53 (4) 47.29
Crestline, Ohio, and Chicago, Ill.	5	280.14	Crestline, Ohio, Chicago, Ill. (Penn. Co.).	27007	44.27
Creston and Cumberland, Iowa.	6	47.29	Creston, Cumberland, Iowa (Chi., Bur. and Qey).	28028	59.80
Creston, Iowa, and St. Joseph, Mo. <sup>14</sup>	7	103.88	Creston, Iowa, Hopkins, Mo. (C. B. and Q.); Hopkins, Mo., St. Joseph, Mo. (K. C., St. Jo. and C. B.).	28023	40.41
Cuba and Salem, Mo.	7	40.26	Cuba Junction (n. o.), Salem, Mo. (S. L. and S. F.).		

<sup>1</sup> Distance (1.5 miles) covered by Cameron, Mo., and Atchison, Kans., R. P. O.

<sup>2</sup> Distance (48.10 miles) covered by Council Bluffs, Iowa, and Kansas City, Mo., R. P. O.

<sup>3</sup> Clerks make two round trips daily except Sunday.

<sup>4</sup> Covered by Grafton and Cincinnati R. P. O., 44.80 miles.

<sup>5</sup> This is the Logan and Pomeroy R. P. O. extended to Columbus, Ohio, taking effect November 21, 1889, and increasing distance 49.60 miles. The extension took up that portion of Columbus and Athens R. P. O. between Columbus and Logan, Ohio.

<sup>6</sup> Balance of route (27.07 miles) shown with Logan and Athens R. P. O.

<sup>7</sup> 1 car in reserve.

<sup>8</sup> 2 reserve cars.

<sup>9</sup> 1 transfer clerk, Columbus.

<sup>10</sup> Formerly Mount Pleasant and Sherman, Tex., R. P. O. May 2, 1890, curtailed to commence at Commerce, Tex.; decreased distance 57.10 miles. (See Texarkana, Ark., and Fort Worth, Tex., R. P. O.)

<sup>11</sup> February 12, 1890, curtailed to end at Navasota, Tex.; decreased distance 26.98 miles. Service between Navasota and Somerville (n. o.), Tex., performed by closed pouches.

<sup>12</sup> Reserve.

<sup>13</sup> Order November 27, 1889, extending this line to Copemish, Mich., increasing distance 39.73 miles, in effect December 2, 1889.

<sup>14</sup> Held in reserve.

<sup>15</sup> This was formerly the Corbin and Pineville R.

in the United States on June 30, 1890.—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.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
2,795	July 1, 1890	72	20.79	71	23.58	6	170,322	136.04	2	19 10	8 8	4	1	4
1,835	July 1, 1887	6	9	5	7.50									
10,352	July 1, 1887	6	32	5	32.58									
1,036	July 1, 1888	101	28.80	108	28.80	6	73,774	157.13	2	18 6	8 6	3	1	3
27,445	July 1, 1888	107	34.20	104	33.60	6	73,774	-----	1	21 0	8 10			
1,469	July 1, 1889	101	30	108	27.60	6								
1,112	July 1, 1888	107	30	104	28.80	6								
709	July 1, 1888	39	25.80	37	27.60	6	50,829	133.76	4	15 9	9 4	4	1	4
347	July 1, 1890	34	22.20	33	23.20	6	50,829	-----	7	12 6	9 4			
207	July 1, 1890	39	25.80	37	24.60	6								
1,058	Apr. 1, 1890	34	27	33	25.20	6								
1,421	July 1, 1888	23	21.6	24	21.6	6	53,616	171.30	3	24 6	9 0	1	1	2
284	July 1, 1889	85	19.87	84	19.87	7	38,690	106	(*) 1	10 6	7 0	1	1	1
278	July 1, 1890	33	6.13	36	7.64	7	32,080	87.90	18 1	13 3	6 10	1	1	1
298	July 1, 1890	3	22.89	2	22.65	6			14 2	20 2	8 10			
10,352	July 1, 1887	3	25.38	2	25.90	6	162,362	138.06	2	14 7	9 0	4	1	4
278	July 1, 1890	83	16.20	82	16.80	6	23,755	88.48	1	25 0	9 3			
278	July 1, 1890	2	13.46	1	13.46	7	117,968	107.73	2					
298	July 1, 1890	91	9.50	92	9.40	7	36,660	84.00	18 1	12 0	6 0	3	1	3
10,352	July 1, 1887	2	28.41	1	28.07	7	286,919	131.01	1	10 6	7 0	1	1	1
183	July 1, 1888	4	22.46	3	21.25	7			2	44 0	9 2	6	2	15
461	July 1, 1890	2	9.42	1	9.42	6	21,853	68.22	2	40 4	9 1			
27,731	July 1, 1888	1	26.46	20	27.60	6	175,368	140.07	18 1	40 0 1	8 11 1			
334	July 1, 1887	121	14.84	122	15.67	6	187,134		1	11 7	7 4	1	1	1
334	July 1, 1887	131	29.33	130	26.40	7	83,731	103.88	20 1	10 6	5 6	1	1	1
2,370	July 1, 1887	133	31.06	132	31.06	7			1	11 11	6 9	1	1	1
183	July 1, 1888	51	16.95	52	16.38	7	25,641	81.92	18 1	11 11	7 0	4	1	5
						6			2	22 0	9 2			

P. O. On December 23, 1889, the run of clerk was extended to end at Middleborough, Ky., increasing distance 12.61 miles.

\* Clerks do not run over branch of route 28006, Winthrop Junction to East Atchison, Mo., 1.10 miles.

† Kansas City, Mo., and Oxford, Nebr., R. P. O. runs over this route between Kansas City and Napier, Mo.; the Columbus, Nebr., and Kansas City, Mo., R. P. O. between Kansas City, Mo., and Winthrop Junction, Mo., and the Villaca, Iowa, and Saint Joseph, Mo., R. P. O. between Bigelow and Saint Joseph, Mo.

‡ 1 helper on trains 1 and 2, six days in each week, between Kansas City and St. Joseph, Mo., 67 miles; 1 helper on trains 3 and 4, five days in each week, between Kansas City and

Forbes Station, Mo., 87.40 miles; 1 clerk assigned to duty as chief clerk at St. Joseph, Mo.

§ In reserve.

|| Reserve car.

‡ Balance of route, Verdigris to Creighton, Nebr. (11.38 miles) covered by closed pouches. (See Table C.)

‡ Covered by Pittsburgh and Chicago R. P. O., 279.5 miles.

‡ Clerks are appointed to Pittsburgh and Chicago R. P. O. and are shown with that line.

‡ Service placed on trains 3 and 8, in apartment cars, on August 1, 1889.

‡ Double daily service; reported last year as single. Additional service in effect May 25, 1890.

‡ 1 helper upon day line, over entire route four 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.	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>			
Cumberland, Md., and Elkins, W. Va.	3	114.70	Cumberland, Md., Piedmont, W. Va. (W. Va. Central). Piedmont, Shaw, W. Va. (W. Va. Centl.) .. Shaw, Thomas, W. Va. (W. Va. Centl.) ...	12019 12007 12009	28.18 10.97 39.40
Cumberland, Md., and Piedmont, W. Va.	3	33.73	Thomas Elkins, W. Va. .... Cumberland, Md., Piedmont, W. Va. (Cumberland and Penna.).	12027 10011	33.50 33.79
Cumberland Gap and Knoxville, Tenn. <sup>1</sup>	5	69.52	Cumberland Gap, Knoxville, Tenn. (Knox, Cum. Gap and Louis.)	19030	68.83
Cumberland, Md., and Pittsburgh, Pa.	3	150.73	Cumberland, Md., Pittsburgh, Pa. (Balto. and Ohio).	8063	150.70
Curwensville and Tyrone, Pa.	2	47.45	Curwensville, Tyrone, Pa. (Penna.) .....	8035	47.45
Dallas and Kemp, Texas .....	11	49.38	Dallas, Kemp, Tex. (Texas Trunk) .....	31051	49.38
Danbury and South Norwalk, Conn.	1	23.61	Danbury, So. Norwalk, Conn. (Hous. and Nor. Div.).	5013	22.43
Danville and Buffalo, N. Y. ....	2	95.98	Danville, Attica, N. Y. (N. Y., L. E. and W.). Attica and Buffalo, N. Y. (N. Y., L. E. and W.).	6006 6008	65.21 (7)
Danville and Cairo, Ill. ....	6	259.03	Danville, Cairo, Ill. (Cairo, Vinc. and Chi.).	23050	261.05
Danville and Stuart, Va. ....	3	76.16	Danville, Stuart, Va. (D., M. and S. W.)...	11028	76.51
Danville and Tuscola, Ill. ....	6	50.49	Danville, Tuscola, Ill. (Chi. and East. Ill.).	23014	50.49
Davenport, Iowa, and Atchison, Kans.	6	337.35	Davenport, Iowa, Altamont, Mo. (Chi., R. I. and Pac.). Altamont, Rushville, Mo. (Chi., R. I. and Pac.). Rushville, Mo., Atchison, Kans. (Chi., R. I. and Pac.).	27017 (part) 28057	239.51 (part) 65.68
Dayton and Ironton, Ohio. ....	5	168.45	Dayton, Ironton, Ohio (Dayton, Ft. Wayne and Chic.).	21054	169.65
Decatur and Effingham, Ill. ....	6	83	Decatur, Bement, Ill. (Wabash) .....	21019 (part)	82.50 (14)
Decherd and Columbia, Tenn. ..	5	87.15	Bement, Shumway, Ill. (Wabash) .....	23066 (part)	52.50 (part)
Decorah and Cedar Rapids, Iowa.	6	122.06	Shumway, Effingham, Ill. (Wabash) .....	23063	9.24
Delaware and Columbus, Ohio. ....	5	25.68	Decherd, Fayetteville, Tenn. (Nash., Chatt. and St. L.). Fayetteville, Columbia, Tenn. (Nash., Chatt. and St. L.).	19005 19015	40.41 48.87
Delphos and Dayton, Ohio. ....	5	98.38	Decorah, Cedar Rapids, Iowa (Rur., C. R. and North.).	27002	122.21
Denison and Houston, Tex. <sup>12</sup> ..	11	337.99	Delaware, Columbus, Ohio (Cleve., Cin., Chic. and St. L.).	21013	24.48
Denison and Mineola, Tex. ....	11	103.19	Delphos, Dayton, Ohio (Dayton, Ft. Wayne and Chic.).	21030	95.43
Denison and Taylor, Tex. <sup>13</sup> .....	11	258.56	Denison, Houston, Tex. (H. and T. C.). ....	31003	337.69
			Denison, Mineola, Tex. (M., K. and T.) ...	31017	103.19
			Denison, Whitesborough, Tex. (M., K. and T.).	31022 (part)	24.96 (part)
			Whitesborough, Taylor, Tex. (M., K. and T.).	31028 (part)	231.05 (part)

<sup>1</sup> Reserve cars.<sup>2</sup> 6.20 miles covered by closed-pouch service. (See "Thomas and Davis, W. Va." Table C.)<sup>3</sup> New service; established December 10, 1899.<sup>4</sup> 1 helper on trains 11 and 12, between Pittsburgh and Connellsville, Pa. (57.80 miles.) See Sandusky, Wheeling, and Pittsburgh R. P. O.<sup>5</sup> Reserve car.<sup>6</sup> Clerk alternates with Rochester and Olean clerks.<sup>7</sup> 31.13 miles covered by Horn and Buffalo R. P. O.<sup>8</sup> Cars and clerks shown on route No. 6008.<sup>9</sup> Whole car.<sup>10</sup> 1 clerk detailed to transfer duty at Danville, Ill.<sup>11</sup> Balance of route (69.22 miles) covered by Trenton, Mo., and Leavenworth, Kans., R. P. O.<sup>12</sup> Whole car.

in the United States on June 30, 1890—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.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
437	July 1, 1889	1 22.29	4 22.29	6	71,802	114.70	1	12 0	9 0	2	1	2		
464	July 1, 1889	1 22.34	4 22.34				1	12 0	9 0					
320	July 1, 1889	1 21.10	4 21.10				11	8 0	7 0					
303	Aug. 5, 1889	1 21.30	4 21.30					9 11	9 8	1	1	1		
730	July 1, 1889	2 17.40	1 19.07	6	21,115	134.92	1	10 5	8 8					
		4 17.11	3 18.37	6	21,115		1	10 4	7 0					
		2 15.60	1 15.60	6	23,498	139.04	1	13 6	9 0	1	1	1		
6,197	July 1, 1889	11 28.12	12 28.57	6	94,357	100.48	2	21 11	8 11	3	1	47		
							1	14 8	8 9					
		9 29.03	10 28.12	7	110,633	100.48				3	1			
1,156	July 1, 1889	1 20.58	2 18.19	6	29,704	94.90	1	15 0	8 7	1	1	1		
161	July 1, 1890	2 14.10	1 16.30	6	30,912	98.76	1	16 0	8 0	1	1	1		
1,443	July 1, 1889	5 22.80	12 22.09	6	14,779	94.44	1	11 3	6 0	1	1	1		
		13 23.19	24 21.10	6	14,779									
2,114	July 1, 1890	117 26.60	118 23.35	6	60,083	135.10	1	19 6	9 0	1	1	1		
5,787	July 1, 1885	117 23.25	118 23.84	6			(*)	(*)	(*)	(*)	(*)	(*)		
613	July 1, 1887	1 21.75	2 24.85	6	162,153	129.51	1	30 6	9 6	4	1	105		
							1	24 6	9 9					
360	July 1, 1889	2 12.27	1 13.22	6	47,676	152.32	1	9 2	5 0	1	1	1		
236	July 1, 1888	73 19.35	70 18.75	6	31,607	100.98	1	11 10	6 9	1	1	1		
3,017	July 1, 1887	15 24.45	16 25.02	7	246,265	168.67	12	41 4	9 4	4	2	8		
1,655	July 1, 1887	15 21.67	16 21.67				12	39 4	9 4					
693	July 1, 1887	15 20	16 20											
865	July 1, 1888	1 22.80	2 22.80	6	105,450	112.30	2	20 2	9 3	3	1	3		
13,486	July 1, 1888	48 26	47 26	6	51,958	166	1	11 5	7 0	1	1	1		
1,085	July 1, 1887	85 21	84 21				16	17 7	8 7					
418	July 1, 1887	85 18.48	84 18.48				1	10 3	6 7	2	1	2		
374	July 1, 1888	141 18.60	142 21	6	54,556	87.15	1	8 8	6 6					
190	July 1, 1888	141 12.22	142 10.80	6										
617	July 1, 1887	52 21.85	51 22.87	6	76,409	122.06	2	13 8	9 1	2	1			
							16	12 0	8 9					
5,662	July 1, 1888	3 29.40	2 29.40	6	16,976	51.36	1	12 6	8 6	1	1	1		
295	July 1, 1888	21 17.40	20 20.40	6	60,334	96.38	1	14 0	7 7	2	1	2		
6,193	July 1, 1890	2 24.97	1 24.90	7	246,075	168.51	3	22 6	9 6	4	2	14		
		4 23.24	3 24.13	7	162,841	134.83	16	22 0	9 0					
1,153	July 1, 1890	11 20.64	12 24.76	7	75,534	163.19	1	20 5	7 5	2	1	2		
							1	16 7	6 7					
2,211	July 1, 1890	3 23	4 23	7	188,705	129.25	1	22 1	9 6	4	2	12		
							1	22 0	9 3					
6,173	July 1, 1890	1 21.34	2 23	7	15,510	129.25	1	21 9	9 3	4	1			
		3 22.17	4 22.65	7			16	16 7	6 7					
		1 19.64	2 19.50	7										

<sup>12</sup> Distance (5 miles) covered by Atchison Junction, Mo., and Atchison, Kans., R. P. O.<sup>14</sup> Distance (19.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.<sup>15</sup> Balance of route (152.80 miles) covered by Chicago, Decatur, Ill., and St. Louis, Mo., R. P. O., and between Shumway and Altamont, Ill. (10.54 miles), by closed pouches. (See Table C<sup>2</sup>.)<sup>16</sup> Reserve.<sup>17</sup> November 1, 1889, service established on trains 3 and 4.<sup>18</sup> Clerk detailed as transfer clerk at Houston, Tex.<sup>19</sup> June 1, 1890, service established on trains 1 and 2.<sup>20</sup> 85.84 miles; balance of route 310.72 covered by Henrietta and Dallas, Tex., R. P. O.<sup>21</sup> Henrietta and Dallas, Tex., R. P. O.; also runs over 37.50 miles of route 310.72, between Whitesboro and Denton, Tex.

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.
Denver and Aspen, Colo. ....	7	408.49	Denver, Pueblo, Colo. (D. and R. G.) .....	38001 (part)	120.28
			Pueblo, Leadville, Colo. (D. and R. G.) .....	38019	161.76
Denver, Colo., and Fort Worth, Tex.	11	804	Leadville, Aspen, Colo. (D. and R. G.) .....	38018	127.82
			Denver, Pueblo, Colo. (D., T. and Ft. W.) ..	38023	126.48
			Pueblo, Colo., Texline, Tex. (D., T. and Ft. W.) ..	31065	228.51
			Texline, Fort Worth, Tex. (Ft. W. and D. C.) ..	31037	453.12
Denver and Georgetown, Colo. .	7	51.10	Denver, Argo Junction (n. o.), Colo. (C. C.) ..	38003 (part)	( <sup>8</sup> )
			Argo Junction (n. o.), Georgetown, Colo. (C. C.) ..	38020	47.50
Denver and Leadville, Colo. ....	7	150.74	Denver, Leadville, Colo. (D., S. P. and P.) ..	38005	150.74
Denver, Colo., and Ogden, Utah.	7	772.56	Denver, Pueblo, Colo. (D. and R. G.) .....	38001 (part)	( <sup>9</sup> )
			Pueblo, Salida, Colo. (D. and R. G.) .....	38019 (part)	( <sup>10</sup> )
			Salida, Grand Junction, Colo. (D. and R. G.) ..	38012	209.43
			Grand Junction, Colo., Ogden, Utah (D. and R. G.) ..	41002	348.90
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. I. and Pac.) ..	27019	163.04
Des Moines, Iowa, and Moberly, Mo.	6	212.52	Des Moines, Harvey, Iowa (Wab. Western) ..	27060	43.52
			Harvey, Evans, Iowa (Wab. Western) ..	27106	10.48
			Evans, Ottumwa, Iowa (Wab. Western) ..	27105	22.01
			Ottumwa, Iowa, Moberly, Mo. (Wab. Western) ..	28007	131.54
Des Moines, Iowa, and St. Joseph, Mo.	6	200.06	Des Moines, Avon, Iowa (Chi., Bur. and Qcy.) ..	27033 (part)	( <sup>11</sup> )
			Avon, Indianola, Iowa (Chi., Bur. and Qcy.) ..	27092	14.47
			Indianola, Chariton, Iowa (Chi., Bur. and Qcy.) ..	27042	34.05
			Chariton, Bethany Jet. (n. o.), Iowa (Chi., Bur. and Qcy.) ..	127000 (part)	49.68
			Bethany Jet. (n. o.), Iowa, Albany, Mo. (Chi., Bur. and Qcy.) ..	27061	46.12
			Albany, St. Joseph, Mo. (Chi., Bur. and Qcy.) ..	28037	49.63
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 and Sioux City, Iowa.	6	238.64	Des Moines, Jewell, Iowa (Chi. and No. West.) ..	27030	60.02
			Jewell, Carnarvon, Iowa (Chi. and No. West.) ..	27066	73.50
			Carnarvon, Onawa, Iowa (Chi. and No. West.) ..	27038 (part)	64.57
			Onawa, Sioux City, Iowa (Chi. and No. West.) ..	27029 (part)	( <sup>12</sup> )

<sup>1</sup> Denver, Colo., and Ogden, Utah., R. P. O. runs over route 38001 between Denver and Pueblo, Colo. (120.28 miles), and over route 38019, between Pueblo and Salida, Colo. (96.90 miles).

<sup>2</sup> 49.70 miles of route 38001, between Pueblo and Cucharas, Colo., covered by Pueblo and Silverton R. P. O., and 37.10 miles between Cucharas and El Moro, Colo., covered by closed-pouch service. (See Table C.)

<sup>3</sup> 1 clerk detailed to office of superintendent. 1 helper daily to Ballwin, Tex. (78 miles).

<sup>4</sup> Reserve.

<sup>5</sup> 3.20 miles distance; route 38003 covered by Greeley and Denver R. P. O.

<sup>6</sup> In reserve.

<sup>7</sup> 4.46 miles of route 38020, between Georgetown and Silver Plume, Colo., covered by closed-pouch service. (See Table C.)

<sup>8</sup> 1 clerk detailed to transfer service, Union depot, Denver, Colo.

<sup>9</sup> 120.28 miles distance on route 38001, between Denver and Pueblo, Colo., covered by Denver and Aspen, Colo., R. P. O.

<sup>10</sup> Clerks act as helpers alternately, 2 days in each.

in the United States on June 30, 1890—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 clerks.	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>			
4,393	July 1, 1890	325.18	426.10	7	298,198	136.10	2	18 5	7 5	6	1	6
4,372	July 1, 1890	3 & 22.54	4 & 22.54	7			1	19 8	7 5			
1,464	July 1, 1890	204.10.56	204.10.56	7								
1,958	July 1, 1890	125.20	124.88	7	643,860	160.80	4	21 6	9 8	10	1	12
1,805	July 1, 1890	122.85	222.50	7			2	33 6	9 6			
2,216	July 1, 1890	125.61	223.85	7			1	17 3	9 6			
							4	50 6	9 3			
1,765	July 1, 1890	381.12.50	382.18.75	7	37,303	102.20	1	14 11	7 6	1	1	1
1,529	July 1, 1890	381.14.22	382.14.81	7			1	14 10	7 6			
1,881	July 1, 1890	401.16.15	402.16.29	7	110,040	100.49	1	10 1	7 5	3	1	4
4,303	July 1, 1890	125.18	226.09	7	563,969	171.68	1	16 3	7 5			
4,372	July 1, 1890	122.86	222.80	7			2	15 3	7 7			
2,365	July 1, 1890	118.02	218.97	7			1	13 8	7 0	9	1	9
							5	16 0	7 5			
1,107	July 1, 1888	121.80	223.46	7			1	13 5	7 5			
							5	18 4	7 5			
1,968	July 1, 1887	102.26.32	101.24.73	7	49,976	68.40	1	27 3	8 9	2	1	2
171	July 1, 1887	1 9.53	210.18	6	70,193	112.13	1	0 3	5 8	2	1	2
1,152	July 1, 1887	52.21.73	58.24.15	6	102,088	108.72	1	5 8	5 1			
485	July 1, 1885	823.46	722.03	7	155,139	141.68	3	10 6	9 0	3	1	3
1,057	June 21, 1880	825.15	729.00				2	19 0	9 2	13	1	5
1,009	June 21, 1889	822.40	722.40									
2,367	July 1, 1887	827.58	728.58									
1,068	July 1, 1887	112.22.50	111.22.50	6	82,341	131.54	1	19 3	9 2	12	1	
1,950	July 1, 1887	112.21.15	111.28.20	6	125,237	100.03	2	22 8	8 9	4	1	15
1,997	July 1, 1887	112.24.36	111.21.07									
991	July 1, 1887	112.21.50	111.22.01									
1,017	July 1, 1887	112.27.30	111.24.82									
1,110	July 1, 1887	112.26.73	111.26.73									
477	July 1, 1890	226.83	126.83	7	117,778	107.56	2	15 7	7 1	3	1	3
2,398	July 1, 1887	51.21.82	57.21.18	6	149,389	119.32	3	24 0	9 2	4	1	15
931	July 1, 1887	13.26.73	12.28.45									
1,163	July 1, 1887	13.28.67	12.21.50									
7,209	July 1, 1887	929.70	10.31									

week, between Denver and Castle Rock, Colo (32.70 miles), and other 5 days at Union depot, Denver, Colo.

<sup>11</sup> 96.00 miles distance on route 38018, between Pueblo and Salida, Colo., covered by Denver and Aspen, Colo., R. P. O.

<sup>12</sup> 1 car in reserve.

<sup>13</sup> Through run.

<sup>14</sup> Short run, Ottumwa, Iowa, to Moberly, Mo. (31.54 miles).

<sup>15</sup> Distance (7.50 miles) covered by Des Moines and Albia, Iowa, R. P. O.

<sup>16</sup> 1 helper between Bethany Junction, Iowa, and St. Joseph, Mo.

<sup>17</sup> Balance of route (44.23 miles) covered by Bethany Junction (n. o.), Iowa, and Grant City, Mo., R. P. O.

<sup>18</sup> 1 of those cars in reserve.

<sup>19</sup> 1 clerk detailed as assistant to chief clerk at Des Moines, Iowa.

<sup>20</sup> Balance of route (16.70 miles) covered by Carroll and Merville, Iowa, R. P. O.

<sup>21</sup> Distance (37.20 miles) covered by Sioux City and Missouri Valley, Iowa, 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 routes.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Des Moines and Winterset, Iowa.	6	42.90	Des Moines, Somerset Jct. (n. o.), Iowa (Chi., R. I., and Pac.).	127015 (part)	16.07
			Somerset Jct. (n. o.), Winterset, Iowa (Chi., R. I., and Pac.).	27070	27.70
<i>Detroit, Mich., and Chicago, Ill.</i> <sup>3</sup>	9	286.69	Detroit, Jackson, Mich. (Mich. Cent.) . . . .	24006	76.66
			Jackson, Mich., Chicago, Ill. (Mich. Cent.).	24080	210.16
<i>Detroit, Mich., and Cincinnati, Ohio.</i> <sup>7</sup>	5	262.88	Detroit, Mich., Toledo, Ohio (Mich. Cent.).	24035	59.30
			Toledo, Dayton, Ohio (Dayton and Mich.).	21023	144.18
			Dayton, Cincinnati, Ohio (Cin., Ham. and Day.).	21026	59.38
Detroit and Grand Haven, Mich. <sup>11</sup>	9	188.94	Detroit, Grand Haven, Mich. (D., G. H. and M.).	24027	188.14
Detroit and Grand Rapids, Mich. <sup>10</sup>	9	170.65	Detroit, Jackson, Mich. (Mich. Cent.) . . . .	24006	(12)
			Jackson, Grand Rapids, Mich. (Mich. Cent.).	24010	94.68
Detroit, Mich., and Logansport, Ind.	9	204.36	Detroit, Mich., Butler, Ind. (Wabash) . . . .	22027	115
			Butler, Logansport, Ind. (Wabash) . . . .	22054	94.01
Detroit, Three Rivers, Mich., and Chicago, Ill.	9	274.49	Detroit, Jackson, Mich. (Mich. Cent.) . . . .	24006	(16)
			Jackson, Niles, Mich. (Mich. Cent.) . . . .	24008	104.25
			Niles, Mich., Chicago, Ill. (Mich. Cent.) . . . .	24080	(16)
Detroit, Mich., and Toledo, Ohio (night line).	9	63.90	Detroit, Mich., Toledo, Ohio (L. S. and M. S.).	24001	64.97
Dickson and Kimmins, Tenn.	5	47.72	Dickson, Kimmins, Tenn. (Nash., Chat. and St. L.).	19016	47.07
Dodds and Cincinnati, Ohio . . .	5	36.73	Dodds, Cincinnati, Ohio (Cin., Leb. and North.).	21078	37.60
Dodgeville, Wis., and Freeport, Ill.	10	63.97	Dodgeville, Wis., Red Oak, Ill. (Ill. Cent.).	23104	57.25
			Red Oak, Freeport, Ill. (Ill. Cent.). . . . .	23103	(20)
Downingtown and New Holland, Pa.	2	28.28	Downingtown, New Holland, Pa. (Pa.) . . . .	8047	27.19
Downs and Stockton, Kans. . . .	7	42.32	Downs, Alton, Kans. (Cent. Beh. U. P.). . . .	33029	24.65
			Alton, Stockton, Kans. (Rooks Co.). . . . .	33047	19.07
Dresden and Morrow, Ohio. <sup>22</sup> . .	5	148.62	Trinway, Morrow, Ohio (Cin. and Musk. Val.).	21029	148.61
Driftwood and Red Bank Furnace, Pa.	2	109.98	Driftwood, Red Bank Furnace, Pa. (A. V.).	8076	109.97
Dubuque, Iowa, and Mendota, Ill.	6	132.29	Dubuque, Iowa, Mendota, Ill. (Ill. Cent.).	223021	131.79 (part)

<sup>1</sup> Balance of route, Somerset Junction to Indianola, Iowa (647 miles), covered by close pouches. See Table C.

<sup>2</sup> Reserve.

<sup>3</sup> Double service on trains 3 and 2 daily except Sunday; on trains 9 and 16 daily.

<sup>4</sup> 1 car held in reserve; 1 vacancy on line; 1 acting clerk employed.

<sup>5</sup> 1 clerk detailed as chief clerk at Detroit, Mich.; 4 clerks detailed to the Detroit, Three Rivers and Chicago R. P. O.; 2 clerks detailed as transfer clerks at Detroit, Mich.; 1 clerk detailed as transfer clerk at Jackson, Mich.; 1 clerk detailed as transfer clerk at Michigan City, Ind.; 1 clerk detailed to office of chief clerk at Detroit, Mich.; 2 clerks assigned as short stops, trains 2 and 11, between Chicago, Ill., and Kalamazoo, Mich.; 1 clerk assigned

as short stop on trains 9 and 16 five days each week between Detroit and Battle Creek, Mich.

<sup>6</sup> Shown opposite route 24006.

<sup>7</sup> This line was formerly the Toledo and Cincinnati R. P. O. On March 1, 1890, the Toledo and Cincinnati R. P. O. day line was extended to Detroit, Mich., increasing distance 59.30 miles, and on April 20, 1890, the Toledo and Cincinnati R. P. O. night line was also extended to Detroit, Mich. Previous to March 1, 1890, that part of line between Detroit, Mich., and Toledo, Ohio, was located in the 11th Division. The annual miles of service for whole of fiscal year counted by the Fifth Division.

<sup>8</sup> 1 car in reserve.

<sup>9</sup> Day line.

<sup>10</sup> Night line.

in the United States on June 30, 1890—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.
Lbs.								Ft. In.	Ft. In.				
643	July 1, 1887	33	21.34	34	21.34	6	26,855	86.80	1 13 1	9 4	1	1	1
599	July 1, 1887	33	20.77	34	20.77			*1 22 6	9 4				
17,779	July 1, 1888	3	34.94	2	33.84	6	170,468	122.92	*3 52 2	9 2	4	3	44
22,134	June 11, 1889	9	30.21	16	28.30	7	203,284	143.34	2 54 2	9 2	4	5	
		3	34.02	2	28.28	6	(*)						
		6	25.43	16	31.87	7							
7,322	July 1, 1888	301	29.65	306	30.60	6	161,503	131.44	*5 40 0	9 2	4	*2	20
		307	29.65	302	29.65	7	156,971				4	103	
6,648	July 1, 1888	301	31.20	3	6.31.20	6							
		307	28.80	302	27.60	7							
8,951	July 1, 1888	301	34.20	306	37.20	6							
		307	29.69	302	27.60	7							
8,017	July 1, 1888	13	26.07	16	24.92	6	118,276	94.47	1 23 1	8 9	4	1	8
		12	26.25	18	26.25	6	98,595	157.50	1 21 5	9 0	2	1	
									1 23 0	8 11			
									121 23 1	9 3			
									141 23 4				
17,799	July 1, 1888	23	33.64	4	24.55	6							
		15	34.94	14	34.64	6							
4,914	July 1, 1889	103	25.61	104	32.10	6	189,875	121.32	1 54 2	9 2	5	1	176
		105	28.89	102	37.56	6			2 15 6	9 2			
1,035	July 1, 1888	51	30.32	26	29.06	6							
1,044	July 1, 1888	51	27.28	26	27.28	6	127,929	136.24	2 17 10	9 7	3	1	3
17,799	July 1, 1888	11	26.72	2	33.64	6			141 36 9	9 10			
1,057	July 1, 1888	61	26.40	62	23.41	6	171,831	137.24	2 18 0	9 2	4	1	(16)
22,134	June 11, 1889	11	25.87	4	29.68	6							
4,869	July 1, 1888	101	27.81	130	11.90	6	41,253	131.80	1 36 0	9 2	1	1	1
188	July 1, 1889	161	9.41	162	9.41	6	29,873	95.44	1 7 0	6 6	1	1	1
									191 7 7	5 2			
837	July 1, 1888	16	21.60	1	18	6	22,993	73.46	1 9 9	5 5	1	1	1
263	July 1, 1889	33	26.30	32	26.30	6	35,661	181.94	1 15 1	7 3	1	1	1
716	July 1, 1889	33	24.60	32	24.60								
394	July 1, 1889	253	8.19	250	14.86	6	17,703	56.56	1 8 0	6 9	1	1	1
418	July 1, 1890	411	23.60	412	23.60	7	30,894	(21)	1 20 6	8 9	(21)	(21)	(21)
256	July 1, 1890	411	22.62	412	22.62	7							
1,042	July 1, 1888	11	24.77	12	25.80	280	101,585	148.62	1 16 6	8 9	4	1	4
		7	28.80	6	27	6	101,585		1 16 2	8 6			
									1 16 4	8 6			
									191 16 6	8 10			
774	July 1, 1889	220	95	120		6	68,847	109.98	1 18 0	8 10	2	1	2
									1 17 0	8 10			
4,579	July 1, 1887	5	21.18	6	27.68	6	82,876	132.39	1 35 4	9 0	2	2	4

<sup>11</sup> One clerk detailed as transfer clerk at Detroit, Mich.; 1 clerk assigned as short-stop between Detroit and Durand, Mich. (67 miles) five days each week on trains 11 and 16.

<sup>12</sup> Clerks on trains 11 and 18 run between Detroit and Grand Rapids, Mich., 167.50 miles, giving, in connection with trains 13 and 16, double service between those points daily except Sunday.

<sup>13</sup> In shop at Detroit, Mich.

<sup>14</sup> Held in reserve.

<sup>15</sup> Shown in Report of Detroit and Chicago R. P. O.

<sup>16</sup> Double service between Jackson and Grand Rapids, Mich. (91.68 miles), daily except Sunday.

<sup>17</sup> 1 clerk assigned as short stop between Detroit and Jackson, Mich. (76.66 miles).

<sup>18</sup> Clerks appointed to the Detroit and Chicago R. P. O. On trips inward this clerk acts as helper

to the Detroit and Chicago R. P. O. day line between Jackson and Detroit, Mich. On trips outward this clerk takes charge of registered matter. Local service performed by the Detroit and Cincinnati R. P. O. day line.

<sup>19</sup> In reserve.

<sup>20</sup> Distance (8.62 miles) covered by Madison, Wis., and Freeport, Ill., R. P. O.

<sup>21</sup> Service upon this line is performed by second clerks in crews of Atchison and Lenora, Kans., R. P. O.

<sup>22</sup> This line was formerly the Dresden and Cincinnati R. P. O. On November 13, 1889, the run of the clerks was curtailed to end at Morrow, Ohio, decreasing distance 37.47 miles.

<sup>23</sup> Clerks make two round trips daily, except Sunday.

<sup>24</sup> Balance of route (211.48 miles) covered by Mendota and Centralia, Ill., R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Dubuque and Sioux City, Iowa	6	<i>Miles.</i> 327.61	Dubuque, Sioux City, Iowa (Illa. Central).	27021	327.70
Duluth, Minn., and Eau Claire, Wis.	10	160.80	Duluth, Minn., Mills, Wis. (C., St. P., M. and O.). Mills, Chicago Junction (n. o.), Wis. (C., St. P., M. and O.). Chicago Junction (n. o.), Eau Claire, Wis. (C., St. P., M. and O.). Duluth, St. Paul, Minn. (St. P. and Duluth).	25051 25028 25018 (part)	70.83 (5) 81.85
Duluth and St. Paul, Minn.	10	151.83	Duluth, St. Paul, Minn. (St. P. and Duluth).	26007	151.83
Duluth and Staples, Minn.	10	141.39	Duluth, Staples, Minn. (Northern Pacific).	26011	144.01
Dunkirk, N. Y., and Titusville, Pa.	2	91.41	Dunkirk, N. Y., Titusville, Pa. (D. A. V. and P.).	6019	91.27
Dunlap and Chattanooga, Tenn.	5	60.69	Dunlap, Tenn., Bridgeport, Ala. (Nash., Chatt. & St. L.). Bridgeport, Ala., Chattanooga, Tenn. (Nash., Chatt. & St. L.).	19012 19004 (part)	38.06 (7)
Du Pont, Ga., and Gainesville, Fla.	4	110.31	Du Pont, Ga., Gainesville, Fla. (S. Fla. & West. Ry.).	15036	110.31
Durand and East Saginaw, Mich.	9	39.96	Durand, East Saginaw, Mich. (C., S. & N.).	24083	39.96
Dwight and Washington, Ill.	6	70.13	Dwight, Washington, Ill. (Chi. & Alton) ..	23019	70.12
Easton and Hazleton, Pa.	2	69.18	Easton, Penn Haven Jct., Pa. (L. V.) ..	8010 (part)	(7)
			Penn Haven Jct., Hazleton, Pa. (L. V.) ...	8016 (part)	114.80
East Saginaw and Howard City, Mich.	9	81.51	East Saginaw, Alma, Mich. (D., L. & N.) ..	1521030 (part)	38.76
East Saginaw and Port Huron, Mich.	9	92.00	Alma, Howard City, Mich. (D., L. & N.) .. East Saginaw, Yalo, Mich. (F. & P. M.) ..	24011 (part) 24025 (part)	42.90 166.35
Eatonton and Gordon, Ga.	4	38.48	Yale, Port Huron, Mich. (F. & P. M.) ..	24047 (part)	24.68
Eau Claire, Wis., and Wabasha, Minn.	10	49.40	Eatonton, Gordon, Ga. (Cent. R. R.) ..	15014	32.48
Echo and Long Island City, N. Y.	2	58	Wabasha, Minn., Eau Claire, Wis. (C. M. & St. P.).	25047	49.27
			Echo, Hicksville, N. Y. (L. I.) ..	6046	32.46
			Hicksville, Jamaica, N. Y. (L. I.) ..	6045 (part)	(21)
Edmeston and Sidney, N. Y.	2	32.77	Edmeston, Sidney, N. Y. (N. Y., O. & W.) ..	6101	33.29
Egan, S. Dak., and Sioux City, Iowa.	10	125.38	Egan, Sioux Falls, S. Dak. (C., M. & St. P.) ..	233007 (part)	34.01
			Sioux Falls, Elk Point, S. Dak. (C., M. & St. P.).	27034	70.61
			Elk Point, S. Dak., Sioux City, Iowa, (C., M. & St. P.).	35001 (part)	(24)
Elba and Rocky Mount, Va.	3	37.26	Elba, Rocky Mount, Va. (Rich. & Dan.) ..	11022	37.31
Ellsworth and Burriton, Kans.	7	72.39	Ellsworth, Burriton, Kans. (St. L. and S. F.) ..	33087 (part)	72

<sup>1</sup> clerk detailed to transfer duty at Sioux City, Iowa.

<sup>2</sup> Whole cars in reserve.

<sup>3</sup> Distance (8.20 miles) covered by Ashland, Wis., and St. Paul, Minn., R. P. O.

<sup>4</sup> In reserve.

<sup>5</sup> Clerks alternate with Larabee and Clermont clerk as helper on Buffalo and Emporium R. P. O.

<sup>6</sup> This line was formerly the Dunlap and Bridgeport R. P. O. On January 9, 1890, the run of clerk was extended to end at Chattanooga, Tenn., increasing distance 28.58 miles. Previous to that date the clerk made extra trips on trains 81 and 82, between Jasper, Tenn., and Bridgeport, Ala., distance 12 miles.

<sup>7</sup> Covered by Nashville and Chattanooga R. P. O. (28.40 miles).

<sup>8</sup> Short run New York and Elmira R. P. O.

<sup>9</sup> 52.50 miles covered by New York and Elmira R. P. O.

<sup>10</sup> Service performed in New York and Elmira R. P. O.

<sup>11</sup> 1 helper.

<sup>12</sup> Service performed between Mauch Chunk and Easton only.

<sup>13</sup> 8.60 miles covered by Hazleton and Sunbury R. P. O.

<sup>14</sup> Cars and clerks shown on route 8010.

<sup>15</sup> Remainder of route (7.20 miles), Alma to Ithaca, Mich., covered by closed-pouch service. (See Table C.)

in the United States on June 30, 1890—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.	Width.			
Lbs. 3,925	July 1, 1887	4	24.37	3	24.83	6	205, 103	103.82	2	35 4	9 0	4	2	17
		2	28.85	1	29.50	6	205, 103	103.82	2	30 0	9 0	4	2	
									2	44 4	9 0			
606	July 1, 1887	91	26.47	92	25.66	6	100, 661	107.20	2	50 3½	9 0½	3	1	3
1, 142	July 1, 1887	91	27.99	92	27.99				2	50 0	9 4½			
886	July 1, 1887	91	27.43	92	25.98				2	19 7	9 4			
									2	22 2	9 4			
1, 183	July 1, 1887	2	21.97	1	22.83	6	95, 046	101.22	2	22 0	8 6	3	1	3
818	Nov. 24, 1889	11	26.58	12	25.41	6	90, 369	144.30	1	22 0	9 4	2	1	2
945	July 1, 1889	1	22.28	4	24.26	6	57, 223	134.38	1	24 0	8 10			
									1	23 9	8 11			
104	July 1, 1888	80	15.60	81	15	6	36, 389	133.38	1	18 0	9 0	2	1	2
6, 008	July 1, 1888	80	21.60	81	19.80				1	11 11½	6 9	1	1	1
1, 313	July 1, 1888	59	19.8	60	23	7	87, 096	119.31	1	18 0	9 3	2	1	2
451	Mar. 25, 1889	8	29.40	7	29.40	6	25, 015	79.92	1	14 8	9 0	1	1	1
307	July 1, 1887	122	22.70	121	28	6	43, 901	140.26	1	13 10	9 5	1	1	1
4, 053	July 1, 1889	10	26	7	25	6	43, 307		2	13 0	10 0			
		18	34	3	26	6	43, 307	97.96	2	14 8	10 0	4	1	15
		6	23	21	27.05	6	28, 815		1	15 0	10 0			
									1	21 0	10 10			
959	July 1, 1889	2	25.50	7	18.54	6	-----	-----	(14)	-----	-----	(14)		
		18	25.50	3	18.54	6	-----	-----	(14)	-----	-----	(14)		
		61	25.46	62	23.87	6	-----	-----		-----	-----			
442	Mar. 30, 1887	61	28.40	62	28.40	6	51, 025	108.68	1	8 9	5 7			
508	July 1, 1888	301	28.53	308	29.38	6			1	20 0	8 10	12	1	1
							57, 630	138.09	1	22 0	8 11	2	1	12
591	Mar. 10, 1890	301	25.71	308	26.18	6			1	15 9	8 0	1	1	1
		22	14.6	21	12.3	6	24, 013	76.96	1	18 5	9 1	1	1	1
682	July 1, 1887	4	25.48	3	22.15	6	30, 924	98.80	1	18 5	9 1	1	1	1
1, 102	July 1, 1889	18	27	15	27.70	6	36, 368	163.12	1	12 0	6 6	1	1	1
		32	23.50	31	25.30	6	36, 368		1	15 0	7 7			
1, 582	July 1, 1889	18	42.40	15	29.50	6	-----	-----	(22)	-----	-----	(22)		
		32	24.40	31	31.70	6	-----	-----	(22)	-----	-----	(22)		
392	July 1, 1889	172	18.85	173	19.80	6	20, 514	85.54	1	15	6 10	1	1	1
1, 094	July 1, 1890	6	22.80	5	22.80	6	78, 488	125.38	1	21 1	9 4	2	1	2
908	July 1, 1887	6	26.10	5	25.33									
1, 024	July 1, 1890	6	25.08	5	25.08									
161	July 1, 1889	148	12.33	149	13.05	6	23, 325	74.52	1	8 8	8 4	1	1	1
842	July 1, 1890	2	24.30	1	24.30	7	60, 478	144.78	1	12 0	7 3	1	1	1

<sup>16</sup> Held in reserve.<sup>17</sup> 1 clerk appointed to the Ludington and Toledo R. P. O. Alternates between this line and the Manistee and East Saginaw R. P. O.<sup>18</sup> Balance of route, Yale to Zion, Mich. (12.74 miles), covered by closed-pouch service. (See Table C.)<sup>19</sup> 1 clerk alternates between the East Saginaw and Port Huron, Cassville and Pontiac, and Port Austin and Port Huron R. P. O's.<sup>20</sup> Clerk performs service between Setauket and Jamaica on No. 18. Clerk performs service between Echo and Jamaica on No. 15. Clerk performs service between Echo and Westbury on No. 32. Clerk performs service between Setauket and Westbury on No. 31.<sup>21</sup> 25.19 miles covered by Greenport and New York R. P. O.<sup>22</sup> Cars and clerk shown on route 6046.<sup>23</sup> Balance of route (4.40 miles) covered by La Crosse, Wis., and Woonsocket, S. Dak., R. P. O.<sup>24</sup> Distance (20.82 miles) covered by Aberdeen, S. Dak., and Sioux City, Iowa, R. P. O.<sup>25</sup> Reported last year as Ellsworth and Wichita, Kans., R. P. O.; decreased distance 34.22 miles. In effect, Sept. 19, 1889.<sup>26</sup> 34.61 miles of route 23087, between Burrton and Wichita, Kans., covered by the St. Louis, Mo., and Burrton, Kans., 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>			
Elmira, N. Y., and Baltimore, Md.	2	259.98	Elmira, N. Y., Williamsport, Pa. (N. C.)... Williamsport, Sunbury, Pa. (N. C.)..... Sunbury, Pa., Baltimore, Md. (N. C.)....	8021 8006 10002	79.71 41.08 138.21
Elmira, N. Y., and Blossburgh, Pa.	2	52.41	Elmira, N. Y., Blossburgh, Pa. (N. Y., L. E. and W.).	8020 (part)	49.42
Elmira, N. Y., and Wilkes Barre, Pa. <sup>1</sup>	2	124.13	Elmira, Waverly, N. Y. (N. Y., L. E. and W.). Waverly, N. Y., Wilkes Barre, Pa. (L. V.).	6001 (part) 8010 (part)	( <sup>6</sup> ) ( <sup>8</sup> )
Elmira, N. Y., and Williamsport, Pa. <sup>10</sup>	2	79.13	Elmira, N. Y., Williamsport, Pa. (N. C.)...	8021 (part)	( <sup>11</sup> )
El Paso, Tex., and Los Angeles, Cal.	8	804.47	El Paso, Tex., Deming, New Mex. (Southern Pacific R. R. Co.). Deming, N. M., Yuma, Ariz. (Southern Pacific R. R. Co.). Yuma, Ariz., Los Angeles, Cal. (Southern Pacific R. R. Co.).	39005 40001 146014 (part)	88.70 468.15 247.43
Emporia and Moline, Kans.....	7	85.31	Emporia, Howard, Kans. (A. T. and S. F.).	33023 (part)	77.65
Erie and Pittsburgh, Pa.....	2	148	Howard, Moline, Kans. (K. C. E. and So.). Erie, Wampum Junction, Pa. (E. and P.). Wampum Junction, Kenwood Junc., Pa. (Pa. Co.). Kenwood Junction, Pittsburgh, Pa. (P., F. W. and C.).	33064 8044 8179 21002 (part)	8.76 106.51 12.92
Essex Junction, Vt., and Boston, Mass.	1	241.86	Essex Junc., Bellows Falls, Vt. (Cen. Vt.). Bellows Falls, Vt., Fitchburg, Mass. (Cheshire). Fitchburg, Boston, Mass. (Fitch.).....	2003 3055 3021 (part)	128 64.61
Eufaula and Ozark, Ala.....	4	59.51	Eufaula, Ozark, Ala. (Sav. and West. R. R.).	17021 (part)	59.51
Eureka and Hydesville, Cal....	8	26.70	Eureka, Hydesville, Cal. (Eel River and Eureka R. R.).	46044 (part)	26.70
Evansville, Ind., and Princeton, Ky. <sup>2</sup>	5	99.68	Evansville, Ind., Princeton, Ky. (Ohio Valley).	20034 (part)	100.67
Evansville, Ind., and Providence, Ky.	5	72.04	Evansville, Ind., Madisonville, Ky. (Louis. and Nash.). Madisonville, Providence, Ky. (Louis. and Nash.).	23032 (part) 20031	( <sup>30</sup> ) 16.67
Fairbury and Nelson, Nebr....	7	51.20	Fairbury, Nelson, Nebr. (C., R. I. and P.).	33076 (part)	51
Fairland and Martinsville, Ind.	5	37.83	Fairland, Martinsville, Ind. (Cleve., Cin., Chic. and St. L.).	22016 (part)	37.85
Fairmont and Cheater, Nebr....	6	48	Fairmont, Hebron, Nebr. (B. and M. R. in Nebr.). Hebron, Chester, Nebr. (Nebr. and Colo.).	34034 34024	36.45 12.20
Fargo, N. D., Barnesville and St. Paul, Minn.	10	243.38	Fargo, N. D., Barnesville, Minn. (St. P., M. and M.). Barnesville, St. Cloud, Minn. (St. P., M. and M.). St. Cloud, Minneapolis, Minn. (St. P., M. and M.). Minneapolis, St. Paul, Minn. (St. P., M. and M.).	26005 26004 (part) 26040 (part) 26006 (part)	24.52 ( <sup>31</sup> ) 65.70 ( <sup>34</sup> )

<sup>1</sup> In reserve. Only 50-foot cars authorized and paid for by the Department.

<sup>2</sup> Clerks on the Williamsport and Elmira R. P. O. 1 clerk transfer duty at Williamsport, Pa.

<sup>3</sup> 1 clerk helper, Harrisburg and Williamsport.  
<sup>4</sup> 15.59 miles covered by closed-pouch service. See table C.

<sup>5</sup> Short run of the New York and Elmira R. P. O.

<sup>6</sup> 17.54 miles covered by the New York and Dunkirk R. P. O.

<sup>7</sup> Clerks accounted for on the New York and Elmira R. P. O.

<sup>8</sup> 106 miles covered by the New York and Elmira R. P. O.

<sup>9</sup> Cars and clerks shown on route No. 6001.

<sup>10</sup> Short run of the Elmira and Baltimore R. P. O.  
<sup>11</sup> 79.13 miles covered by the Elmira and Baltimore R. P. O.

<sup>12</sup> Clerks alternate with Canandaigua and Elmira clerks.

<sup>13</sup> 1 car in reserve.

<sup>14</sup> Clerks accounted for on Elmira and Baltimore R. P. O.

<sup>15</sup> 2 helpers, Los Angeles to Yuma; daily average, 247.43.

<sup>16</sup> Balance of route 46014, 244.83 miles, covered by San Francisco and Los Angeles R. P. O. Cars run through to San Francisco and returned by night line, San Francisco to Los Angeles.

in the United States on June 30, 1890—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.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).			Length.	Width.			
Lbs.								Ft. In.	Ft. In.			
7,076	July 1, 1889	4 27.53	3 25.30	7	189,785	129.99	13	60 0	9 0	4	4	20
13,960	July 1, 1889	4 30	3 24	7	.....	.....	( <sup>2</sup> )	( <sup>2</sup> )	( <sup>2</sup> )	( <sup>2</sup> )	( <sup>2</sup> )	( <sup>2</sup> )
18,730	July 1, 1889	4 30.10	3 21.65	7	.....	.....	( <sup>1</sup> )	( <sup>2</sup> )	( <sup>2</sup> )	( <sup>2</sup> )	( <sup>2</sup> )	( <sup>2</sup> )
710	July 1, 1889	103 21.52	106 20.39	6	32,809	104.82	1	15 9	6 7	1	1	1
392	July 1, 1889	9 38.57	30 27	6	77,705	124.13	1	20 0	10 0	2	1	( <sup>7</sup> )
4,653	July 1, 1889	9 34.24	30 26	6	.....	.....	( <sup>2</sup> )	( <sup>2</sup> )	( <sup>2</sup> )	( <sup>2</sup> )	( <sup>2</sup> )	( <sup>2</sup> )
7,076	July 1, 1889	8 26	11 28.36	6	49,535	109.87	13 5	15 0	8 6	2	1	( <sup>14</sup> )
2,174	July 1, 1890	19 25.34	20 28.13	7	587,263	201.11	7	24 9	9 5½	8	1	10
2,619	July 1, 1890	19 23.23	20 28.03									
4,737	July 1, 1890	19 23.57	20 24.25									
542	July 1, 1890	175 20.76	176 20.76	6	17 61,537	170.62	1	11 9	7 3	1	1	1
399	July 1, 1890	175 16.20	176 16.20	6	.....	.....	18 2	11 9	7 3			
1,836	July 1, 1889	24 25.18	21 23.77	6	20 92,648	118.40	2	20 0	9 0	5	1	16
2,583	July 1, 1889	26 22.93	23 28.80	6	94,648	.....	2	17 0	9 0			
23,000	July 1, 1885	24 24	21 30	6	.....	.....	( <sup>21</sup> )	.....	.....	.....	.....	( <sup>21</sup> )
4,629	July 1, 1886	26 28.80	23 28.80	6	.....	.....	( <sup>22</sup> )	.....	.....	.....	.....	( <sup>22</sup> )
		24 23.20	21 24.50	6	.....	.....	( <sup>23</sup> )	.....	.....	.....	.....	( <sup>23</sup> )
		26 21.75	23 23.20	6	.....	.....	( <sup>24</sup> )	.....	.....	.....	.....	( <sup>24</sup> )
		53 21.40	82 25.54	6	151,404	120.93	1	24 6	6 10	4	2	9
3,820	July 1, 1889	53 26.48	82 29.31				25 1	24 2	6 10			
8,109	July 1, 1889	53 28.33	82 31.09				25 1	23 9	7 0			
223	July 1, 1889	25 15.50	26 14.3	6	37,253	119.02	1	15 3	9 0	1	1	1
1,154	July 1, 1890	4 20.53	1 20.53	12	33,428	106.80	28 1	13 6	9 0			
744	Oct. 1, 1889	1 21	4 21.60	6	62,129	99.68	1	15 0	8 10	1	1	1
4,071	July 1, 1887	69 16.80	70 19.80	6	45,097	144.08	18 1	12 2	8 10	2	1	2
72	July 1, 1888	69 16.67	70 16.67	6	.....	.....	1	11 6	8 11			
2,492	July 1, 1890	10 24.56	20 23.63	6	32,051	102.40	1	10 0	10 0	1	1	1
180	July 1, 1888	91 11.40	90 10.80	6	23,682	75.66	1	14 8	7 2	1	1	1
258	July 1, 1890	105 27	106 22.74	6	30,048	96	1	12 0	7 0	1	1	1
235	July 1, 1890	105 30	106 24				1	12 0	9 0	1	1	1
2,861	July 1, 1887	2 26.74	1 26.74	6	152,350	121.69	1	24 6	9 0	4	1	25
4,406	July 1, 1887	2 25.52	1 24.64	.....	.....	.....	1	24 6	9 4			
6,586	July 1, 1887	2 25.65	1 25.65	.....	.....	.....	18 2	24 7½	9 4½			
4,937	July 1, 1887	2 25.63	1 23.73									

<sup>17</sup> Daily service until June 1, 1890.<sup>18</sup> In reserve.<sup>19</sup> 6.20 miles covered by closed-pouch service. (See Table C.)<sup>20</sup> Double daily service except Sunday.<sup>21</sup> 1 transfer clerk at Erie, Pa.<sup>22</sup> Cars and clerks shown on route 8044.<sup>23</sup> 23.35 miles covered by Pitts. and Chic. R. P. O. (Fifth Div.)<sup>24</sup> 1 clerk detailed as transfer clerk at Rutland, Vt.<sup>25</sup> Reserve car.<sup>26</sup> Balance of route covered by Boston and Troy R. P. O. (139.32 miles).<sup>27</sup> Covered by Boston and Troy R. P. O. (49.60 miles).<sup>28</sup> 1 reserve car.<sup>29</sup> This line was formerly the Henderson and Princeton R. P. O. On July 15, 1889, the run of clerks was extended to Evansville, Ind., increasing distance 11.35 miles.<sup>30</sup> Covered by Nashville and St. Louis R. P. O. (49.79 miles).<sup>31</sup> 116.26 miles of route 23076 covered by St. Joseph, Mo., and Colorado Springs, Colo. R. P. O.<sup>32</sup> 1 helper between St. Paul and St. Cloud, Minn. Distance (143.79 miles) covered by St. Paul, Minn., and Minot, N. D. R. P. O.<sup>33</sup> Distance (90.63 miles) covered by R. Line (n. o.) N. D., 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>			
Fargo and La Moure, N. Dak.	10	88.15	Fargo, La Moure, N. Dak. (Northern Pacific)	35015 (part)	88.10
Fargo, N. Dak., and Ortonville, Minn.	10	119.52	Fargo, N. Dak., Ortonville, Minn. (C. M. and St. P.).	35019 (part)	119.52
Farley and Cedar Rapids, Iowa.	6	57.81	Farley, Cedar Rapids, Iowa (Chl., Mil. and St. P.).	27020	57.87
Farmington and Portland, Me.	1	83.69	Farmington, Leeds Jct. (Me. Cen.)	* 3 (part)	86.30
			Leeds Jct., Portland, Me. (Me. Cen.)	* 5 (part)	(*)
Fayetteville, N. C., and Bennettsville, S. C.	3	58	Fayetteville, Bennettsville, S. C. (C. F. and Y. V.).	* 13011 (part)	57.20
Fayetteville and St. Paul, Ark.	11	35.86	Fayetteville, St. Paul, Ark. (St. L. and S. F.).	29021 (part)	35.86
Fernandina and Orlando, Fla.	4	211.55	Fernandina, Waldo, Fla. (F. C. and P. R. R.).	* 16001 (part)	85
			Waldo, Tavares, Fla. (F. C. and P. R. R.)	18011	96.85
Flomaton, Ala., and Pensacola, Fla.	4	43.43	Tavares, Ocala, Fla. (T. O. and A. R. R.)	18022	83.55
Florence and Arkansas City, Kans.	7	87.49	Flomaton, Ala., Pensacola, Fla. (L. and N. R. R.).	16003	43.43
Florence, S. C., and Augusta, Ga.	4	164.37	Florence, Winfield, Kans. (A., T. and S. F.).	33017 (part)	75.03
			Winfield, Arkansas City, Kans. (A., T. and S. F.).	33011 (part)	(12)
Florence and Ellinwood, Kans.	7	99.01	Florence, Columbia, S. C. (W., C. and A. R. R.).	* 11002 (part)	83
Fonda and Des Moines, Iowa.	6	115.17	Columbia, S. C., Augusta, Ga. (R. and D.).	* 13007 (part)	90.01
Fond du Lac, Wis., and Harvard, Ill.	10	114	Florence, Ellinwood, Kans. (A., T. and S. F.).	27016	115.11
			Fond du Lac, Wis., Harvard, Ill. (C. and N. W.).	* 25009 (part)	114
Fort Branch and Mt. Vernon, Ind.	5	38.66	Fort Branch, Mt. Vernon, Ind. (Evans. and T. Haute).	22039	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 Winona, Minn.	10	215.40	Fort Howard, Wis., Winona, Minn. (G. E., W. and St. P.).	25027	214.88
Fort Madison, Iowa, and Kansas City, Mo.	7	221.28	Fort Madison, Iowa, Kansas City, Mo. (C., S. F. and C.).	23098 (part)	221.01
Fort Scott and Kanopolis, Kans.	7	245.60	Fort Scott, Wichita, Kans. (Ft. S., W. and W.).	* 33030 (part)	158.02
			Wichita, Hutchinson, Kans. (W. and C.).	33051	47.26
			Hutchinson, Geneseo, Kans. (S., S. and E. P.).	33074	41.74
Fort Scott, Kans., and Webb City, Mo.	7	83.32	Fort Scott, Kans., Webb City, Mo. (K. C., Ft. S. and M.).	33008 (part)	83.13

<sup>1</sup> Balance of route, La Moure to Elgeley, N. Dak. (21.90 miles), covered by closed pouches. (See Table C.)

<sup>2</sup> Line extended to Portland May 10, 1890. Reported last year as Farmington and Lewiston R. P. O.

<sup>3</sup> Balance of route covered by Bath and Lewiston R. P. O. (15.03 miles) and closed-pouch service between Leeds Jct., Lewiston (10.50 miles).

<sup>4</sup> Balance of route covered by Skowhegan and Portland R. P. O. (53.62 miles).

<sup>5</sup> Covered by Skowhegan and Portland R. P. O. (46.40 miles).

<sup>6</sup> 165.99 miles covered by the Mount Airy and Wilmington R. P. O.

<sup>7</sup> Reserve car.

<sup>8</sup> 70.84 miles shown as Waldo and Cedar Keys R. P. O.

<sup>9</sup> 1 reserve car.

<sup>10</sup> See Jack, and Pensacola R. P. O., West Div.

<sup>11</sup> Every third week service is performed upon this route by one of the Florence and Ellinwood, Kans., R. P. O. clerks.

<sup>12</sup> 2 in reserve.

<sup>13</sup> 13.18 miles of route 33011 covered by Newton, Kans., and Galveston, Tex., R. P. O.

<sup>14</sup> Balance of route (110.17 miles) reported as Wilmington and Jacksonville R. P. O.

<sup>15</sup> 81 miles reported as Charlotte and Augusta R. P. O.

in the United States on June 30, 1890—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>			
492	July 1, 1890	107	22.46	108	21.12	6	55,182	176.30	1	22 4	8 10	1	1	1
565	July 1, 1890	52	15.42	51	14.78	6	74,819	119.52	1	15 8	7 2	2	1	2
408	July 1, 1888	164	19	163	17.81	6	36,189	115.02	1	15 9	7 6	1	1	1
1,078	July 1, 1889	56	16.62	67	24.19	6	32,714	167.38	1	18 1	7 7	1	1	1
2,250	July 1, 1889	56	26.76	67	26.76					15 0	6 7	1	1	1
548	July 1, 1889	4	17.60	3	16.74	6	30,308	116	1	20 0	8 10	1	1	1
239	July 1, 1890	53	10.02	54	11.03	7	26,192	71.72	1	11 0	6 7	1	1	1
883	July 1, 1888	7	21.2	8	22.4	7	154,431	105.77	1	9 8	7 2	1	1	1
1,344	July 1, 1888	7	22.6	8	24.7	7			1	21 9	8 9	4	1	4
503	Oct. 15, 1885	7	21.2	8	22.3	7			1	22 0	8 9			
1,033	July 1, 1884	1	18.7	8	16.5	6	27,100	88.86	1	24 9	8 11			
558	July 1, 1890	425	24	426	26.55	7	63,868	124.33	(10)			1	1	1
3,797	July 1, 1890	425	23.82	426	23.82	7			123	14 5	9 3½	1	1	1
8,664	July 1, 1888	50	21.1	51	30	7	119,090	109.58	1	22 5	8 9	2	1	3
2,642	July 1, 1888	50	24	51	21.3	7			1	18 8	8 5			
635	July 1, 1890	335	24.17	336	21.03	7	72,277	124.33	1	13 4½	9 3½	2	1	2
435	July 1, 1887	2	19.71	1	18.65	6	72,096	115.17	2	14 0	8 0	2	1	2
7,499	July 1, 1887	100	21.90	105	25.80	6	71,301	114	1	25 5	8 7	2	1	2
									1	35 4	9 5			
									101	12 7	7 2½			
									8	13 6	7 3			
187	July 1, 1888	27	13.80	26	18.60	6	24,201	77.32	1	9 4	6 0	1	1	1
1,927	July 1, 1888	2	29.43	1	23.78	6	211,419	168.86	1	23 0	9 4	4	1	106
									1	20 6	9 3			
									101	20 1	8 4			
									1	19 11	8 8			
3,051	July 1, 1888	4	26.58	1	25.12	6	38,399	122.68	1	23 3	9 4	1	2	2
500	July 1, 1887	1	19.50	2	19.15	6	134,840	143.60	3	17 3	7 4	3	1	3
960	July 1, 1889	11	22.98	12	24.25	6	159,617	109.13	2	14 5	9 3½	4	1	4
1,357	July 1, 1890	453	23.35	454	24.57	7	182,453	122.80	2	14 5	9 2½	4	1	4
806	July 1, 1890	463	25.74	464	24.64	7			1	21 5	9 2½			
512	July 1, 1890	463	24.15	464	24.15	7			1	19 4	8 11½			
3,663	July 1, 1890	301	24.89	302	22.22	7	60,824	111.77	1	25 1½	8 11½	2	1	2
									101	18 1½	8 10½			

<sup>16</sup> Clerks upon this line perform service upon Florence and Arkansas City, Kans., R. P. O. every third week.

<sup>17</sup> Balance of route covered by Ishpeming, Mich., and Chicago, Ill., R. P. O. (65.77 miles), and Chicago, Ill., and Winona, Minn., R. P. O. (62.70 miles).

<sup>18</sup> In reserve.

<sup>19</sup> 2 clerks assigned as helpers between Fort Gratiot and Schoolcraft, Mich. (188.75 miles), alternating every other week, held in reserve at Fort Gratiot and 1 at Detroit.

<sup>20</sup> 237.40 miles of route 23008, between Chicago, Ill., and Fort Madison, Iowa, covered by Chicago, Ill., and Fort Madison, Iowa, R. P. O.

<sup>21</sup> Daily service previous to June 1, 1890.

<sup>22</sup> Run of clerks curtailed to end at Geneseo, Kans., October 21, 1889; decreased distance 14.19 miles.

<sup>23</sup> 56.46 miles of route 33038, between Wichita and Anthony, Kans., covered by Wichita and Kiowa, Kans., R. P. O.

<sup>24</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>25</sup> 1 clerk alternates between this line and the Arcadia and Cherry Vale, Kans., and Sedell and Sedan, Kans., 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>			
Fort Smith, Ark., and Leland, Miss. <sup>1</sup>	11	305.70	Fort Smith, Little Rock, Ark. (S. L., I. M. and S.). Little Rock, Arkansas City, Ark. (S. L., I. M. and S.). Arkansas City, Ark., Leland, Miss. (L., N. O. and T.).	29003 29007 (part) 18020	168 113.75 24.44
Fort Smith and Mansfield, Ark.	11	32.32	Fort Smith, Jenson, Ark. (St. L. and S. F.).	29019 (part)	13.90
Fort Smith, Ark., and Wagoner, Ind. T.	11	89.38	Jenson, Mansfield, Ark. (St. L. and S. F.). Fort Smith, Ark., Wagoner, Ind. T. (Kans. and Ark. Valley. St. L., I. M. and S.).	29024 32005	18.23 83.86
Fort Wayne, Ind., and Cincinnati, Ohio.	5	178.86	Fort Wayne, Beeson's, Ind. (Ft. Way., Cin. and Louis.). Beeson's, Ind., Harrison, Ohio, (White Water). Harrison, Valley Junction (n. o.), Ohio (Cleve., Cin., Chic. and St. L.). Valley Junction (n. o.), Cincinnati, Ohio (Cleve., Cin., Chic. and St. L.).	22020 21031 21071 22003 (part)	102.96 48.92 7.75 ( <sup>9</sup> )
Fort Worth and Guide, Tex.	11	53.78	Forth Worth, Waxahachie, Tex. (H. and T. C.).	31052 (part)	41.88
Foxcroft and Newport, Me. <sup>2</sup>	1	29.92	Waxahachie, Guide, Tex. (H. and T. C.). Foxcroft, Newport, Me. (Me. Cen.).	31021 2	12.30 28.64
Frankfort, Ind., and St. Louis, Mo.	5	247.97	Frankfort, Ind., East St. Louis R. R. Station (n. o.), Ill. (Tol., St. L. & Kas. City)	22046	244.55
Fredericksburgh and Orange, Va.	3	40.06	Fredericksburgh, Orange, Va. (P., F. & P.).	11020	39.48
Fremont and Lincoln, Nebr.	6	52.67	Fremont, Lincoln, Nebr. (Fre., Elk. and Mo. Fall.).	34037	52.97
Gainesville and Social Circle, Ga.	4	52.29	Gainesville, Social Circle, Ga. (G., J. & S. R. R.).	15034	52.29
Galesburgh and Havana, Ill.	6	62.03	Galesburgh, Havana, Ill. (Fulton Co., N. G.).	23067	60.45
Galva, Ill., and Burlington, Iowa.	6	85.15	Galva, Gladstone, Ill. (Chi., Bur. and Qcy.). Gladstone, Ill., Burlington, Iowa (Chi., Bur. and Qcy.).	22070 23007 (part)	74.54 ( <sup>12</sup> )
Garrison and Butte City, Mont.	10	52.14	Garrison Silver Bow, Mont. (Mont. Union). Silver Bow, Butte City, Mont. (Mont. Union).	36001 36009	44.90 8.08
Geneva, N. Y., Williamsport, Pa.	2	172.29	Geneva, Corning, N. Y. (F. B. C. Co.). Corning, N. Y., Stokesdale Junction, Pa. (F. B. C. Co.). Stokesdale Junction, Williamsport, Pa. (F. B. C. Co.).	6103 8065 (part) 8150	58.34 36.44 78.49
Georgetown and Cincinnati, Ohio.	5	47.44	Georgetown, Columbia, Ohio (Cin., George. and Ports.). Columbia, Cincinnati, Ohio (Pitts., Cin. and St. L.).	21060 21014 (part)	42.17 ( <sup>13</sup> )
Georgetown, Del., Franklin City, Va.	2	56.26	Georgetown, Del., Franklin City, Va. (P., W. and B.).	9506 (part)	54.23 ( <sup>14</sup> )
Gilman and Springfield, Ill.	6	112.77	Gilman, Springfield, Ill. (Ill. Cent.).	23034	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 28034 (part)	38.77 ( <sup>15</sup> )

<sup>1</sup> Line divided at Little Rock, Ark., into two divisions: Little Rock to Fort Smith, Ark., 168 miles, Little Rock, Ark., to Leland, Miss., 137.70 miles.

<sup>2</sup> 1 helper between Little Rock and Atkins, Ark., 63.60 miles.

<sup>3</sup> Arkansas City and Warren, Ark., R. P. O. runs over 7.30 miles of route 29007 between Arkansas City and Tripp, Ark.

<sup>4</sup> Reserve.

<sup>5</sup> 13.90 miles of route 29019 covered by Monett, Mo., and Paris, Tex., R. P. O.

<sup>6</sup> Double daily service, except Sundays, single service.

<sup>7</sup> In reserve.

<sup>8</sup> Covered by Chicago and Cincinnati R. P. O. 21.20 miles.

<sup>9</sup> New service. Commenced as Bangor and Foxcroft R. P. O., May 17, 1890. Curtailed to end at Newport, June 3, 1890.

In the United States on June 30, 1890—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).	Train No. inward.	Average speed (miles).					Length.	Width.			
Lbs.										<i>Ft.</i>	<i>In.</i>			
1,658	July 1, 1890	632	20.57	631	21	7	269,589	101.90	41	18 2	9 2	6	1	27
802	July 1, 1886	611	19	612	20	.....	.....	.....	41	17 10	9 5			
578	July 1, 1886	23	9.73	24	8.36					18 8	9 3			
1,297	July 1, 1890	55	24.24	56	24.24	*13	43,825	129.28	1	9 6	7 1	1	1	1
550	July 1, 1890	54	24.24	58	22.80				1	14 2	9 4	2	1	2
400	July 1, 1890	641	20.23	642	20.23	7	65,247	89.38	1	24 10	8 10			
661	July 1, 1888	1	27.60	2	24.60	6	111,966	119.24	41	18 8	9 3	3	1	3
739	July 1, 1888	1	20.40	2	19.80	6			2	12 7	7 6			
990	July 1, 1888	1	28.80	2	23.40	6			7	10 8	7 6			
23,584	July 1, 1888	1	30	2	31.20	6								
595	July 1, 1890	44	23.04	43	23.20	7	39,259	107.56	1	17 6	8 10	1	1	1
992	July 1, 1890	44	23.60	43	23.60									
399	July 1, 1889	90	22.12	81	23.59	6	162,980	119.68	1	15 9	7 1	1	1	1
197	July 1, 1888	82	23.59	85	23.59	6	1,376							
434	July 1, 1889	11	24	12	24	6	155,229	123.99	11	20 0	9 0	4	1	4
986	July 1, 1890	1	14.56	2	14.56	6	25,078	80.12	1	7 0	7 4	1	1	1
197	July 1, 1888	43	28.36	42	29.71	7	38,449	105.34	1	5 6	7 4	1	1	1
267	July 1, 1887	2	13	1	13	6	32,630	104.58	1	22 0	9 3	1	1	1
587	July 1, 1887	2	13	1	13	6	32,630	104.58	1	6 4	5 4	1	1	1
83,760	July 1, 1889	1	18.95	2	15.32	6	38,831	124.06	1	6 0	6 0	1	1	1
1,719	July 1, 1890	17	29.60	18	26.43	6	53,304	170.30	1	11 3/4	8 10	1	1	1
2,298	July 1, 1890	17	28.20	18	22.56									
822	July 1, 1889	1	26.37	2	29.26	7	38,062	104.28	13	15 6	9 4	1	1	1
6,197	July 1, 1889	1	21.46	2	23.71									
756	July 1, 1889	1	26.77	2	26.77	6	107,854	114.86	11	15 0	9 0	3	1	3
760	July 1, 1888	1	23.33	2	23.33	6	.....	.....	(18)	.....	.....	(18)	(18)	(18)
26,060	July 1, 1889	1	23.70	2	6.27	6	.....	.....	(18)	.....	.....	(18)	(18)	(18)
425	July 1, 1889	3	17.40	4	16.80	6	29,697	94.88	1	10 3	7 5	2	1	2
531	July 1, 1887	5	12	6	12.60	16	29,697	.....	17	18 0	6 0			
434	July 1, 1890	3	11.40	4	11.40	6								
681	July 1, 1887	5	13.80	6	13.80	6	35,219	112.52	1	11 10	6 8	1	1	1
		401	27	412	27	6								
		1	24.89	2	24.43	6	70,594	112.77	1	11 8	7 5	2	1	2
		70	19.38	71	19.38	7	34,866	95.36	1	12 0	7 3	1	1	1
		63	19	62	19	7								

<sup>10</sup> Mileage of Bangor and Foxcroft included.<sup>11</sup> 1 car in reserve.<sup>12</sup> Distance (9.46 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.<sup>13</sup> 1 in reserve.<sup>14</sup> 15.80 miles covered by closed-pouch service. (See Table C.)<sup>15</sup> Cars and clerks shown on route 6103.<sup>16</sup> Clerks make two round trips daily, except Sunday.<sup>17</sup> Cars are dropped and received at Columbia, Ohio. No local work done between Cincinnati and Columbia, Ohio.<sup>18</sup> Covered by Pittsburgh and Cincinnati R. P. O. (4.70 miles).<sup>19</sup> 24.11 miles covered by Harrington and Lower R. P. O.<sup>20</sup> 10.16 miles of route 28054 between Granego and Joplin, Mo., covered by closed-pouch service. (See Table C.)

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
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 10020	122.90 7.70 20.71
Goldsborough and Greensborough, N. C.	3	130.01	Goldsborough, Greensborough, N. C. (Rich. and Dan.).	13004	130.05
Goldsborough and Morehead City, N. C.	8	94.93	Goldsborough, Morehead City, N. C. (Atlantic and N. C.).	13005	93.91
Grafton and Belington, W. Va.	3	41.55	Grafton, Belington, W. Va. (Grafton and Green).	12012	41.55
Grafton, W. Va., and Chicago, Ill. <sup>1</sup>	5	558.11	Grafton, W. Va., Bellaire, Ohio (Balto. and Ohio). Bellaire, Newark, Ohio (Balto. and Ohio). Newark, Chicago, Ohio (Balto. and Ohio).	*10003 (part) *21001 (part) 21010 (part)	1.83 103.82 (*)
Grafton, W. Va., and Cincinnati, Ohio.	5	300.58	Chicago, Ohio, Chicago, Ill. (Balto. and Ohio). Grafton, Parkersburgh, W. Va. (Balto. and Ohio). Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balto.).	21047 12002 21028	271.28 (1) 195.30
Grafton and Parkersburgh, W. Va.	3	104.54	Grafton, Parkersburgh, W. Va. (Balto. and Ohio).	12002	103.80
Grafton and Wheeling, W. Va.	3	99.44	Grafton, Benwood Junction (n. o.), W. Va. (Balto. and Ohio). Benwood Junction (n. o.), Wheeling, W. Va. (Balto. and Ohio).	10003 (part) 12015	94.80 4.94
Grandin and Willow Springs, Mo.	7	80.92	Willow Springs, Grandin, Mo. (C. R. R. R.).	28066	80.92
Grand Ledge and Grand Rapids, Mich.	9	53.95	Grand Ledge, Grand Rapids, Mich. (D., L. and N.).	24079	53.95
Grand Rapids, Mich., and Cincinnati, Ohio. <sup>16</sup>	5	309.06	Grand Rapids, Mich., Ft. Wayne, Ind. (Grand Rap. and Ind.). Fort Wayne, Richmond, Ind. (Grand Rap. and Ind.). Richmond, Ind., Cincinnati, Ohio (Chi., St. L. and Pitts.).	24018 (part) 22021 21025	(17) 92.96 (*)
Grand Rapids, Mich., and Elkhart, Ind.	9	115.02	Grand Rapids, White Pigeon, Mich. (L. S. and M. S.). White Pigeon, Mich., Elkhart, Ind. (L. S. and M. S.).	24004 21095 (part)	96.35 (1)
Grand Rapids, Mich., and La Crosse, Ind.	9	154.54	Grand Rapids, Mich., La Crosse, Ind. (C. and W. N.).	24021	154.18
Great Bend and Scott, Kans....	7	121.12	Great Bend, Scott, Kans. (A. T. and S. F.).	33059	121.12
Greeley and Denver, Colo....	7	98.43	Greeley, Ft. Collins, Colo. (G., S. L. and P.). Ft. Collins, Denver, Colo. (Colo. Cent.).	*38027 (part) *38003	24.03 74.71

<sup>1</sup> 6.63 miles covered by closed-pouch service. (See Table C.)

<sup>2</sup> Double daily service, except Sunday.

<sup>3</sup> In reserve.

<sup>4</sup> Cars and clerks shown on route 8102.

<sup>5</sup> This line was formerly in two divisions, dividing at Newark, Ohio. Commencing August 29, 1899, the run of cars and clerks of Grafton and Chicago trains 5 and 6 was extended to end at Chicago, Ill., increasing the distance run 359.78 miles. The clerks run through on west bound trips, dividing at Newark, Ohio, on east bound trips. This R. P. O., together with Sandusky, Wheeling, and Pittsburgh, Grafton and Wheeling, and Newark and Chicago R. P. O.'s, forms double daily service between Grafton, W. Va., and Chicago, Ill.

<sup>6</sup> For balance of route (Grafton, W. Va., to Benwood, W. Va., 94.10 miles) see Grafton and Wheeling R. P. O. (third division).

<sup>7</sup> The postal cars running on trains 5 and 6 run through between Baltimore, Md., and Chicago, Ill.

<sup>8</sup> On August 29, 1899, R. P. O. service, in mail apartment cars, was placed on trains 9 and 10, between Newark, Ohio, and Chicago, Ill.; 4 clerks run on these trains (see Newark and Chicago R. P. O.); 4 helpers running between Chicago Junction, Ohio, and Grafton, W. Va. (286.79 miles), daily, four days on and four days off; 1 clerk detailed transfer clerk at Newark, Ohio, and 1 clerk detailed transfer clerk at Shelby, Ohio.

<sup>9</sup> Closed-pouch service between Newark and Columbus, Ohio (distance 83.10 miles). (See Table C.)

<sup>10</sup> Covered by Sandusky, Wheeling, and Pittsburgh R. P. O. (88.04 miles).

<sup>11</sup> Covered by Grafton and Parkersburgh R. P. O. (third division) (103.80 miles).

in the United States on June 30, 1890—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>			
739	July 1, 1889	7023.30	7321.50	6	32,189	102.81	1	19 10	8 4	1	1	2
624	July 1, 1889	7616.25	6522.20	6	32,189		1	14 3	7 5	1	1	
		7021	7320.40	6			1	14 6	8 6			
		7621	6525.50	6			1	19 7	8 4			
725	July 1, 1889	7024	7324.45	6			(4)			(4)	(4)	(4)
		7624	6525	6			(4)			(4)	(4)	(4)
1,924	July 1, 1888	5022.88	5125.10	7	94,907	130.01	2	20 0	8 8	2	1	2
625	July 1, 1888	5022.68	5121.36	6	50,426	94.93	1	13 8	8 8	2	1	2
							1	13 4	8 9			
400	July 1, 1889	111.33	212.48	6	26,010	83.10	1	10 6	8 0	1	1	1
34,770	July 1, 1889	627	627	7	401,519	139.53	74	60 0	8 10	8	2	26
9,264	July 1, 1888	634.61	634.66	7								
8,719	July 1, 1888	536.60	637.80	7								
6,904	July 1, 1888	536.60	637.20	7								
31,239	July 1, 1889	331.20	431.80	7	219,423	150.29 <sup>(12)</sup>		60 0	9 1	4	133	1437
		132.40	231.80	7	219,423					4	164	
27,445	July 1, 1888	330.60	430.60	7								
		132.36	232.38	7								
31,239	July 1, 1889	64723.67	64622	6	65,442	104.54	1	20 10	8 10	2	1	2
							1	17 10	8 7			
34,770	July 1, 1889	323.57	423.09	7	72,591	90.44		21 1	8 10	2	1	2
4,471	July 1, 1889	311.85	49.08									
145	July 1, 1889	50119.06	50319.84	6	50,655	80.02	2	7 0	6 11½	2	1	2
982	July 1, 1880	1133.47	1233.47	6	33,173	107.90	2	20 0	9 0	1	1	1
2,542	July 1, 1888	226.40	323.40	6	192,472	154.53	183	20 0	9 0	154	1	4
1,336	July 1, 1888	227.60	326.40	6								
2,382	July 1, 1889	228.20	324.88	6								
2,362	July 1, 1885	125.25	426.43	6								
		329.00	227.71	6								
114,749	Sept. 30, 1888	132.05	428.05	6	144,065	230.04	2	15 0	9 2	4	1	4
		336.70	228.05	6								
2,699	July 1, 1888	1621.63	161919.98	6	96,742	103.02	2	15 0	9 0	3	1	3
428	July 1, 1890	35719.38	35819.38	6	75,821	121.12	2	20 9	9 3½	2	1	2
695	July 1, 1890	34328.86	34432.06	7	71,854	88.43	1	13 8	8 11	2	1	2
1,765	July 1, 1890	36220.63	36122.86	7								

<sup>13</sup> Cars on the line between Baltimore, Md., and St. Louis, Mo. (See Baltimore and Grafton R. P. O., in third division, for full equipment of line.)

<sup>14</sup> Day line.

<sup>14</sup> 4 clerks running in mail apartment cars between Parkersburg, W. Va., and Cincinnati, Ohio; 3rd clerk of Grafton and Cincinnati R. P. O. day line run east in mail apartment cars with Parkersburg and Cincinnati clerks as helpers; 4 clerks detailed transfer clerks at Cincinnati, Ohio, and 1 clerk detailed to clerical duty in office of superintendent fifth division, Cincinnati, Ohio.

<sup>15</sup> Night line.

<sup>16</sup> This R. P. O., in connection with Cadillac and Ft. Wayne (R. P. O. ninth division), forms double daily (except Sunday) service between

Grand Rapids, Mich., and Fort Wayne, Ind.

<sup>17</sup> Covered by Cadillac and Fort Wayne R. P. O. (ninth division), (142.83 miles).

<sup>18</sup> 1 car in reserve.

<sup>19</sup> These clerks do no local work between Richmond, Ind., and Cincinnati, Ohio, running in cars of Chicago, Richmond, and Cincinnati R. P. O. as helpers, in both directions.

<sup>20</sup> Covered by Chicago, Richmond, and Cincinnati R. P. O. (74.63 miles).

<sup>21</sup> Double service daily (except Sunday), shown in report of New York and Chicago R. P. O.

<sup>22</sup> 15.14 miles of route 38027, between Fort Collins and Stout, Colo., covered by closed-pouch service. (See table C.)

<sup>23</sup> Denver and Georgetown, Colo., R. P. O. also runs over 3.20 miles of route 38003, between Denver and Argo Junction (n. o.), Colo.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in 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>			
Greenport and New York, N. Y.	2	98.60	Greenport, Long Island City, N. Y. (L. I.).	6043	91.71
<i>Green River, Wyo., and Huntington, Oregon.</i>	6	571.22	Green River, Granger, Wyo. (Union Pac.).	34001 (part)	( <sup>1</sup> )
			Granger, Wyo., Huntington, Oregon (Oregon Short Line).	37001	541.34
Greensborough and Winston, N. C.	3	29.10	Greensborough, Winston, N. C. (Rich. and Dan.)	13012 (part)	28.30
Greenup and Webbville, Ky. <sup>1</sup>	5	37.26	Greenup, Webbville, Ky. (East. Ky.).....	20013	37.00
Greenville and Bangor, Me. ....	1	91.03	Greenville, Oldtown, Me. (Bang. Pis.).....	14	78.66
			Oldtown, Bangor, Me. (Ma. Cen.).....	132 ( <sup>2</sup> )	( <sup>3</sup> )
Greenville and Butler, Pa. ....	2	58.87	Greenville, Butler, Pa. (P., S. and L. E.)...	8651	58.42
Greenville and Columbia, S. C. ....	4	144.33	Greenville, Columbia, S. C. (R. and D. 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	54.61	Greenville, Dallas, Tex. (M., K. and T.) ...	31055	54.64
Greenville and Laurens, S. C. ....	4	37.48	Greenville and Laurens, S. C. (Cen. R. R. of Ga.).	14024	37.48
Greenville and Walhalla, S. C. ....	4	70.10	Greenville, Belton, S. C. (R. and D. R. R.).	14001	( <sup>11</sup> )
Greenwood and Jackson, Miss. ....	4	100.46	Belton, Walhalla, S. C. (R. and D. R. R.).	14018	44.33
Greenwood Lake and New York, N. Y. <sup>12</sup>	2	45.63	Greenwood, Jackson, Miss. (Ill. Cent.).	18018	100.46
Greycourt, N. Y. and Phillipsburgh, N. J. <sup>14</sup>	2	03.30	Sterling Forest, N. Y., Jersey City, N. J. (Green Lake).	7031	12.54
Griffin and Carrollton, Ga. ....	4	60.37	Greycourt, N. Y., Belvidere, N. J. (L. and H. R.).	7052 (part)	03.36
Griffin and Columbus, Ga. ....	4	80.50	Griffin, Carrollton, Ga. (S. G. and N. A. R. R.).	15022	60.37
Gurdon and Camden, Ark. ....	11	37.07	Griffin, Columbus, Ga. (Ga. Mid. and Gulf R. R.).	15051 (part)	80.25
Hagerstown and Weverton, Md. ....	3	24.52	Gurden, Camden, Ark. (S. L., I. M. and S.).	20010	37.07
Hamden and Portsmouth, Ohio. ....	5	56.37	Hagerstown, Weverton, Md. (Balto. and Ohio).	10005	24.43
Hannibal and Gilmore, Mo. ....	7	86.41	Hamden Junction, Portsmouth, O. (Cin., Wash. and Balt.).	21018	56.35
Hannibal and Sedalia, Mo. ....	7	143.35	Hannibal, Gilmore, Mo. (St. L. and H.).	28020	86.41
Harrington and Lewes, Del. ....	2	40.79	Hannibal, Sedalia, Mo. (M. K. and T.).	28014	143.35
Harrisburg, Pa., and Baltimore, Md. <sup>21</sup>	2	86.22	Harrington, Georgetown, Del. (P., W. and B.).	8506	24.11
Harrisburg, Pa., and Winchester, Va.	2	117.47	Georgetown, Lewes, Del. (P. W. and B.).	8504 (part)	15.21
			Harrisburg, Pa., Baltimore, Md. (N. C.).	10002 (part)	( <sup>22</sup> )
Hartford and Saybrook, Conn. ....	1	44.43	Harrisburg, Pa., Martinsburg, W. Va. (C. V.).	8030	85.66
			Martinsburg, W. Va., Winchester, Pa. (C. V.).	12018	22.79
			Hartford, Saybrook, Conn. (N. Y., N. Hav., & Hart. Val. Div.)	5015 (part)	44.43

<sup>1</sup> Double daily service except Sunday.<sup>2</sup> 1 clerk transfer duty at Long Island City, N. Y.; 1 clerk in charge of early a. m. mails in lobby of N. Y. P. O.<sup>3</sup> Distance (30.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.<sup>4</sup> Cars run through between Green River, Wyo., and Portland, Oregon, covering Huntington and Portland, Oregon, R. P. O.<sup>5</sup> 13.50 miles covered by closed-pouch service. (See Greensborough and Rural Hall, Table C<sup>2</sup>.)<sup>6</sup> This line was formerly the Greenup and Walhalla R. P. O. On July 1, 1880, the run of clerk

was extended to Webbville, increasing distance 3.29 miles.

<sup>7</sup> Balance of route covered by Vanceborough and Bangor R. P. O. (102.23 miles).<sup>8</sup> Covered by Vanceborough and Bangor R. P. O. (12.60 miles).<sup>9</sup> Reserve car.<sup>10</sup> In reserve.<sup>11</sup> 25 miles reported as Green and Columbia R. P. O.<sup>12</sup> Clerk does not run beyond Sterling Forest.<sup>13</sup> 5.83 miles covered by closed-pouch service. (See Table C<sup>2</sup>.)

in the United States on June 30, 1890—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 crew.	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>			
2,102	July 1, 1880	22 28.93		25 27.80		6	1 62,350	128.90	1	17 10	8 10	3	1	25
		34 27.40		9 24		6	62,350		1	20	8 9			
53,510	July 1, 1890	503 33.16		504 26.06		7	416,990	190.41	65	60 0	8 11	6	2	12
16,151	July 1, 1890	503 30.06		504 31.21										
740	Oct. 1, 1889	6 17.46		5 23.33		7	21,243	116.40	1	8	7	1	1	1
		8 18.37		7 17.10		6	18,217							
142	July 1, 1888	3 12.53		2 12.53		6	23,325	74.52	1	10 4	4 6	1	1	1
921	July 1, 1849	4 19.53		93 19.52		6	56,984	182.06	1	16 0	7 0	1	1	1
6,961	July 1, 1889	4 21.60		93 16.80					91	14 0	9 0			
660	July 1, 1889	3 21.09		2 24		6	36,853	117.74	1	15 8	7 6	1	1	1
									101	13 2	6 7			
908	July 1, 1883	55 20		54 22.1		6	90,564	96.22	2	20 0	9 0	3	1	3
137	Feb. 25, 1885	72 14.6		71 14.3		6	31,686	101.66	1	9 4	7 4	1	1	1
287	July 1, 1890	13 24.28		14 22.60		7	39,887	109.28	1	13 1	7 1	1	1	1
196	July 1, 1888	14 28.8		13 28.8		6	23,387	74.96	1	7 6	6 11	1	1	1
908	July 1, 1888	54 16.6		55 16.4		6	43,780	140.32	1	20 0	9 0	1	1	1
425	July 1, 1888	54 15.7		65 21.		6								
460	July 1, 1888	11 21.8		12 21.8		6	62,687	100.46	2	14 7	7 2	2	1	2
458	July 1, 1889	524 19.41		509 15.00		6	28,564	91.26	1	10 0	7 0	1	1	1
									101	10 0	7 0			
290	July 1, 1889	5 31.50		4 26.62		6	39,663	126.72	1	12 9	6 9	1	1	1
									101	13 0	6 6			
264	July 1, 1888	33 20.5		34 20.		6	37,670	120.74	102	24 0	9 0	1	1	1
234	July 1, 1888	50 27.7		51 28.2		0	50,232	161.00	2	13 9	6 6	1	1	1
237	July 1, 1890	55 8.22		56 9.88		6	23,005	74.14	1	9 7	9 5	1	1	1
									171	18 8	9 3			
460	July 1, 1889	314 24.25		313 17.11		6	15,350	98.08	1	13 0	8 6	1	1	1
		310 24.25		315 24.25		6	15,350		1	6 4	8 5			
421	July 1, 1888	53 21.00		50 21.00		6	35,288	112.74	1	13 0	7 4	1	1	1
3,731	July 1, 1887	1 24.70		2 26.92		6	184,971	86.41	1	16 0	7 0	2	1	2
		3 23.04		4 25.92		6			1	17 1	6 10 1/2			
374	Feb. 11, 1885	1 20.21		2 22.34		7	104,646	95.57	1	24 9	9 1	3	1	13
									3	16 7	6 11			
435	July 1, 1889	301 26.82		312 26.82		6	25,535	81.58	2	11 10	6 8	1	1	1
									201	11 10	6 7			
210	July 1, 1889	301 25.40		312 25.10		6			(21)			(21)	(21)	(21)
18,730	July 1, 1889	10 23.72		13 23.00		6	53,974	114.96	1	20 0	9 0	2	1	3
		8 26.15		15 24.28		6	153,974		1	20 0	9 0	1	1	
2,838	July 1, 1889	9 25.63		6 24.52		6	73,536	117.47	101	20 0	9 0			
		1 25.86		14 25.63		6	173,536		1	15 0	8 7	2	1	25
		9 22.00		6 25.38		6			101	23 10	8 8			
		1 25.38		14 22.00		6			21	15 6	8 5			
										20 7	8 7			
1,778	July 1, 1889	703 25.83		708 25.06		6	28,395	90.72	(26)	11 7	6 2	(26)	(26)	(26)
		709 24.63		714 24.63		6	28,395		1	10 0	6 6	1	1	

<sup>14</sup> R. P. O. does not run beyond Belvidere, N. J.<sup>15</sup> 1 reserve car.<sup>16</sup> 18.95 miles, McDonough to Griffin, closed-pouch service. (Table C.)<sup>17</sup> Reserve.<sup>18</sup> From Jan'y 18, 1890, to June 23, 1890, single daily (-x Sunday) service only was performed upon this route.<sup>19</sup> 1 clerk detailed to transfer service at Hannibal Mo., and 1 helper 5 days in each week between Hannibal and Moberly, Mo.<sup>20</sup> 54.23 miles covered by Georgetown and Franklin City R. P. O.<sup>21</sup> Cars and clerks shown on route 9506.<sup>22</sup> Short run Elmira and Baltimore R. P. O.<sup>23</sup> 86.22 miles covered by Elmira and Baltimore R. P. O.<sup>24</sup> 1 helper, 41.00 miles.<sup>25</sup> Cars and clerks shown on route 8030.<sup>26</sup> Balance of route covered by closed-pouch service between Saybrook and Saybrook Point (1.69 miles). (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.
<b>Hartford, Conn., and State Line (n. o.), N. Y.<sup>1</sup></b>	1	<i>Miles.</i> 67.68	Hartford, Conn., State Line (n. o.), N. Y. (Cen. N. Eng. and West.).	* 5018 (part)	67.68
<b>Hastings and Cologne, Minn.</b>	10	55.88	Hastings, Cologne, Minn. (C. M. and S. P.).	* 26010 (part)	56.51
<b>Haverstraw and New York, N. Y.</b>	2	43.41	Haverstraw, N. Y., Jersey City, N. J. (N. J. and N. Y.).	7024	41.79
<b>Hawley and Scranton, Pa.</b>	2	36.76	Hawley, Scranton, Pa. (E. and W. V.).	8189 (part)	* 36.18
<b>Hayfield, Minn., and Mason City, Iowa.</b>	10	58.25	Hayfield, Minn., Mason City, Iowa (C. St. P. and K. C.).	* 26035 (part)	58.15
<b>Hazleton and Sunbury, Pa.</b>	2	52.01	Hazleton, Sugar Loaf, Pa. (L. V.).	8016 (part)	10 8.60
<b>Helena and Clarendon, Ark.</b>	11	48.77	Sugar Loaf, Sunbury, Pa. (Penna.).	8015 (part)	44.61
<b>Helena, Mont., and Spokane Falls, Wash.</b>	10	387.00	Helena, Clarendon, Ark. (Ark. Mid.).	29002	48.77
			Helena, Missoula, Mont. (Northern Pacific).	* 26001 (part)	120.50
			Missoula, Mont., Spokane Falls, Wash. (Northern Pacific).	* 43000 (part)	258.20
<b>Hempstead and Austin, Tex.</b>	11	115.16	Hempstead, Austin, Tex. (H. and T. C.).	31001	115.16
<b>Henrietta and Dallas, Tex.</b>	11	150.23	Henrietta, Whitesboro, Tex. (M., K. and T.).	* 31022 (part)	86.42
			Whitesboro, Denton, Tex. (M., K. and T.).	* 31028 (part)	35.32
			Denton, Dallas, Tex. (M., K. and T.).	31030	38.07
<b>Henry, Mo., and Atchison, Kans.</b>	7	93.36	St. Joseph, Henry, Mo. (St. Jo. and St. L.).	28012	73.48
			St. Joseph, Mo., Atchison, Kans. (St. Jo., St. L. and S. F.).	28067	21.50
<b>Herington and Dodge City, Kans.<sup>12</sup></b>	7	204.39	Herington, Bucklin, Kans. (C., R. I. and P.).	* 33075 (part)	176.44
			Bucklin, Dodge City, Kans. (C., R. I. and P.).	33092	26.55
<b>Herington and Liberal, Kans., East Division.<sup>20</sup></b>	7	127.94	Herington, Pratt, Kans. (C., R. I. and P.).	* 33075 (part)	(22)
<b>Western Division</b>	7	137.02	Pratt, Liberal, Kans. (C., R. I. and P.).	* 33075 (part)	* 86.30
<b>Herington and Salina, Kans.</b>	7	49.89	Herington, Salina, Kans. (C., R. I. and P.).	33096	49.89
<b>Heron Lake and Pipestone, Minn.</b>	10	55.33	Heron Lake, Pipestone, Minn. (C., St. P., M. and O.).	26028	55.45
<b>Hightstown, N. J., and Philadelphia, Pa.</b>	2	52.17	Hightstown, Pemberton, N. J. (Penna.).	7065	25.83
<b>Hinton, W. Va., and Cincinnati, Ohio.<sup>24</sup></b>	5	308.89	Pemberton, Camden, N. J. (Penna.).	7006	25.65
			Hinton, Huntington, W. Va. (Ches. and Ohio).	* 11005 (part)	151.57
			Huntington, W. Va., Cincinnati, Ohio (Mays and Big Sandy).	20025	100.88

<sup>1</sup> Reported last year as Hartford and Millerton R. P. O. Line curtailed to end at State Line, Oct. 28, 1889.

<sup>2</sup> Balance of route covered by second division (State Line and Rhinecliff R. P. O., 42.68 miles).

<sup>3</sup> Reserve cars.

<sup>4</sup> Balance of route covered by St. Paul, Minn., and Aberdeen, S. Dak., R. P. O. (256.34 miles); Aberdeen and Eureka, S. Dak., R. P. O. (41.60 miles), and between Roscoe and Ewle, S. Dak. (15.29 miles), covered by closed-pouch service. (See Table C.)

<sup>5</sup> In reserve.

<sup>6</sup> 1 car in reserve.

<sup>7</sup> 15.10 miles covered by closed-pouch service. See Table C.

<sup>8</sup> Balance of route (91.53 miles) covered by Minneapolis, Minn., and Dubuque, Iowa, R. P. O.

<sup>9</sup> 1 in reserve.

<sup>10</sup> 14.80 miles covered by Easton and Hazleton R. P. O.

<sup>11</sup> Cars and clerks shown on route 8016.

<sup>12</sup> Balance of route (1127.84 miles) covered by St. Paul, Minn., and Helena, Mont., R. P. O.

<sup>13</sup> Cars run through to Portland, Oreg., via Tacoma, Wash., over routes 43009, 43011, 43005, and 43001.

<sup>14</sup> Balance of route (161.31 miles) covered by Spokane Falls, Wash., and Portland, Oreg., R. P. O.

<sup>15</sup> 25.48 miles of route 31022, between Denison and Whitesboro, Tex., covered by Denison and Taylor, Tex., R. P. O.; 35.70 miles of route 31028 covered by Denison and Taylor, Tex., R. P. O.

<sup>16</sup> From June 1, 1890, curtailed to single daily service between St. Joseph, Mo., and Atchison, Kans.

<sup>17</sup> For 11 months of the fiscal year the average daily miles run by clerks was 124.48 miles, but since June 1, 1890, average has only been 111.23.

in the United States on June 30, 1890—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>			
913	July 1, 1889	7 25.69	14 24.01	6	43,036	135.26	1	12 0	6 0	1	1	1	1	2
		15 24.01	10 24.75	6	43,036		1	13 0	6 6	1	1	1	1	
245	July 1, 1889	5 22.23	6 22.20	6	34,981	111.76	1	10 0	7 0	1	1	1	1	
							1	12 6	4 0	1	1	1	1	
500	July 1, 1889	18 21.05	1 21.43	6	27,175	86.82	1	14 2	7 4	1	1	1	1	
							1	14 6	5 6	1	1	1	1	
		1 24.94	4 24.94	6	23,012	75.16	1	8 6	6 10	1	1	1	1	
1,580	Dec. 2, 1889	96 13.29	95 15.70	6	36,461	116.50	2	13 5	7 7	1	1	1	1	
959	July 1, 1889	407 24.00	408 20.00	6	33,050	105.22	1	14 11	8 4	1	1	1	1	
							1	10 0	8 0	(11)	(11)	(11)	(11)	
391	July 1, 1889	14 29.33	13 25.14	6			(11)							
221	July 1, 1890	110 26	2 10.89	6	30,530	97.54	1	14 0	7 0	1	1	1	1	
11,448	July 1, 1887	1 22.35	2 26.74	7	282,510	129.00	13	30 5	9 0	6	1	6	6	
		1 25.53	2 22.72											
1,296	July 1, 1890	21 21.03	22 21.93	7	84,066	115.16	2	14 0	8 10	2	1	2	2	
2,221	July 1, 1890	18 22.90	17 20.61	7	116,213	159.23	2	15 6	8 10	2	1	2	2	
6,173	July 1, 1890	15 21.19	16 21.19											
364	July 1, 1890	15 19.00	16 19.00											
2,208	July 1, 1889	17 25.27	18 26.46	14	135,096	172.48	1	20 0	0 0	3	1	3	3	
		19 25.27	20 26.46				1	12 0	9 7					
1,373	July 1, 1889	17 28.66	18 28.66	7			1	12 0	9 0					
2,438	July 1, 1890	23 25.26	24 23.58	7	140,205	136.26	2	14 8	7 2	3	1	3	3	
539	July 1, 1890	23 24.51	24 24.51	7										
2,438	July 1, 1890	21 24.13	22 25.34	7	93,396	127.94	3	14 8	7 2	2	1	4	4	
2,438	July 1, 1890	67 14.38	68 16.78	7	100,025	137.02						2	1	
133	July 1, 1890	27 28.57	26 28.57	7	36,420	99.78	1	14 8	7 2	1	1	1	1	
135	July 1, 1887	39 16.50	40 16.50	6	34,637	110.66	1	9 0	7 5	1	1	1	1	
437	Oct. 15, 1888	5 21.24	2 25.00	6	32,658	104.34	1	15 0	10 0	1	1	1	1	
							1	15 0	8 0					
1,193	July 1, 1889	371 24.43	352 24.52	6			(28)					(28)	(28)	(28)
2,614	July 1, 1889	3 33.60	2 26.40	7	225,490	154.45	(28)	20 0	9 0	4	2	16	16	
		1 31.60	4 33.60	7	225,490							4	2	
2,492	Feb. 19, 1889	3 33.00	2 27.60	7										
		1 32.18	4 33.60	7										

<sup>12</sup> New service.

<sup>13</sup> 171.40 miles of route 33075, between St. Joseph, Mo., and Herington, Kans., covered by St. Joseph, Mo., and Caldwell, Kans., R. P. O. and 86.30 miles, between Bucklin and Liberal, Kans., covered by the Herington and Liberal, Kans., R. P. O. Herington and Liberal, Kans., R. P. O. also runs over this route between Herington and Bucklin, Kans. (distance 176.44 miles), making double daily service between these points.

<sup>14</sup> This R. P. O. divides on Pratt, Kans. Reported last year as the Herington and Pratt and Pratt and Liberal, Kans., R. P. O.'s.

<sup>15</sup> Herington and Dodge City, Kans., R. P. O. also runs over this route between Herington and Bucklin, Kans., making double daily service between these points.

<sup>16</sup> 171.40 miles of route 33075, between St. Joseph, Mo., and Herington, Kans., covered by the

St. Joseph, Mo., and Caldwell, Kans., R. P. O., and 176.44 miles, between Herington and Bucklin, Kans., by the Herington and Dodge City, Kans., R. P. O.

<sup>17</sup> Cars and clerks shown on route 7065.

<sup>18</sup> This line was formerly the Huntington and Cincinnati R. P. O. On April 1, 1890, the run of the clerks was extended to Hinton, W. Va., increasing distance 146 miles. Previous to that date the part of the line between Hinton and Huntington, W. Va., was located in the third division. Annual miles of service for whole fiscal year counted by fifth division.

<sup>19</sup> Balance of route (345 97 miles) covered by Richmond and Hinton R. P. O. (third division).

<sup>20</sup> The mail cars on this line run through between Richmond, Va., Hinton, W. Va., and Cincinnati, Ohio. (See Richmond and Hinton, and Washington and Hinton R. P. O.'s, in third division report, for full equipment).

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>			
Holden, Mo., and Coffeyville, Kans.	7	201.58	Holden, Mo., Paola, Kans. (Mo. Pac.)..... Paola, Le Roy, Kans. (Mo. Pac.)..... Le Roy, Dearing, Kans. (V. V. I. and W.)... Dearing, Coffeyville, Kans. (D., M. & A.)...	28024 33031 33063 7046	54.47 58.87 81.26 ( <sup>c</sup> )
Horicon and Portage, Wis. ....	10	53.17	Horicon, Portage, Wis. (C. M. and St. P.)	(part) 25006	52.24
Hornellsville and Buffalo, N. Y. <sup>b</sup>	2	92.61	Buffalo, Hornellsville, N. Y. (N. Y., L. E. and W.)	6008	92.94
Hot Springs, N. C., and Columbia, S. C.	4	201	Asheville, Hot Springs, N. C. (R. and D. R. R.) Asheville, N. C., Spartanburg, S. C. (R. and D. R. R.) Spartanburg, S. C., Alston, S. C. (R. and D. R. R.) Alston, Columbia, S. C. (R. and D. R. R.)	13006 14011 14008 14001	( <sup>c</sup> ) 71.92 68.58 ( <sup>c</sup> )
Houston and El Paso, Tex. <sup>d</sup> ...	11	850.94	Houston, San Antonio, Texas (G. H. and S. A.) San Antonio, El Paso, Texas (G. H. and S. A.)	31002 31039	218.01 634.20
Howard City and Detroit, Mich. <sup>12</sup>	9	161.22	Howard City, Detroit, Mich. (D., L. and N.)	24017	160.64
Humeston and Shenandoah, Iowa	6	113.91	Humeston, Van Wert, Iowa (Koo. and West.) Van Wert, Shenandoah, Iowa (Hum. and Shen.)	28015 27007	17.82 96.77
Huntingdon, Pa., and Cumberland, Md.	2	90.69	Huntingdon, Mt. Dallas Station, Pa. (H. and B. T. M.) Mt. Dallas Station, Pa., Cumberland, Md. (Penna.)	8034 8072	45.15 45.11
Huntington, W. Va., and Louisville, Ky.	5	234.11	Huntington, W. Va., Ashland, Ky. (Maya. and Big Sandy) Ashland, Lexington, Ky. (Eliza, Lex. and Big Sandy) Lexington, La Grange, Ky. (Louis. and Nash.) La Grange, Louisville, Ky. (Louis. and Nash.)	20025 (part) 20016 20003 20004	( <sup>16</sup> ) 124.32 67.53 ( <sup>17</sup> )
Huntington and Portland, Oregon.	8	405.60	Huntington, Umatilla, Oregon (Oregon Rwy. and Navigation Co.) Umatilla, Portland, Oregon (Oregon Rwy. and Navigation Co.)	(part) 44603 44005	218.01 187.56
Hutchinson and Kinsley, Kans.	7	84.20	Hutchinson, Kinsley, Kans. (A. T. and S. F.)	(part) 33052	84.20
Independence and Cedar Vale, Kans.	7	56.12	Independence, Cedar Vale, Kans. (A. T. and S. F.)	33053	56.12
Indiana and Branch Junction, Pa.	2	19.20	Indiana, Branch Junction, Pa. (Penna.)	8042	19.10
Indianapolis, Ind., and Decatur, Ill.	5	152.50	Indianapolis, Ind., Decatur, Ill. (Ind., Dec. and West.)	23055	154.26
Indianapolis, Ind., and Louisville, Ky.	5	111.33	Indianapolis, Ind., Louisville, Ky. (Penna. Co.)	22007	111.24

<sup>1</sup> Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.; also runs over 7.20 miles of route 33031 between Paola and Olathe, Kans.

<sup>2</sup> 5.33 miles of route 33056 between Dearing and Coffeyville, Kans., covered by Nevada, Mo., and Winfield, Kans., R. P. O.

<sup>3</sup> Short run of the New York, Hornellsville and Buffalo R. P. O.

<sup>4</sup> Clerks accounted for on New York, Hornellsville and Buffalo R. P. O.

<sup>5</sup> In reserve.

<sup>6</sup> 37 miles reported in Silas and Knoxville R. P. O.

<sup>7</sup> 25 miles reported in Greenville and Columbia R. P. O.

<sup>8</sup> Double daily service between Houston and San Antonio, Tex. Line divides at San Antonio, Tex., Houston to San Antonio, Tex. (218.01

miles), San Antonio to El Paso, Tex. (322.93 miles).

<sup>9</sup> Helper daily between Houston and Columbia, Tex. (69 miles).

<sup>10</sup> Oct. 1, 1889, line extended from Spofford to El Paso, Tex., to be known as the Houston and El Paso, Tex., R. P. O. Balance of line from Spofford to Eagle Pass, Tex., to be known as the Spofford and Eagle Pass, Tex., R. P. O. Service between Sierra Blanca and El Paso, Tex., is in addition to the Texarkana, Ark., and El Paso, Tex., R. P. O.

<sup>11</sup> Reserve.

<sup>12</sup> In connection with the Big Rapids and Detroit R. P. O., gives double service between Detroit and Ionia, Mich. (122.80 miles), daily except Sunday; 1 clerk appointed to the Big Rapids

in the United States on June 30, 1890—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 crows.	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 crows.	Number of clerks to crow.	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>			
1,812	July 1, 1887	209	10.11	210	11.35	7	147,153	134.39	2	16 4	6 10	3	1	3
1,761	July 1, 1890	221	20.35	222	21.62	7								
839	July 1, 1890	221	20.18	222	23.02	7								
707	July 1, 1890	222	21.32	221	21.32	7								
827	July 1, 1887	7	25.50	6	26.37	6	33,284	106.34	1	15 7	8 9	1	1	1
8,131	July 1, 1889	3	28.73	20	26.03	6	57,974	92.61	1	15 0	9 0	2	1	(4)
									1	15 0	10 0			
									1	14 6	8 0			
1,410	July 1, 1888	55	24.2	54	23	7	146,730	134	1	13 10	8 6	3	1	3
569	July 1, 1888	55	17.2	54	19	7			1	14 6	9 7			
584	July 1, 1888	55	23.4	54	23.4	7								
908	July 1, 1888	55	25.1	54	25	7								
4,019	July 1, 1890	18	23.15	17	23	7	150,140	145.33	1	22 0	9 0	3	1	*14
		20	24.22	19	24.22	7	579,689	154.71	3	24 2	9 3	10	1	
1,172	July 1, 1890	20	25.55	19	25.20				1	22 9	9 3			
									1	28 8	9 3			
									1	14 6	9 2			
3,040	July 1, 1888	10	25.03	128	34	6	100,924	161.22	12	20 0	8 10	2	1	2
419	July 1, 1887	3	20.25	4	23.34	6	71,308	113.91	2	23 0	9 0	2	1	2
653	July 1, 1887	3	25.60	4	24.51									
910	July 1, 1889	1	23.48	2	24.51	6	56,772	90.69	1	15 0	8 10	2	1	2
546	July 1, 1889	3	23.48	4	22.50	6			1	15 2	8 8			
4,492	July 1, 1889	21	19.20	22	19.20	6	206,461	131.92	17	19 7	9 0	5	1	165
1,992	July 1, 1888	21	21.60	22	21	6			1	18 0	9 0			
1,646	July 1, 1888	17	27	22	34.60	6			1	14 0	9 0			
22,829	July 1, 1888	21	26.40	18	22.20	6								
		17	23.40	22	23.40	6								
		21	24	18	19.20	6								
13,202	July 1, 1890	3	25.50	4	26.11	7	296,088	135.20	20	60 0	8 11	6	1	7
11,126	July 1, 1890	3	24.84	4	26.23				1	50 0	9 3			
530	July 1, 1890	34	16.84	34	14.03	6	52,709	168.40	1	11 11	7 6½	1	1	1
270	July 1, 1890	26	18.71	26	18.71	7	40,968	112.24	1	20 0	8 10	1	1	(2)
1,216	July 1, 1889	80	19	87	19	6	12,019	76.80	1	15 0	8 0	1	1	3
		84	19	81	5.14	6	12,019		(24)			(24)	(24)	
1,512	July 1, 1885	1	24.40	2	26.52	6	95,465	101.67	2	20 9	9 0	3	1	3
									1	22 0	9 3			
4,396	July 1, 1888	10	33.60	13	31.20	7	81,271	111.33	25	19 3	9 4	4	1	26
		18	31.20	19	31.80	7	81,271							

and Detroit R. P. O.; runs as helper between Detroit and Howell, Mich. (51.50 miles), 5 days each week.

<sup>12</sup> 1 car held in reserve.

<sup>14</sup> Balance of route (131.50 miles) covered by Keokuk and Humeaton, Iowa, R. P. O.

<sup>15</sup> Cars and clerks shown on route 8034.

<sup>16</sup> Covered by Hinton and Cincinnati R. P. O. (16.08 miles).

<sup>17</sup> 1 car in reserve.

<sup>18</sup> The run of clerks divides at Lexington, Ky.: 2 clerks daily, except Sunday, on trains 21 and 22, between Huntington, W. Va., and Lexington, Ky. (distance, 139.67 miles), 3 clerks daily, except Sunday, on trains 17 and 22, and 31 and 18, between Lexington and Louisville, Ky. (distance, 96.07 miles).

<sup>19</sup> Covered by Cincinnati and Nashville R. P. O. (27 miles).

<sup>20</sup> 40-foot cars authorized June 20, 1890; from May 1, 1 city distributor for Portland; daily average, 176.

<sup>21</sup> Balance of route (27.20 miles) Wallula, Wash., Umatilla, Oregon, closed-pouch service. (See Table C.)

<sup>22</sup> 1 clerk appointed to Kansas City, Mo., and Wellington, Kans., R. P. O.

<sup>23</sup> Double daily service, Sundays excepted.

<sup>24</sup> Cars and clerks shown on trains 80 and 87.

<sup>25</sup> 3 cars in reserve.

<sup>26</sup> 2 helpers running over whole line on trains 10, 13, 18, and 19 daily, except Sunday.

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>			
Indianapolis, Ind., and Peoria, Ill.	5	212.41	Indianapolis Ind., Peoria, Ill. (Ohio, Ind. and West.).	22018	212.41
Indianapolis, Ind., and St. Louis, Mo.	5	265.47	Indianapolis, Terre Haute, Ind. (Ind. and St. Louis).	22025	73.39
			Terre Haute, Ind., East St. Louis, Ill. (Ind. and St. Louis).	22043	189.65
Indianapolis and Terre Haute, Ind.	5	73.05	Indianapolis, Terre Haute, Ind. (Terre Haute and Ind. pl.).	22002	(7)
Indianapolis, Ind., Vandalia, Ill., and St. Louis, Mo.	5	241.08	Indianapolis, Terre Haute, Ind. (Terre Haute and Ind. pl.).	22002	(7)
			Terre Haute, Ind., East St. Louis, Ill. (Terre Haute and Ind. pl.).	22044	(1)
Indianapolis and Vincennes, Ind.	5	116.70	Indianapolis, Vincennes, Ind. (Penna. Co.).	22001	117.26
Iron Mountain, Mich., and Milwaukee, Wis.	10	209.60	Iron Mountain, Mich., Milwaukee, Wis. (Mil. and Northern).	<sup>12</sup> 25016 (part)	208.37
Jaspington, Mich., and Chicago, Ill.	10	393	Jaspington, Mich., Ft. Howard, Wis. (Chi. and No. West.).	24031	189.08
			Ft. Howard, Fond du Lac, Wis. (Chi. and No. West.).	<sup>13</sup> 25009 (part)	65.77
			Fond du Lac, Milwaukee, Wis. (Chi. and No. West.).	25012	63.72
			Milwaukee, Wis., Chicago, Ill. (Chi. and No. West.).	23001	85
Ithaca and Owego, N. Y.	2	35	Ithaca, Owego, N. Y. (D., L. and W.).	6042	35.63
Jackson and Adrian, Mich.	9	47.55	Jackson, Adrian, Mich. (L. S. and M. S.).	24003	47.26
Jackson, Mich., and Fort Wayne, Ind.	9	99.26	Jackson, Mich., Fort Wayne, Ind. (L. S. and M. S.).	24020	109.40
Jackson and Natchez, Miss.	4	99.55	Jackson, Natchez, Miss. (N. J. and C. Ry.).	18010	99.54
Jacksonport and Brinkley, Ark.	11	60.90	Jacksonport, Brinkley, Ark. (W. and B. R. V.).	29006	60.90
Jacksonville and Pensacola, Fla.	4	.....	Jacksonville, La. e City, Fla. (F., C. and P. R. R.).	16006	59.81
Eastern division	.....	207.50	Lake City, River Junction, Fla. (F., C. and P. R. R.).	<sup>14</sup> 16002 (part)	147.87
Western division	.....	161.20	River Junction, Pensacola, Fla. (Pens. and Atlantic R. R.).	16015	161.20
Jacksonville and Tampa, Fla.	4	210.71	Jacksonville, Sanford, Fla. (J., T. and K. W. Ry.).	16018	125.30
			Sanford, Tampa, Fla.	16007	115.59
Jameson City and Bloomsburgh, Pa.	2	30.42	Jameson City, Bloomsburgh, Pa. (B. and S.).	8172	30.42
Jamestown and Oakes, N. Dak.	10	69.31	Jamestown, La. Moure, N. Dak. (Northern Pacific).	35020	48.87
			La. Moure, Valley Jet, (n. o.), N. Dak. (Northern Pacific).	35015 (part)	( <sup>15</sup> )
			Valley Jet, (n. o.), Oakes, N. Dak. (Northern Pacific).	35028	15.21
Jefferson and McKinney, Tex.	11	155.46	Jefferson, McKinney, Tex. (M., K. and T.).	31013	155.46

<sup>1</sup> 3 cars in reserve.

<sup>2</sup> Day line.

<sup>3</sup> 4 helpers on night line running through between Indianapolis, Ind., and Peoria, Ill.

<sup>4</sup> Night line.

<sup>5</sup> 4 helpers on day line running through between Indianapolis, Ind., and St. Louis, Mo.

<sup>6</sup> Night line. On May 1, 1890, R. P. O. service was established on night trains 7 and 10, in apartment cars, between Indianapolis, Ind., and St. Louis, Mo.

<sup>7</sup> Covered by Pittsburgh and St. Louis R. P. O. (74.39 miles).

<sup>8</sup> This clerk holds an appointment on Pittsburgh

and St. Louis R. P. O., and is shown with that line.

<sup>9</sup> 1 car in reserve.

<sup>10</sup> These clerks are appointed to Pittsburgh and St. Louis R. P. O., and are shown with that line.

<sup>11</sup> Covered by Pittsburgh and St. Louis R. P. O. (167.75 miles).

<sup>12</sup> Balance of route (55.89 miles), Champion to Iron Mountain, Mich., covered by closed-pouch service. (See Table C.)

<sup>13</sup> North division Iron Mountain, Mich., and Green Bay, Wis. (95.43 miles).

<sup>14</sup> Clerks alternate one week on north division and one week on south division.

in the United States on June 30, 1890—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.	Av. speed (miles).	Train No. inward.	Av. speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
3,430	July 1, 1888	127	627	6	132,969	106.21	17	22 5	8 5	4	1	12		
1,971	July 1, 1888	327	425.20	7	155,059	132.74	4	40 0	9 0	4	42	12		
1,569	July 1, 1888	927.60	828.80	6	166,184	32,387				4	61			
66,712	July 1, 1889	731.80	1033.00	7										
66,712	July 1, 1889	925.86	822.80	6	45,729	146.10	1	16 0	8 9	1	1	(*)		
63,409	July 1, 1889	735.40	1034.20	7	150,916	120.54	13	16 0	8 3	4	1	(10)		
754	July 1, 1888	326.40	426.40	6	73,054	116.70	12	17 0	8 10	2	1	2		
1,092	July 1, 1887	927	825.80	6	159,739	139.73	13	33 4 1/2	9 7 1/2	3	1	3		
4,029	July 1, 1888	626.67	325.82	6	167,147	154	1	50 0	9 6	184	1	22		
7,499	July 1, 1887	327.69	127.69	17	225,570	120.24	2	50 0	9 6	3	1			
6,119	July 1, 1887	225.36	125.36	10	112,912	107.50	1	22 0 1/2	9 5 1/2	4	2			
8,686	July 1, 1887	421.72	819	10	53,767	85.89	1	50 0	9 5	132	1			
941	July 1, 1889	10233.81	10326.10	11	21,910	70	1	8 2	10 9	1	1	1		
1,210	July 1, 1888	14323.81	14125.35	6	29,766	95.10	1	13 0	9 6	1	1	1		
689	July 1, 1888	10626.19	10527.10	6	62,137	99.26	1	16 10	8 10	2	1	2		
1,326	July 1, 1888	223.73	329.21	11	62,112	99.54	1	13 8	7 10	2	1	2		
135	July 1, 1890	1229.21	8129.21	11	38,123	121.80	1	10 10	7 6	1	1	1		
1,449	July 1, 1888	629.21	529.21	11	151,475	103.75	3	15 6	8 10	4	1	7		
993	July 1, 1888	434	530.90	11	117,676	107.40	4	14 0	9 0	3	1			
5,186	Apr. 16, 1886	1028.33	934	7	253,895	122	4	27 4	9 4	6	1	108		
5,186	Apr. 16, 1886	822.66	924	6	19,043	60.84	1	33 2	9 4					
1,017	Apr. 1, 1885	115.24	11625.55	6	43,388	138.62	1	17 8	7 6					
221	July 1, 1889	15626.08	15724.49	6	113,485	103.97	1	14 3	7 4	1	1	1		
712	July 1, 1890	110.1	219.1	6			2	8 4	6 6	1	1	1		
492	July 1, 1890	215.22	115.22	6			1	23 7	8 10	1	1	1		
703	July 1, 1890	124.4	223.1	7										
307	July 1, 1890	124.3	226.1	7										

\* 1 in reserve.

\* South division, Green Bay to Milwaukee, Wis. (114.17 miles).

\* Ishpeming, Mich., to Milwaukee, Wis. (309 miles)

\* 3 helpers between Menominee, Mich., and Milwaukee, Wis.

\* Balance of route covered by Fond du Lac, Wis., and Harvard, Ill., R. P. O. (114 miles); and Chicago, Ill., and Winona, Minn., R. P. O. (62.70 miles).

\* Menominee, Mich., to Milwaukee, Wis. (180.37 miles).

\* Ft. Howard, Wis., to Chicago, Ill. (215.06 miles).

\* Milwaukee, Wis., to Chicago, Ill. (85.89 miles).

\* 2 helpers, 1 between Waukegan and Chicago, Ill., and 1 between Lake Forest and Chicago, Ill., on all trains.

\* In reserve.

\* 1 reserve car.

\* 3 reserve cars.

\* 4 miles, Monticello and Drifton, closed-pouch service. (See Table C.)

\* Cars used by Flomaton and Pensa, R. P. O.

\* 2 helpers on 14 and 27.

\* Short runs on trains 23 and 66; clerks alternate on long and short runs.

\* Distance (5.30 miles) covered by Fargo and La Moure, N. 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>			
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. (R. & O.).....	8070	45.48
Julesburgh and Denver, Colo.	7	197.88	Julesburgh, La Salle, Colo. (Colo. Cent.)..	38017	150.96
			La Salle, Denver, Colo. (Den. Pac.).....	38007	( <sup>1</sup> )
Junction City and Parsons, Kans.	7	157.15	Junction City, Parsons, Kans. (M., K. & T.).	33009 (part)	187.15
Kalamazoo and South Haven, Mich.	9	40.20	Kalamazoo, South Haven, Mich. (Mich. Cent.).	24007	40.09
Kane and Pittsburgh, Pa. ....	2	153.51	Kane, Callery, Pa. (P. and W.).....	8086 (part)	128.17
			Callery, Pittsburgh, Pa. (P. and W.).....	8125 (part)	( <sup>2</sup> )
Kankakee and Kankakee Junction, Ills.	6	71.52	Kankakee, Kempton, Ill. (Ills. Cent'l).....	23062 (part)	28.27
			Kempton, Kankakee Junction, Ill. (Ill. Cent'l).	23061 (part)	43.01
Kankakee and Seneca, Ills. ....	6	43.30	Kankakee, Seneca, Ill. (Kank. and Seneca).	23069	43.56
Kansas City, Mo., and Beatrice, Nebr. <sup>3</sup>	7	176.24	Kansas City, Mo., Beatrice, Nebr. (K. C., W. and N. W.).	33078	176.17
Kansas City, Mo., and Belleville, Kans. <sup>4</sup>	7	204.73	Kansas City, Mo., North Topeka Station (n. o.), Kans. (C., R. I. and P.).	33100	67.20
			North Topeka Station (n. o.), McFarland, Kans. (C., R. I. and P.).	33075 (part)	( <sup>11</sup> )
			Belleville, McFarland, Kans. (C., R. I. and P.).	33089	104.78
Kansas City, Mo., and Coffeyville, Kans. <sup>12</sup>	7	168.34	Kansas City, Mo., Paola, Kans. (M., K. and T.).	33018	43.10
			Coffeyville, Paola, Kans. (M., K. and T.) ..	33083	125.74
Kansas City, Mo., and Denver, Colo.	7	641.02	Kansas City, Mo., Denver, Colo. (U. P. R. R.).	33001	641.02
Kansas City and Ash Grove, Mo. <sup>13</sup>	7	175.14	Kansas City, Mo., Olathe, Kans. (K. C., C. and S.).	33008 (part)	( <sup>16</sup> )
			Raymore Junction (n. o.), Mo., Olathe, Kans. (K. C., C. and S.).	28016	26.50
			Raymore Junction (n. o.), Ash Grove, Mo. (K. C., C. and S.).	28056	129.39
Kansas City and Joplin, Mo. ....	7	169.25	Kansas City, Pleasant Hill, Mo. (Mo. Pac.).	28061 (part)	( <sup>17</sup> )
			Pleasant Hill, Joplin, Mo. (Mo. Pac.).....	28040	137.47
Kansas City, Mo., and Memphis, Tenn.: <sup>18</sup>					
North division .....	7	202.63	Kansas City, Mo., Fort Scott, Kans. (K. C., Ft. S. and M.).	33008 (part)	98.58
			Fort Scott, Kans., Springfield, Mo. (K. C., Ft. S. and M.).	28036	104.32
South division .....	7	284.66	Springfield, Mo., Memphis, Tenn. (K. C., Ft. S. and M.).	28017	285.40
Kansas City and Osceola, Mo. ....	7	109.01	Kansas City, Osceola, Mo. (K. C. and S.).	28055	109.01

<sup>1</sup> 46.02 miles of route 33007 covered by the Cheyenne, Wyo., and Denver, Colo., R. P. O.

<sup>2</sup> In reserve.

<sup>3</sup> 12.24 miles covered by closed-pouch service. (See Table C.)

<sup>4</sup> 1 car in reserve.

<sup>5</sup> Distance 25.34 miles covered by Pitts. and Akron R. P. O. (8th div.).

<sup>6</sup> Cars and clerks shown on route 8006.

<sup>7</sup> Balance of route (58.11 miles) covered by Kempton and Bloomington, Ill., R. P. O.

<sup>8</sup> Reported last year as the Kansas City, Mo., and Seneca, Kans., R. P. O. Increased distance 58.60 miles.

<sup>9</sup> Reported last year as Topeka and Belleville, Kans., R. P. O. Extended November 12, 1889. Increased distance 67.63 miles.

<sup>10</sup> 1 in reserve.

<sup>11</sup> 33 miles of route 33075 covered by St. Joseph, Mo., and Caldwell, Kans., R. P. O.

<sup>12</sup> Reported last year as the Paola and Coffeyville, Kans., R. P. O. Change in effect December 15, 1889. Increased distance 42.60 miles.

<sup>13</sup> 1 clerk detailed as chief clerk at Denver, Colo.; 1 clerk detailed as assistant to chief clerk at Denver, Colo.; 1 clerk detailed as assistant to chief clerk at Kansas City, Mo.; 4 helpers, 2 each upon day and night line.

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.										Ft.	In.	Ft.	In.	
251	July 1, 1887	153	12.47	152	11.92	6	28,614	91.42	1	10	9	7	4	1 1 1
571	July 1, 1889	92	23.48	93	23.48	6	28,614	91.42	1	18	0	8	6	1 1 1
2,718	July 1, 1890	308	29.69	307	29.69	7	144,452	131.92	1	15	2	7	5	3 1 3
4,481	July 1, 1890	308	27.85	307	27.85	7	.....	.....	1	12	2	6	6	
937	July 1, 1890	9	31.68	10	19.64	7	114,720	104.77	1	20	5	7	5	3 1 3
389	July 1, 1888	123	26.33	122	24.94	6	25,165	80.40	1	20	4	7	5	1 1 1
573	July 1, 1889	21	15.77	20	16.39	6	96,097	153.51	4	13	4	7	0	2 1 2
1,222	July 1, 1889	21	16.40	20	17.28	6	.....	.....	1	6	2	8	0	( <sup>6</sup> ) ( <sup>6</sup> ) ( <sup>6</sup> )
171	July 1, 1887	1	25.85	2	28.07	6	44,771	143.04	1	14	0	7	0	1 1 1
146	July 1, 1887	1	24.57	2	25.80									
95	July 1, 1887	71	11.22	72	12.58	6	27,106	86.60	1	16	0	9	4	1 1 1
691	July 1, 1890	1	27.11	4	26.44	7	114,359	117.49	3	24	7	7	3	3 1 3
4,274	July 1, 1890	11	33.60	12	33.60	7	149,135	136.49	10	16	4	7	8	3 1 3
2,438	July 1, 1890	11	28.30	12	28.30	7								
1,922	July 1, 1890	11	30.47	12	30.47	7								
1,687	July 1, 1890	3	25.86	4	30.42	7	108,635	112.23	2	15	8	6	9	3 1 3
1,357	July 1, 1890	3	17.64	4	17.24	7								
11,841	July 1, 1890	201	31.79	202	31.27	7	467,945	213.67	4	45	4	9	4	6 2 13 31
		203	30.28	204	29.14	7	367,286	213.67	1	24	1	9	4	6 2
									1	24	2	9	4	
									1	25	2	9	0	
									1	24	9	8	10	
3,663	July 1, 1890	7	20.70	2	20.70	7	122,192	116.76	2	25	5	9	3	3 1 3
359	July 1, 1887	101	23.63	102	20.48	7								
330	July 1, 1887	101	22.80	102	23.50	7								
47,461	July 1, 1887	302	18	301	23.33	7	123,553	112.83	1	49	11	8	11	3 1 18 4
1,902	July 1, 1887	301	22.12	302	22.12	7			1	49	6	9	5	
3,663	July 1, 1890	1	26.35	2	24.70	7	.....	.....	3	25	0	9	0	
		3	29.64	4	29.64	7	295,840	135.09	2	25	1	8	11	6 2 23
2,687	July 1, 1887	1	25.31	2	24.35	7	.....	.....	1	25	2	9	0	
		3	25.31	4	24.84	7	.....	.....	1	25	2	9	0	
1,818	July 1, 1887	1	22.32	2	21.90	7	415,604	142.33	1	18	1	8	10	8 1
		3	23.72	4	22.46	7	.....	.....	1	6	9	7	6	2 1 2
263	July 1, 1889	2	22	1	22	7	69,188	109.01	1	10	0	6	10	

<sup>14</sup> Mail apartment service extended from Wallace, Kans., through to Denver, Colo., February 15, 1890. Increased distance 220.62 miles.

<sup>15</sup> Reported last year as the Olathe, Kans., and Ash Grove, Mo., R. P. O. Increased distance 19.25 miles. Extended November 24, 1889.

<sup>16</sup> 20.70 miles of route 33008 covered by Kansas City, Mo., and Memphis, Tenn., R. P. O.

<sup>17</sup> 31.63 miles of route 28601, between Pleasant Hill and Kansas City, Mo., covered by St. Louis and Kansas City, Mo., R. P. O.

<sup>18</sup> 1 helper between Kansas City and Nevada, Mo. (161.32 miles).

<sup>19</sup> Double daily service.

<sup>20</sup> This line divides on Springfield, Mo.

<sup>21</sup> 83.13 miles of route 33008, between Fort Scott, Kans., and Webb City, Mo., covered by the Fort Scott, Kans., and Webb City, Mo., R. P. O.

<sup>22</sup> 1 helper on north division, between Kansas City and Lamar, Mo.; 2 helpers on south division, between Springfield, Mo., and Hoxie, Ark.

<sup>23</sup> Prior to June 1, 1890, service was daily, except Sunday.

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>			
<i>Kansas City, Mo., and Oxford, Nebr.</i>	6	363.95	Kansas City, Napier, Mo., (K. C. & St. Jo. and C. Bl.). Napier, Mo., Rule "Y," Nebr. (B. and M. R. in Nebr.). Rule "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 33012 (part) 34020 34016 (part) 34029 (part)	(1) 11.70 (7) 40.87 108.18 64.78
<i>Kansas City, Mo., and Pueblo, Colo.</i> <sup>10</sup>	7	636.55	Kansas City, Mo., Topeka, Kans. (A., T. & S. F.).  Topeka, Kans., Pueblo, Colo. (A., T. & S. F.).	33016  33010 (part)	60.88  569.75
<i>Kansas City, Mo., Salina, Kans.,<sup>14</sup> and Pueblo, Colo.</i>	7	6301.77 7339.06	Kansas City, Mo., Paola, Kans. (K. C. and S. W.). Paola, Osawatomie, Kans. (Mo. Pac.)..... 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., Ottawa, Kans. (A. T. and S. F.). Ottawa, Cherry Vale, Kans. (A. T. and S. F.). Cherry Vale, Wellington, Kans. (A. T. and S. F.).	33091 33031 (part) 33023 (part) 33067 33050 33070 33084 38036 33006 33004 (part) 33005 (part)	54.09 (18) 21.42 71.34 72.22 126.25 141.35 150.76 58.80 97.80 113.41
<i>Kansas City, Mo., and Wellington, Kans.</i> <sup>15</sup>	7	270.09	Kays, N. J., and Stroudsburg, Pa. (N. Y. S. and W.). Keathley and Knoxville, Tenn. Clinton, Knoxville, Tenn. (East Tenn., Va. and Ga.). Keene, N. H., South Vernon (n. o.), Vt. (Conn. Riv.). Kempton and Bloomington, Ill. (Ill. Central).. Kenedy, Corpus Christi, Tex. (S. A. and A. P.). Kenosha, Wis., and Rockford, Ill. (Chi. and N. West.). Keokuk, Iowa, and Clayton, Ill. (Wabash)..... Keokuk and Humeston, Iowa.....	33006 33006 19022 19008 (part) 3056 33062 (part) 31033 (part) 25011 23081 28015 (part)	47.75 30.57 (2) 23.93 58.11 89.00 73.71 43.09 131.56

<sup>1</sup> Distance (101.50 miles) covered by Council Bluffs, Iowa, and Kansas City, Mo., R. P. O.<sup>2</sup> 1 car in reserve.<sup>3</sup> Through run.<sup>4</sup> Whole cars.<sup>5</sup> Short run, St. Joseph, Mo., to Oxford, Nebr., 297.26 miles.<sup>6</sup> Reserve.<sup>7</sup> Distance (38.80 miles) covered by Columbus, Nebr., and Kansas City, Mo., R. P. O.<sup>8</sup> Balance of route (12.07 miles) covered by Lincoln, Nebr., and Concordia, Kans., R. P. O.<sup>9</sup> Balance of route, Hastings to Red Cloud, Nebr., (41.48 miles) covered by closed pouches. (See Table C.)

Reported last year as double daily R. P. O. service. Additional mail apartment service be-

tween Kansas City, Mo., and Dodge City, Kans., 368.64 miles, in effect June 1, 1890.

<sup>10</sup> 8 helpers (each) assigned to day and night lines between Kansas City and Hutchinson, Kans.; 1 helper on day line between Kansas City and Topeka; 1 helper on night line between Kansas City and Osage City.<sup>11</sup> 5 in reserve.<sup>12</sup> 50.70 miles of route 33010, between Atchison and Topeka, Kans., covered by the Atchison and Topeka, Kans., R. P. O.<sup>13</sup> This line divides on Holsington, Kans.<sup>14</sup> Kansas City, Mo., and Holsington, Kans., division.<sup>15</sup> 2 helpers between Kansas City, Mo., and Council Grove, Kans.<sup>16</sup> Holsington, Kans., and Pueblo, Colo., division.

in the United States on June 30, 1890—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>			
10,352	July 1, 1887	7 & 39	25.92	8 & 40	26.48	7	265,601	181.98	23	40 0	9 1	4	2	12
			15 26.72		16 28.63	7	217,000	148.63	42	35 2	8 10	4	1	
2,704	Aug. 3, 1888		39 23.00		40 36.66				41	18 4	8 10			
2,795	July 1, 1890		39 29.84		40 31.04									
6,374	July 1, 1890		15 27.71		16 34.74									
5,618	July 1, 1890		39 33.34		40 27.58									
3,193	July 1, 1890		15 30.05		16 25.26									
			39 32.40		40 31.86									
			15 30.14		16 30.14									
29,903	July 1, 1890		39 32.00		40 26.67									
			15 28.45		16 26.67									
			5 30.70		6 33.25	7	929,363	181.87	4	60 0	9 4	14	2	46
			7 26.60		8 26.60	7			12 9	50 0	9 4			
			1 30.70		2 33.25	7	22,425	184.32	1	20 0	9 4	4	2	
21,367	July 1, 1890		5 31.55		6 32.45	7			1	20 9	9 4			
			7 24.61		8 24.61	7			1	22 1	9 4			
			1 26.86		2 23.71	7								
3,610	July 1, 1890	(222) 24.96	(221) 24.96	(222) 24.96	(221) 24.96	7	220,292	150.89	3	20 6	9 3	4	1	10
1,761	July 1, 1890	221 24.00	222 24.00	222 24.00	221 24.00	7	247,514	169.53	1	19 9	9 2	4	1	
									1	19 3	9 2			
2,337	July 1, 1890	201 23.36	202 23.36	202 23.36	201 23.36	7								
2,042	July 1, 1890	201 27.62	202 28.54	202 28.54	201 27.62	7								
1,838	July 1, 1890	201 25.49	202 26.26	202 26.26	201 25.49	7								
1,600	July 1, 1890	201 36.07	202 24.43	202 24.43	201 36.07	7								
1,290	July 1, 1890	201 28.27	202 31.41	202 31.41	201 28.27	7								
1,063	July 1, 1890	201 31.19	202 34.79	202 34.79	201 31.19	7								
5,348	July 1, 1890	201 23.52	202 23.52	202 23.52	201 23.52	7	121,720	111.16	2	20 0	9 3	3	1	14
		203 22.76	204 22.05	204 22.05	203 22.76	7	197,166	135.05	1	26 2	9 3	4		
2,906	July 1, 1890	201 23.47	202 21.34	202 21.34	201 23.47	7			1	14 5	9 2			
		203 22.57	204 20.23	204 20.23	203 22.57	7			7	26 2	9 3			
1,740	July 1, 1890	201 19.40	202 19.40	202 19.40	201 19.40	7								
		203 19.44	204 20.94	204 20.94	203 19.44	7								
244	July 1, 1889	101 19.85	12 14.65	12 14.65	101 19.85	6	29,985	95.80	1	13 0	6 6	1	1	1
811	July 1, 1889	10 16.20	9 21.60	9 21.60	10 16.20	7	37,872	103.76	1	13 0	6 6	1	1	1
									1	23 0	9 6	1	1	1
1,039	July 1, 1888	10 24.60	9 30.60	9 30.60	10 24.60	7								
728	July 1, 1889	18 24.00	23 24.00	23 24.00	18 24.00	6	15,243	97.40	1	9 0	6 10	1	1	1
		32 26.17	3 24.00	3 24.00	32 26.17	6	15,243							
171	July 1, 1887	9 11.20	8 26.68	8 26.68	9 11.20	6	36,164	115.54	2	15 0	7 2	1	1	1
689	July 1, 1890	3 22.10	4 21.36	4 21.36	3 22.10	6	55,714	178.00	2	17 0	9 9	1	1	1
1,376	July 1, 1887	191 11.93	192 14.06	192 14.06	191 11.93	6	45,901	146.84	1	13 6	7 3	1	1	1
491	July 1, 1887	42 24.57	43 24.57	43 24.57	42 24.57	6	26,974	86.18	1	27 5	8 7	1	1	1
419	July 1, 1887	5 24.18	6 23.46	6 23.46	5 24.18	6	82,063	132.05	2	10 8	7 0	2	1	2
									1	16 8	8 11			
									1	15 11	8 10			

<sup>18</sup> 7.20 miles of route 33031 covered by the Holden, Mo., and Coffeyville, Kans., R. P. O.

<sup>19</sup> Double daily service between Kansas City, Mo., and Independence, Kans.

<sup>20</sup> Clerks upon trains 201 and 202 run between Kansas City, Mo., and Independence, Kans. Distance from register to register, 166.74 miles.

<sup>21</sup> I helper upon trains 201 and 202, daily except Monday, between Kansas City, Mo., and Weld, Kans. I clerk performs service between Chanute and Longton, Kans. I clerk performs service between Independence and Cedar Vale, Kans.

<sup>22</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, be-

tween Cherry Vale and Coffeyville, Kans., covered by closed pouch service. (See Table C.)

<sup>23</sup> In reserve.

<sup>24</sup> 18.12 miles of route 33005, between Wellington and Hunnswell, Kans., covered by closed pouch service. (See Table C.)

<sup>25</sup> Covered by Louisville and Knoxville R. P. O., 20.70 miles.

<sup>26</sup> Balance of route (28.27 miles) covered by Kankakee and Kankakee Jct., Ill., R. P. O.

<sup>27</sup> 67.56 miles of route 31033 between San Antonio and Kenedy, Tex., covered by Wallis Station and San Antonio, Tex., R. P. O.

<sup>28</sup> Balance of route (17.82 miles) covered by Humes-ton and Shenandoah, Iowa, R. P. O.

<sup>29</sup> Reserve.

TABLE A—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <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.
Ketchum and Shoshone, Idaho.	8	70.34	Ketchum, Shoshone, Idaho (Oregon Short Line Rwy.).	42001	70.01
Keysville, Va., and Raleigh, N. C.	3	114.69	Keysville, Va., Durham, N. C. (Rich. and Dan.).	11032	87.08
Killbuck and Trinway, Ohio . . .	5	33.82	Durham, Raleigh, N. C. (Rich. and Dan.) . .	10004 (part)	( <sup>1</sup> )
Kingston and Goshen, N. Y. . . .	2	44.26	Killbuck, Trinway, Ohio (Cleve. Akron and Col.).	21102	34.14
Kiowa, Kans., and Panhandle, Tex.	11	217.20	Kingston, Montgomery, N. Y. (Wall Val.).	6083	34.20
Knobel and Helena, Ark. . . . .	11	140.65	Montgomery, Goshen, N. Y. (N. Y., L. E. and W.).	6009	10.49
Knox, Ind., and Streator, Ill. . .	6	119.65	Kiowa, Kans., & Panhandle, Tex. (A., T. and S. F.).	32004	217.20
Knoxville and Maryville, Tenn.	3	18.49	Knobel, Forest City, Ark. (St. L., I. M. and S.).	29012	97.76
La Crosse, Wis., and Dubuque, Iowa.	10	122.47	Forest City, Helena, Ark. (St. L., I. M. and S.).	29008	44.65
La Crosse, Wis., and Woonsocket, S. Dak.	10	400.45	Knox, Ind., Streator, Ill. (Ind., Ill. and Iowa).	23082	119.82
			Knoxville, Maryville, Tenn. (Knox and Augusta).	19014	18.49
			La Crosse, Wis., Dubuque, Iowa (C., M. and St. P.).	<sup>2</sup> 27012 (part)	121.73
			La Crosse, Wis., Flandreau, S. Dak. (C., M. and St. P.).	26023	311.29
			Flandreau, Egan, S. Dak. (C., M. and St. P.).	<sup>3</sup> 35067 (part)	4.40
			Egan, Woonsocket, S. Dak. (C., M. and St. P.).	35008	85.30
La Fayette, Ind., and Quincy, Ill.	6	271	La Fayette, Ind., Quincy, Ill. (Wabash) . .	<sup>4</sup> 21019 (part)	271.15
La Junta, Colo., and Albuquerque, N. Mex.	7	348.22	La Junta, Colo., Albuquerque, N. Mex. (A. T. and S. F.).	<sup>5</sup> 28006 (part)	348.09
Lake Crystal, Minn., and Eagle Grove, Iowa.	10	110.48	Lake Crystal, Elmore, Minn. (C., St. P., M. and O.).	26029	44.15
			Elmore, Minn., Eagle Grove, Iowa (Chic. and No. West.).	<sup>6</sup> 27052 (part)	66.30
Lake Geneva, Wis., and Elgin, Ill.	6	44.15	Lake Geneva, Wis., Elgin, Ill. (Chic. and No. West.).	23004	43.79
Lake Station, Ind., and Joliet, Ill.	6	45.68	Lake Station, Ind., Joliet, Ill., (Mich. Cent.).	23022	45.15
Lancaster, N. H., and Boston, Mass.	1	212.03	Lancaster, Concord, N. H. (Con. and Mont.).	<sup>7</sup> 1006 (part)	136.30
			Concord, Nashua, N. H. (Con. and Mont.).	1001	( <sup>8</sup> )
			* Nashua, N. H., Boston, Mass. (Boa. and Me. Low. Sys.).	3016	( <sup>9</sup> )
Lancaster, Pa., and Frederick, Md.	2	81.67	Lancaster, Columbia, Pa. (Penna.) . . . . .	8027 (part)	( <sup>10</sup> )
Lancaster and Harrisburg, Pa.	3	49.87	Columbia, Pa., Frederick, Md. (Penna.) . .	8032	69.30
			Lancaster, Middletown, Pa. (Penna.) . . . .	8027	30.99
			Middletown, Harrisburg, Pa. (Penna.) . . .	8001 (part)	( <sup>11</sup> )
Langdon and Larimore, N. Dak.	10	76.78	Langdon, Larimore, N. Dak. (St. P., M. and M.).	<sup>12</sup> 35006 (part)	76.19

<sup>1</sup> Acting clerk.<sup>2</sup> 23.60 miles covered by the Goldsborough and Greensborough R. P. O.<sup>3</sup> In reserve.<sup>4</sup> Cars and clerks shown on route 6083.<sup>5</sup> Reserve.<sup>6</sup> Balance of route covered by Chicago, Ill., and McGregor, Iowa, R. P. O. (43.60 miles), and between Sabula Jct. and Clinton, Iowa (16.46 miles), by closed pouches. (See Table C.)<sup>7</sup> Short run La Crosse, Wis., to Wells, Minn. (150.65 miles).<sup>8</sup> Balance of route (34.91 miles) covered by Egan, S. Dak. and Sioux City, Iowa R. P. O.<sup>9</sup> Balance of route (203.10 miles) covered by Toledo, Ohio, and St. Louis, Mo., R. P. O.<sup>10</sup> 1 clerk detailed as chief clerk at Quincy, Ill.; 1 to clerical duty at office supt. Chicago, Ill.; 2 to transfer duty at Quincy, Ill.; 1 to transfer duty at Decatur, Ill.; 1 helper.<sup>11</sup> 177.14 miles of route 38006 between Albuquerque and Rincon, N. Mex., covered by the Albuquerque, N. Mex., and El Paso, Tex., R. P. O. and 53.82 miles between Rincon and Deming, N. Mex., covered by the Rincon and Silver City, N. Mex., R. P. O.<sup>12</sup> One clerk detailed to transfer service at La Junta, Colo.

in the United States on June 30, 1890—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.			
Lbs.										<i>Ft. In.</i>	<i>Ft. In.</i>			
505	July 1, 1890	521	17.17	522	17.17	6	44,032	140.68	1	10 2	6 8	1	1	11
729	July 1, 1889	102	24.96	103	21.14	7	83,724	114.69	1	19 6	9 0	2	1	2
1,924	July 1, 1888	65	23.51	54	23.51	.....	.....	.....	1	9 6	9 1	.....	.....	.....
214	July 1, 1889	24	12.60	23	12	6	21,171	67.64	1	12 1	9 0	.....	.....	.....
588	July 1, 1889	4	24.75	1	27.50	6	27,707	88.52	2	18 2	8 10	1	1	1
605	July 1, 1889	174	25	177	19.80	6	.....	.....	1	18	7 6	.....	.....	.....
434	July 1, 1890	441	25.22	442	23.27	7	158,556	144.80	( <sup>4</sup> )	.....	.....	( <sup>4</sup> )	( <sup>4</sup> )	( <sup>4</sup> )
1,174	July 1, 1890	765	17.40	766	17.19	7	102,674	140.65	3	21 0	9 3	3	1	3
777	July 1, 1890	601	20.93	602	22.30	.....	.....	.....	( <sup>5</sup> )	20 0	9 9	.....	.....	.....
92	June 28, 1888	1	11.61	2	11.24	6	74,901	119.65	1	20 0	9 1	2	1	2
191	July 1, 1888	1	10.75	2	10.75	6	11,575	36.98	1	18 0	9 3	.....	.....	.....
2,982	July 1, 1887	6	24.25	5	21.37	6	76,666	122.47	1	15 0	7 4	2	1	2
2,119	July 1, 1887	1	22.01	4	22.96	6	250,682	133.48	1	14 2	7 0	.....	.....	.....
1,094	July 1, 1890	3	12.18	2	12.18	6	94,307	100.43	2	12 4	5 10	1	1	1
1,450	July 1, 1890	1	26.80	4	23.68	.....	.....	.....	2	26 0	9 4	6	1	9
13,486	July 1, 1888	45	21.68	44	26.65	6	169,646	135.50	1	20 2	9 4	.....	.....	.....
8,446	July 1, 1890	3	21.11	4	21.76	7	254,201	139.29	2	15 9	7 6	3	1	.....
521	July 1, 1887	13	25.14	14	25.38	6	27,525	88.20	1	.....	.....	.....	.....	.....
1,338	July 1, 1887	10	17.67	9	19.40	.....	41,535	132.70	1	.....	.....	.....	.....	.....
246	July 1, 1887	60	24.57	59	24.41	6	27,638	88.30	1	.....	.....	.....	.....	.....
107	July 1, 1887	141	27	144	28.42	6	28,596	91.36	1	.....	.....	.....	.....	.....
2,853	July 1, 1889	54	20.59	29	21.51	6	132,730	106.01	1	.....	.....	.....	.....	.....
13,788	July 1, 1889	54	32.30	29	32.30	.....	.....	.....	1	.....	.....	.....	.....	.....
16,018	July 1, 1889	54	29.07	29	27.08	.....	.....	.....	1	.....	.....	.....	.....	.....
1,177	July 1, 1889	85	24	82	25.71	6	51,125	81.67	1	.....	.....	.....	.....	.....
742	July 1, 1889	4	22.97	1	21.79	6	.....	.....	1	.....	.....	.....	.....	.....
1,177	July 1, 1889	73	24.80	72	22.68	6	25,585	81.74	1	.....	.....	.....	.....	.....
128,217	July 1, 1889	73	21.60	72	23.48	6	.....	.....	1	.....	.....	.....	.....	.....
563	July 1, 1890	82	12.65	81	11.38	6	48,064	153.56	1	.....	.....	.....	.....	.....

<sup>12</sup> North division, Lake Crystal to Elmore, Minn., (44.13 miles).<sup>13</sup> Balance of route (98.34 miles) covered by Tama and Hawarden, Iowa, R. P. O.<sup>14</sup> South division, Elmore, Minn., to Eagle Grove, Iowa (66.35 miles).<sup>15</sup> Whole car.<sup>16</sup> Balance of route covered by closed pouch service between Lancaster and Groveton Jct., (9.58 miles). (See table C.)<sup>17</sup> 1 clerk detailed as transfer clerk, Manchester, N. H.<sup>18</sup> Covered by St. Albans, Boston R. P. O. (36.30 miles).<sup>19</sup> Covered by St. Albans and Boston R. P. O. (40.62 miles).<sup>20</sup> 12.10 miles covered by Lanc. and Harris, R. P. O.<sup>21</sup> Cars and clerks shown on route No. 8027.<sup>22</sup> 9.00 miles covered by New York and Pittsburgh R. P. O.<sup>23</sup> Balance of route (79.03 miles) covered by Laramore, N. Dak., and Breckenridge, Minn., R. P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-offices. (Lines upon which railway post-office cars are paid for, in <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>			
Lansing and Hillsdale, Mich. <sup>1</sup> . . . . .	9	65.68	Lansing, Jonesville, Mich. (L. S. & M. S.) . . . . .	24005	66.95
Larabee and Clermont, Pa. . . . .	2	22.16	Jonesville, Hillsdale, Mich. (L. S. & M. S.) . . . . .	21095	( <sup>2</sup> )
Larimore, N. Dak., and Breckenridge, Minn. . . . .	10	131.40	Larabee, Clermont, Pa. (W. N. Y. & P.) . . . . .	8091	23.40
			Larimore, Everett, N. Dak. (St. P., M. & M.) . . . . .	+35006	79.03
			Portland Jct. (u. o.) Ripon, N. Dak. (St. P., M. & M.) . . . . .	(part) 35013	41.41
Larned and Jetmore, Kans. . . . .	7	46.84	Ripon, N. Dak., Breckenridge, Minn. (St. P., M. & M.) . . . . .	*35003	63.41
Laurens and Columbia, S. C. . . . .	4	79.20	Larned, Jetmore, Kans. (A., T. and S. F.) . . . . .	33001	46.84
Lawrence and Gridley, Kans. . . . .	7	83.67	Laurens, Newberry, S. C. (R. and D. R. R.) . . . . .	14012	31.76
			Newberry, Columbia, S. C. (R. and D. R. R.) . . . . .	14001	( <sup>3</sup> )
			Lawrence, Ottawa, Kans. (A., T. and S. F.) . . . . .	*32004	27.39
			Ottawa, Burlington, Kans. (A., T. and S. F.) . . . . .	(part) 33019	47.04
Lawrenceville and Harrison Valley, Pa. . . . .	2	32.42	Burlington, Gridley, Kans. (A., T. and S. F.) . . . . .	33080	11.22
Leavenworth and Lawrence, Kans. . . . .	7	34.95	Lawrenceville, Harrison Valley, Pa. (F. B. C. Co.) . . . . .	8139	33.34
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. . . . .	5	224.64	Leavenworth, Meriden Junction (u. o.), Kans. (L., T. and S. W.) . . . . .	33038	47.07
Lebanon and Nashville, Tenn. . . . .	5	32.04	Meriden Junction (u. o.), Topeka, Kans. (A., T. and S. F.) . . . . .	33010	( <sup>16</sup> )
Lebanon Junction and Greensburg, Ky. <sup>16</sup> . . . . .	5	68.95	Leavittsburgh, Dayton, Ohio (N. Y., L. Erie and West.) . . . . .	<sup>17</sup> 21034	224.58
			Lebanon, Nashville, Tenn. (Nash., Chatt. and St. L.) . . . . .	19001	31.52
			Lebanon Junction, Lebanon, Ky. (Louis. and Nash.) . . . . .	20007	( <sup>17</sup> )
			Lebanon, Greensburg, Ky. (Louis. and Nash.) . . . . .	20024	32.27
Leeds and Jamestown, N. Dak. . . . .	10	108.44	Leeds, Jamestown, N. Dak. (Jast. and Northern) . . . . .	35016	108.44
Lenoir, N. C., and Lancaster, S. C. . . . .	4	138.25	Lenoir, Hickory, N. C. (R. and D. R. R.) . . . . .	13023	20.51
			Hickory, N. C., Chester, S. C. (R. and D. R. R.) . . . . .	14007	89.91
			Chester, Lancaster, S. C. (R. and D.) . . . . .	14013	29.47
Lenox, Jackson, Mich. <sup>18</sup> . . . . .	9	106.68	Lenox, Jackson, Mich. (G. T.) . . . . .	24033	106.47
Lexington and Yoakum, Tex. <sup>21</sup> . . . . .	11	86.31	Lexington, Yoakum, Tex. (S. A. and A. P.) . . . . .	31062	86.31
Lincoln, Nebr., and Concordia, Kans. . . . .	6	143.12	Lincoln, Crete, Nebr. (B. and M. R. in Nebr.) . . . . .	34002	( <sup>22</sup> )
			Crete, Beatrice, Nebr. (B. and M. R. in Nebr.) . . . . .	(part) 34006	36.57
			Beatrice, Odell, Nebr. (B. and M. R. in Nebr.) . . . . .	<sup>23</sup> 34010	<sup>24</sup> 12.07
			Odell, Nebr., Concordia, Kans. (B. and M. R. in Nebr.) . . . . .	34028	72.29

<sup>1</sup> Runs on route 21095, Jonesville to Hillsdale, Mich. (4.50 miles).<sup>2</sup> Shown in report of New York and Chicago R. P. O.<sup>3</sup> Clerk runs through to Buffalo as helper in Buffalo and Emporium R. P. O., alternating with Dana and Buff. clerk.<sup>4</sup> Balance of route (76.19 miles) covered by Langdon and Larimore, N. Dak., R. P. O.<sup>5</sup> Clerks run on alternate days on routes 35013 and 35006.<sup>6</sup> Balance of route, Hope to Ripon (29.84 miles), covered by closed pouches. (See Table C\*.)<sup>7</sup> 47 miles shown in Green and Columbia R. P. O.<sup>8</sup> 97.80 miles of route 33004 between Ottawa and Cherry Vale, Kans., covered by Kansas City, Mo., and Wellington, Kans., R. P. O., and 18.68 miles between Cherry Vale and Coffeyville, Kans., covered by closed-pouch service. (See Table C\*.)<sup>9</sup> Double daily service except Sunday.<sup>10</sup> 10.20 miles of route 33010, between Meriden Junction and Topeka, Kans., covered by Atchison and Topeka, Kans., R. P. O.<sup>11</sup> Balance of route covered by Salamanca and Youngstown R. P. O. (second division, 164.2 miles).

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

Average weight of mail wholesale 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. 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>		
587	July 1, 1888	152 26.42	155 26.66	6									
114, 749	Sept. 30, 1888	152 14.76	155 31	6		41, 116	131.36	1	15	0	9 2	1	1
186	July 1, 1889	122 16.50	109 14.66	6		13, 872	146.88	1	13	6	8 6	1	1
563	July 1, 1890	48 14.91	47 19.84	6		82, 256	131.40	1	22	1	9 4	2	2
553	July 1, 1890	48 22.99	47 22.99					1	15	10	8 10		
854	July 1, 1890	48 23.53	47 23.88										
208	July 1, 1890	367 23.42	368 20.82	6		20, 322	93.68	1	11	9	7 3	1	1
174	July 1, 1888	57 13.3	56 13.9	6		49, 420	158.40	1	8	6	6 6	1	1
908	July 1, 1888	57 21.4	56 21.4	6									
2, 906	July 1, 1890	207 12.64	208 11.33	6		52, 377	83.67	2	20	0	8 10	2	2
467	July 1, 1890	207 17.64	208 17.64	6									
96	July 1, 1890	207 16	214 13.58	6									
725	July 1, 1889	1 20.66	6 21.88	6		20, 295	129.68	1	10	10	7 3	1	1
		3 20	8 19.58	6		20, 295							
290	July 1, 1890	715 22.07	716 22.07	7		25, 514	69.90	1	15	6	8 4	1	1
636	July 1, 1890	701 17.19	702 15.95	6		104, 020	110.79	2	15	6	7 6	3	3
		703	704										
218	July 1, 1890	711 16.61	710 16.61	7		42, 106	115.36	1	21	4	8 6	1	1
21, 367	July 1, 1890	711 20.40	710 20.40	7									
2, 429	July 1, 1888	5 31.80	4 30.60	6		140, 625	112.32	13	25	13	9 6	14	8
		3 22.60	12 24	7		7, 638							
630	July 1, 1888	150 21	153 13.80	13		20, 057	128.16	1	17	4	7 2	1	1
		152 13.80	151 21	6		20, 057							
2, 362	July 1, 1888	79 15.60	78 16.40	6		31, 786	137.90	1	8	0	6 0	1	1
								13	13	4	9 1		
373	July 1, 1888	79 13.80	78 13.80	6									
719	July 1, 1890	134 12.23	133 9.75	6		68, 083	108.44	2	24	6	9 2	2	2
936	July 1, 1888	53 17.2	52 16.6	6		80, 268	92.16	1	13	10	6 10	3	3
386	July 1, 1888	53 18.3	52 19.2	6									
238	July 1, 1888	53 10.06	52 12.3	6									
		86 17.55	85 14.52	6		66, 782	106.68	1	20	0	8 3	2	2
		24 24.8	25 21.69	6									
177	July 1, 1890	32 17.26	31 17.26	6		32, 328	172.62	1	12	0	7 0	1	1
12, 569	July 1, 1890	89 37.50	90 34.28	6		89, 593	143.12	2	21	0	8 11	2	2
2, 786	July 1, 1890	89 29.97	90 29.86										
5, 618	July 1, 1890	89 19.09	90 15										
983	July 1, 1890	89 27	90 27										

<sup>13</sup> 1 car in reserve.<sup>12</sup> Day line.<sup>14</sup> Nightline. R. P. O. service, in apartment cars, placed on night trains 3 and 12 on June 14, 1890.<sup>15</sup> Clerk makes two round trips daily, except Sunday.<sup>16</sup> This line was formerly the Lebanon and Greensburg R. P. O. On December 26, 1889, the run of clerk was extended to Lebanon Junction, Ky., increasing distance 36.93 miles.<sup>17</sup> Covered by Louisville and Knoxville R. P. O., 37.34 miles.<sup>18</sup> In reserve.<sup>19</sup> This line is divided on Pontiac, Mich.<sup>20</sup> 1 clerk runs from Lenox to Pontiac and return (70 miles) daily, except Sunday; 1 clerk runs from Pontiac to Jackson, Mich., and return (141 miles) daily, except Sunday.<sup>21</sup> May 5, 1890, line extended from West Point to Lexington, Tex.; increased distance 36.11 miles.<sup>22</sup> Distance (20.10 miles) covered by Omaha and McCook, Nebr., R. P. O.<sup>23</sup> Balance of route (108.18 miles) covered by Kansas City, Mo., and Oxford, Nebr., R. P. O.<sup>24</sup> Difference in distance (9 miles) covered by Kansas City, Mo., and Oxford, Nebr., R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of routes.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Lincoln and Crawford, Nebr. . . . .	6	418.71	Lincoln, York, Nebr. (B. and M. R. in Nebr.). York, Aurora, Nebr. (Rep. Valley) . . . . .	<sup>1</sup> 34005 (part) <sup>2</sup> 34011 (part)	51.70 22.75
			Aurora, Grand Island, Nebr. (Rep. Valley) Grand Island, Crawford, Nebr. (Gr. Isl. and Wyo. Cen.). Lincoln, Nebr., Marysville, Kans. (U. P.) . . . . .	<sup>3</sup> 34027 (part) <sup>4</sup> 34036 (part) <sup>5</sup> 34013	19.96 327.22 78.48
Lincoln, Nebr., and Manhattan, Kans. . . . .	7	133.54	Marysville, Manhattan, Kans. (U. P.) . . . . .	33054	55.64
Linwood and Superior, Nebr. . . . .	6	123.61	Linwood, Superior, Nebr. (Fre., Elk. and Mo. Vall.). Litchfield, Hawleyville, Conn. (Shep., Litch. and North.). Litchfield, Barnett, Ill. (Jack. and So. East.). Barnett, Kampsville, Ill. (Jack. and So. East.).	34056 5019 23046 (part) 23060	123.79 32.86 (?) 52.42
Lock Haven and Harrisburg, Pa. . . . .	2	118.63	Lock Haven, Williamsport, Pa. (Penna.) . . . . . Williamsport, Sunbury, Pa. (Penna.) . . . . . Sunbury, Harrisburg, Pa. (N. C.) . . . . .	8022 (part) 8006 (part) 16002 (part)	(?) (12) (14)
Lock Haven and Tyrone, Pa. . . . .	2	60.46	Lock Haven, Tyrone, Pa. (Penna.) . . . . . Bellefonte, Milesburg, Pa. (Penna.) . . . . .	8038 <sup>12</sup> 8083 (part)	54.90 12.70
Logan and Athens, Ohio <sup>1</sup> . . . . .	5	26.97	Logan, Athens, Ohio (Col., Hock. Val. and Tol.). Logan, New Straitsville, Ohio (Col., Hock. Val. and Tol.). New Straitsville, Nelsonville, Ohio (Col., Hock. Val. and Tol.). Logan, Pomeroy, Ohio (Col., Hock. Val. and Tol.).	<sup>13</sup> 21036 (part) 21084 21077 21674 (part)	27.07 12.74 19.80 (21)
Logan and Nelsonville, Ohio . . . . .	5	32.96			
Logan and Pomeroy, Ohio . . . . .	5	82.83			
Logansport, Ind., and Columbus, Ohio . . . . .	5	198.48	Logansport, Ind., Bradford, Ohio (Chic., St. L. and Pitts.). Bradford, Columbus, Ohio (Chic., St. L. and Pitts.). Logansport, State Line, Ind. (Chic., St. L. and Pitts.). State Line, Ind., Keokuk, Iowa (Tol., Peo. and West.). Long Pine, Nebr., Rapid City, S. Dak. (Fre., Elk. and Mo. Val.). Rapid City, Whitewood, S. D. (Fre., Elk. and Mo. Val.)	22017 21615 (part) 22014 <sup>19</sup> 23027 (part) <sup>21</sup> 34010 (part) 35037	114.65 (24) 61.27 222.83 296.63 37.25
Logansport, Ind., and Keokuk, Iowa . . . . .	8	283.02			
Long Pine, Nebr., and Whitewood, S. Dak. . . . .	6	333.17			

<sup>1</sup> Balance of route (27.56 miles) covered by Nebraska City, Nebr., and Cheyenne, Wyo., R. P. O., and 58.15 miles covered by Red Oak, Iowa, and Lincoln, Nebr., R. P. O.

<sup>2</sup> 2 helpers.

<sup>3</sup> Balance of route (19.25 miles) covered by Aurora and Arcadia, Nebr., R. P. O.

<sup>4</sup> Reserve.

<sup>5</sup> Balance of route, Crawford, Nebr., to New Castle, Wyo. (97.70 miles), covered by closed pouches. (See Table C.)

<sup>6</sup> Reserve car.

<sup>7</sup> Distance (6.50 miles) covered by Peoria and Mount Vernon, Ill., R. P. O.

<sup>8</sup> 24.50 miles covered by Williamsport and Erie R. P. O.

<sup>9</sup> Clerks relieve helpers two days in the week.

<sup>10</sup> 3 cars in reserve.

<sup>11</sup> Double daily service, except Sunday.

<sup>12</sup> 41.06 miles covered by Elmira and Baltimore R. P. O.

<sup>13</sup> Cars and clerks shown on route 8022.

<sup>14</sup> 53.20 miles covered by Elmira and Baltimore R. P. O.

<sup>15</sup> This R. P. O. runs in and out of Bellefonte, Pa.

<sup>16</sup> 19.53 miles covered by closed-pouch service. (See Table C.)

<sup>17</sup> Cars and clerks shown on route 8038.

<sup>18</sup> This line was formerly a part of the Columbus and Athens R. P. O., which was curtailed to begin at Logan, Ohio, on November 21, 1880.

<sup>19</sup> Balance of route (49.68 miles) shown with Columbus and Pomeroy R. P. O.

<sup>20</sup> 1 car in reserve.

In the United States on June 30, 1890—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>			
1,949	July 1, 1890	41	23.18	42	23.18	6	262,112	139.57	3	21 0	9 0	6	1	28
1,932	July 1, 1890	41	27.50	42	27.50	-----	-----	-----	*1	21 0	8 11	-----	-----	-----
2,455	July 1, 1890	41	26.67	42	26.67	-----	-----	-----	-----	-----	-----	-----	-----	-----
1,290	July 1, 1890	41	25.15	42	23.63	-----	-----	-----	-----	-----	-----	-----	-----	-----
1,180	July 1, 1890	41	26.16	44	23.54	7	97,484	133.54	2	15 2	7 5	2	1	2
840	July 1, 1890	41	27.62	44	25.68	7	-----	-----	-----	-----	-----	-----	-----	-----
349	July 1, 1890	31	27.11	32	25.24	6	76,754	122.61	2	12 2½	7 3	2	1	2
424	July 1, 1889	1	22	4	22.78	6	20,561	65.50	1	6 0	6 4	1	1	1
549	July 1, 1887	44	26	45	26	6	26,734	117.36	*1	6 5	6 3	1	1	1
190	July 1, 1887	44	10.40	45	22.29	-----	-----	-----	1	10 6	6 8	1	1	1
2,948	July 1, 1889	14	25	1	28.84	6	74,262	*158.17	16	20 0	9 0	2	1	*6
13,980	July 1, 1889	6	30	15	25	6	74,262	-----	-----	-----	-----	2	1	-----
18,730	July 1, 1889	14	28.23	1	26.66	6	-----	-----	(13)	-----	-----	(13)	(13)	(13)
782	July 1, 1889	6	28.23	15	33.33	6	-----	-----	(13)	-----	-----	(13)	(13)	(13)
84	July 1, 1889	14	28.91	1	30.28	6	-----	-----	(13)	-----	-----	(13)	(13)	(13)
55	July 1, 1889	6	30.28	15	30.67	6	-----	-----	(13)	-----	-----	(13)	(13)	(13)
1,460	July 1, 1888	55	25.71	50	21.17	6	37,848	120.92	(1)	15 1	9 1	1	1	1
282	July 1, 1888	55	18	50	14.40	6	-----	-----	(17)	-----	-----	(17)	(17)	(17)
137	July 1, 1888	30	27	33	27.60	6	10,249	107.88	20	2 16 6	9 6	1	1	1
1,112	July 1, 1888	38	24.20	37	27	21 6	10,248	-----	-----	-----	-----	-----	-----	-----
2,020	July 1, 1889	14	25.20	11	25.20	6	25,776	131.84	1	8 6	7 0	1	1	1
60,420	July 1, 1889	12	25.20	13	25.20	22 6	-----	-----	-----	-----	-----	-----	-----	-----
1,139	July 1, 1888	14	24	11	24	6	-----	-----	-----	-----	-----	-----	-----	-----
1,607	July 1, 1889	12	24	13	24	6	20,376	-----	-----	-----	-----	-----	-----	-----
4,336	July 1, 1890	12	30	21	34.80	6	124,248	132.32	2	10 0	8 10	3	1	*3
1,872	July 1, 1890	12	30	21	32.40	6	-----	-----	-----	-----	-----	-----	-----	-----
1,139	July 1, 1888	303	28.15	320	30.50	6	107,371	114.34	16	3 32	6 10	27	3	*9
1,607	July 1, 1889	5	26.12	4	27.75	6	69,599	111.50	1	28 5	7 0	20	2	1
4,336	July 1, 1890	3	22.58	2	24.67	6	243,214	133.27	3	24 0	9 3	5	1	5
1,872	July 1, 1890	3	29.75	4	26.12	7	-----	-----	*1	20 0	9 3½	-----	-----	-----

\* Clerks make two round trips daily, except Sunday.

\* Clerk makes two round trips daily, except Sunday. Previous to April 1, 1890, only one round trip daily, except Sunday. Commencing on that date R. P. O. service, in apartment cars, was placed on trains 12 and 13.

\* Commencing November 21, 1889, this line was extended to begin at Columbus, Ohio, increasing distance 49.60 miles and taking up that portion of Columbus and Athens R. P. O. between Logan and Columbus, Ohio. (See Columbus, and Pomeroy R. P. O.)

\* Clerks run as helpers in car of Pittsburgh and St. Louis R. P. O. train 1, between Columbus and Bradford, Ohio.

\* Covered by Pittsburgh and St. Louis R. P. O., 83.40 miles.

\* 1 of these cars in reserve.

\* East Division, Loganport, Ind., to Peoria, Ill., 171.53 miles.

\* 1 clerk detailed to transfer duty at Peoria, Ill.

\* Balance of route, Keokuk, Iowa, to Warsaw, Ill. (6.37 miles), covered by closed pouches. (See Table C.)

\* West Division, Peoria, Ill., to Keokuk, Iowa, 111.50 miles.

\* Balance of route (213.60 miles) covered by Missouri Valley, Iowa and Long Pine, Nebr., R. P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Los Angeles and National City, Cal.	8	134.08	Los Angeles, Orange, Cal. (Southern California Rwy. Co.). Orange, Los Angeles Junction, Cal. (Southern California Rwy. Co.). Los Angeles Junction, National City, Cal. (Southern California Rwy. Co.).	46063 46055 (part) 46037 (part)	31.82 151.60 248.90
Los Angeles and Santa Barbara, Cal. <sup>2</sup>	8	114.22	Saugus Sta. (n. o.), Santa Barbara, Cal. (Southern Pacific Co.). Los Angeles, Saugus Sta. (n. o.), Cal. (Southern Pacific Co.).	46051 46014 (part)	60.00 ( <sup>4</sup> )
Los Angeles and Tustin City, Cal.	8	51.15	Los Angeles, Conrad Sta. (n. o.), Cal. (Southern Pacific Co.). Studebaker (n. o.), Whitten, Cal. (Southern Pacific Co.). Conrad Sta. (n. o.), Tustin City, Cal. (Southern Pacific Co.).	46017 (part) 46068 (part) 46067	27.30 6.69 11.05
Louisville and Bloomfield, Ky.	5	58.37	Louisville, Anchorage, Ky. (Louis. and Nash.). Anchorage, Shelbyville, Ky. (Louis. and Nash.). Shelbyville, Bloomfield, Ky. (Louis. and Nash.).	20004 (part) 20012 20026	( <sup>6</sup> ) 10.44 27.72
Louisville and Burgin, Ky. ....	5	90.28	Louisville, Lawrenceburgh, Ky. (Louis. South.). Lawrenceburgh, Harrodsburgh, Ky. (Louis. South.). Harrodsburgh, Harrodsburgh Junc. (n. o.), Ky. (Louis. South.).	20039 (part) 20043 20021	62.80 22.30 5.82
Louisville and Henderson, Ky.	5	143.91	Louisville, Henderson, Ky. (Louis., St. L. and Tex.).	20040	142.51
Louisville, Ky., Huntingburgh, Ind., and Evansville, Ind.	5	124.25	Louisville, Ky., Huntingburgh, Ind. (Louis., Evans. and St. L. Consol. R. R. Co.). Huntingburgh, Evansville, Ind. (Louis., Evans. and St. L. Consol. R. R. Co.).	22048 (part) 22032 (part)	( <sup>10</sup> ) 47.39
Louisville, Ky., and Knoxville, Tenn.	5	268.02	Louisville, Lebanon Junction, Ky. (Louis. and Nash.). Lebanon Junction, Ky., Jellico, Tenn. (Louis. and Nash.). Jellico, Knoxville, Tenn. (East Tenn., Va. and Ga.).	20005 (part) 20007 10008	( <sup>12</sup> ) 171.44 65.51
Louisville, Ky., and Memphis, Tenn. <sup>14</sup>	5	393.28	Louisville, Ky., Memphis, Tenn. (Newport News and Miss. Val. Co.).	20009	392
Louisville, Ky., and St. Louis, Mo. <sup>15</sup>	5	209.05	Louisville, Ky., Oakland City, Ind. (Louis., Evans. and St. L. Consol. R. R. Co.). Oakland City, Ind., Mt. Vernon, Ill. (Louis., Evans. and St. L. Consol. R. R. Co.). Mt. Vernon, East St. Louis, Ill. (Louis. and Nash.).	22048 22023 23032 (part)	99.29 88.63 ( <sup>11</sup> )
Louisville and Springfield, Ky.	5	60.77	Louisville, Bardstown Junction, Ky. (Louis. and Nash.). Bardstown Junction, Springfield, Ky. (Louis. and Nash.).	20005 (part) 20006	( <sup>12</sup> ) 36.74

<sup>1</sup> Balance of route 46055 covered by San Bernardino and Orange R. P. O.<sup>2</sup> Balance of Route 46037 covered by Albuquerque and Los Angeles and San Bernardino and Escondido R. P. O.<sup>3</sup> Additional to San Francisco and Los Angeles between Saugus Junction and Los Angeles.<sup>4</sup> Route 46014 covered by El Paso, Tex., and Los Angeles, Cal., and San Francisco and Los Angeles R. P. O.<sup>5</sup> Balance of route 46017 closed-pouch service (see Table C\*) Conrad Station and Santa Ana.<sup>6</sup> Covered by Cincinnati and Nashville R. P. O. (12.00 miles).<sup>7</sup> Balance of route (Lawrenceburgh to Lexington,

Ky., 24.69 miles) covered by closed-pouch service (see Table C\*).

<sup>8</sup> Previous to December 8, 1889, trains made six round trips per week.<sup>9</sup> 2 cars in reserve.<sup>10</sup> Covered by Louisville and St. Louis, R. P. O. (74.90 miles).<sup>11</sup> Clerks act as helper to Louisville and St. Louis, R. P. O. west bound, between Louisville, Ky., and Huntingburgh, Ind.<sup>12</sup> Balance of route (Jasper to Huntingburgh, Ind., (6.97 miles) covered by closed-pouch service. (See table C\*.)<sup>13</sup> Covered by Cincinnati and Nashville R. P. O., (29.70 miles.)

in the United States on June 30, 1890—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>			
3,044	July 1, 1890	71 30.30		72 28.92		7	97,878	134.08		2 23 0	9 4	2	1	2
2,273	July 1, 1890	35 34.30		72 34.30										
3,106	July 1, 1890	35 23.38		72 22.63										
1,331	July 1, 1890	41 25.92		44 24.51		7	83,381	114.22	2	15 0	10 0	2	1	2
4,737	July 1, 1890	27 25.62		30 24.14										
334	July 1, 1890	27 27.66		28 27.66		7	37,340	102.30	1	8 4	6 11	1	1	1
88	July 1, 1890	27 10.02		28 21.32										
144	July 1, 1890	27 20		28 21.32		6								
22,829	July 1, 1888	8 20.40		9 18		6	36,540	110.74	1	10 4	7 4	1	1	1
468	July 1, 1888	8 12		9 10.80		6								
220	July 1, 1888	8 13.80		9 10.80		*6								
828	Feb. 10, 1890	3 23.40		4 22.80		7	61,032	90.28	2	14 6	8 8	2	1	2
773	Feb. 10, 1890	3 25.80		4 25.80		7								
		3 27		4 23.40		7								
681	Jan. 7, 1890	51 22.80		52 22.80		6	90,088	143.91	*4	14 8	9 0	2	1	2
1,567	July 1, 1888	35 25.20		6 21.60		6	77,780	124.25	3	10 6	7 5	2	1	2
717	July 1, 1888	35 24.60		6 25.80		6								
18,913	July 1, 1888	123 25.20		24 25.20		7	147,701	134.38	2	18 5	9 0	3	1	7
		125 27.60		26 20.70		7	195,655		2	15 0	9 4	4	1	
2,362	July 1, 1888	73 21		24 24		7								
		25 22.80		26 27		7								
1,030	July 1, 1888	25 24		26 22.80		7								
1,834	July 1, 1888	177 25.20		2 24.60		7	71,577	124.15	7	15 3	9 0	10	1	10
		181 24.60		8 28.43		7	166,038		3	14 9	9 0			
1,567	July 1, 1888	1 23.40		2 24.60		7	196,466	131.52	*4	14 0	9 6	4	1	2 <sup>1</sup>
858	July 1, 1888	1 26.40		2 27.60		7								
717	July 1, 1888	1 24		2 25.43		7								
18,913	July 1, 1888	41 19.80		42 10.80		6	38,042	121.54	1	16 6	8 4	1	1	1
354	July 1, 1888	41 18.60		42 19.20		6								

<sup>14</sup> Day line. Clerks on day line run on trains 23 and 24, between Louisville, Ky., and Jellico, Tenn., (202.33 miles.)

<sup>15</sup> Night line. Clerks on night line run on trains 25 and 26, over whole line, thus making double daily service between Louisville, Ky. and Jellico, Tenn.

<sup>16</sup> This line was formerly Louisville and Paducah R. P. O. On April 1, 1890, the run of clerks was extended to end at Memphis, Tenn., taking up and discontinuing the Paducah and Memphis R. P. O., and increasing distance 167.34 miles.

<sup>17</sup> On April 1, 1890, service was placed on night trains, in apartment cars, between Louisville and Paducah, Ky., making through serv-

ice between Louisville, Ky., and Memphis, Tenn.

<sup>18</sup> Service on day train is between Louisville and Paducah, Ky., only, distance 227.45 miles.

<sup>19</sup> Louisville, Huntingburgh and Evansville R. P. O. clerks act as helpers to this R. P. O. between Louisville, Ky., and Huntingburgh, Ind. (distance 74.90 miles) on train 1.

<sup>20</sup> Clerks act as helpers to Nashville and St. Louis R. P. O. day line, on west trips, Mt. Vernon, Ill., to St. Louis, Mo., and on east trips, St. Louis, Mo., to Bellville, Ill.

<sup>21</sup> Covered by Nashville and St. Louis R. P. O. 76.20 miles.

<sup>22</sup> Covered by Cincinnati and Nashville R. P. O. (22.10 miles).

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Loup City and Grand Island, Nebr.	6	61.20	Loup City, St. Paul, Nebr. (Om. and Rep. Vall.)	34033	39.50
			St. Paul, Grand Island, Nebr. (Om. and Rep. Vall.)	34015 (part)	( <sup>1</sup> )
Lowell and Ayer, Mass.	1	16.98	Lowell, Ayer, Mass. (B., Me., Low. Sya.)	3020	16.55
Lowell, Mass., and Providence, R. I. <sup>2</sup>	1	71.46	Lowell, South Frammingham, Mass. (Old Col., Northern Div.).	3049	29.44
			South Frammingham, Mansfield, Mass. (Old Col., Northern Div.).	43051 (part)	21.29
			Mansfield, Mass., Providence, R. I. (Old Col., Prov. Div.).	43035 (part)	( <sup>3</sup> )
Lowell and Taunton, Mass. <sup>3</sup>	1	62.01	Lowell, South Frammingham, Mass. (Old Col., Northern Div.).	3049	( <sup>4</sup> )
			South Frammingham, Taunton, Mass. (Old Col., Northern Div.).	103051 (part)	10.93
Ludington, Mich., and Toledo, Ohio. <sup>11</sup>	9	278.59	Ludington, Monroe, Mich. (F. and P. M.).	24015	254.41
			Monroe, Mich., Toledo, Ohio (L. S. and M. S.).	24001 (part)	( <sup>12</sup> )
Lula and Athens, Ga.	4	38.59	Lula, Athens, Ga. (R. and D. R. R.)	15025	39.58
Lynchburgh, Va., and Bristol, Tenn.	3	204.48	Lynchburgh, Va., Bristol Tenn. (Norfolk and Western).	11013	205.85
Lynchburgh and Pocahontas, Va.	3	171.95	Lynchburgh, Radford, Va. (Norfolk and Western).	11013 (part)	( <sup>17</sup> )
			Radford, Pocahontas, Va. (Norfolk and Western).	11033	74.97
Lynchburgh and South Boston, Va.	3	62.42	Lynchburgh, South Boston, Va. (Lynch. and Durham).	11044	62.46
Lyle, Minn., and Waterloo, Iowa	6	81.91	Lyle, Minn., Waterloo, Iowa. (Ills. Central).	27022	82.12
Lyons, N. Y., and Sayre, Pa.	2	92.22	Lyons, N. Y., Sayre, Pa. (L. V.)	6072	92.16
McCook, Nebr., and Denver, Colo.	6	255.53	McCook, Nebr., Denver, Colo. (B. and M. R. in Nebr.)	34009	255.46
McCool Junction and Fairbury, Nebr.	6	50.61	McCool Jct., Fairbury, Nebr. (K. City and Om.).	34054 (part)	50.62
McGregor, Iowa, and Chamberlain, S. Dak.	6	442.50	McGregor, Calmar, Iowa (Chi., Mil. and St. P.).	2126009	43.21
			Calmar, Iowa, Marion, S. Dak. (Chi., Mil. and St. P.).	2427025	287.64
			Marion, Chamberlain, S. Dak. (Chi., Mil. and St. P.).	35002	111.65
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.	9	291.23	Mackinaw City, Detroit, Mich. (Mich. Cent.).	24013	291.29

<sup>1</sup> Distance (21.60 miles) covered by Ord and Grand Island, Nebr., R. P. O.<sup>2</sup> Extension of Lowell and Taunton R. P. O. from March 28, 1890.<sup>3</sup> 1 clerk on Lowell and Taunton R. P. O.<sup>4</sup> Balance of route covered by Boston, Clinton, and Fitchburg R. P. O. (40.47 miles), Lowell and Taunton R. P. O. (19.93 miles), and closed-pouch service between Taunton and New Bedford (19.47 miles). (See Table C.)<sup>5</sup> Covered by Boston, Providence, and New York R. P. O. (19.45 miles).<sup>6</sup> Balance of route covered by Boston, Providence, and New York R. P. O. (24.53 miles).<sup>7</sup> Short run of the Lowell and Providence R. P. O.<sup>8</sup> Covered by Lowell and Providence R. P. O. (29.44 miles).<sup>9</sup> Shown in column 17, Lowell and Providence R. P. O.<sup>10</sup> Balance of route covered by Lowell and Providence R. P. O. (between South Frammingham and Mansfield, 21.29 miles), Boston, Clinton, and Fitchburg R. P. O. (40.47 miles), and closed-pouch service between Taunton and New Bedford (19.47 miles). (See Table C.)<sup>11</sup> Runs over route 24001, Monroe, Mich., to Toledo, Ohio (24.50 miles). In connection with Manistee and East Saginaw and Bay City, Wayne and Detroit R. P. O.s, gives double service between Manistee Junction and Wayne, Mich. (210.60 miles) daily, except Sunday.<sup>12</sup> Shown in report of Detroit and Toledo R. P. O. night line.

in the United States on June 30, 1890—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>			
330	July 1, 1890	84 26		83 24.63		6	38,311	122.40	1	17 3	6 10	1	1	1
951	July 1, 1890	82 27		81 28.80										
444	July 1, 1889	403 25.47		406 20.37		6	10,629	67.92	1	14 0	7 0	1	1	1
		409 22.63		410 25.47		6	10,629							
2,289	July 1, 1889	967 30.60		472 28.11		6	40,386	142.92	1	17 0	8 10	1	1	2
1,611	July 1, 1889	967 22.80		472 21.29										
11,983	July 1, 1889	967 34.32		472 23.34										
2,289	July 1, 1889	243 30.60		22 25.46		6	38,818	124.02	1	21 0	8 10	1	1	(?)
1,611	July 1, 1889	243 26.15		22 30.72						1	20 0	8 10		
2,941	July 1, 1888	3 25.12		4 25		6								
4,869	July 1, 1888	109 29.40		110 29.40		6	174,397	130.29	2	22 0	8 11	4	1	129
658	July 1, 1888	50 21.3		53 21.3		6	24,227	77.16	14	11 3	7 0	1	1	1
										1	0 8	8 7		
8,433	July 1, 1889	3 26.66		16 27.12		7	149,270	102.24	15	10 0	8 10	4	2	14
		1 29.14		2 28.20		7	149,270		2	40 0	8 10	4	1	
8,433	July 1, 1889	15 26.31		4 29.09		6	107,641	114.93	1	22 10	8 8	5	1	3
										1	22 6	8 8		
1,259	July 1, 1889	21 29.14		22 22.49										
338	Apr. 1, 1890	2 21.53		3 20.33		6	39,075	124.82	18	19 6	8 9	1	1	1
1,194	July 1, 1887	15 24.66		16 25.23		6	51,275	163.82	1	30 4	9 0	1	1	1
1,118	July 1, 1889	109 26.28		102 27.60		6	57,730	92.22	19	15 4	8 8	2	1	2
5,967	July 1, 1890	3 30.60		4 30.91		7	189,537	170.35	2	14 0	9 0	3	1	3
190	July 1, 1890	6 25.31		5 19.35		6	31,682	101.22	1	12 2	7 6	1	1	1
2,720	July 1, 1887	3 16.64		2 18.43		6	152,612	121.89	2	26 2	9 3	224	2	18
		1 20.23		4 21.50		6	152,612	121.89	1	20 10	9 1	224	1	
3,402	July 1, 1887	3 24.53		2 24.79					1	20 9	8 9			
		1 25.86		4 27.32		6	124,392	132.47	2	26 2	9 3	224	2	
2,638	July 1, 1890	1 18.50		4 17.62										
173	July 1, 1887	81 14.06		80 10.93		6	25,804	82.44	1	8 1	6 4	1	1	1
252	July 1, 1890	468 13.82		467 15.54		7	45,384	124.34	1	16 4	6 10	1	1	1
3,549	July 1, 1888	92 206	24	91 201	23.35	6	182,310	124.47	1	16 8	8 10			
		94 202	21.88	93 205	23.20	7	212,598	145.61	1	17 0	8 9	8	1	181
									1	18 11	9 2			
									1	25 0	8 8			

<sup>12</sup> 2 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's.

<sup>14</sup> 1 reserve car.

<sup>15</sup> These cars in use between Lynchburgh, Va., and Chattanooga, Tenn.

<sup>16</sup> 2 transfer clerks at Lynchburgh, Va.

<sup>17</sup> 90.50 miles covered by the Lynchburgh and Bristol R. P. O.

<sup>18</sup> 1 in reserve.

<sup>19</sup> 1 car in reserve.

<sup>20</sup> Balance of route (132.07 miles) covered by Omaha and McCook, Nebr., R. P. O.

<sup>21</sup> Balance of route (169 miles) covered by St. Paul, Minn., and Calmar, Iowa, R. P. O.

<sup>22</sup> East division, day line, McGregor to Sanborn, Iowa (243.70 miles.)

<sup>23</sup> East division, night line.

<sup>24</sup> Balance of route (62.42 miles) covered by Marion and Running Water, S. Dak., R. P. O.

<sup>25</sup> West division, Sanborn, Iowa, to Chamberlain, S. Dak. (198.71 miles).

<sup>26</sup> Double service whole length of line daily, except Sunday.

<sup>27</sup> Trains 34 and 202 and 93 and 205 perform daily service.

<sup>28</sup> 2 clerks assigned as helpers, running each alternate week between Detroit and Bay City, Mich. (108 miles), on trains 202 and 205.

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 clerk, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Mackinaw City and Grand Rapids, Mich. <sup>1</sup>	9	226.30	Mackinaw City, Grand Rapids, Mich. (G. R. and I.)	*24018 (part)	128.58
Mackinaw City and Houghton, Mich.	10	252.65	Point St. Ignace, Marquette, Mich. (D., So., S. and A.).	24051	151
			Marquette, Houghton, Mich. (D., So., S. and A.).	24040	94.73
Macon, Ga., and Birmingham, Ala.	4	258.13	Macon, Columbus, Ga., Southwestern R. R.	15011	100.48
			Columbus, Ga., Opelika, Ala., Sav. and West. R. R.	17007	29.58
			Opelika, Ala., Birmingham, Ala., Sav. and West. R. R.	17016	128.73
Macon, Ga., and Palatka, Fla.	4	288.74	Macon, Ga., Palatka, Fla., G. S. and F. R. R.	15058	288.74
Macon, Ga., and Savannah, Ga.	4	191.43	Macon, Savannah, Ga., Cent. R. R. ....	15010	191
Madison and Benedict, Kans.	7	45.65	Madison, Benedict, Kans. (A., T. and S. F.).	33069	45.65
Madison, Wis., and Freeport, Ill.	10	63.16	Madison, Wis., Freeport, Ill. (Ill. Cent.)	23103	63.16
Manchester and Barnard, Kans. <sup>12</sup>	7	43.23	Manchester, Barnard, Kans. (A., T. and S. F.).	33077 (part)	143.18
Manchester, N. H., Lawrence and Boston, Mass.	1	53.85	Manchester, N. H., Lawrence, Mass., (B. and Me., Man. and Law. Div.).	3063	24.04
			Lawrence, Boston, Mass. (B. and Me., West'n Div.).	*3011 (part)	(14)
Manchester and Peterboro', N. H.	1	63.37	Manchester, Concord, N. H., (Con. Mont.)	*1001 (part)	(17)
			Concord, Contoocook, N. H. (Bos. and Me. Low. Sys.).	*1109 (part)	(19)
			Contoocook, Peterboro', N. H. (Bos. and Me. Law. Sys.).	1010	32.72
Manhattan and Burlingame, Kans.	7	57.27	Manhattan, Burlingame, Kans. (M. A. and B.).	33034	57.27
Manistee and East Saginaw, Mich. <sup>20</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 (part)	(21)
Mankato and Wells, Minn. ....	10	38.26	Mankato, Wells, Minn. (C., M. and St. P.).	20024	38.30
Maquoketa and Davenport, Iowa	6	43.85	Maquoketa, Davenport, Iowa (Chi., Mil. and St. P.).	27018	43.97
Marble Falls, and Austin, Tex. <sup>22</sup>	11	77.05	Marble Falls, Burnet, Tex. (A. and N. W.).	31072	16.93
			Burnet, Austin, Tex. (A. and N. W.). ....	31036	60.72
Marietta and Amesville, Ohio <sup>25</sup>	5	44.99	Marietta, Stewart, Ohio (Tol. and Ohio Cen. Extension).	21096	20.90
			Stewart's Junction (n.o.), Sharpsburgh, Ohio (Tol. and Ohio Cen. Extension).	21064	8.90
			Sharpsburgh Junction (n.o.), Amesville, Ohio (Tol. and Ohio Cen. Extension).	21035	1.64

<sup>1</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. (239.98 miles), daily, except Sunday.

<sup>2</sup> Balance of route (239.98 miles) covered by the Cadillac and Fort Wayne R. P. O.

<sup>3</sup> 2 cars held in reserve.

<sup>4</sup> 1 clerk assigned as chief clerk at Grand Rapids, Mich.; 2 clerks assigned as transfer clerks at Grand Rapids, Mich.; 4 clerks assigned to the Cadillac and Fort Wayne R. P. O.

<sup>5</sup> Distance from Mackinaw City to Point St. Ignace, Mich. (6.92 miles), covered by star route 24099.

<sup>6</sup> In reserve.

<sup>7</sup> 1 reserve car.

<sup>8</sup> 2 reserve cars.

<sup>9</sup> 4 reserve cars.

<sup>10</sup> 1 transfer clerk, Macon, Ga.

<sup>11</sup> 1 in reserve.

<sup>12</sup> Reported last year as Keystone and Barnard Kans. R. P. O. Name Keystone changed to Manchester.

<sup>13</sup> 76.40 miles of route 33077 between Manchester and Strong, Kans., covered by Superior, Nebr., and Strong, Kans. R. P. O., and 12.60 miles of same, between Strong and Bazaar, Kans., covered by closed-pouch service. (See Table C.)

<sup>14</sup> Balance of route covered by Portland and Boston R. P. O. (89.33 miles). These clerks double the road between Manchester, N. H., and Lawrence, Mass.

In the United States on June 30, 1890—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>			
2,542	July 1, 1888	6	23.81	1	23.48	6	141,664	113.15	34	22	8 10	4	1	411
829	July 1, 1888		125.21	2	25.56	7	184,434	126.37	4	25 0	9 6	4	1	4
			120.31	2	19.59				62	12 0	7 2			
599	July 1, 1888	3	25	4	25	7	188,434	129.06	1	24 2	9 0	4	1	4
			326.5	4	26.5	7			1	22 9	9 0			
420	July 1, 1889	3	22.2	4	10	7			71	26 4	9 0			
231	Apr. 1, 1889	1	24.3	2	20.5	7	210,780	144.37	84	16 0	7 0	4	1	4
3,664	July 1, 1888		227.6	1	28.6	6	140,450	128.27	96	25 0	9 0	3	1	105
166	July 1, 1890	1792	14.42	1802	14.72	6	28,576	91.30	112	6 4	7 2	1	1	1
716	July 1, 1889	274	31 24.64	273	30 26.40	6	39,518	126.32	1	15 1	7 3	1	1	1
556	July 1, 1890	321	23.58	322	23.58	7	31,558	86.46	1	11 9	7 3	1	1	1
1,219	July 1, 1889		256 24.75		724 75	6	33,710	80.37	2	10 0	6 11	2	1	2
7,761	July 1, 1889		252 24.75		253 25.15	6	16,601							
			256 25.80		726 12									
13,788	July 1, 1889	12	27	75	28.41	6	39,669	126.74	1	10 0	6 6	1	1	1
1,083	July 1, 1889	12	20.40	75	15.94									
619	July 1, 1889	12	15.00	75	19.81									
264	July 1, 1890	154	16.37	153	16.76	6	35,851	114.54	1	9 11½	6 4½	1	1	1
1,002	July 1, 1888	705	24.42	706	24.42	6								
2,941	July 1, 1888	5	24.08	6	22.23	6	92,729	98.75	2	22 0	8 11	3	1	(7)
254	July 1, 1887	24	21.76	21	21.76	6	23,951	76.52	1	13 9	7 1	1	1	1
201	July 1, 1887	158	22.98	157	22.06	6	27,450	87.70	1	14 10	7 6	1	1	1
364	July 1, 1890	1	17.25	2	18.26	6	78,608	155.30	1	14 7	7 10	1	1	1
710	July 1, 1890								241	11 10	7 10			
									241	14 0	7 4			
177	July 1, 1888	4	18	1	17.40	6	22,958	89.98	1	8 4	7 4	1	1	1
			4 18	1	8.40	6			81	5 11	5 5			
			4 3	1	3.60	6								

<sup>13</sup> Covered by Portland and Boston R. P. O. (27 miles).<sup>14</sup> Balance of route covered by St. Albans and Boston R. P. O. (18.94 miles).<sup>15</sup> Covered by St. Albans and Boston R. P. O. (18.26 miles).<sup>16</sup> Balance of route covered by Claremont and Boston R. P. O. (42.93 miles), and closed pouch service between Claremont and Claremont Junction (2.02 miles). (See Table C.)<sup>17</sup> Covered by Claremont and Boston R. P. O. (11.97 miles).<sup>18</sup> Runs on route 24015, Manistee Junction to East Saginaw, Mich. (120.40 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. (210.60 miles) daily, except Sunday.

<sup>19</sup> Shown in report of Ludington and Toledo R. P. O.<sup>20</sup> Clerks appointed to the Ludington and Toledo R. P. O.<sup>21</sup> December 9, 1889. Service extended from Burnett to Marble Falls, Tex.; increased distance 16.93 miles.<sup>22</sup> Reserve.<sup>23</sup> This line was formerly the Marietta and Sharpsburgh R. P. O. On April 29, 1890, the run of clerks was extended to end at Amesville, Ohio, increasing distance 10 miles.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Marion, Ohio, and Chicago, Ill.	5	270.15	Marion, Ohio, Chicago Junction (n. o.), Ind. (Chicago and Atlantic).	21060 (part)	250.70
Marion and Council Bluffs, Iowa.	6	261.90	Marion, Council Bluffs, Iowa (Chi., Mil. and St. P.).	27028 (part)	262.47
Marion and Running Water, S. Dak.	10	62.72	Marion, Running Water, S. Dak. (C., M. and St. P.).	27025 (part)	62.42
Marion and Sioux City, Iowa.	6	290.16	Marion, Manilla, Iowa (Chi., Mil. and St. P.).	27028 (part)	(*)
			Manilla, Sioux City, Iowa (Chi., Mil. and St. P.).	27098 (part)	90.70
Marshalltown and Story City, Iowa.	6	39.55	Marshalltown, Story City, Iowa (Iowa Central).	27079	39.14
Mason City and Fort Dodge, Iowa.	6	73.05	Mason City, Fort Dodge, Iowa (M. City and Ft. Dodge).	27007	73.05
Maysville, Paris, Ky., and Cincinnati, Ohio.	5	130.45	Maysville, Paris, Ky. (Ky. Cen.).	20015	50.47
			Paris, Ky., Cincinnati, Ohio (Ky. Cen.).	20002 (part)	(*)
Meadville and Oil City, Pa.	2	36.47	Meadville, Oil City, Pa. (N. Y. P. and O.).	8043	36.45
Memphis, Tenn., and Bald Knob, Ark.	11	93.71	Memphis, Tenn., Bald Knob, Ark. (St. L., I. M. and S.).	29023	93.71
Memphis, Tenn., and Grenada, Miss.	4	101.60	Memphis, Tenn., Grenada, Miss. (Ill. Cent.).	18002	100.37
Memphis, Tenn., and Little Rock, Ark.	11	136	Memphis, Tenn., Little Rock, Ark. (M. and L. R.).	29001	135
Memphis, Tenn., and New Orleans, La.	4	.....	Memphis, Tenn., New Orleans, La.	18019	455.00
Northern Divia.*		221.46			
South Division.		235.08			
Short run. <sup>11</sup>		88.80			
Memphis, Tenn., and Rolling Fork, Miss.	4	190	Memphis, Tenn., Coahoma, Miss. (Louis., N. O. and Tex. Rwy.).	18019 (17)	
			Coahoma, Lamont, Miss. (Louis., N. O. and Tex. Rwy.).	18025	75.70
			Lamont, Miss., Wilczinski Junct. (Louis., N. O. and Tex. R. Rwy.).	18020 (12)	
			Wilczinski Junct., Rolling Fork, Miss. (Louis., N. O. and Tex. Rwy.).	18022	44.41
Mendota and Centralia, Ill.	6	211.99	Mendota, Centralia, Ill. (Ill. Central).	23021 (part)	211.48
				23013	64.82
Mendota and Fulton, Ill.	6	65.28	Mendota, Fulton, Ill. (Chi., Bur. and Qcy.).		
Meridian and New Orleans, La.	4	196.30	Meridian, Miss., New Orleans, La. (N. O. and Northeastern R. R.).	18016	196.30
Meridian, Miss., and Shreveport, La.	4	312.56	Meridian, Vicksburg, Miss. (Ala. and Vicks. Rwy.).	18003	140.70
			Vicksburg, Miss., Shreveport, La. (Vicks. S. and P. R. R.).	30008	172.06
Mexico and Cedar City, Mo.	7	50.34	Mexico, Cedar City, Mo. (C. and A.).	28021	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	59.82	Michigan City, Monon, Ind. (Louis., N. Alb. and Chic.).	22038 (part)	59.57
Middleton, Tenn., and Pontotoc, Miss.	4	62.68	Middleton, Tenn., Pontotoc, Miss. (Gulf and Chicago R. R.).	18003	62.68
Middletown and New York, N. Y.	2	89.78	Middletown, N. Y., Jersey City, N. J. (N. Y., S. and W.).	7037	89.50

<sup>1</sup> Balance of route (20.70 miles) not paid for by Department.

<sup>2</sup> In reserve.

<sup>3</sup> Balance of route (89.90 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

<sup>4</sup> Balance of route (287.64 miles) covered by McGregor, Iowa, and Chamberlain, S. Dak., R. P. O.

<sup>5</sup> Distance (199.40 miles) covered by Marion and Council Bluffs Iowa, R. P. O.

<sup>6</sup> Covered by Cincinnati and Livingston R. P. O. (80.75 miles).

<sup>7</sup> Reserve.

<sup>8</sup> Double daily service.

<sup>9</sup> Line divided at Vicksburg.

<sup>10</sup> 1 detailed assistant-chief clerk, New Orleans, La.; 1 transfer clerk, Vicksburg, Miss.

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

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per both (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, of cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
781	July 1, 1888	1 28, 20	2 20, 40	6	169, 114	135, 07	1 20 0	0 0	4	1	4			
							1 21 10	0 0						
2, 240	July 1, 1887	7 23, 82	2 22, 79	6	163, 949	130, 95	1 18 6	0 0	4	1	4			
3, 402	July 1, 1887	41 15, 60	40 14, 68	6	39, 262	125, 44	1 26 0	0 3	1	1	1			
2, 249	July 1, 1887	1 33, 17	4 32, 39	7	181, 640	145, 08	1 12 1	7 2	4	1	4			
1, 727	Oct. 10, 1887	1 28, 42	4 30, 23				2 28 9	0 3	1	1	1			
105	July 1, 1887	35 14, 62	36 7, 80	6	24, 758	79, 10	1 12 6	0 5	2	1	2			
276	June 20, 1888	1 25, 03	2 25, 03	6	45, 729	146, 10	1 12 3	8 10	1	1	1			
805	July 1, 1888	10 21, 60	11 21, 60	6	81, 662	130, 45	1 15 0	7 3	1	1	1			
2, 694	July 1, 1888	10 28, 20	11 26, 40	6			1 25 7	10 3	1	1	1			
608	July 1, 1889	93 25, 41	94 25, 41	6	22, 850	73, 24	1 17 10	9 5	1	1	1			
790	July 1, 1890	653 23, 40	652 21, 62	7	68, 408	187, 42	1 18 8	9 3	2	1	2			
1, 302	July 1, 1888	1 25	2 25	7	148, 336	135, 46	1 16 0	9 2	2	1	2			
3, 805	July 1, 1890	3 22, 30	4 23, 50	7			1 12 0	9 2	2	1	2			
		1 25, 08	2 20, 92	7	198, 560	136	1 17 0	7 8	2	1	2			
		3 22, 05	( <sup>9</sup> ) 4 21, 73	7	198, 560	136	2 22 8	8 9	2	1	2			
1, 633	July 1, 1888						1 15 2	7 2						
		7 24, 90	8 23, 60	7	161, 665	110, 73	2 5 9	9 0	4	1	11			
		3 23, 60	4 23, 30	7	171, 583	117, 50	2 5 9	7 1	4	1	( <sup>10</sup> )			
		5 25	6 25	7	55, 766	177, 80	2 8 4	6 1	1	1	3			
1, 633	July 1, 1888	51 23, 06	52 21, 8	6	138, 700	120, 66								
237	Apr. 8, 1889	51 18, 60	52 18, 6	7										
802	July 1, 1888	51 23, 04	52 25, 4	7										
231	July 1, 1888	51 20, 7	52 20	7										
4, 579	July 1, 1887	3 20, 58	2 28, 13	6	132, 706	105, 99	2 41 4 <sup>1</sup>	9 0	4	2	16 11			
435	July 1, 1887	11 24	6 31, 34	6	40, 853	130, 52	1 8 0	6 6 <sup>1</sup>	1	1	1			
1, 593	July 1, 1888	1 31, 3	6 30	7	143, 299	130, 83	1 50 0	9 0	3	1	4			
2, 207	July 1, 1888	1 26, 6	2 21, 3	7	228, 168	125, 02	2 42 2	9 4	5	1	( <sup>15</sup> ) 8			
2, 681	July 1, 1890	1 10, 4	2 10, 7	7			17 1 40 3	9 5			( <sup>16</sup> )			
397	July 1, 1887	138 18, 88	137 14, 38	6	31, 513	160, 68	1 17 6	9 0	1	1	1			
1, 382	July 1, 1888	11 23, 40	10 22, 80	6	100, 899	107, 45	2 17 6	9 0	2	1	3			
947	July 1, 1888	11 24, 60	12 25, 20	6	37, 447	119, 64	1 14 0	7 3	1	1	1			
189	July 1, 1889	1 14, 4	2 14	6	39, 112	125, 26	1 8 6	6 0	1	1	1			
817	July 1, 1889	60 24, 49	1 24, 95	6	56, 202	119, 70	17 1 7 6	6 0						
							1 14 0	5 6						
							1 12 0	6 5						
							2 1 11 0	4 6						

<sup>11</sup> Short run, Baton Rouge, and New Orleans.<sup>12</sup> 64 miles reported in Memphis and New Orleans R. P. O.<sup>13</sup> 7 miles reported in Fort Smith and Leland R. P. O.<sup>14</sup> Balance of route (131.70 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.<sup>15</sup> 1 clerk detailed to transfer duty at Bloomington, Ill.; 2 helpers.<sup>16</sup> 1 transfer clerk, Meridian, Miss.<sup>17</sup> 1 reserve car.<sup>18</sup> 3 helpers.<sup>19</sup> Balance of route covered by Chicago, Monon and Cincinnati R. P. O. (95.61 miles).<sup>20</sup> Clerk relieved every third week by a clerk detailed from the New York and Dunkirk 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>			
Millerton and Dutchess Junction, N. Y.	2	57.97	Millerton, Dutchess Junction, N. Y. (N. D. & C.).	6085	58.17
Milton and Stockton, Cal. ....	8	30.09	Milton, Stockton, Cal. (Stockton Copernopolis R. R.).	40412	30.09
Milwaukee and Lancaster, Wis.	10	168.40	Milwaukee, Montfort, Wis. (Chic. & No. West.).	25038	145.95
			Montfort, Lancaster Junction (n. o.), Wis. (Chic. & No. West.).	*25025	10
			Lancaster Junction (n. o.), Lancaster, Wis. (Chic. & No. West.).	25042	12.28
Mincola and Troup, Tex. <sup>4</sup> .....	11	44.54	Mincola, Troup, Tex. (I. & G. N.).	31032	44.54
Minneapolis, Minn., and Du-	10	264.62	Minneapolis, Hayfield, Minn. (Chic., St. P. and K. C.).	*26065 (part)	91.53
more, Iowa.			Hayfield, Minn., Dubuque, Iowa (Chic., St. P. and K. C.).	*27095	172.68
Minneapolis, Minn., and Oakes, N. Dak.	10	264.04	Minneapolis, Minn., Fairmount, N. Dak. (M., St. P. and S. Ste. M.).	26058	191.74
			Fairmount, Oakes, N. Dak. (M., St. P. and S. Ste. M.).	35034	72.64
Minneapolis, Minn., and Oregon, Ill.	10	344.27	Minneapolis, St. Paul, Minn. (Chic., Burl. and Nor.).	26068	(*)
			St. Paul, Minn., Oregon, Ill. (Chic., Burl. and Nor.).	23073	331.31
Minot, N. Dak., and Butte City, Mont.	10	722.73	Minot, N. Dak., Great Falls, Mont. (St. P., M. and M.).	*135026 (part)	550.25
			Great Falls, Butte City, Mont. (Mont. Central).	36005	172.76
Missoula and Grantsdale, Mont.	10	51	Missoula, Grantsdale, Mont. (Miss. and Bit. Root).	36008	51
Missouri Valley, Iowa, and Long Pine, Nebr.	6	251.10	Missouri Valley, California, Iowa (S. City and Pac.).	27029 (part)	(14)
			California, Iowa, Fremont, Nebr. (S. City and Pac.).	27077	32.01
			Fremont, Long Pine, Nebr. (Fre., Elk. and Mo. Vall.).	34010	213.60
Moir and Brandon, N. Y. ....	2	34.81	Moir, Brandon, N. Y. (No. Adiron )	6052	34.87
Monmouth, Ill., and Brazil, Ind.	5	130.94	Monmouth, Ill., Goodland, Ind. (Chic. and Ind. Coal Ry.).	22057	34.64
			Goodland, Attica, Ind. (Chic. and Ind. Coal Ry.).	*23028 (part)	34.63
			Attica, Brazil, Ind. (Chic. and Ind. Coal Ry.).	22031	62.32
Monett, Mo., and Paris, Tex. <sup>10</sup>	11	302.07	Monett, Mo., Fort Smith, Ark. (S. L. and S. F.).	28039	123.44
			Fort Smith, Ark., Paris, Tex. (S. L. and S. F.).	*29019	168.95
Monett, Mo., and Sapulpa, Ind. T. <sup>12</sup>	11	156.06	Monett, Mo., Vinita, Ind. T. (St. L. and S. F.).	*28003 (part)	78.56
			Vinita, Sapulpa, Ind. T. (St. L. and S. F.).	32002	78.01
Monmouth Junction and Manasquan, N. J.	2	*33.18	Monmouth Junction, Sea Girt, N. J. (Penna.).	7023	33.57
Monroe and Adrian, Mich. ....	9	34.29	Monroe, Adrian, Mich. (L. S. and M. S.).	24002	34.90
Monroe, N. C., and Chester, S. C.	4	45.66	Monroe, N. C., Chester, S. C., (G., Car. and North R. R.).	13038	45.66
Montandon and Bellefonte, Pa.	2	*67.63	Lewisburgh and Bellefonte, Pa. (Penna.).	8067	66.23

<sup>a</sup> 1 car in reserve.<sup>2</sup> 1 detailed to transfer duty at Milwaukee, Wis.<sup>3</sup> Balance of route covered by Montfort, Wis., and Galena, Ill. R. P. O. (47.76 miles), and between Woodman and Lancaster Junction (n. o.), Wis. (18.53 miles), by closed-pouch service. (See Table C.)<sup>4</sup> October 15, 1889, service established on this line.<sup>5</sup> Balance of route (58.15 miles) covered by Hayfield, Minn., and Mason City, Iowa, R. P. O.<sup>6</sup> 1 in reserve.<sup>7</sup> In reserve.<sup>8</sup> Cars run through to Chicago, Ill., over route 23095.<sup>9</sup> Distance not stated.<sup>10</sup> 12 in reserve.<sup>11</sup> Balance of route (117.57 miles) covered by St. Paul, Minn., and Minot, N. Dak., R. P. O.<sup>12</sup> East division, Minot, N. Dak., to Chinook, Mont. (409.28 miles).<sup>13</sup> West division, Chinook to Butte City, Mont. (313.45 miles).<sup>14</sup> Distance (5.90 miles) covered by Sioux City and

Missouri Valley, Iowa, R. P. O.

<sup>15</sup> 2 helpers.

in the United States on June 30, 1890—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 clerks.	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 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>		
070	July 1, 1889	51 20.59	54 21.88	6	36,280	115.94	12	12 0	0 6	1	1
506	July 1, 1890	5 27.35	8 24	6	18,836	60.18	1	10 0	8 9	1	1
1,276	July 1, 1887	101 23.31	100 25.35	6	105,418	112.26	1	24 0	9 2	3	24
662	July 1, 1887	101 27.26	100 22.22				1	24 6	9 2		
1,073	July 1, 1887	101 12.40	100 15								
609	July 1, 1890	7 24.29	8 25.47	7	32,514	89.04	1	21 4	9 1	1	1
1,580	Dec. 2, 1889	4 26.22	3 26.86	6	165,652	132.32	64	25 0	9 5	4	4
941	July 1, 1887	4 29.92	3 30.82				71	19 9	7 5		
279	July 1, 1887	65 18.81	66 17.25	6	165,852	132.47	2	21 3	7 2	4	4
949	July 1, 1890	65 10.13	66 15.84				72	16 9	7 6		
1,213	Mar. 10, 1890	50 21.24	49 21.24	6	215,513	172.13	105	25 0	8 11	4	4
910	July 1, 1887	50 29.98	49 29.98				72	14 6	7 3		
2,411	July 1, 1890	3 26.75	4 25.72	7	208,744	272.57	2	24 8	9 1	123	6
1,872	July 1, 1890	3 19.24	4 24.51	7	226,818	208.06	2	24 6	9 1	123	1
541	July 1, 1890	23 12.62	24 12.62	7	37,230	102	1	17 9	8 11	1	1
7,009	July 1, 1887	3 29.50	4 29.50	7	183,303	125.55	2	50 0	9 3	4	10
4,814	July 1, 1887	3 22.86	4 22.59								
4,336	July 1, 1890	3 24.58	4 25.56								
115	July 1, 1889	2 21	3 22.66	6	21,791	53.32	1	7 2	4 6	1	1 <sup>(16)</sup>
402	July 1, 1889	17 4 17.07	1 14.00	6	11,687		17				1
343	July 1, 1888	1 21	2 15.60	6	81,968	130.94	2	13 10	7 5	2	2
306	July 1, 1888	1 17.40	2 16.20	6							
1,430	July 1, 1887	1 19.20	2 16.80	6							
1,297	July 1, 1887	1 24.09	2 24.09	7	226,511	151.03	2	24 2	7 2	6	207
	July 1, 1890	3 22.24	4 22.24	7	148,511	135.62	2	21 10	7 2		
		1 24.09	2 24.09								
443	July 1, 1890	3 14.80	4 14.92	7	105,135	156.66	1	22 0	7 4	2	2
							1	20 4	7 0		
541	July 1, 1889	380 27.12	387 24	6	20,771	66.36	1	15 0	8 1	1	1
550	July 1, 1888	101 24.90	102 27.66	6	21,465	68.58	71	15 0	8 9	1	1
81	Mar. 25, 1889	51 20.5	54 20.5	6	28,583	91.32	1	10 0	6 0	1	1
853	July 1, 1889	103 19.14	112 20.61	6	42,336	138.54	12	8 6	6 6	1	1

<sup>16</sup> 2 acting clerks additional.<sup>17</sup> The R. P. O. on trains 1 and 4 runs between Moira and Santa Clara only (18.51 miles).<sup>18</sup> Balance of route (La Crosse to Goodland, Ind., 49.30 miles) covered by closed-pouch service. (See Table C.)<sup>19</sup> Double daily service between Monett, Mo., and Fort Smith, Ark. (133.44 miles).<sup>20</sup> 1 helper daily to Fayetteville, Ark. (70 miles), on trains 3 and 4.<sup>21</sup> Fort Smith and Mansfield, Ark., R. P. O. runs over 13.00 miles of route 29019 between Fort Smith and Jenson, Ark.<sup>22</sup> October 24, 1889, route extended from Vinita to Sapulpa, Ind. T., increased distance 78.10 miles.<sup>23</sup> Balance of route 28003 covered by St. Louis, Mo., and Burrton, Kans. R. P. O. (282.12 miles). That portion of route between Monett and Pierce City, Mo., is covered by St. Louis, Mo., and Burrton, Kans., R. P. O.<sup>24</sup> The clerk runs through to Long Branch.<sup>25</sup> The clerk is allowed mileage between Montandon and Lewisburgh (1.64 miles), but the service is by messenger.

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>			
Montfort, Wis., and Galena, Ill.	10	56.08	Montfort, Ipawich, Wis. (Chi. and No. West.).	25,025	21.50
			Ipawich, Platteville, Wis. (Chi. and No. West.).	25,043	4.38
			Ipawich, Wis., Galena, Ill. (Chi. and No. West.).	25,025	26.26
Montgomery and Akron, Ala.	4	113.63	Montgomery, Selma, Ala. (West. R. R. of Ala.).	17,002	51.20
Montgomery and Luverne, Ala.	4	51.69	Selma, Akron Junction (C. S. M. & Ry.).	17,006	67.69
Montgomery, Ala. and New Orleans, La.	4	321.85	Montgomery, Luverne, Ala.	17,027	51.69
			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	27.37
Morgantown and Fairmont, W. Va.	3	25.88	Morgantown, Fairmont, W. Va. (Balto. and Ohio).	12017	26.17
Moseley's Junction and Farmville, Va.	3	53.23	Moseley's Junction, Farmville, Va. (Farmv. and Powhatan).	41046	53.66
Mound House, Nev., and Keeler, Cal.	8	160.72	Mound House, Nev. and Keeler, Cal. (Carson and Colorado R. R.).	45004	293
		141	Belleville Junc. (n. o.), Candelaria, Nev., (Carson and Colorado R. R.).	45006	7.80
Mount Airy and Wilmington, N. C.	3	248.44	Mount Airy, Fayetteville, N. C. (C. F. and Y. V.).	13011	165.99
			Fayetteville, Wilmington, N. C. (C. F. and Y. V.).	13042	82.50
Mount Carmel and Sunbury, Pa.	2	27.47	Mount Carmel, Sunbury, Pa. (N. C.).	8023	27.67
Mount Pleasant, Keokuk, Iowa.	6	50.40	Mount Pleasant, Keokuk, Iowa (St. L. Keo. and N. W.).	1028018	50.66
Mulvane and Englewood, Kans.	7	166.79	Mulvane, Englewood, Kans. (A. T. and S. F.).	33068	166.79
Murphy, N. C., and Marietta, Ga.	4	110	Murphy, N. C. Marietta, Ga., (Mar. and N. Ga. R. R.).	15030	110
Muscatine and Montezuma, Iowa.	6	96.87	Muscatine, What Cheer, Iowa (Bur. C. Rap. and No.).	27004	76.62
			Thornburgh, Montezuma, Iowa (Bur. C. Rap. and No.).	27065	16.33
Muskegon and Allegan, Mich.	9	60.06	Holland, Allegan, Mich. (C. and W. M.).	24023	24.61
			Muskegon, Holland, Mich. (C. and W. M.).	24022	(12)
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.	16	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	(16)
Nashville, Tenn., and Montgomery, Ala.	5	305.92	Nashville, Tenn., Decatur, Ala. (Louis. and Nash.).	19006	121.75
			Decatur, Montgomery, Ala. (Louis. and Nash.).	17004	183.86

<sup>1</sup> Balance of route covered by Milwaukee and Lancaster, Wis., R. P. O. (10 miles) and between Woodman and Lancaster Junction (n. o.), Wis., (18.53 miles) by closed pouches. (See Table C<sup>2</sup>.)

<sup>2</sup> In reserve.

<sup>3</sup> Transfer clerk Montgomery, Ala.

<sup>4</sup> 10.80 miles covered by closed pouch service. See Conboro (n. o.) and Moseley's Junction, Va. Table C<sup>2</sup>.

<sup>5</sup> 7 round trips per week, Mound House to Candelaria, 3 round trips Belleville Junc., Nev., to Keeler, Cal. Clerks alternate every four weeks.

<sup>6</sup> 2 in reserve.

<sup>7</sup> 57.20 miles covered by the Fayetteville and Bennettsville R. P. O.

<sup>8</sup> Lehigh Valley car.

<sup>9</sup> Lehigh Valley car in reserve.

<sup>10</sup> Balance of route (138.41 miles) covered by Burlington, Iowa and St. Louis, Mo., R. P. O.

<sup>11</sup> Runs on route 24,022 Muskegon to Holland, Mich. (35.50 miles) and in connection with Big Rapids and Holland R. P. O. gives double service between these points daily, except Sunday.

in the United States on June 30, 1890—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, of cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
662	July 1, 1887	120	19.84	121	22.02	0	35,100	112.16	1	14 6 <sup>3</sup> / <sub>4</sub>	7 6	1	1	1
151	July 1, 1887	120	16	121	24				21	10 2	5 11			
662	July 1, 1887	120	22.28	121	26									
1,635	July 1, 1888	52	30	53	30	7	82,049	113.63	1	12	6 9	2	1	2
460	July 1, 1888	8	13	7	13	7			1	10 6	5 3			
226	Oct. 1, 1889	8	10.2	7	11.3	6	32,254	103.38	1	16	7 6	1	1	1
10,408	July 1, 1888	1	36	2	28.1	7	469,901	160.92	3	49 4	9 2	8	2	17
		3	27.8	4	30	7			1	50	9			(2)
9,750	July 1, 1888	1	32.6	2	31.4	7								
		3	30.3	4	28.2	7								
232	July 1, 1889	2	16.80	3	12.63	6	18,254	58.32	1	6	6 6	1	1	1
									21	4 6	6 2			
331	July 1, 1889	705	17	700	21.85	6	16,201	51.76	1	12 6	7	1	1	1
		50	14.64	51	14.12	6	33,322	106.40	1	7 4	5 4	1	1	1
529	July 1, 1890	1	15.06	2	13.08	57	117,336	107.14	3	19 9	8 8	3	1	4
375	July 1, 1890	3	13.37	4	13.37	3	43,992	141				1		
548	July 1, 1889	2	19.60	1	19.41	6	155,523	124.22	64	20	8 10	4	1	4
		2	20.62	1	20.20									
338	July 1, 1889	1	19.05	6	23.14	6	17,196	54.94	1	14 8	8 5	1	1	1
									21	12 10	6 3			
									21	24 6	8 2			
3,563	July 1, 1887	31	12.50	32	10.71	6	31,550	100.80	1	14 11	8 8	1	1	1
									21	9 5	6 5			
713	July 1, 1890	457	19.06	458	20.85	6	104,411	111.19	1	23	9 3 <sup>1</sup> / <sub>2</sub>	3	1	3
179	Apr. 13, 1887	2	21.5	1	17	6	68,860	110	1	12	7 3 <sup>1</sup> / <sub>2</sub>	2	1	2
									1	7 11	6 7			
526	July 1, 1887	32	25.34	31	25.34	6	60,640	96.87	1	13	6 7	2	1	2
									1	11 11	9 4			
282	July 1, 1887	32	24	31	24									
379	July 1, 1888	26	23	23	27.60	6								
1,679	July 1, 1888	26	23.66	23	26.62	6	37,597	120.12	1	9 6	6 7	1	1	1
6,608	July 1, 1888	1	28.20	2	26.40	7	110,624	121.23	3	26	9 2	5	1	5
		5	24.60	6	28.80	196	94,804		12	14	9			
2,421	July 1, 1888	51	22.80	52	22.20	6	106,145	113.04	2	19 7	9 2	3	1	144
									22	13	8			
730	July 1, 1890	2	13.76	1	15.92	7	40,193	110.12	1	6 2	8 9	1	1	1
		4	15.92	3	12.23	6			17	7 8	8 7			
4,071	July 1, 1887	56	19.80	55	19.20	6	44,922	143.52	1	14 4	8 9	1	1	(20)
5,601	July 1, 1888	3	28.20	2	28.20	7	223,322	152.96	212	40	9 6	4	22	213
		1	32.40	4	32.40	7	223,322		212	20 4	9 1	4	21	
4,645	July 1, 1888	3	25.20	2	25.20	7			1	20	9 8			
		1	30	4	30	7								

<sup>12</sup> Shown in report of Big Rapids and Holland R. P. O.<sup>13</sup> Double service over whole line, trains 1 and 2 daily, and trains 5 and 6 daily, except Sunday.<sup>14</sup> 1 car in reserve.<sup>15</sup> 1 helper running between Nashville and Union City, Tenn., (153.90 miles), Mondays, Wednesdays and Saturdays.<sup>16</sup> Double daily service, except Sunday.<sup>17</sup> Reserve.<sup>18</sup> This is the short run of Nashville and Saint Louis R. P. O.<sup>19</sup> Covered by Nashville and Saint Louis R. P. O. 72.21 miles.<sup>20</sup> Clerk holds appointment on Nashville and Saint Louis R. P. O., and is shown with that line.<sup>21</sup> Railway post-office cars on day line.<sup>22</sup> Day line, on which are four helpers, running through.<sup>23</sup> 1 helper on night line, running between Nashville, Tenn., and Decatur, Ala., 122.47 miles, four nights per week.<sup>24</sup> Mail apartment cars on night line.<sup>25</sup> Night line.

TABLE A<sup>3</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>			
Nashville, Tenn., and St. Louis, Mo.	5	317.44	Nashville, Tenn., and East St. Louis, Ill. (Louis. and Nash.).	23032	318.78
Nashville, Tenn., and Sheffield, Ala.	5	133.26	Nashville, Columbia, Tenn. (Louis. and Nash.), Columbia, Tenn., Sheffield, Ala. (Nash. and Florence).	19006 (part) 19017	(4) 86.85
Nashville and Tracy City, Tenn. <sup>8</sup>	5	107.55	Nashville, Cowan, Tenn. (Nash., Chatt. & St. L.) Cowan, Tracy City, Tenn. (Nash., Chatt. & St. L.)	19004 (part) 19010	(4) 20.03
Nebraska City, Nebr., and Cheyenne, Wyo.	6	587.37	Nebraska City, Nemaha City, Nebr. (Nebraska.) Nemaha City, Beatrice, Nebr. (Rep. Valley.) Beatrice, De Witt, Nebr. (B. and M. R. in Nebr.) De Witt, Edgar, Nebr. (Nebr. and Colo.)	34005 (part) 34019 34006 (part) 34020	27.56 67.90 57.56
Nevada, Mo., and Winfield, Kans. <sup>16</sup>	7	201.20	Edgar, Holdrege, Nebr. (Nebr. and Colo.) Holdrege, Elwood, Nebr. (Nebr. and Colo.) Elwood, Nebr., Cheyenne, Wyo. (Nebr. and Colo.) Nevada, Mo., Chetopa, Kans. (N. and M.)	34043 (part) 34031 34042 28058	81.11 28.72 307.63 77.38
Newark, Ohio and Chicago, Ill. <sup>18</sup>	5	358.48	Chetopa, Winfield, Kans. (D., M. and A.)	33056 (part)	125.15
Newark and Shawnee, Ohio	5	43.88	Newark, Chicago, Ohio, (Balto. and Ohio.) Chicago, Ohio, Chicago, Ill. (Balto. and Ohio.) Newark, Shawnee, Ohio. (Balto. and Ohio.)	21010 (part) 21047 (part) 21038	(19) (21) 44.04
New Castle and North Vernon, Ind.	5	69.30	New Castle, Rushville, Ind. (Ft. Wayne, Cin. and Louis.) Rushville, North Vernon, Ind. (Cleve, Cin. Chic. and St. L.)	22042 22015	24.85 46.37
New Galilee, Pa., and New Lisbon, Ohio.	5	25.23	New Galilee, Pa., New Lisbon, O. (Pitts., Mar. and Chic.)	21093	25.94
New Hartford and Farmington, Conn.	1	14.30	New Hartford, Farmington, Conn. (N. Y., N. H. and Hart., N. Y. and N. H. Div.)	5021	14.29
New Louisville, Ark., and Shreveport, La. <sup>24</sup>	11	61.04	New Louisville, Ark., Shreveport, La. (St. L., Ark. and Tex.)	30019	61.04
New London and New Haven, Conn.	1	51.81	New London, New Haven, Conn. (N. Y., N. H. and Hart., Shore Line Div.)	5004	(24)
New Orleans and Bohemia, La.	4	50	New Orleans, Bohemia, La. (N. O. and Gulf R. R.)	30020	50

<sup>1</sup> Mail apartment cars on day line.<sup>2</sup> Day line.<sup>3</sup> Two helpers on day line, running daily between Nashville, Tenn., and Evansville, Ind., distance 154.20 miles; 4 helpers on night line, running through; 1 clerk in apartment car, on trains 55 and 56, between Nashville, Tenn. and Hopkinsville, Ky., distance 71.76 miles. (See Nashville and Hopkinsville R. P. O.)<sup>4</sup> Railway post-office cars on night line.<sup>5</sup> Night line.<sup>6</sup> Covered by Nashville and Montgomery R. P. O. 46.23 miles.<sup>7</sup> Clerks act as helpers to Nashville and Montgomery R. P. O. day line Columbia to Nashville, Tenn.<sup>8</sup> This line was formerly the Tracy City and Cowan R. P. O. On March 1, 1890, the run of clerk was extended to Nashville, Tenn., increasing distance 87 miles.<sup>9</sup> Covered by Nashville and Chattanooga R. P. O., 87.20 miles.<sup>10</sup> Clerk acts as helper between Nashville and Cowan, Tenn., 87 miles; to Nashville and Chattanooga R. P. O. trains 1 and 2.<sup>11</sup> Balance of route covered by Red Oak, Iowa, and Lincoln, Nebr. R. P. O. (58.15 miles) and by Lincoln and Crawford, Nebr. R. P. O. (51.70 miles).<sup>12</sup> East Division, Nebraska City to Holdrege, Nebr. (243.57 miles).<sup>13</sup> Distance (12.50 miles) covered by Lincoln, Nebr., and Concordia, Kans., R. P. O.<sup>14</sup> Balance of route Edgar to Superior, Nebr. (27.96 miles), covered by closed pouches. (See Table C.)<sup>15</sup> West Division, Holdrege, Nebr., to Cheyenne, Wyo. (336.80 miles).

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

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
4, 071	July 1, 1887	52	25.80	51	27	7	231, 731	158. 72	1	17 10	8 9	4	21	15
									2	16 0	8 7			
5, 601	July 1, 1888	54	28. 20	53	28. 20	7	231, 731	183. 26	1	40 0	9 0	4	22	72
492	July 1, 1889	3	22. 20	2	23. 40	6	83, 421			18 0	9 0	2	1	
6, 608	July 1, 1888	5	25. 80	6	27. 60	6	30, 751	216. 10	1	8 0	6 0	1	1	101
210	July 1, 1888	5	20. 03	6	16. 20	6								
1, 949	July 1, 1890	97	29. 03	98	27. 10	6	153, 727	122. 79	2	14 0	6 11	14	1	8
965	July 1, 1890	97	26. 02	98	20. 70				1	8 3	9 0			
2, 786	July 1, 1890	88	27. 33	87	30									
748	July 1, 1890	97	28. 75	98	24. 64									
844	July 1, 1890	97	25. 15	98	26. 83									
1, 829	July 1, 1890	151	28. 50	152	28. 67	7	245, 864	168. 40	3	14 0	6 11	14	1	
936	July 1, 1890	151	28. 50	152	29. 38									
077	July 1, 1887	323	21. 59	324	22. 11	7	146, 876	134. 13	2	14 11	8 5	3	1	3
707	July 1, 1890	481	19. 50	482	21. 77	7			1	16 7	8 10			
8, 719	July 1, 1888	9	28. 80	10	27	6	159, 707	179. 24	1	25 2	9 0	4	1	(20)
									1	21 3	9 0			
6, 904	July 1, 1888	9	27	10	27. 60	6								
261	July 1, 1888	208	25. 80	207	25. 80	6	27, 460	87. 76	1	16 4	8 10	1	1	1
116	July 1, 1888	1	24	2	22. 80	6	43, 438	134. 78	1	17 10	8 7			
									1	12 0	7 6	1	1	1
142	July 1, 1888	1	12	2	12	6			1	11 9	7 6			
234	July 1, 1888	11	21	6	19. 20	6	15, 794	50. 46	1	9 0	6 0	1	1	1
1, 059	July 1, 1889	631	24	630	15. 27	6	8, 951	57. 20	1	12 0	5. 6	1	1	1
		637	21	636	24	6	8, 951							
120	July 1, 1890	71	20. 34	72	20. 34	6	38, 211	122. 08	1	10 6	7 0	1	1	1
		405	26. 59	408	26. 59	6	32, 433	103. 62	1	15 8	6 6	1	1	23
		419	25. 48	418	26. 50	6	32, 433		1	14 2	6 6	1	1	
299	July 1, 1890	7	11	8	11	6	31, 300	100	1	7 0	6 0	1	1	1
									1	6 0	5 0			

<sup>16</sup> Reported last year as the Nevada, Mo., and Arkansas City, Kans., R. P. O., decreased distance, 7. 60 miles.

<sup>17</sup> 21. 05 miles of route 33056, between Winfield and Belle Plaine, Kans., covered by the 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 Dearing and Coffeyville, Kans., and the Sidell and Sedan, Kans., R. P. O. over 5 miles of same route between Peru and Sedan, Kans.

<sup>18</sup> August 29, 1889, service placed in apartment cars between Newark, Ohio, Chicago, Ill., on trains 9 and 10, in lieu of railway post-office cars, which were changed to trains 5 and 6. (see Grafton and Chicago R. P. O.). November 11, 1889, apartment-car service curtailed at Chicago Junction, Ohio, making distance Chicago Junction, Ohio, to Chicago, Ill., 271.64

miles. May 13, 1890, service resumed between Newark, Ohio, and Chicago, Ill. Helpers of Grafton and Chicago R. P. O. assist this line from Chicago Junction to Newark, Ohio, 87 miles, on east trips only.

<sup>19</sup> Covered by Sandusky, Wheeling and Pittsburgh R. P. O. (88.04 miles).

<sup>20</sup> Clerks are appointed to Grafton and Chicago R. P. O., and are shown with that line.

<sup>21</sup> Covered by Grafton and Chicago R. P. O. (271. 28 miles).

<sup>22</sup> In reserve.

<sup>23</sup> Formerly Galveston, Ark., and Shreveport, La., R. P. O. No change in route.

<sup>24</sup> Covered by Boston, Providence, and N. Y. R. P. O. (51.71 miles).

<sup>25</sup> 1 clerk detailed as transfer clerk New London, Conn.

<sup>26</sup> 1 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 northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>New Orleans, La., and Houston, Tex.</i> <sup>1</sup>	11	362.74	New Orleans, La Fayette, La. (M. L. and T.). La Fayette, La., Orange, Tex. (La. W.)....	<sup>2</sup> 30003 (part) 30010	149.92 113.25
			Orange, Houston, Tex. (T. and N. O., So. Pac.).	31012	106.33
<i>New Orleans, La., and Marshall, Tex.</i>	11	369.37	New Orleans, Cheneyville, La. (Tex. Pac.). Cheneyville, Shreveport, La. (Tex. Pac.). Shreveport, La., Marshall, Tex. (Tex. Pac.)	30002 30011 (part) <sup>3</sup> 31009 (part)	171.54 156.57 41.26
<i>Newport and Cushman, Ark.</i>	11	40.57	Newport, Cushman, Ark. (St. L. I. M. and S.).	29014	40.57
<i>Newport, Vt., and Springfield, Mass.</i>	1	229.60	Newport, White Riv. Jct., Vt. (Conn. and Pass.). White Riv. Jct., Windsor, Vt. (Cen. Vt.). Windsor, Bellows Falls, Vt. (Sul. Co.).... Bellows Falls, Brattleboro, Vt. (Ver. Val.). Brattleboro, So. Vernon, Vt. (n. o.) (Cen. Vt.). So. Vernon, Vt. (n. o.), Springfield, Mass. (Conn. River). White Riv. Jct., Windsor, Vt. (Cen. Ver.). Windsor, Bellows Falls, Vt. (Sul. Co.)... Bellows Falls, Brattleboro, Vt. (Ver. Val.). Brattleboro, So. Vernon (n. o.), Vt. (Cen. Vt.). So. Vernon (n. o.), Vt., Springfield, Mass. (Conn. River).	<sup>4</sup> 2010 (part) <sup>5</sup> 2002 (part) 2004 2005 <sup>10</sup> 3062 (part) 3067 <sup>12</sup> 2002 (part) 2004 2005 <sup>17</sup> 3062 (part) 3067	105.15 14 25.50 24.17 (11) 51.98
<i>Newport, Vt., and Springfield, Mass. Short run.</i>	1	124.39	White Riv. Jct., Windsor, Vt. (Cen. Ver.). Windsor, Bellows Falls, Vt. (Sul. Co.)... Bellows Falls, Brattleboro, Vt. (Ver. Val.). Brattleboro, So. Vernon (n. o.), Vt. (Cen. Vt.). So. Vernon (n. o.), Vt., Springfield, Mass. (Conn. River).	<sup>12</sup> 2002 (part) 2004 2005 <sup>17</sup> 3062 (part) 3067	(15) (15) (15) (15) (15)
<i>Newton Circuit</i> <sup>20</sup>	1	22.90	Boston, Riverside, Mass. (Bos. and Alby.).	3074	12.18
<i>Newton, Kans., and Galveston, Tex.</i>	11	750.31	Newton, Arkansas City, Kans. (A. T. and S. F.). Arkansas City, Kans., Purcell, Ind. Ter. (A. T. and S. F.). Purcell, Ind. Ter., Fort Worth, Tex. (G. C. and S. F.). Fort Worth, Galveston, Tex. (G. C. and S. F.).	<sup>21</sup> 33011 (part) 32003 31054 31027	78.81 154 170.63 346.87
<i>Newton and Kiowa, Kans.</i> .....	7	127.85	Newton, Mulvane, Kans. (A. T. and S. F.). Mulvane, Wellington, Kans. (A. T. and S. F.). Wellington, Kiowa, Kans. (A. T. and S. F.).	33011 (part) 33037 (part) 33038	(22) <sup>23</sup> 16.41 69.33

<sup>1</sup>Double daily service. Single line of R. P. O. cars, 40 feet in length, put in service January 1, 1890, on trains 17 and 18.

<sup>2</sup>60.20 miles of route 30003 reported as Cheneyville and La Fayette, La., R. P. O.

<sup>3</sup>3 helpers daily on all trains to La Fayette, La., 149.92 miles.

<sup>4</sup>Reserve.

<sup>5</sup>794.28 miles reported as Texarkana, Ark., and El Paso, Tex., R. P. O.

<sup>6</sup>Balance of route covered by closed-pouch service between Newport and Derby Line (9.44 miles). (See Table C.)

<sup>7</sup>2 clerks on short runs; 1 clerk on short run as short stop, daily av'g. (120 miles); 1 clerk as short stop on day line, daily av'g. (120 miles);

1 clerk detailed as transfer clerk at White Riv. Jct., Vt.

<sup>8</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>9</sup>Reserve cars.

<sup>10</sup>Balance of route covered by Brattleboro and Palmer R. P. O. (46 miles), and Palmer and New London R. P. O. (65.22 miles).

<sup>11</sup>Covered by Brattleboro and Palmer R. P. O. (10.28 miles).

<sup>12</sup>Balance of route covered by St. Albans and Boston R. P. O. (120.50 miles) and St. Albans and Ogdensburg R. P. O. (second division) (24.27 miles).

in the United States on June 30, 1890—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.	Numbers 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>			
9,398	July 1, 1890	18 24.98	17 24.98	7	319,520	145.09	3	40 0	9 1	5	1	13		
8,303	July 1, 1890	20 24.98	19 24.98	7	319,520	145.09	41	40 0	9 1	5	1			
8,303	July 1, 1890	18 29.33	17 29.98				41	22 6	9 2					
8,204	July 1, 1890	20 24.09	19 26.54				3	26 3	9 0					
8,204	July 1, 1890	18 28.80	17 28.16											
2,677	July 1, 1890	20 24.37	19 28.16											
2,677	July 1, 1890	51 22.22	52 23.30	7	260,640	147.75	3	20 6	7 1	5	1	5		
1,931	July 1, 1890	51 24.85	52 24.68											
3,420	July 1, 1890	51 23.57	52 23.57											
498	July 1, 1890	51 9.17	52 10.35	6	25,324	81.14	1	16 0	9 2	1	1	1		
6,020	July 1, 1890	54 23.36	3 22.53	6	143,729	114.80	41	18 8	9 3	4	2	21		
6,020	July 1, 1890	15 23.80	33 23.80	6	143,729		1	40 8	9 0	4	2			
6,401	July 1, 1889	54 27.99	3 24				1	20 0	6 10	4				
6,401	July 1, 1889	15 27.99	33 27.99				1	41 6	9 0					
9,861	July 1, 1889	54 28.80	3 25.99				1	21 0	6 10					
9,861	July 1, 1889	15 34.66	33 24.72				21	25 0	6 8					
9,726	July 1, 1889	54 28.80	3 28.80				21	21 3	6 10					
9,726	July 1, 1889	15 31.99	33 30.63				21	15 10	7 0					
2,323	July 1, 1889	54 17.14	3 15.78											
2,323	July 1, 1889	15 33.33	33 24											
11,750	July 1, 1889	54 24.99	3 23.62											
11,750	July 1, 1889	15 34.48	33 28.56											
6,401	July 1, 1889	15 15.27	23 27.99	6	77,868	124.39	1	26 6	6 8	2	1	(14)		
9,861	July 1, 1889	15 25.99	23 28.36											
9,726	July 1, 1889	15 28.80	23 26.17											
2,323	July 1, 1889	15 24	23 17.14											
11,750	July 1, 1889	15 24	23 23.67											
1,142	July 1, 1889	1 18.36	7 16.89	6	21,812	113.02	2	8 0	2 8	1	1	1		
1,142	July 1, 1889	2 20.82	4 19.50	12										
1,201	July 1, 1889	3 18.36	5 17.13	12										
1,201	July 1, 1889	401 26.27	402 23.64	7	602,768	150.06	5	20 11	9 0	10	1	14		
1,099	July 1, 1890	401 25.66	402 20.14				1	20 11	9 0					
908	July 1, 1890	1 24.37	2 24.38				41	11 3	6 10					
908	July 1, 1890	1 21	2 21.70				42	12 6	9 0					
1,287	July 1, 1890	1 21	2 21.70											
3,797	July 1, 1890	407 26.96	408 21.35	7	93,331	127.85	2	21 0	9 34	2	2	4		
861	July 1, 1890	431 21.88	432 21.88	7			24	11 9	7 3					
1,612	July 1, 1890	447 23.11	448 24.47	7			24	21 0	9 34					

<sup>13</sup> Covered by Newport and Springfield R. P. O. (14 miles).<sup>14</sup> Shown in column 17 Newport and Springfield R. P. O.<sup>15</sup> Covered by Newport and Springfield R. P. O. (25.50 miles).<sup>16</sup> Covered by Newport and Springfield R. P. O. (31.17 miles).<sup>17</sup> Balance of route covered by Brattleboro and Palmer R. P. O. (46 miles), and Palmer and New London R. P. O. (85.22 miles).<sup>18</sup> Covered by Brattleboro and Palmer R. P. O. (10.28 miles).<sup>19</sup> Covered by Newport and Springfield R. P. O. (51.98 miles).<sup>20</sup> New service, commenced Nov. 18, 1889.<sup>21</sup> Newton and Kiowa, Kans., R. P. O. also runs over this line between Newton and Mulvane, Kans. (42.80 miles).<sup>22</sup> 1 helper daily between Fort Worth and Clifton, Tex. (75.40 miles). Three helpers daily between Newton, Kans., and Oklahoma, Ind. Ter. (199 miles). Clerks divide on Fort Worth, Tex.<sup>23</sup> 42.81 miles distance on route 33011, between Newton, and Mulvane, Kans., covered by Newton, Kans., and Galveston, Tex., R. P. O.<sup>24</sup> In reserve.<sup>25</sup> 21.92 miles of route 33037, between Wellington and Caldwell, Kans., covered by closed-ponch service. (See Table C7).

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>			
<b>New York, N. Y., and Chicago,<sup>1</sup> Ill.</b> This line is divided into three divisions as follows:					
<b>East Division.</b> —New York and Syracuse, N. Y.	9	289.50	New York, Syracuse, N. Y., (N. Y. C. and H. R.).	6011 (part)	439.52
		145.35	New York, Albany, N. Y. (N. Y. C. and H. R.). Albany, Syracuse, N. Y. (N. Y. C. and H. R.).	6011 (part) 6011 (part)	(?) (?)
<b>Middle Division.</b> —Syracuse, N. Y., and Cleveland, Ohio.	9	336.26	Syracuse, Buffalo, N. Y. (N. Y. C. and H. R.).	6011 (part)	(?)
			Buffalo, N. Y., and Cleveland, Ohio (L. S. and M. S.).	21095 (part)	183.26
<b>West Division.</b> —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

<sup>1</sup> The total equipment of this line is as follows: 32 cars, 60 feet by 9 feet; 6 cars, 49 feet and 7 inches by 9 feet; 1 apartment car, 17 feet 8 inches by 7 feet; 4 cars, 50 feet by 9 feet. (One of these cars is held in reserve.) 6 cars, 50 feet by 9 feet. (These cars are held in reserve; 1 at New York City, 1 at Syracuse, N. Y., 1 at Buffalo, N. Y., 1 at Cleveland, O., and 2 at Chicago, Ill.) The figures in the body of the report show the number and dimensions of cars on each contract route.

<sup>2</sup> Clerks are detailed as follows: 1 as chief clerk at Chicago, Ill.; 1 as chief transfer clerk at Grand Central Depot, N. Y.; 6 as assistant transfer clerks, New York, 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, Ohio; 1 as transfer clerk at N. Y. P. & O. Depot, Cleveland, Ohio; 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.; 2 to the office of General Superintendent R. M. S.

<sup>3</sup> 2 clerks in each crew that run west from New York to Syracuse, N. Y., on train 1, run east from Syracuse to Albany, N. Y., 147.50 miles as local clerks on train 1, and from Albany, to New York, N. Y., 145.35 miles, they run on train 26.

2 clerks in each crew that run west from New York to Syracuse, N. Y., on train 21 run east on train 2.

<sup>4</sup> 1 clerk in each crew that runs west from New York to Syracuse, N. Y., on train 1, runs east on train 2.

<sup>5</sup> 2 clerks assigned as helpers on train 11 between Albany and Syracuse, N. Y., 147.50 miles.

4 clerks assigned as helpers on trains 16 and 11, between Albany and Syracuse, N. Y., 147.50 miles.

<sup>6</sup> Accounted for on trains 14 and 1; 2 clerks assigned to run 4 days each week between New York and Albany, N. Y., on trains 721 and 23, 145.35 miles, one clerk beginning at New York on Monday, and the other beginning there on Thursday.

2 clerks assigned to run 6 days on and 6 off, between New York and Albany, N. Y., on trains 21 and 26, 145.35 miles.

2 clerks assigned as door men, trains 21 and

in the United States on June 30, 1890—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.										Ft. In.	Ft. In.			
146,417	July 1, 1889	23 28.36	2 31.15	6	181,227	124.13	12	60 0	9 0	4	3			
		141.33	14 40.50	7	211,335	144.75	6	60 0	9 0	4	11			
		11 34.20					4	60 0	9 0					
			16 29.56	7	211,335	144.75	1	40 7	9 0	4	15			
							12	60 0	9 0					
							1	40 7	9 0					
		21 32.60		6	(6)		1	50 0	9 0			(6)		
146,417	July 1, 1889	27 29.06	24 31.75	6	90,989	145.35	1	17 0	8 7	2	2			
			26 29.06	6	45,493		(8)	12	50 0	9 0	94	5		
146,417	July 1, 1889		34 28.61	6	(10)		1	50 0	9 0	(10)				
146,417	July 1, 1889	3 33.48	2 32.89	6	210,499	144.18	12	60 0	9 0	4	18			
		141.85	14 42.83	7	245,470	168.13	6	60 0	9 0	4	19			
		11 38.37					4	60 0	9 0					
			16 36.83	7	245,470	168.13	1	49 7	9 0	4	12			
							12	60 0	9 0					
							1	49 7	9 0					
114,749	Sept. 30, 1888	3 31.82	2 34.31	6	(13)		3	60 0	9 0	(14)				
		1 38.53	14 41.43	7			6	60 0	9 0	(15)				
		11 39.21					3	60 0	9 0	(16)				
			8 30.50	7	(12)		1	49 7	9 0					
							12	60 0	9 0					
							1	49 7	9 0					
114,749	Sept. 30, 1888	3 26.77		7	257,139	170.12	12	60 0	9 0	4	7			
			14 35.75				3	60 0	9 0					
		11 32.01					3	60 0	9 0					
			8 27.58	7	255,175	174.78	1	49 7	9 0	4	10			
							12	60 0	9 0					
							1	49 7	9 0					
		1 37.30		7	257,139	170.12	12	60 0	9 0	4	8			
			12 23.96				1	60 0	9 0					
			2 28.61	6	108,955	74.62	1	60 0	9 0	(17)				
14,612	Sept. 30, 1888		8 28.33	(18)	(19)		2	60 0	9 0					
							1	49 7	9 0					

26, between New York and Albany, N. Y., 145.35 miles, 6 days on and 6 off.

<sup>7</sup> Shown opposite New York and Syracuse.

<sup>8</sup> 1 car held in reserve.

<sup>9</sup> Runs west on trains 1 and 21.

<sup>10</sup> Accounted for on trains 11 and 16.

<sup>11</sup> 2 clerks assigned to run between Erie, Pa., and Toledo, Ohio, 209 miles, as Michigan clerks outward on train 1, and New England and local helpers inward on train 14.

<sup>12</sup> 2 clerks assigned as general helpers on train 1 outward, between Rochester, N. Y., and Cleveland, Ohio, 251.26 miles.

<sup>13</sup> Shown on route 6011, middle division.

<sup>14</sup> 2 clerks assigned as Illinois paper clerks on train 3, between Buffalo, N. Y., and Cleveland, Ohio, 183.26 miles; 1 clerk assigned as helper on train 11, between Albany and Syracuse, N. Y., 147.50 miles, 4 days each week; 4 clerks assigned as register clerks between New York and Dunkirk, N. Y., 478.52 miles, outward on train 11 and inward on train 14; 4 clerks assigned as register clerks between Buffalo, N. Y., and Chicago, 538.90 miles; outward on train 11, and inward on train 14; 4 clerks in each crew that run from Syracuse to New York, N. Y., on train 14, run west

on train 21; 3 vacancies. 3 acting clerks employed.

<sup>15</sup> 6 clerks assigned as general helpers on train 11, between Rochester, N. Y., and Cleveland, Ohio, 251.26 miles.

<sup>16</sup> This is the distance by route 21095. The distance from Cleveland, Ohio, to Chicago, Ill., via route 21095, Cleveland to Elvria, 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>17</sup> Accounted for on trains 3 and 25. One clerk in each crew that runs west on train 3, runs east from Chicago, Ill., to Cleveland, Ohio, 356.61 miles, as clerk in charge of train 2. Second clerk of Toledo and Chicago train 25, runs east from Chicago, Ill., to Toledo, 244.10 miles, as New York helper on train 14. Clerk in charge of Toledo and Chicago train 25, runs as Michigan paper clerk from Cleveland to Toledo, Ohio, 112.90 miles, on N. Y. and Chl. train 3, and from Elkhart, Ind., to Chicago, Ill., 101.20 miles. Both clerks of Toledo and Chicago train 25 are on N. Y. and Chl. train 3.

<sup>18</sup> 7 trips inward.

<sup>19</sup> Shown on route 21095, west division.

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 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>			
<i>West Division — Cleveland, Ohio, and Chicago, Ill.—Continued.</i>			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.).	21045	133.97
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.).	21095 (part)	(*)
New York, N. Y., Dover, N. J., and Easton, Pa.	2	86.87	Hoboken, N. J., Easton, Pa. (D. L. & W.).	7013	84.28
<i>New York and Dunkirk, N. Y.</i>	2	461.38	New York, Dunkirk, N. Y. (N. Y., L. E. and W.).	0001	459.92
New York and Elmira, N. Y.	2	303.58	New York, N. Y., Metuchen, N. J. (Penna.).	7004 (part)	(14)
			Metuchen, N. J., Easton, Pa. (L. V.).	7018	54.20
			Easton, Pa., Waverly, N. Y. (L. V.).	8010	205.56
			Waverly, N. Y., Elmira, N. Y. (N. Y., L. E. and W.).	6001 (part)	(15)
New York, <sup>10</sup> N. Y., and Hackettstown, N. J.	2	62.79	Hoboken, Hackettstown, N. J. (D. L. and W.).	7013 (part)	(*)
<i>New York, Hornellsville, N. Y.</i>	2	425.60	New York, Hornellsville, N. Y. (N. Y. L. E. and W.).	6001 (part)	(*)
			Hornellsville, Buffalo, N. Y. (N. Y. L. E. and W.).	6008	(*)
New York, N. Y., and Philadelphia, Pa.	2	91.82	New York, N. Y., Philadelphia, Pa. (Penn.).	7004	(*)
<i>New York, N. Y., and Pittsburgh, Pa.</i>	2	443.20	New York, N. Y., Philadelphia, Pa. (Penn.).	7004	(*)

<sup>1</sup> The opposite train (12) runs inward on route 21095, Chicago, Ill., to Cleveland, Ohio, 356.61 miles.

<sup>2</sup> Seven trips outward.

<sup>3</sup> Shown on route 21095, western division.

<sup>4</sup> Six trips outward.

<sup>5</sup> Six trips inward.

<sup>6</sup> Shown in report of New York and Chicago, western division.

<sup>7</sup> Accounted for on trains 3 and 25. One clerk in each crew that runs west on train 3, runs east from Chicago, Ill., to Cleveland, Ohio, 356.61 miles, as clerk in charge of train 2. Second clerk of Toledo and Chicago train 25, runs east from Chicago, Ill., to Toledo 244.10 miles, as New York helper on train 14. Clerk in charge of Toledo and Chicago train 25, runs as Michigan paper clerk from Cleveland to Toledo, Ohio, 112.90 miles on N. Y. and Chi. train 3, and from Elkhart, Ind., to Chicago, Ill., 101.20 miles. Both clerks of Toledo and Chicago train 25 are on N. Y. and Chi. train 3.

<sup>8</sup> Seven trips inward.

<sup>9</sup> 1 clerk on New York and Hackettstown R. P. O.

<sup>10</sup> 1 clerk relieves New York and Hackettstown clerk every third week.

<sup>11</sup> In reserve.

<sup>12</sup> This line is in two divisions, New York to Hornellsville (East Div.), Hornellsville to Dunkirk

(West Div.). There are four crews on East Div. and two crews on West Div.

<sup>13</sup> 3 clerks on Port Jervis and New York R. O. O.; 4 helpers; 1 chief clerk of line; 1 assistant to chief clerk of line; 4 clerks detailed to superintendent's office; 1 assistant examiner; 1 clerk detailed as relief clerk; 1 clerk as transfer clerk Elmira, N. Y.; 2 clerks as transfer clerks Dunkirk, N. Y.; 1 clerk as transfer clerk Hornellsville, N. Y.; 1 clerk as transfer clerk Binghamton, N. Y.; one clerk as transfer clerk Jersey City, N. J.

<sup>14</sup> 20.20 miles covered by New York and Washington R. P. O.

<sup>15</sup> Two cars in reserve.

<sup>16</sup> 2 clerks on Elmira and Wilkesbarre R. P. O.; 1 helper; 1 clerk as transfer clerk at Easton, Pa.

<sup>17</sup> Cars and clerks shown on route 7004.

<sup>18</sup> 17.54 miles covered by New York and Dunkirk R. P. O.

<sup>19</sup> Short run. New York, Dover, and Easton R. P. O.

<sup>20</sup> 60.20 miles covered by New York, Dover, and Easton R. P. O.

<sup>21</sup> Relieved every third week by New York, Dover, and Easton clerk.

<sup>22</sup> Clerk shown on New York, Dover, and Easton R. P. O.

<sup>23</sup> 331.16 miles covered by New York and Dunkirk R. P. O.

operation in the United States on June 30, 1890—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. out-ward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
42, 296	Sep. 30, 1888	141.88	(1)	(2)	(3)	.....	.....	60	9			
		328.08	(2)	(4)	(3)	.....	.....	60	9			
		830.78	(5)	(3)	(3)	.....	.....	60	9			
		231.30	(5)	(3)	(3)	.....	.....	1 49	7 9			
114, 749	Sep. 30, 1888	1134.97	(3)	(2)	(2)	.....	.....	1 60	9			
		2528.00	(2)	(6)	(2)	.....	.....	1 49	7 9			
					44, 606	30.61	.....	1 20	9	(7)		
							.....	1 20	9			
		1224.48	(8)	(3)	(3)	.....	.....	1 60	9			
		1438.08	(8)	(3)	(3)	.....	.....	3 60	9			
3, 283	July 1, 1889	1325.24		6	54, 381	107.70	.....	2 15	0 8 10	2	1	23
16, 149	July 1, 1889	327.32	1220.23	7	106, 807	153.79	.....	2 50	0 9 0	6	3	1030
201, 813	Oct. 8, 1888	226.89	531.20	6	100, 041	151.70	.....	2 50	0 9 0	4	1	168
							.....	2 25	0 10 0			
							.....	2 23	4 10 0			
4, 933	July 1, 1889	241.01	542.07	6	.....	.....	(17)	.....	.....	(17)	(17)	(17)
4, 653	July 1, 1889	229	531.54	6	.....	.....	(17)	.....	.....	(17)	(17)	(17)
16, 149	July 1, 1889	243.20	530.85	6	.....	.....	(17)	.....	.....	(17)	(17)	(17)
3, 283	July 1, 1889	1723.02	2224.40	6	39, 307	281.72	.....	1 12	0 8 10	1	1	(27)
16, 149	July 1, 1889	128.60	811.84	6	260, 482	170.27	.....	2 50	0 9 0	5	3	3423
8, 131	July 1, 1889	133.09	831.00	6	.....	.....	.....	2 50	0 9 0			(26)
201, 813	July 1, 1889	1534.55	7436.40	6	57, 479	122.42	.....	1 15	0 8 7 3	3	1	(29)
		5528.73	3430.60	6	3057, 479	.....	.....	1 15	0 8 7 3			
201, 813	July 1, 1889	1339.00	.....	30	161, 768	147.90	.....	2 60	0 8 7	6	8	1188
		112.65	.....	3	139, 722	.....	.....	1 24	0 8 7	6	2	
		35735.22	.....	34	161, 768	.....	.....	4 60	0 8 7	6	8	
		440.44	.....	34	161, 768	.....	.....	2 60	0 8 7			
		635.22	.....	34	161, 768	.....	.....	1 60	0 8 7			
		838.18	.....	34	161, 768	.....	.....	3 60	0 8 7			
		2039.00	.....	34	161, 768	.....	.....	1 60	0 8 7			
		936.40	1036.40	7	323, 536	.....	.....	2 60	0 8 7	6	5	(12)
							.....	12 60	0 8 7			
							.....	14 60	0 8 7			

<sup>24</sup> Two clerks on Hornellsville and Buffalo R. P. O. 2 helpers, 4 clerks detailed as transfer clerks at Buffalo, N. Y.

<sup>25</sup> 92.94 miles covered by Hornellsville and Buffalo R. P. O.

<sup>26</sup> Cars and clerks shown on route No. 6001.

<sup>27</sup> 90.63 miles covered by New York and Washington R. P. O.

<sup>28</sup> Clerk performs service in N. Y. and Wash. R. P. O.

<sup>29</sup> Clerks accounted for on N. Y. and Pitts. R. P. O.

<sup>30</sup> Double daily service except Sunday.

<sup>31</sup> The total equipment of this line from New York to St. Louis is as follows: Penna. R. R., 20 cars, 60 by 9 feet; P. C. and St. L. R., 6 cars, 60 by 9 feet; C. St. L. and P. R. R., 7 cars, 60 by 9 feet; Little Miami R. R., 2 cars, 60 by 9 feet; Vandalia R. R., 7 cars, 60 by 9 feet; Total, 42 cars.

<sup>32</sup> 90.63 miles covered by N. Y. and Washington R. P. O.

<sup>33</sup> 8 helpers between Jersey City and Harrisburg, on trains 10, 13, 20 and 7; 6 clerks on Phila. and Harris. R. P. O.; 3 clerks on N. Y. and Phila. R. P. O.; 1 clerk Gen. Supt's office; Two Supt's office; 1 chief clerk of the line; 1 Chief Clerk at Philadelphia, Pa.; 2 assistants in the Chief Clerk's office; 1 clerk Dormitory Janitor, Philadelphia, Pa.; 1 clerk Dormitory Janitor, Harrisburg, Pa.; 6 clerks

transfer duty at Philadelphia, Pa.; 5 clerks transfer duty at Harrisburg, Pa.; 4 clerks transfer duty at Pittsburgh, Pa.; 1 clerk transfer duty at Lancaster, Pa.; Crews run as follows: On train 13, 6 crews of 8 each, through to Pittsburgh, Pa.; returning next day to Harrisburg on train 8, 5 clerks, and train 20, 3 clerks, lie over until next day, then to New York on train 6, 5 clerks, train 4, 3 clerks. On train 9, 6 crews of 7 each, through to Pittsburgh, returning to Harrisburg the next day on train 10; lie over until next day and proceed to New York on train 10. On train 7, 6 crews of 8 each, through to Pittsburgh, returning next day to Harrisburg on train 6; lie over until next day and proceed to New York on train 20, 4 clerks, and train 8, 4 clerks. On train 16, crews of 2 each, through to Pittsburgh returning the next day on train 4; lie over until next day then to New York on train 8. On train 3, four crews of 2 each between Harrisburg and Pittsburgh, returning to Harrisburg next day on train 20.

<sup>34</sup> Only a 40-foot car authorized and paid for by dept.

<sup>35</sup> On Sunday nights the cars for train No. 7, leave New York on No. 9 and are transferred at Phila., Pa. to train No. 7.

<sup>36</sup> 1 of these cars deadheaded to New York.

<sup>37</sup> In use west of Pittsburgh.

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>			
<i>New York, N. Y., and Pittsburgh, Pa.</i>	...	.....	Philadelphia, Pittsburgh, Pa. (Penna.)....	8001	353.60
New York, N. Y., Point Pleasant, N. J.	2	60.64	New York, N. Y., Elizabethport, N. J. (N. Y. and L. B.). Elizabethport, Point Pleasant, N. J. (N. Y. and L. B.).	7001 (part) 7003 (part)	(4) 49.21 (7)
New York and Saint George, N. Y.	2	5.90	New York, Saint George, N. Y. (S. I. R. T. Co.).	6062 (part)	5.90 (9)
New York, N. Y., Somerville, N. J., and Easton, Pa.	2	75.09	New York, N. Y., Easton, Pa. (C. R. R. of N. J.).	7001	74.20
<i>New York, N. Y., and Washington, D. C.</i>	2	227.85	New York, N. Y., Philadelphia, Pa. (Penna.).	7004	90.63
			Philadelphia, Pa., Bay View, Md. (P., W. and B.).	10001	92
			Bay View, Md., Washington, D. C. (B. and P.).	10013	45.53
Nineveh, N. Y., and Carbondale, Pa.	2	57.56	Nineveh, N. Y., Jefferson Junction, Pa. (D. and H. C. Co.). Jefferson Junction, Carbondale, Pa. (N. Y., L. E. and W.).	6031 (part) 8064 (14)	22.01 35.93
Nordmont and Hartley Hall, Pa.	2	27.16	Nordmont, Hartley Hall, Pa. (W. and N.B.).	8110	27.16
Norfolk and Columbus, Nebr.	6	50.64	Norfolk, Columbus, Nebr. (Om., Nio and Bl. Hills).	34012	50.68
Norfolk and Danville, Va.	3	208.39	Portsmouth, Danville, Va. (Atlantic and Danville).	11042	206.27
Norfolk, Va., and Edenton, N. C.	3	76.50	Norfolk, Va., Edenton, N. C. (Norfolk Southern).	11026	76.50
Norfolk and Lynchburgh, Va.	3	205.22	Norfolk, Petersburg, Va. (Norfolk and Western). Petersburgh, Lynchburgh, Va. (Norfolk and Western).	11011 11012	82.83 123.03
Norfolk, Newport News, and Richmond, Va.	3	91.32	Norfolk, Richmond, Va. (C. and O. Rwy. and O. D. S. B. Co.).	11005 (part)	79.43
Norfolk, Va., and Raleigh, N. C.	3	179.02	Portsmouth, Va., Weldon, N. C. (Seaboard and Roanoke). Weldon, Raleigh, N. C. (Raleigh and Gaston).	11015 (part) 13001	78.90 97.28

<sup>1</sup> Cars and clerks shown on route 7004.<sup>2</sup> Performs service between Harrisburg and Pittsburgh only.<sup>3</sup> In reserve.<sup>4</sup> 10.60 miles covered by N. Y., Somerville and Easton R. P. O.<sup>5</sup> 2 helpers.<sup>6</sup> Trips daily service, except Sunday.<sup>7</sup> 1 mile covered by closed-pouch service. (See Table C.).<sup>8</sup> Cars and clerks shown on route 7001.<sup>9</sup> 3.90 miles covered by closed pouch service. (See Table C.).<sup>10</sup> 1 transfer clerk at Saint George, N. Y.<sup>11</sup> This service is by steam-boat fitted up with mail apartment, and four trips are made daily.<sup>12</sup> 13 helpers; 1 chief clerk of line; 1 chief examiner; 4 clerks detailed to general superintendent's office; 9 clerks detailed to division

in the United States on June 30, 1890—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>			
128, 217	July 1, 1889	1326.40	.....	34	.....	.....	.....	.....	(1)	(1)	(1)	(1)	(1)	(1)
		128.73	.....	3	.....	.....	.....	.....	(1)	(1)	(1)	(1)	(1)	(1)
		735.20	.....	34	.....	.....	.....	.....	(1)	(1)	(1)	(1)	(1)	(1)
		4.33	.....	34	.....	.....	.....	.....	(1)	(1)	(1)	(1)	(1)	(1)
		634.62	.....	34	.....	.....	.....	.....	(1)	(1)	(1)	(1)	(1)	(1)
		832.49	.....	34	.....	.....	.....	.....	(1)	(1)	(1)	(1)	(1)	(1)
		2035	.....	34	.....	.....	.....	.....	(1)	(1)	(1)	(1)	(1)	(1)
		033.79	.....	7	.....	.....	.....	.....	(1)	(1)	(1)	(1)	(1)	(1)
		7125.98	.....	77,688	.....	.....	.....	.....	1	20 0	9 0	4	2	(1)
4, 041	July 1, 1889	30218.18	.....	31320	.....	6	37,961	121.28	31	20 0	9 0	1	1	(5)5
		31820.41	.....	31921.43	.....	6	37,961	.....	1	40 0	8 10	1	1	(1)
5, 845	July 1, 1889	31820.69	.....	30519.35	.....	6	37,961	.....	1	20 0	8 10	1	1	(1)
		30227.02	.....	31325	.....	6	.....	.....	(8)	.....	.....	(8)	(8)	(8)
		30620	.....	31926.78	.....	6	.....	.....	(8)	.....	.....	(8)	(8)	(8)
		31825	.....	30528.30	.....	6	.....	.....	(8)	.....	.....	(8)	(8)	(8)
1, 676	July 1, 1889	114.16	.....	214.16	.....	6	3,693	47.20	.....	6 0	7 0	1	1	(6)2
		314.16	.....	414.16	.....	6	3,693	.....	.....	6 0	7 0	.....	.....	.....
		514.16	.....	614.16	.....	6	3,693	.....	.....	6 0	7 0	.....	.....	.....
		714.16	.....	814.16	.....	6	3,693	.....	.....	6 0	7 0	.....	.....	.....
4, 041	July 1, 1889	1022.16	.....	4725	.....	6	47,006	112.63	1	21 7	8 5	2	1	4
		223.12	.....	5325	.....	6	47,006	.....	1	21 7	8 5	1	1	.....
		3624.66	.....	1525.08	.....	6	47,006	.....	(2)	1	9 0	8 0	1	1
201, 813	July 1, 1889	2739	.....	1436.40	.....	6	154,482	113.92	1	40 0	8 7	4	4	19 90
		1534.55	.....	4036.40	.....	6	3154,482	.....	2	60 0	8 7	4	4	.....
		2332.69	.....	5830.33	.....	7	166,330	.....	2	60 0	8 7	4	4	.....
		7832.60	.....	34	.....	.....	83,165	.....	1	40 0	8 7	4	5	.....
96, 951	July 1, 1889	2741.81	.....	1440.29	.....	6	.....	.....	(1)	.....	.....	(1)	(1)	(1)
		1535.61	.....	4042.46	.....	6	.....	.....	(1)	.....	.....	(1)	(1)	(1)
		2330.68	.....	5828.30	.....	7	.....	.....	(1)	.....	.....	(1)	(1)	(1)
		7833	.....	34	.....	.....	.....	.....	(1)	.....	.....	(1)	(1)	(1)
97, 374	July 1, 1889	2736.98	.....	1432.87	.....	6	.....	.....	(1)	.....	.....	(1)	(1)	(1)
		1535.06	.....	4034.28	.....	6	.....	.....	(1)	.....	.....	(1)	(1)	(1)
		2327	.....	5822.85	.....	7	.....	.....	(1)	.....	.....	(1)	(1)	(1)
		7831.60	.....	34	.....	.....	.....	.....	(1)	.....	.....	(1)	(1)	(1)
436	July 1, 1889	229.33	.....	129.33	.....	6	36,033	115.12	1	11 4	6 11	1	1	1
436	July 1, 1889	225.50	.....	125.50	.....	6	.....	.....	(18)	.....	.....	(18)	.....	.....
283	July 1, 1889	623.19	.....	123.19	.....	6	17,002	54.32	1	10 0	8 0	1	1	1
1, 501	July 1, 1890	6628.57	.....	6526.08	.....	6	31,700	101.28	31	8 0	0 0	1	1	1
86	July 1, 1889	120.12	.....	220.62	.....	6	130,452	138.92	183	9 1	8 8	3	1	163
895	July 1, 1889	222.76	.....	121.14	.....	6	47,889	76.50	162	12 0	6 10	2	1	2
1, 656	July 1, 1889	334.04	.....	435.25	.....	7	149,811	102.61	1	20 0	8 8	4	1	4
2, 090	July 1, 1889	329.27	.....	430.12	.....	7	.....	.....	1	17 0	8 7	.....	.....	.....
2, 614	July 1, 1889	130.74	.....	430.74	.....	7	66,664	91.32	1	29 0	0 0	2	1	2
1, 022	July 1, 1889	4125.73	.....	3826.30	.....	6	112,067	119.34	4	12 2	8 0	3	1	3
1, 449	July 1, 1888	4123.67	.....	3823.67	.....	6	.....	.....	161	20 0	8 0	.....	.....	.....

superintendent's office; 1 clerk detailed to assistant to chief clerk; 7 clerks detailed transfer clerks at Jersey City; 1 clerk detailed as janitor dormitory N. Y. P. O.; 1 clerk detailed as dispatcher early mails, N. Y. P. O.

<sup>12</sup> 2 clerks are detailed from No. 58 to run on this train.

<sup>14</sup> 3.80 miles covered by closed pouch service. (See Table C.).

<sup>15</sup> Cars and clerks shown on route 6031.

<sup>16</sup> 1 in reserve.

<sup>17</sup> 12 miles of this service performed by steam-boat and not included in miles of route for which railroad is paid.

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>			
Norfolk, Va., and Rocky Mount, N. C.	3	119.50	Portsmouth, Va., Tarborough, N. C. (Norfolk and Carolina). Tarborough, Rocky Mount, N. C. (Wilhm. and Weldon.)	11047 13015	104.03 (?)
North Adams and Pittsfield, Mass.	1	21.43	No. Adams, Pittsfield, Mass. (Bos. and Albany.)	3029	21.37
North Conway, N. H., and Boston, Mass.	1	139.37	No. Conway, N. H., Conway Jct. (n.o.), (Bos. and Me.). Conway Jct. (n.o.), Boston, Mass. (Bos. and Me.).	1014 3001	71.83 (?)
North Creek and Saratoga, N. Y.	2	58.25	North Creek, Saratoga, N. Y. (Adirondack)	6095	58.55
North Fair Haven, N. Y., and Sayre, Pa.	2	118.11	North Fair Haven, N. Y., Sayre, Pa. (L. V.)	6984	118.12
Northville and Fonda, N. Y.	2	26.70	Northville, Fonda, N. Y. (F., J. and G.)	6081	26.82
Norwood and Rome, N. Y.	2	146.92	Norwood, De Kalb Junc., N. Y. (R., W. and O.). De Kalb Junction, Rome, N. Y. (R., W. and O.).	6110 6036	23.48 122.72
Nyack and New York, N. Y.	2	30.35	Nyack, N. Y., Jersey City, N. J. (No. of N. J.).	(part) 7017	(16) 28.58
Oakes N. Dak., and Hawarden, Iowa.	10	280.67	Oakes, N. Dak., Columbia, S. Dak. (C. and N. W.). Columbia, Huron, S. Dak. (Dak. Central). Huron, Iroquois, S. Dak. (Chi. and No. West.). Iroquois, S. Dak., Hawarden, Iowa (Chi. and No. West.).	35023 35010 26031 127076	39.30 97.26 (12) 126.37
Ocala and Homassasa, Fla.	4	48.98	Ocala, Homassasa, Fla. (S. S. O. and G. R. R.).	10035	48.95
Oconto and Clintonville, Wis.	10	56.75	Oconto, Clintonville, Wis. (M., L. S. and West.).	2505	56.75
Oelwein and Des Moines, Iowa.	6	132.28	Oelwein, Hudson, Iowa (Chi., St. P. and K. City). Hudson, Des Moines, Iowa (Chi., St. P. and K. City).	27009 127056	35.92 96.72
Ogden and Salt Lake City, Utah	8	38.73	Ogden, Salt Lake City, Utah (Oreg. Short Line and Utah Northern Rwy. Co.).	41001	37.50
<i>Ogden, Utah, and San Francisco, Cal.</i>	8	834.65	Ogden, Utah, San Francisco, Cal. (Central Pacific R. R.).	(part) 46001	(16) 834.17
Ogdensburg and Utica, N. Y.	2	134.78	Ogdensburg, Carthage, N. Y. (R., W. and O.). Carthage, Utica, N. Y. (R., W. and O.).	6088 6087	60.81 (?)
Oil City, Pa., and Ashtabula, Ohio. <sup>21</sup>	2	88.10	Oil City, Pa., Ashtabula, Ohio (L. S. and M. S.).	(part) 8045	(16) 88.30
Oil City and Pittsburgh, Pa. <sup>22</sup>	2	132.60	Oil City, Pittsburgh, Pa. (A. V.)	8041	(26)

<sup>1</sup> Reserve car.<sup>2</sup> 17.97 miles covered by the Plymouth and Rocky Mount R. P. O.<sup>3</sup> Covered by Bangor and Boston R. P. O. (67.40 miles).<sup>4</sup> Balance of route covered by Bangor and Boston R. P. O. (109.35 miles). Double service between Wolfboro Jct. and Portsmouth, N. H.<sup>5</sup> In reserve.<sup>6</sup> Service on trains 2 and 7 between Auburn and Sayre, 86.74 miles.<sup>7</sup> Double daily service except Sunday.<sup>8</sup> 1 transfer clerk at Rome, N. Y.<sup>9</sup> Cars and clerks shown on route No. 6110.<sup>10</sup> 19.35 miles covered by closed pouch service. See table C.<sup>11</sup> Clerk alternates with Middletown and N. Y. clerk, and is relieved every third week by a clerk detailed from the New York and Dunkirk R. P. O.<sup>12</sup> 1 helper Hawarden, Iowa, to Huron, S. Dak.<sup>13</sup> Distance (18.10 miles) covered by Tracy, Minn., and Pierre, S. Dak., R. P. O.<sup>14</sup> Balance of route (145.30 miles) covered by Tama and Hawarden, Iowa, R. P. O.<sup>15</sup> Balance of route, Cedar Falls to Hudson, Iowa (10.59 miles), covered by closed pouches. (See Table C.)<sup>16</sup> 139.15 miles, route 41001, Juab to Frisco, closed.

in the United States on June 30, 1890.—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>			
600	July 1, 1888	101 22.90	100 23.50	6	74,807	119.50	2	23 0	9 0	2	1	2
1,027	July 1, 1889	481 25.12	480 25.12	6	13,415	85.72	1	10 1	6 4	1	1	1
2,102	July 1, 1889	41 20.88	57 22.72	6	13,415	120.38	1	10 2	6 2	3	2	6
28,932	July 1, 1889	48 22.72	9 21.84	6	25,540		1	19 9	6 7			
703	July 1, 1889	44 24.36	57 28.08	6			1	19 9	6 7			
1,449	July 1, 1889	48 31.50	9 15.75	6	30,464	110.50	1	24 8	8 9			
623	July 1, 1889	6 23.19	1 23.19	0			1	20 0	8 13	1	1	1
1,449	July 1, 1889	15 24.41	8 23.21	6	73,937	136.56	1	12 0	6 6	3	1	3
67	July 1, 1889	14 14.11	2 25.46	0	64,200		1	11 3	6 3			
844	July 1, 1889	100 16.42	33 18.35	6	16,771	107.16	1	24 0	8 6	1	1	1
1,372	July 1, 1889	6 20	23 19.79	6	10,771		1	25 0	9 0	2	2	25
624	July 1, 1889	6 24	1 24	0	91,972	140.92	1	12 1	7 0			
3,507	July 1, 1889	6 25	1 24.60	6			( <sup>20</sup> )	12 1	7 0			
843	July 1, 1889	202 21.17	209 18.55	0	18,090	100.32	1	6 0	7 0	1	1	1
224	July 1, 1889	220 20.09	22 20.00	6	18,999	( <sup>21</sup> )	1	9 0	7 0			
1,441	July 1, 1890	6 28.41	5 28.47	0	173,639	140.33	1	24 7	9 33	4	1	125
1,606	July 1, 1890	6 27.65	5 20.47				1	24 0	9 24			
2,327	July 1, 1887	6 27.15	5 27.15									
1,673	July 1, 1887	6 26.56	5 28.57									
106	July 1, 1888	1 21	2 21	6	30,563	97.90	1	7 3	6 0	1	1	1
286	July 1, 1887	26 22.16	25 22.16	6	35,525	113.50	1	14 0	7 8	1	1	1
510	July 20, 1888	4 26.62	3 25.06	6	82,807	132.28	1	19 0	7 5	2	1	2
612	July 1, 1887	4 24.51	3 23.04									
1,548	July 1, 1890	705 34.09	704 31.09	14	56,546	154.92	1	14 2	8 8	1	1	1
32,785	July 1, 1890	707 32.69	709 34.09	7	609,295	166.93	177	55 0	0 52	10	3	149
		3 23.63	4 25.16				4	40 0	0 54			
		11 21.00	14 21.00	7	66,204	90.09	1	21 4	8 10	2	1	1
1,883	July 1, 1889	25 22.17	26 24.03	7	40,150	110.00	1	15 0	8 10	1	1	1
3,316	July 1, 1889	206 21.82	201 22.50	0	81,372	161.14	202	20 0	7 2	2	1	214
825	July 1, 1889	206 24.66	201 24.66	6			( <sup>21</sup> )			( <sup>22</sup> )		
3,287	July 1, 1889	1 25.09	2 23.72	6	55,151	88.10	1	17 1	8 10	2	1	2
		6 25.14	5 24	0	83,008	132.60	1	18 8	8 8	2	1	( <sup>27</sup> )

pouch service. Balance of route, 105.00 miles, covered by Salt Lake and Juab R. P. O.

<sup>17</sup> Additional 40-ft. car line authorized, but not yet in operation.

<sup>18</sup> 30 clerks through run, 10 crews: 1 clerk, short run, Sacramento to Colfax; 2 clerks, short run, San Francisco to Sacramento; 1 chief clerk, Ogden, Utah; 1 chief clerk, Los Angeles, Cal.; 1 transfer, Oakland Pier, Cal.; 1 city distributor for Sacramento; 7 helpers, Ogden, Utah, 3 on letters, 4 on papers; 5 clerks detailed to office superintendent; 4 clerks, San Francisco office, detailed for city distribution.

<sup>19</sup> Clerks alternate with Watertown and Utica clerks.

<sup>20</sup> In reserve one car.

<sup>21</sup> 1 helper and 1 clerk on Watertown and Utica R. P. O.

<sup>22</sup> 74.34 miles covered by Watertown and Utica R. P. O.

<sup>23</sup> Cars and clerks shown on route No. 6088.

<sup>24</sup> In connection with the Ashtabula and Youngstown R. P. O. gives double service between Ashtabula and Andover, Ohio (24.50 miles), daily except Sunday.

<sup>25</sup> Short run, Buffalo and Pittsburgh R. P. O.

<sup>26</sup> 132.61 miles covered by Buffalo and Pittsburgh R. P. O.

<sup>27</sup> Clerk accounted for on Buffalo and Pittsburgh 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>			
Omaha and Beatrice, Nebr. ....	6	112.94	Omaha, Valley, Nebr. (Union Pac.).....	34001. (part)	( <sup>1</sup> )
			Valley, Valparaiso, Nebr. (Union Pac.)....	34008. (part)	( <sup>2</sup> )
			Valparaiso, Lincoln, Nebr. (Om. and Rep. Vall.)..	34014. (part)	20.59
			Lincoln, Beatrice, Nebr. (Om. and Rep. Vall.)..	34013. (part)	( <sup>3</sup> )
Omaha and Hastings, Nebr. ....	6	163.96	Omaha, Arlington, Nebr. (Fre., Elk. and Mo. Vall.)..	34051. (part)	28.60
			Arlington, Fremont, Nebr. (Fre., Elk. and Mo. Vall.)..	34010. (part)	( <sup>6</sup> )
			Fremont, Platte River, Nebr. (Fre., Elk. and Mo. Vall.)..	34037. (part)	( <sup>7</sup> )
			Platte River, Hastings, Nebr. (Fre., Elk. and Mo. Vall.)..	34052. (part)	119.86
Omaha, Nebr., and Kansas City, Mo.	7	216.65	Omaha, Weeping Water, Nebr. (Mo. Pac.)..	33040. (part)	<sup>8</sup> 39.74
			Weeping Water, Nebraska City, Nebr. (Mo. Pac.)..	34047. (part)	24.87
			Nebraska City, Auburn, Nebr. (Mo. Pac.)..	34048. (part)	52.89
			Auburn, Nebr., Atchison, Kans. (Mo. Pac.)..	33040. (part)	<sup>8</sup> 83.67
			Atchison, Kans., Kansas City, Mo. (Mo. Pac.)..	28001. (part)	<sup>10</sup> 47.17
Omaha and McCook, Nebr. ....	6	284.29	Omaha, Ashland, Nebr. (B. and M. R., in Nebr.)..	34038. (part)	31.20
			Ashland, Hastings, Nebr. (B. and M. R., in Nebr.)..	34002. (part)	121.98
			Hastings, McCook, Nebr. (B. and M. R., in Nebr.)..	34009. (part)	<sup>11</sup> 132.07
Omaha, Nebr., and Ogden, Utah.	6	1035.30	U. P. Transfer, Iowa, Ogden, Utah (Union Pac.)..	34001. (part)	1034.24
Oneida and New York, N. Y. ..	2	270.33	Oneida, Cornwall Station, N. Y. (N. Y., O. and W.)..	6048. (part)	<sup>12</sup> 216.52
Oneonta and Birmingham, Ala.	4	36.68	Cornwall Station, N. Y. (N. Y., O. and W.)..	6137. (part)	57.57
			Oneonta, Birmingham, Ala. (Birm. Min. R. R.)..	17036. (part)	36.68
Ord and Grand Island, Nebr. ....	6	62.40	Ord, Grand Island, Nebr. (Union Pac.)..	34015. (part)	62.44
Orleans, Nebr., and St. Francis, Kans.	6	134.41	Orleans, Nebr., St. Francis, Kans. (B. and M. R. in Nebr.)..	34046. (part)	154.46
Oshkosh and Milwaukee, Wis. ....	10	104.90	Oshkosh, Ripon, Wis. (C. M. and St. P.)..	25008. (part)	20.40
			Ripon, Milwaukee, Wis. (C. M. and St. P.)..	<sup>13</sup> 25003. (part)	83.91
Oswego and Binghampton, N. Y.	2	115.30	Oswego, Syracuse, N. Y. (D., L. and W.)..	6064. (part)	35.62
			Syracuse, Binghampton, N. Y. (S., B. and N. Y.)..	6065. (part)	80.79
Oswego and Oneida, N. Y. ....	2	58.33	Oswego, Oneida, N. Y. (N. Y., O. and W.)..	6048. (part)	<sup>14</sup> 57.90
Oswego and Suspension Bridge, N. Y. <sup>15</sup>	2	151.19	Oswego, Suspension Bridge, N. Y. (R. W. and O.)..	6038. (part)	( <sup>16</sup> )
Ottawa and Emporia, Kans. ....	7	56.85	Ottawa, Emporia, Kans. (A., T. and S. F.)..	33041. (part)	56.85
<sup>1</sup> Distance (34.80 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.			<sup>2</sup> 43.01 miles of route 33040, between Weeping Water and Auburn, Nebr., covered by the Auburn and Lincoln, Nebr., R. P. O.		
<sup>2</sup> Distance (37.50 miles) covered by Valley and Alma, Nebr., R. P. O.			<sup>3</sup> 1 helper between Kansas City, Mo., and Hiawatha, Kans.		
<sup>3</sup> Distance (39.70 miles) covered by Lincoln, Nebr., and Manhattan, Kans., R. P. O.			<sup>10</sup> Balance of route 28001 (283 miles) covered by St. Louis and Kansas City, Mo., R. P. O.		
<sup>4</sup> Clerks run on Sundays between Omaha and Fremont, only 36.59 miles.			<sup>11</sup> Reserve.		
<sup>5</sup> 1 reserve.			<sup>12</sup> Balance of route (255.30 miles) covered by McCook, Nebr., and Denver, Colo., R. P. O.		
<sup>6</sup> Distance (7.90 miles) covered by Missouri Valley, Iowa, and Long Pine, Nebr., R. P. O.			<sup>13</sup> East Division, U. P. Transfer, Iowa, to Cheyenne, Wyo., 519.26 miles.		
<sup>7</sup> Distance (7 miles) covered by Fremont and Lincoln, Nebr., R. P. O.			<sup>14</sup> 1 clerk detailed as chief clerk at Omaha,		

in the United States on June 30, 1890.—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.	Avg speed (miles)	Train No. inward.					Avg speed (miles)	Length.				Width.
<i>Lbs.</i>									<i>Ft. In.</i>	<i>Ft. In.</i>				
53,510	July 1, 1890	41	29.83	44	29.83	7	97,046	132.94	2	15 2	7 5	2	1	2
1,734	July 1, 1890	41	28.84	44	28.47									
1,511	July 1, 1890	41	30.75	44	27.34									
1,180	July 1, 1890	41	25.07	44	28.02									
2,201	July 1, 1890	31	25.07	32	26.25	47	106,444	109.31	8 3	20 0	9 3 4	3	1	3
4,836	July 1, 1890	31	26.33	32	26.62									
986	July 1, 1890	31	24.71	32	24.71									
941	July 1, 1890	51	25.05	52	25.50									
1,355	July 1, 1890	4	20.73	3	25.10	7	158,166	144.43	2	20 0	9 3	3	1	24
1,808	July 1, 1890	4	31	3	27.13	7								
1,640	July 1, 1890	4	31.21	3	28.03	7								
1,355	July 1, 1890	4	22.31	3	21.75	7								
47,461	July 1, 1887	4	23.58	3	23.58	7								
16,964	July 1, 1890	5	30.92	2	36.47	7	207,532	142.15	2	40 0	9 3	4	2	8
12,509	July 1, 1890	5	25.93	2	35.43				11	40 1 4	8 11			
5,967	July 1, 1890	5	22	2	24.75									
53,510	July 1, 1890	3	33.63	4	33.90	7	379,060	173.08	8	60 0	8 11	136	6	1469
		5	35.65	8	32.83	7	271,487	148.76	5	55 5	9 8	185	2	
		15	33.63	40	33.90	7	376,943	206.54	16	60 0	8 11	175	1	
									11 1	59 5	8 11			
									118	50 8	9 4			
1,203	July 1, 1889	2	25.16	1	25.16	6	160,227	135.16	2	17 0	7 4	4	1	4
									19 3	15 4	7 4			
1,741	July 1, 1889	102	26	101	25	6			(20)			(20)		
93	Apr. 15, 1889	45	21	44	21	6	22,962	73.36	1	9 0	0 0	1	1	1
951	July 1, 1890	89	12.20	85	12.93	6	30,062	124.80	1	13 1	6 8	1	1	1
964	July 1, 1890	141	27.72	142	25.97	6	84,141	134.41	1	20 0	9 0	2	1	2
1,156	July 1, 1887	2	25.90	3	27.8	6	65,667	104.90	1	20 11	9 3	2	1	2
1,566	July 1, 1887	2	24.80	3	28.60									
3,984	July 1, 1889	4	30	3	30	6	72,178	115.30	1	20 10	9 5	2	1	4
		2	30	3	30	6	72,178		1	20 10	9 5	2	1	
3,083	July 1, 1889	4	35.11	3	32.60	6			19 1	20 9	8 9			
		2	30.33	3	32.09	6			(21)			(21)		
1,293	July 1, 1889	42	27.36	41	23.59	6	30,515	116.08	1	15 0	0 11	1	1	1
1,573	July 1, 1889	104	25.17	117	26.60	6	94,645	151.19	1	22 7	7 0	2	1	(27)
249	July 1, 1890	11	27.29	12	27.29	6	35,588	113.70	1	11 11	7 6 4	1	1	1

Nebr., and 1 as chief clerk at Cheyenne, Wyo. 2 clerks detailed to transfer duty at Omaha, Nebr. 1 clerk detailed as assistant to chief clerk at Omaha, Nebr. 11 helpers on West Division and 2 helpers on short run.

<sup>18</sup> Short run, U. P. Transfer, Iowa, to Julesburg, Colo., 371.80 miles.

<sup>19</sup> Storage cars.

<sup>17</sup> West Division, Cheyenne, Wyo., to Ogden, Utah, 516.30 miles.

<sup>18</sup> 87.80 miles covered by Oswego and Oneida R. P. O.

<sup>19</sup> In reserve.

<sup>20</sup> Cars and clerks shown on route No. 6348.  
<sup>21</sup> Balance of route (12.72 miles) covered by Ripon and Berlin, Wis., pouch service. (See Table C.)

<sup>22</sup> Double daily service except Sunday.

<sup>23</sup> Cars and clerks shown on route No. 6064.

<sup>24</sup> 216.52 miles covered by the Oneida and New York R. P. O.

<sup>25</sup> Short run. Richland and Niagara Falls R. P. O.

<sup>26</sup> 151.12 miles covered by Richland and Niagara Falls R. P. O.

<sup>27</sup> Clerks accounted for on Richland and Niagara Falls 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>			
Owensborough and Russellville, Ky.	5	72.62	Owensborough, Russellville, Ky. (Owens and Nash.).	12014 (part)	72.26
<i>Pacific Junction, Iowa, and McCook, Nebr.</i>	6	309.42	Pacific Junction, Iowa, Plattsmouth, Nebr. (B. and M. R. in Nebr.).	27073	5.61
			Plattsmouth, Oreopolis Junction, Nebr. (B. and M. R. in Nebr.).	34030 (part)	
			Oreopolis Junction, Omaha, Nebr. (B. and M. R. in Nebr.).	31004	18.60
			Omaha, Ashland, Nebr. (B. and M. R. in Nebr.).	34038	(4)
			Ashland, Hastings, Nebr. (B. and M. R. in Nebr.).	34002	(5)
			Hastings, McCook, Nebr. (B. and M. R. in Nebr.).	34000	(6)
Paducah, Ky., and Memphis, Tenn. <sup>7</sup>	5	168.18	Paducah, Ky., Memphis, Tenn. (Newport, News and Miss. Val. Co.).	20009 (part)	
Painesville and Youngstown, Ohio.	5	61.07	Painesville, Youngstown, Ohio (Pitts. and West.).	21046	61.70
Palatka and Punta Gorda, Fla.	4		Palatka, Rochelle, Fla. (Fla. South. Ry.).	916012	39.62
			Rochelle, Leesburg, Fla. (Fla. South. Ry.).	916014 (part)	66.96
			Leesburg, Pemberton, Fla. (Fla. South. Ry.).	916023 (part)	20.96
North Div .....		192.25	Pemberton, Bartow, Fla. (South Fla. Ry.).	16024	57.39
South Div .....		75.40	Bartow, Punta Gorda, Fla. (South Fla.).	16026	75.40
<i>Palestine and Galveston, Tex.</i> <sup>12</sup>	11	201.60	Palestine, Houston, Tex. (I. and G. N.).	31006 (part)	150.70
			Houston, Galveston, Tex. (I. and G. N.).	31001	51.40
Palmer and Burwell, Nebr.....	6	60.38	Palmer, Burwell, Nebr. (B. and M. R. in Nebr.).	34055	60.38
Palmer, Mass., and New London, Conn.	1	65.30	Palmer, Mass., New London, Conn. (Cen. Vt., N. L. Northn. Div.).	183062 (part)	65.22
Parkersburg, W. Va., and Cincinnati, Ohio.	5	196.49	Parkersburg, W. Va., Cincinnati, Ohio (Cin., Wash. and Balto.).	21028	(12)
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.).	2031653 (part)	68.41
Pasco and Umatilla, Wash. <sup>21</sup>	8	45.00	Dallas, Weatherford, Tex. (G., C. and S. F.).	31035	93.78
			Umatilla, Oregon, Wallula, Wash. (Oreg. Rwy. and Navigation Co.).	44005	27.20
			Wallula, Pasco, Wash. (Northern Pacific R. R.).	43009	16.50
Plattsmouth and Schuyler, Nebr.	6	81.00	Plattsmouth, Ashland, Nebr. (B. & M. R. in Nebr.).	31039	31.37
			Ashland, Schuyler, Nebr. (B. & M. R. in Nebr.).	24057	50.71
Pembina, N. Dak., and Winnetka Junction, Minn.	10	199.61	Pembina, N. Dak., Winnetka Junction, Minn. (Nor. Pac.).	26061	200.15
Peninsular Junction, Md., and Cape Charles, Va.	2	73.50	Peninsular Junction, Md., Cape Charles, Va. (N. Y., P. and N.).	10015	73.14
Penn Haven and Mt. Carmel, Pa.	2	48.20	Penn Haven, Mt. Carmel, Pa. (L. V.).	8011	48.20

<sup>1</sup> Balance of route (Russellville to Adairsville, Ky., 13.39 miles) covered by closed-pouch service. (See Table C.)

<sup>2</sup> Distance (4.40 miles) covered by Plattsmouth and Schuyler, Nebr., R. P. O.

<sup>3</sup> Reserve.

<sup>4</sup> Distance (31.20 miles) covered by Omaha and McCook, Nebr., R. P. O.

<sup>5</sup> Distance (121.98 miles) covered by Omaha and McCook, Nebr., R. P. O.

<sup>6</sup> Distance (132.07 miles) covered by Omaha and McCook, Nebr., R. P. O.

<sup>7</sup> On April 1, 1890, the Louisville and Paducah R. P. O. was extended to Memphis, Tenn., taking up and discontinuing this line. (See Louisville and Memphis R. P. O.)

<sup>8</sup> Covered by Louisville and Memphis R. P. O., (166.19 miles).

<sup>9</sup> 10.5 miles, Rochelle to Gainesville, closed-pouch service. (See Table C.)

<sup>10</sup> 13.8 miles reported as Astor and Leesburg R. P. O.

<sup>11</sup> 10.5 miles, Pemberton and Brooksville, closed-pouch service. (See Table C.)

<sup>12</sup> 2 reserve cars.

<sup>13</sup> Double daily service between Houston and Galveston, Tex. (51.40 miles), Texarkana, Ark., and Houston, Tex., R. P. O., curtailed to begin at Palestine, Tex., and extended to end at Galveston, Tex. This change takes up and discontinues the Houston and Galveston, Tex., R. P. O. service between Texarkana,

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

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from divi- sion schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
589	July 1, 1888	120.40	221	6	45,460	145.24	1	8 4	6 0	1	1	1		
8,556	July 1, 1887	321.56	421.56	7	225,876	154.71	2	50 3	9 0	4	3	13		
2,251	July 1, 1890	336.85	425.80				31	40 1½	8 11					
12,468	July 1, 1890	335.57	435.57											
10,964	July 1, 1890	331.20	431.46											
12,509	July 1, 1890	324.40	422.87											
5,967	July 1, 1890	327.79	422.00											
1,834	July 1, 1888	729.40	226.40	7	92,163	112.12								
274	July 1, 1888	1923.40	1822.80	6	38,230	122.14	1	11 6	6 10	1	1	1		
1,280	July 1, 1888	1919	2019.6	6										
1,141	July 1, 1888	1919.1	2023.3	6	119,964	128.18	2	16 9	7 7	4	1	4		
706	Oct. 21, 1885	1922	2023.4	6			12	6 3	4 1					
450	Feb. 25, 1887	1915.4	2015.4	6			1	24 0	8 1					
331	Nov. 22, 1886	1913.8	2013.8	6	47,019	150.80	2	10 6	7 6					
3,620	July 1, 1890	522.23	621.38	7	184,252	134	1	21 0	9 0	3	1	4		
		1126.85	1226.85	7			1	24 2	9 2					
3,073	July 14, 1890	528.36	628.10				1	22 0	9 2					
							31	20 8	9 2					
230	July 1, 1890	5323	5428.75	6	43,432	138.76	12	11 1	7 1	1	1	1		
2,323	July 1, 1889	1425.99	925.06	6	40,877	130.60	1	10 8	6 5	1	1	1		
27,445	July 1, 1888	519.20	624.60	6	123,003	98.24	161	11 2	6 7					
711	July 1, 1890	7519.00	7620.10	7	140,415	128.23	13	16 4	9 2	4	1	(19)		
624	July 1, 1890	7518.65	7619.54				3	20 0	8 9	3	1	3		
649	July 1, 1890	7117.58	7217.65											
11,126	July 1, 1890	224.55	122.66	7	32,850	90				1	1	11		
5,707	July 1, 1890	224.75	124.75											
2,251	July 1, 1890	924.80	1023.85	6	50,762	162.18	142	8 6	7 4	1	1	1		
464	July 1, 1890	927.27	1025.96											
799	Aug. 25, 1888	11824.64	11724.39	7	145,715	133.07	2	24 6	9 2	3	1	3		
1,519	July 1, 1889	7925.54	7427.89	6	46,011	147.02	1	20 0	8 9	1	1	1		
							101	8 6	6 8					
345	July 1, 1889	224.52	322.93	6	30,173	96.40	1	12 10	6 3	1	1	1		
							131	24 6	8 2					

Ark., and Palestine, Tex., performed by Tex-  
arkana, Ark., and Laredo, Tex., R. P. O.

10 1 car reserve.

11 Balance of route covered by Brattleboro' and  
Palmer R. P. O. (56.28 miles).

12 Reserve car.

13 Covered by Grafton and Cincinnati R. P. O.  
(195.30 miles).

14 1 car in reserve.

15 Clerks are appointed to Grafton and Cincinnati  
R. P. O., and are shown with that line: third  
clerks of Grafton and Cincinnati R. P. O., day  
line, run east over whole line in mail apart-  
ment cars, with Parkersburg and Cincinnati  
R. P. O. clerks, as helpers.20 12.30 miles of route 31053, between Ladonia and  
Honey Grove, Tex., covered by closed-pouch  
service. (See Table C.)

21 New service established October 4, 1889.

22 Balance of route 44005 (187.56 miles) covered by  
Huntington and Portland R. P. O.23 Clerk performs transfer service on this line in  
baggage car.24 144.60 miles of route 43009 covered by Spokane  
Falls, Wash., and Portland, Oregon, R. P. O.  
Balance of route shown in Helena and Spokane  
Falls. (See Table A., tenth division.)

25 In reserve.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Pentwater and Muskegon Mich.	9	45.13	Pentwater, Muskegon, Mich. (C. and W. M.).	24052	44.96
Peoria, Ill., and Oskaloosa, Iowa.	6	190.82	Peoria, Ill., Oskaloosa, Iowa (Iowa Cent'l).	23068	191.30
Peoria, Ill., and Evansville, Ind.	6	250.10	Peoria, Ill., Evansville, Ind. (Peo., Dec. & Evans.).	23024	250.56
Peoria and Galesburgh, Ill. ....	6	52.80	Peoria, Galesburgh, Ill. (Chic., Bur. & Qcy.).	23009 (part)	52.83
Peoria and Mount Vernon, Ill.	6	217.85	Peoria, Jacksonville, Ill. (Jack. and So. East.).	23038	84.26
			Jacksonville, Drivers, Ill. (Jack. and So. East.).	23046	130.91
			Drivers, Mount Vernon, Ill. (Louis. and Nash.).	23032	(*)
Peoria and Springfield, Ills. ....	6	80.36	Peoria, Havana, Ill. (Jack. and So. East.).	23038 (part)	(*)
			Havana, Springfield, Ill. (Jack. and So. East.).	23049	48.25
Perryville and Memphis, Tenn.	5	136.67	Perryville, Memphis, Tenn. (Tenn. Midland.).	19027	133.49
Peterborough, N. H., and Worcester, Mass.	1	53.80	Peterborough, N. H., Winchendon, Mass. (Ches.).	3058	16.58
			Winchendon, Worcester, Mass. (Fitch. Wor. Div.).	3057	36.42
<sup>10</sup> Phalanx Station, (n. o.) and Bergholz, Ohio.	5	60.90	Phalanx Station, Bergholz, O. (Lake Erie, Alliance and South.).	21067	60.80
Philadelphia, Pa., Aiken and Baltimore, Md.	2	96.00	Philadelphia, Pa., Baltimore, Md. (B. and O.).	10027 (part)	96.00
Philadelphia, Pa., and Atlantic City, N. J.	2	60.76	Philadelphia, Pa., Atlantic City, N. J. (C. and A.).	7015	59.52
Philadelphia, Pa., and Baltimore, Md.	2	98.04	Philadelphia, Pa., Bay View, Md. (P., W. and B.).	10001	(14)
			Bay View, Baltimore, Md. (B. and P.).	10013 (part)	(14)
Philadelphia, Pa., and Cape May, N. J.	2	83.60	Camden, Cape May, N. J. (West Jersey)..	7041	82.17
Philadelphia, Pa., and Crisfield, Md.	2	162.92	Philadelphia, Pa., Delaware Junction, Del. (P., W. and B.).	10001 (part)	(14)
			Delaware Junction, Delmar, Del. (P., W. and B.).	9501	98.67
			Delmar, Del., Crisfield, Md. (N. Y., P. and N.).	9502	38.27
Philadelphia, Pa., and Dover, Del. <sup>20</sup>	2	75.22	Philadelphia, Pa., Delaware Junc., Del. (P., W. and B.).	10001 (part)	(14)
			Delaware Junction, Dover, Del. (P., W. and B.).	9501 (part)	(21)
Philadelphia and Harrisburg, Pa.	2	106.55	Philadelphia, Harrisburg, Pa. (Penna.)...	8001	(24)
Philadelphia, Pa., and Port Deposit, Md.	2	68.80	Philadelphia, Wawa, Pa. (P., W. and B.).	8003 (part)	(26)
			Wawa, Pa., Port Deposit, Md. (P., W. and B.).	8004 (part)	50.97 (27)

<sup>1</sup> One of these cars in reserve.<sup>2</sup> One reserve.<sup>3</sup> Balance of route, Galesburgh to Rio, Ill. (13.27 miles covered by closed pouches. (See Table C.))<sup>4</sup> Distance (4.90 miles) covered by Nashville, Tenn., and St. Louis, Mo., R. P. O.<sup>5</sup> Reserve.<sup>6</sup> Distance (40.70 miles) covered by Peoria and Mount Vernon, Ill., R. P. O.<sup>7</sup> This line divides at Jackson, Tenn., 1 clerk running on trains 61 and 62, between Perryville and Jackson, Tenn., 49.90 miles, and the other clerk on trains 51 and 52, between Jackson and Memphis, Tenn., 85.50 miles.<sup>8</sup> One car in reserve.<sup>9</sup> These cars are also used by Winchendon and Worcester R. P. O.<sup>10</sup> This line divides at Alliance, Ohio, 1 clerk running on trains 2, 1, 4, and 8, between Phalanx Station and Alliance, Ohio, 25.60 miles, and making two round trips daily, except Sunday, between those points, and 1 clerk running between Alliance and Bergholz, Ohio, 35.80 miles, on trains 6 and 5, daily, except Sunday, making one round trip per day between those points. Previous to April 15, 1890, there was but single service over the line; commencing on that date R. P. O. service was placed on trains 4 and 3, between Phalanx Station and Alliance, Ohio, distance 25.60 miles.

in the United States on June 30, 1890—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 schedule.).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crews.	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>			
741	July 1, 1888	30	18.85	27	18.85	6	28,251	100.26	1	11	0	8	9	1
287	July 1, 1887	5	21.22	6	21.83	6	110,453	127.21	12	10	0	7	3	3
801	July 1, 1887	1	22.90	2	22.73	6	156,563	125.05	23	19	0	8	6	4
1,759	July 1, 1887	1	31.20	2	31.20	6	33,005	105.60	1	19	4½	8	4½	1
.....	.....	5	28.00	4	25.84	6	136,374	108.02	1	25	0	9	4	4
425	Mar. 19, 1888	5	20.42	4	20.16	.....	.....	.....	1	24	6	9	6	.....
4,071	July 1, 1887	5	19.60	4	19.60	.....	.....	.....	81	12	0	7	3	.....
.....	.....	3	24.42	2	23.25	6	55,930	89.36	1	25	0	8	6	2
.....	.....	3	20.87	2	21.33	.....	.....	.....	81	11	0	6	10	.....
.....	.....	61	12.60	62	10.80	6	85,555	136.67	83	17	6	7	0	2
.....	.....	51	26.40	52	26.40	.....	.....	.....	91	16	0	8	16	1
403	July 1, 1889	35	13.71	500	17.45	6	33,678	107.60	21	15	8	8	11	1
1,189	July 1, 1889	35	25.51	500	22.88	.....	.....	.....	1	14	10	6	0	.....
223	July 1, 1888	2	19.20	1	19.20	6	41,503	87.10	1	7	4	5	11	2
.....	.....	4	20.40	3	18.00	6	.....	.....	1	5	11	5	0	.....
.....	.....	6	12.00	5	12.00	6	.....	.....	.....	.....	.....	.....	.....	.....
290	July 1, 1889	129	24.51	122	22.58	6	60,096	96.00	2	18	0	8	6	2
1,582	July 1, 1889	255	24.75	260	27.23	6	38,036	121.52	1	23	4	6	8	1
.....	.....	267	26.22	252	28.32	6	12 38,026	.....	1	18	0	8	6	1
96,951	July 1, 1889	37	32.91	50	26.66	6	61,373	120.72	131	15	0	8	0	3
.....	.....	33	33.10	24	30.31	6	12 61,373	.....	1	20	0	8	0	1
97,374	July 1, 1889	37	32.91	50	26.66	6	.....	.....	(16)	.....	.....	.....	.....	(16)
.....	.....	33	33.10	24	30.31	6	.....	.....	(16)	.....	.....	.....	.....	(16)
2,185	July 1, 1889	5	31.35	20	31.35	6	52,324	167.20	1	20	6	8	6	1
.....	.....	11	27.20	8	28.58	6	12 52,324	.....	1	14	8	8	0	1
96,951	July 1, 1889	1	21.07	12	25.57	6	104,988	108.61	2	25	0	8	6	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	131	25	0	8	4	1
4,543	July 1, 1889	1	28.12	12	28.95	6	.....	.....	(16)	.....	.....	.....	.....	(16)
1,937	July 1, 1889	1	15.20	12	21.71	6	.....	.....	(16)	.....	.....	.....	.....	(16)
96,951	July 1, 1889	61	26.00	24	15.92	6	47,088	150.44	1	16	0	6	8	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	(20)	.....	.....	.....	.....	(22)
4,543	July 1, 1889	61	36.00	22	29.60	6	.....	.....	(20)	.....	.....	.....	.....	(22)
128,217	July 1, 1889	61	35.00	30	30.73	6	66,700	106.56	1	15	0	6	6	2
.....	.....	67	33.16	60	31.50	6	13 66,700	.....	1	20	0	9	0	2
2,528	July 1, 1889	5	21.63	46	23.48	6	43,069	91.73	1	10	0	6	0	3
.....	.....	33	27.60	28	25.12	6	13 43,069	.....	1	8	9	6	6	1
1,126	July 1, 1889	5	18.89	46	19.73	6	.....	.....	(28)	.....	.....	.....	.....	(28)
.....	.....	33	20.83	28	17.75	6	.....	.....	(28)	.....	.....	.....	.....	(28)

<sup>11</sup> 1.30 miles covered by closed-pouch service. (See Table C.)<sup>12</sup> Double daily service except Sunday.<sup>13</sup> In reserve.<sup>14</sup> 92 miles covered by New York and Washington R. P. O.<sup>15</sup> 4 miles covered by New York and Washington R. P. O.<sup>16</sup> Cars and clerks shown on route 10001.<sup>17</sup> One transfer clerk at Camden, N. J.<sup>18</sup> 25.20 miles covered by the New York and Washington R. P. O.<sup>19</sup> One clerk on Philadelphia and Dover R. P. O., and 1 helper.<sup>20</sup> Short run Philadelphia and Crisfield R. P. O.<sup>21</sup> 45.77 miles covered by the Philadelphia and Crisfield R. P. O.<sup>22</sup> Clerk accounted for on Philadelphia and Crisfield R. P. O.<sup>23</sup> Cars shown on route 10001.<sup>24</sup> 120.05 miles covered by New York and Pittsburgh R. P. O.<sup>25</sup> Clerks shown on New York and Pittsburgh R. P. O.<sup>26</sup> 18.13 miles covered by Philadelphia and Westchester R. P. O.<sup>27</sup> 7.17 miles covered by closed-pouch service. (See Table C.)<sup>28</sup> Cars and clerks shown on route 8003.

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>			
Philadelphia, Pa., and Port Morris, N. J.	2	50.14	Camden, Glassborough, N. J. (W. J.).....	7041 (part)	( <sup>1</sup> )
			Glassborough, Bridgeton, N. J. (W. J.)....	7051	20.23
			Bridgeton, Port Norris, N. J. (C. and M. R.).	7033 (part)	*20.24
Philadelphia and Westchester, Pa.	2	28.50	Philadelphia, West Chester, Pa. (P. W. and B.).	8003	27.78
Pittsburg, Pa., and Akron, Ohio.	5	136.22	Allegheny, New Castle Junction (n. o.), Pa. (Pitts. and West.).	*8125 (part)	58.41
			New Castle Junction (n. o.), Pa., Akron, Ohio (Pitts. and West.).	21076	79.23
Pittsburgh and Belle Vernon, Pa.	2	44.45	Pittsburgh, McKeesport, Pa. (P. and L. E.).	8159 (part)	( <sup>6</sup> )
			McKeesport, Belle Vernon, Pa. (P. and L. E.).	8187	26.01
Pittsburgh, Pa., and Chicago, Ill. <sup>10</sup>	5	468.80	Pittsburgh, Pa., Chicago, Ill. (Penna. Co.).	21002	468.20
Pittsburgh, Pa., and Cincinnati, Ohio. <sup>12</sup>	5	311.14	Pittsburgh, Pa., Columbus, Ohio (Pitts., Cin. and St. L.).	21032	( <sup>12</sup> )
			Columbus, Cincinnati, Ohio (Pitts., Cin. and St. L.).	21014	119.40
Pittsburgh, Pa., and Crestline, Ohio. <sup>18</sup>	5	188.94	Pittsburgh, Pa., Crestline, Ohio (Penna. Co.).	21002 (part)	( <sup>19</sup> )
Pittsburgh and Fair Chance, Pa.	2	75.84	South West Junction, Pittsburgh, Pa. (Penna.).	8001 (part)	( <sup>21</sup> )
			South West Junction, Fair Chance, Pa. (Penna.).	8104	44.53
Pittsburgh and New Haven, Pa.	2	60.12	Pittsburgh, New Haven, Pa. (P. and E.).	8159	59.04
Pittsburgh, Pa., and St. Louis, Mo.	5	620.08	Pittsburgh, Pa., Columbus, Ohio (Pitts., Cin. and St. L.).	21032	191.00

<sup>1</sup> 17.64 miles covered by Philadelphia and Cape May R. P. O.

<sup>2</sup> 0.84 miles covered by closed-pouch service. (See Table C.)

<sup>3</sup> Clerk on trains 61 and 66 runs between Philadelphia and Bridgeton only, 39.70 miles.

<sup>4</sup> Cars and clerks shown on route No. 7041.

<sup>5</sup> Double daily service except Sunday.

<sup>6</sup> Balance of route (New Castle Junction (n. o.) to New Castle, Pa., 2.90 miles) covered by closed-pouch service. (See Table C.)

<sup>7</sup> In reserve.

<sup>8</sup> 16.44 miles covered by Pittsburgh and New Haven R. P. O.

<sup>9</sup> Cars and clerks shown on route No. 8159.

<sup>10</sup> Clerks run through from Pittsburgh, Pa., to Chicago, Ill., on west trips, but on east trips divide at Crestline, Ohio, beginning and ending runs at Crestline, Ohio. Third clerk of this line performs service from Alliance to Niles, Ohio, 27.93 miles (closed-pouch service) on east trips only.

<sup>11</sup> Four clerks and three helpers, in apartment cars, on trains 3 and 10, and three clerks and three helpers, in apartment cars, on trains 1 and 20, Pittsburgh, Pa., to Crestline, Ohio, distance 188.94 miles (see Pittsburgh and Crestline R. P. O.); four clerks and four helpers, in apartment cars, on trains 3 and 8, and four clerks and four helpers, in apartment cars, on trains 1 and 20, Crestline, Ohio, to Chicago, Ill., distance 280.14 miles (see Crestline and Chicago R. P. O.); one clerk detailed chief clerk, Crestline, Ohio; one clerk detailed as-

stant to chief clerk, Crestline, Ohio; one clerk detailed to clerical duty in office of general superintendent, Washington, D. C.; one clerk detailed transfer clerk, Mansfield, Ohio; one clerk detailed transfer clerk, Crestline, Ohio, and one clerk detailed transfer clerk, Fort Wayne, Ind.

<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. A Cincinnati, Ohio, post-office clerk makes complete distribution of Cincinnati, Ohio, city mail on train 5, Newark to Cincinnati, Ohio, distance 152.40 miles, daily except Saturday and Sunday; commenced with June 10, 1890.

<sup>13</sup> Covered by Pittsburgh and St. Louis R. P. O. (191 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 (see Columbus and Cincinnati R. P. O.); five clerks detailed to clerical duty in office of superintendent fifth division, Cincinnati, Ohio; four clerks detailed as printers in same office; one clerk detailed janitor of dormitory at Cincinnati, Ohio, and one clerk detailed transfer clerk at Columbus, Ohio.

<sup>17</sup> Night line.

in the United States on June 30, 1890—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 clerks to crew.	Number of clerks appointed to line.
		Train No. outwards.	Average speed (miles).	Train No. inwards.	Average speed (miles).				Length.	Width.		
<i>Lbs.</i>									<i>Ft. In.</i>	<i>Ft. In.</i>		
2,185	July 1, 1889	63	24.00	64	20.18	37,022	98.86	1	14 9	8 0	1	1
		61	19.00	60	20.00	34,852		1	18 6	8 4	1	1
1,316	July 1, 1889	63	28.57	64	31.58			(4)			(4)	
		61	27.90	60	26.08			(4)			(4)	
509	July 1, 1889	63	21.00	64	24.00			(4)			(4)	
2,528	July 1, 1889	7	19.52	54	21.04	17,841	114.00	1	10 0	6 5	1	1
		29	20.5	23	20.50	17,811						
5,744	July 1, 1889	2	22.20	17	22.20	85,274	136.22	1	20 0	8 9	2	1
		2	22.20	17	22.20			1	18 4	8 6		2
236	July 1, 1889	2	25.20	17	22.80			1	20 0	8 6		
425	July 1, 1889	28	23.08	31	24.00	27,826	88.00	2	8 10	8 10	1	1
		28	17.68	31	18.26			(2)			(2)	
27,731	July 1, 1888	7	34.20	4	25.20	342,224	133.94	5	60 0	9 1	7	4
92,178	July 1, 1889	7	33.00	6	30.00	227,132	155.57	(14)			134	4
		5	37.80	2	30.00	227,132					174	4
26,600	July 1, 1889	7	32.40	6	34.80							
		5	34.20	2	32.40							
27,731	July 1, 1888	3	24.00	10	24.00	128,101	94.47	3	20 4	9 2	4	1
		1	26.40	20	25.80	45,723	125.96				3	2
128,217	July 1, 1889	42	26.05	47	25.48	47,476	151.68	1	14 10	8 8	1	1
1,336	July 1, 1889	42	21.77	47	22.12				(22)		(22)	
425	July 1, 1889	26	19.33	37	22.45	37,635	120.24	1	9 6	8 0	1	1
92,178	July 1, 1889	7	33.00	6	30.00	265,316	155.02	(22)			218	8
		1	30.60	2	30.00						74	7
		2	33.00	20	33.00							

<sup>18</sup> Previous to February 10, 1890, there was but single service on Pittsburgh and Crestline R. P. O. Commencing on that date R. P. O. service was placed on trains 1 and 20 between Pittsburgh, Pa., and Crestline, Ohio, in apartment cars. Two helpers on trains 3 and 10, between Crestline, Ohio, and Rochester, Pa., distance 163.30 miles; four days about, except Sunday; and one helper between Pittsburgh and New Castle, Pa., distance 50.40 miles, daily, except Sunday, assists Erie and Pittsburgh R. P. O., Pittsburgh to New Castle, New Castle to Rochester, Pa., and Pittsburgh and Crestline R. P. O., train No. 10, Rochester to Pittsburgh, Pa.

<sup>19</sup> Covered by Pittsburgh and Chicago R. P. O. (188.70 miles).

<sup>20</sup> Clerks are appointed to Pittsburgh and Chicago R. P. O., and are shown with that line.

<sup>21</sup> 31.60 miles covered by New York and Pittsburgh R. P. O.

<sup>22</sup> Cars and clerks shown on route No. 8001.

<sup>23</sup> Letter and paper cars are 60 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.)

<sup>24</sup> On trains 7 and 6 clerks run through from Pittsburgh, Pa., to St. Louis, Mo., on train 7, ending runs at Indianapolis, Ind., on east trips.

Cars and clerks on this line run as follows:

<sup>25</sup> Two helpers on trains 1 and 20, each making two round trips per week between Richmond,

Ind., and St. Louis, Mo., distance 308.30 miles; four clerks on Indianapolis, Vandalia and St. Louis R. P. O. (see that line); one clerk on Indianapolis and Terre Haute R. P. O. (see that line); one clerk detailed chief clerk Indianapolis, Ind.; two clerks detailed assistants to chief clerk, Indianapolis, Ind.; one clerk detailed chief clerk, Pittsburgh, Pa.; six clerks detailed transfer clerks at Indianapolis, Ind.; two clerks detailed transfer clerks at Columbus, Ohio; two clerks detailed transfer clerks at Terre Haute, Ind.; one clerk detailed transfer clerk, Richmond, Ind.; one porter on train 7, Pittsburgh, Pa., to Coshocton, Ohio (124.50 miles), and return on train 6, daily except Monday; two porters on trains 5 and 2, between Pittsburgh, Pa., and Columbus, Ohio (191 miles), daily, except Monday; two porters on trains 7 and 6, between Pittsburgh, Pa., and Columbus, Ohio (191 miles), daily; one porter on trains 6 and 7, between Richmond and Terre Haute, Ind. (140.60 miles); one porter on trains 1 and 20, between Richmond and Terre Haute, Ind. (140.80 miles).

<sup>26</sup> On trains 1 and 20 clerks run in two divisions—Pittsburgh, Pa., to Richmond, Ind., distance 310.70 miles. Second, fifth, and sixth clerks of train 20 perform service in postal car on train 8 on east trips between Indianapolis and Richmond, Ind., distance 68 miles. Third and seventh clerks of train 20 go east from Richmond, Ind., on train 8 to Columbus, Ohio, distance 120 miles, and from Columbus, Ohio, to Pittsburgh, Pa., distance 191 miles, on train 2, with Pittsburgh and Cincinnati 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>			
<i>Pittsburgh, Pa., and St. Louis, Mo.—Continued.</i>			Columbus, Ohio, Indianapolis, Ind. (Chic. St. L. and Pitts.).	21015	188.37
			Indianapolis, Terre Haute, Ind. (Terre Haute and Ind'pls).	22002	74.39
			Terre Haute, Ind., East St. Louis, Ill. (Terre Haute and Ind'pls).	22044	167.75
Pittsburgh, Pa., Steubenville, Ohio, and Wheeling, W. Va.	5	69.05	Pittsburgh, Pa., Steubenville, Ohio (Pitts., Cin. and St. L.).	21082 (part)	( <sup>1</sup> )
			Wheeling Junction (n. o.), Wheeling, W. Va. (Pitts., Cin. and St. L.).	12005	24.45
Pittsburgh and Washington, Pa.	2	31.62	Pittsburgh, Mansfield Station, Pa. (P., C. and St. L.).	21032 (part)	( <sup>2</sup> )
			Mansfield Station, Washington, Pa. (P., C. and St. L.).	8055	22.80
Pittsburgh and West Brownsville, Pa.	2	54.34	Pittsburgh, West Brownsville, Pa. (Penna.).	8081	54.33
Pittsburgh, Pa., and Wheeling, W. Va.	2	72.08	Pittsburgh, Pa., Wheeling, W. Va. (B. and O.).	8046	70.56
Pittsfield, Mass., and Bridgeport, Conn.	1	110.49	Pittsfield, Mass., Bridgeport, Conn. (Hous.).	5012	111.13
Placerville and Sacramento, Cal.	8	60.75	Sacramento, Placerville, Cal. (Sacramento and Placerville R. R.).	46005	60.75
Plattsburgh and Saranac Lake, N. Y.	2	72.82	Plattsburgh and Saranac Lake, N. Y. (Chateaugay).	6105	73.73
Plymouth and Concord, N. H.	1	51.40	Plymouth, Concord, N. H. (Con. & Mont.).	* 1006 (part)	( <sup>10</sup> )
Plymouth and Rocky Mount, N. C.	3	72.21	Plymouth, Tarborough, N. C. (Albemarle and Raleigh).	13020	55.94
			Tarborough, Rocky Mount, N. C. (Willm. and Weldon).	13015	17.97
Portage and Madison, Wis.	10	40.51	Portage, Madison, Wis. (C., M. and St. P.).	25023	38.40
Port Austin and Port Huron, Mich.	9	87.71	Port Austin, Port Huron, Mich. (F. and P. M.).	24042	87.98
Port Harford and Los Olivos, Cal.	8	79.77	San Luis Obispo, Port Harford, Cal. (Pacific Coast Rwy.).	46041	12.20
			San Luis Obispo, Los Olivos, Cal. (Pacific Coast Rwy.).	46040	67.57
Port Jervis and New York, N. Y. <sup>14</sup>	2	87.77	New York, Port Jervis, N. Y. (N. Y., L. E. and W.).	6001 (part)	( <sup>14</sup> )
Portland and Airlie, Oregon <sup>17</sup>	8	95.52	Portland, Dundee Junction, Oregon (Portland, and Willamette Rwy.).	44004	29.15
			Dundee Junction, Airlie, Oregon (Oregonian Rwy. Co. (limited) Line).	44008	52.60
			Sheridan Junction, Sheridan, Oregon (Oregonian Rwy. Co. (limited) Line).	44009	7.21
Portland, Me., and Boston, Mass.	1	116.70	Portland, Me., Boston, Mass. (Bos. and Me. W. Div.).	3011	116.33
Portland and Corvallis, Oregon.	8	97.99	Portland, Corvallis, Oregon (Oregon and California R. R.).	44002	97.78
Portland, Me., and Island Pond, Vt.	1	149.78	Portland, Me., Island Pond, Vt. (Grand Trunk).	207 (part)	149.71

<sup>1</sup> Covered by Pittsburgh and St. Louis R. P. O. (43.30 miles).<sup>2</sup> 8.50 miles covered by Pittsburgh and St. Louis R. P. O. (5th division).<sup>3</sup> Double daily service except Sunday.<sup>4</sup> Cars and clerks shown on route 21032.<sup>5</sup> 1 clerk detailed as transfer clerk, Bridgeport, Conn.<sup>6</sup> Sunday service.<sup>7</sup> Reserve car.<sup>8</sup> In reserve.<sup>9</sup> Balance of route covered by Lancaster and Boston R. P. O. (84.96 miles) and closed-pouch service between Lancaster and Groveton Junction, 9.58 miles. (See Table C.)<sup>10</sup> Covered by Lancaster and Boston R. P. O. (5.134 miles).<sup>11</sup> This line was extended to begin at Woodsville.

in the United States on June 30, 1890.—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>			
69,420	July 1, 1889	7 37.20	6 30.60	7								
		1 31.39	8 31.39	7								
66,712	July 1, 1889	7 37.20	12 33.40	7						4	6	
		1 34.20	20 36.60	7								
63,400	July 1, 1889	7 36	12 28.80	7								
		1 36.40	20 37.20	7								
22,178	July 1, 1889	13 19.80	14 19.20	6	43,225	138.10	1	19 0	9 1	1	1	1
1,710	July 1, 1889	13 19.80	14 18.60	6								
92,178	July 1, 1889	121 13.71	120 13.71	6	19,794	126.48	1	15 0	9 0	1	1	1
		125 16	120 13.71	6	19,794							
1,682	July 1, 1889	121 23	126 21.23	6			( <sup>4</sup> )			( <sup>4</sup> )		
		125 22.25	120 18.40	6			( <sup>4</sup> )			( <sup>4</sup> )		
1,364	July 1, 1889	4 19.87	9 19.63	6	34,017	108.68	1	15 0	8 2	1	1	1
1,107	July 1, 1889	7 22.41	8 21.30	6	45,122	144.16	1	13 10	8 7	1	1	1
2,413	July 1, 1889	8 26.93	17 27.49	6	69,167	110.49	1	14 7	6 0	2	1	5
		14 30	9 27.84	6	69,167		1	14 7	6 0	2	1	
			27 25.87	1	11,490		1	14 7	6 0			
791	July 1, 1890	70 19.28	71 19.59	6	38,030	121.50	1	10 0	8 10	1	1	1
609	July 1, 1889	1 19.63	4 20.	6	45,585	145.64	1	16 0	7 0	1	1	1
							1	16 0	7 0			
2,853	July 1, 1889	52 25.55	50 26.65	6	32,176	102.80	1	10 0	6 7	1	1	1
							1	10 0	6 10			
337	Apr. 1, 1890	21 15.98	22 14.01	7	52,713	144.42	1	8 6	6 6	1	1	1
609	July 1, 1888	21 16.58	22 21.56									
563	July 1, 1887	312 20.71	301 22.08	6	25,359	81.02	1	16 9	7 5	1	1	1
							1	13 5	7 8			
777	July 1, 1888	343 24.59	382 24.01	6	54,906	131.57	1	19 0	7 4	2	1	1
		383	342				1	11 0	5 9			
470	July 1, 1890	4 18.30	3 20.91	6	49,936	159.54	1	12 1	7 7	1	1	1
401	July 1, 1890	4 20.85	3 21.11									
16,149	July 1, 1889	17 19.55	6 26.14	6	54,944	117.02	1	15 6	9 2	3	1	( <sup>16</sup> )
		15 27.79	16 30.70	6	54,944		1	15 6	9 2			
462	July 1, 1890	1 10	2 10.05	6	59,796	95.52	2	18 0	7 6	2	1	2
328	July 1, 1890	1 10	2 10.30									
135	July 1, 1890	1 10.80	2 10.80									
7,761	July 1, 1889	70 25.66	75 26.05	6	73,054	116.70	1	11 9	8 11	2	3	( <sup>16</sup> ) 11
		122 25.66	7 25.20	6	73,054		1	25 0	8 10	2	2	
							1	25 0	9 0			
962	July 1, 1890	2 21.44	1 21.44	6	61,342	97.99	2	19 0	8 10	2	1	2
2,463	July 1, 1889	2 21.83	1 25.22	6	93,762	99.85	1	21 6	7 6	3	1	( <sup>17</sup> ) 7
							1	22 6	7 8			

N. H., and end at Boston, Mass., and 2 additional clerks appointed. The extension has not taken effect as yet, and clerks have not commenced so vice.

<sup>12</sup> This clerk has relief every fourth week.

<sup>13</sup> Held in reserve.

<sup>14</sup> Short run, New York and Dunkirk R. P. O.

<sup>15</sup> 87.79 miles covered by the New York and Dunkirk R. P. O.

<sup>16</sup> Clerks accounted for on N. Y. and Dunkirk R. P. O.

<sup>17</sup> Reported last year as Portland and Coburg; routes restated and line reorganized.

<sup>18</sup> Clerk detailed to superintendent's office.

<sup>19</sup> Reserve cars.

<sup>20</sup> Balance of route covered by closed pouch between Island Pond and Norton's Mills (16.33 miles). (See Table C.)

<sup>21</sup> 2 clerks on short run and 2 clerks as helpers.

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>			
Portland, Me., and Island Pond, Vt., short run.	1	92.16	Portland, Me., Gorham, N. H. (Grand Trunk).	<sup>17</sup> (part) 8128	( <sup>9</sup> ) 27.60
Portland and Nazareth, Pa.,...	2	29.96	Portland, Nazareth, Pa. (B. and P.) .....		
Portland, Me., and Rochester, N. H.	1	52.74	Portland, Me., Rochester, N. H. (Port. and Roch.).	<sup>8</sup> (part) 44001	( <sup>6</sup> ) 342.58
<i>Portland, Oregon, and San Francisco, Cal.<sup>9</sup></i>	8	774.16	Portland, Ashland, Oregon (Oregon and California R. R.).	46003	323.30
			Ashland, Oregon, Roseville, Cal. (Central Pac. R. R.).	46001 (part)	( <sup>13</sup> )
			Roseville, San Francisco, Cal. (Central Pacific R. R.).		
Portland, Me., and Swanton, Vt.	1	232.90	Portland, Me., Fabyan House, N. H. (Me. Cen.).	10	92.07
			Fabyan House, N. H., So. Lunenburg, Vt. (Me. Cen.).	1617	20.72
			So. Lunenburg, Swanton, Vt. (Bos. and Me.)	2011	117.70
Portland, Me., and Swanton, Vt., short run.	1	72.87	Portland, Me., Bartlett, N. H. (Me. Cen.)..	<sup>12</sup> 10 (part)	( <sup>16</sup> )
Portland, Me., and Worcester, Mass.	1	147.34	Portland, Me., Rochester, N. H. (Port. and Roch.).	8	54.76
			Rochester, N. H., Worcester, Mass. (Bos. and Me., W. N. and P. Div.).	1012	94.61
Portland, Me., and Worcester, Mass., short run.	1	46.76	Nashua, N. H., Worcester, Mass. (Bos. and Me., W. N. and P. Div.).	<sup>20</sup> 1612 (part)	( <sup>21</sup> )
Portsmouth and Cincinnati, Ohio.	5	107.96	Portsmouth, Cincinnati, Ohio (Ohio and Northwest.).	21052	107.32
Portsmouth and Concord, N. H.	1	59.25	Portsmouth, Concord, N. H. (Con. and Mont.).	1002	59.22
Portsmouth and Manchester, N. H. (short run of Portsmouth and Concord).	1	41.52	Portsmouth, Manchester, N. H. (Con. and Mont.).	<sup>22</sup> 1002 (part)	( <sup>24</sup> )
Pottsville and Philadelphia, Pa.	2	94.13	Pottsville, Philadelphia, Pa. (P. and R.)...	8002	93.63
Pottsville, Tamaqua and Herndon, Pa.	2	78.74	Pottsville, Herndon, Pa. (P. and R.) .....	8013	77.71
Powers, Mich., and Florence, Wis.	10	42	Powers, Mich., Florence, Wis. (Chi. and No. West.).	<sup>29</sup> 24032 (part)	41.54
Princeton, Ky., and Clarksville, Tenn.	5	56.52	Princeton, Ky., Clarksville, Tenn. (Louis. and Nash.).	19024	57.53

<sup>1</sup> Balance of route covered by closed pouch service between Island Pond and Norton's Mills, (16.33 miles). (See Table C.)

<sup>2</sup> Covered by Portland and Island Pond R. P. O. (149.71 miles).

<sup>3</sup> Shown in column 17, Portland and Island Pond R. P. O.

<sup>4</sup> In reserve.

<sup>5</sup> Balance of route (2.26 miles) not covered.

<sup>6</sup> Covered by Portland and Worcester R. P. O. (52.50 miles).

<sup>7</sup> Clerk runs as helper from Rochester to Portland with Portland and Worcester R. P. O.

<sup>8</sup> Shown in column 17, Portland and Worcester R. P. O.

<sup>9</sup> Line divided at Ashland, Oregon.

<sup>10</sup> 40-foot cars authorized, San Francisco to Redding, Cal., and Portland to Ashland, Oregon.

<sup>11</sup> 5 clerks Portland to Ashland; 5 clerks Ashland to San Francisco; 2 clerks short run Portland to Eugene City; 2 clerks short run Sacramento to Red Bluff, Cal.; 1 city distributor for Portland; 1 helper from Portland to Salem, Oregon; 2 helpers San Francisco to Marysville, Cal.

<sup>12</sup> 108.20 miles route 46001 covered by Ogden, Utah and San Francisco, Cal., R. P. O.

<sup>13</sup> 1 clerk on short run (72.87 miles).

<sup>14</sup> Reserve car.

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

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hours (train number taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
2,463	July 1, 1889	4	26.77	5	25.53	6	57,692	92.16	1	15 9	7 6	2	1	(9)
455	July 1, 1889	2	15	5	16.57	6	18,755	59.92	1	15 6	7 6	1	1	1
									4	9 0	6 6			
2,310	July 1, 1889	2	24.96	(7)	(7)	3	16,507	105.48	4	7 1	6 9	1	1	(9)
									1	6 0	6 8			
6,213	July 1, 1890	16	18.34	15	19.31	7	250,813	137.43	106	14 10	8 10	10	1	11 18
5,940	July 1, 1890	16	18.66	15	17.86	7	314,323	172.23						
32,785	July 1, 1890	16	21.39	15	20.97	7	89,848	123.08	2	25 0	9 6	2	1	
		14	19.07	13	19	7	99,251	135.96	1	20 0	8 6	2	1	
1,825	July 1, 1889	164	22.28	71	22.74	6	145,795	116.45	1	16 0	8 0	4	1	12 5
									1	13 4	6 10			
		154	19.71	71	22.29				14	17 0	6 6			
999	July 1, 1889	154	20.46	71	17.87				1	16 0	8 6	1	1	(17)
1,825	July 1, 1889	158	24.68	151	24.05	6	45,616	145.74	1	13 9	6 10			
									1	10 0	7 0			
2,319	July 1, 1889	4	27.12	3	25.99	6	92,234	98.22	1	24 1	9 0	3	2	12 8
									10	17 7	2 0			
2,525	July 1, 1889	4	18.85	3	29.01				10	16 3	8 9			
									10	15 9	9 0			
2,525	July 1, 1889	4	20.46	7	22.10	6	29,271	93.52	1	15 4	8 10	1	1	(17)
956	Oct. 1, 1889	42	24.60	41	25.20	6	67,583	107.96	1	20 0	7 11	2	1	2
1,155	July 1, 1889	58	18.76	57	23.40	6	37,090	118.56	1	15 0	6 10	1	1	22 2
									14	10 0	6 10			
1,155	July 1, 1889	50	18.85	59	23.14	6	25,991	83.04	14	13 0	6 10	1	1	(18)
									1	15 0	6 10			
5,192	July 1, 1889	2	30.15	3	31.88	6	58,925	131.78	1	15 0	8 6	5	1	28 8
		4	31	21	21.88	6	58,925		1	20 0	8 6			
		6	24	5	24.80	6	58,925		1	20 0	8 7			
		10	25.95			3	29,463		1	14 10	8 6			
									4	15 0	8 8			
973	July 1, 1889	1	18.72	4	18.35	6	49,291	136.38	1	14 9	8 6	1	1	2
		3	22.78	2	23	6	36,083		1	14 3	8 9	1	1	
									1	11 8	6 10			
									4	15 0	9 0			
1,070	July 1, 1888	8	23.82	5	25.27	14	61,320	168	1	35 4	9 3	1	1	1
		6	25.02	7	22.74									
119	July 1, 1888	1	18	2	15.69	6	35,382	113.04	1	9 5	8 10	1	1	1

<sup>12</sup> Balance of route covered by Portland and Swanton R. P. O. (20.07 miles).<sup>13</sup> Covered by Portland and Swanton R. P. O. (72 mile).<sup>14</sup> Shown in column 17, Portland and Swanton R. P. O.<sup>15</sup> 1 clerk on short run (46.76 miles); 1 clerk on Portland and Rochester R. P. O. (52.74 miles).<sup>16</sup> Reserve cars.<sup>17</sup> Balance of route covered by Portland and Worcester R. P. O. (48.04 miles).<sup>18</sup> Covered by Portland and Worcester R. P. O. (46.57 miles).<sup>19</sup> 1 clerk on Portsmouth and Manchester R. P. O.<sup>20</sup> Balance of route covered by Portsmouth and Concord R. P. O. (17.92 miles).<sup>21</sup> Covered by Portsmouth and Concord R. P. O. (41.40 miles).<sup>22</sup> Shown in column 17, Portsmouth and Concord R. P. O.<sup>23</sup> 2 helpers and 1 transfer clerk at Reading, Pa.<sup>24</sup> Service 4 times a day outward and 3 inward.<sup>25</sup> Trains 2 and 3 run only between Pottsville and Shamokin (57.64 miles).<sup>26</sup> Balance of route (16.21 miles) covered by Crystal Falls, Mich., and Florence, 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 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>			
Prosser, Nebr. and Concordia, Kans. <sup>1</sup>	7	108.03	Prosser, Nebr., Warwick, Kans. (Pac. in Nebr.). Warwick, Yuma (n. o.), Kans. (C. B. U. P.) Yuma (n. o.), Concordia, Kans. (C. B. U. P.)	33094 33027 33026 (part)	72.18 30.86 ( <sup>2</sup> )
Providence, R. I., and New London, Conn.	1	65.24	Providence, R. I., New London, Conn. (N. Y. Prov. and Bos.).	4002	( <sup>3</sup> )
Providence and Pascoag, R. I.	1	23.75	Providence, Pascoag, R. I. (Prov. and Sp'g.).	4005	23.24
Providence, R. I., and Willimantic, Conn.	1	50.04	Providence, R. I., Willimantic, Conn. (N. Y. and N. Eng.).	4003	58.56
Pueblo and Silverton, Colo. <sup>a</sup> .....	7	.....	Pueblo, Cucharas, Colo. (D. and R. G.).....	38001 (part)	* 49.70
East division .....		331.35	Cucharas, Antonito, Colo. (D. and R. G.) ..	38004 (part)	* 109.52
West division .....		45.95	Antonito, Silverton, Colo. (D. and R. G.)...	39002	217.05
Pulaski City and Ivanhoe Furnace, Va.	8	32.24	Pulaski City, Ivanhoe Furnace, Va. (Norfolk and Western).	11039	32.25
Quincy, Ill., and Louisiana, Mo.	6	41.96	Quincy, Fall Creek, Ill. (Chi., Bur. and Qcy.). Fall Creek, Ill., Louisiana, Mo. (Chi., Bur. and Qcy.).	<sup>10</sup> 23041 (part) 23079	13.10 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	197.88	Racine, Wis., Rock Island, Ill. (C., M. and St. P.).	25024	197.85
Raleigh and Gibson's Station, N. C.	3	108.80	Raleigh, Hamlet, N. C. (Raf. and Aug. Air Line.). Hamlet, Gibson's Station, N. C. (Ral. and Aug. Air Line.).	13010 13034	97.52 10.50
Reading and Quarryville, Pa.	2	57.50	Reading, Sinking Springs, Pa. (P. and R.). Sinking Springs Junction, Pa. (R. and C.).	8073 (part) 8031 <sup>14</sup>	( <sup>15</sup> ) 28.40
Reading, Pa., and Wilmington, Del.	2	74.07	Junction, Quarryville, Pa. (P. and R.)..... Reading, Pa., Wilmington, Del. (W. and N.).	8137 8054	23.31 74.60
Red Bank and Bridgeton, N. J.	2	95.20	Red Bank, Eatontown, N. J. (C. of N. J.)... Eatontown, Whiting, N. J. (C. of N. J.)....	7049 7026 <sup>16</sup> (part)	4.13 29.97
Redding and Sacramento, Cal.	8	171.41	Whiting Atsion, N. J. (C. of N. J.)..... Atsion, Bridgeton, N. J. (C. of N. J.)..... Redding, Tehama, Cal. (Central Pacific R. R.). Tehama, Davisville, Cal. (Central Pacific R. R.). Davisville, Sacramento, Cal. (Central Pacific R. R.).	7029 7031 46003 (part) 46022 46001 (part)	24.35 37.67 ( <sup>18</sup> ) 111.64
Red Oak, Iowa and Lincoln, Nebr.	6	118.57	Red Oak, Iowa, Nebraska City, Nebr. (Chi. Bur. and Qcy.). Nebraska City, Lincoln, Nebr. (Nebraska).	27074 <sup>21</sup> 34005 (part)	53.13 58.15
Red Wing and Mankato, Minn.	10	94.62	Red Wing, Mankato, Minn. (Minn. and St. Louis).	26048	96.16
Reno and Preston, Minn. ....	10	57.70	Reno, Preston, Minn. (C., M. and St. P.) ..	26032	57.69

<sup>1</sup> Reported last year as the Prosser, Nebr., and Yuma, Kans. R. P. O.; increased distance 5.13 miles.

<sup>2</sup> 4.00 miles of route 33020, Yuma (n. o.) to Concordia, Kans., covered by Atchison and Leona, Kans., R. P. O.

<sup>3</sup> Covered by Boston, Providence and New York R. P. O. (84.21 miles).

<sup>4</sup> Reserve car.

<sup>5</sup> This line divides on Durango, Colo.

<sup>6</sup> 120.28 miles of route 38001, between Denver and Pueblo, Colo., covered by the Denver and Aspen

R. P. O., and 37.10 miles, between Cucharas and El Moro, Colo., covered by closed-pouch service. (See Table C<sup>2</sup>).

<sup>7</sup> 1 clerk detailed to transfer service at Pueblo, Colo.

<sup>8</sup> Service performed daily between Pueblo and Alamosa, Colo., 130.70 miles, and daily, except Sunday, between Alamosa and Durango, Colo., 200.05 miles.

<sup>9</sup> 91.47 miles of route 38004, between Antonito, Colo., and Espanola, N. Mex., covered by Antonito, Colo., and Santa Fé, N. Mex., R. P. O.

in the United States on June 30, 1890—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).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
279	July 1, 1890	408 14	407 14.44	7	77,862	108.03	2	10 9	7 4	2	1	2		
357	July 1, 1890	408 13.72	407 11.22	7										
1,607	July 1, 1890	408 11.76	407 11.76	7										
15,606	July 1, 1889	5 26.47	20 27.42	6	40,840	120.48	1	16 0	6 9	1	1	2		
		29 25.85	44 27.42	6	40,840		1	16 3	6 11	1	1			
851	July 1, 1889	53 21.22	54 19.71	6	14,867	95	1	6 9	6 5	1	1	1		
		61 18.39	58 23	6	14,867									
972	July 1, 1889	7 25.90	4 25.06	6	30,959	11 08	1	6 9	5 2	1	1	1		
							1	20 5	8 9	1	1			
4,393	July 1, 1890	7 27.11	8 28.70	7			2	15 1½	7 6	5	1	7		
							3	13 8½	7 5					
1,110	July 1, 1890	107 23.90	108 23.90	7	*221,019	121.07								
941	July 1, 1890	107 16.17	108 16.08	6	28,765	91.90						1	1	
222	July 1, 1890	187 10.85	488 11.30	6	20,182	64.48	1	11 0	6 9	1	1	1		
		17 21.19	20 21.19	6										
643	July 1, 1887	91 17.34	92 19.50	6	28,145	89.92	1	11 11	6 11	1	1	1		
214	July 1, 1887	91 14.22	92 12				11	11 4½	6 7½					
668	July 1, 1887	1 19.59	2 20.31	6	85,825	137.10	1	24 4	7 4	2	1	2		
							12	15 3	7 4					
2,231	July 1, 1887	73 20.22	74 18.93	6	123,872	98.94	1	20 1	9 1	4	1	4		
							1	24 0	9 3					
							12	25 0	9 3					
686	July 1, 1888	41 28.54	38 28.54	6	68,109	108.80	1	12 6	8 6	2	1	2		
168	July 1, 1889	41 14	38 14											
3,437	July 1, 1889	1 27.09	4 30	6	35,995	115	2	12 0	8 11	1	1	1		
536	July 1, 1889	1 14.48	4 24.34	6			(18)			(18)				
687	July 1, 1889	1 18	4 18.40	6			(18)			(18)				
258	July 1, 1889	10 21.14	3 21.65	6	46,368	148.14	1	10 0	6 9	1	1	1		
							12	6 3	5 7					
382	July 1, 1889	312 21.10	313 22.05	6	50,595	100.40	2	7 0	6 6	1	1	1		
671	July 1, 1889	312 22.46	313 29.45	6			(17)			(17)				
277	July 1, 1889	312 32.30	313 32.23	6			(17)			(17)				
230	July 1, 1889	312 25.12	313 21.15	6			(17)			(17)				
5,949	July 1, 1890	18 32.09	17 32.69	7	125,129	114.27	2	25 0	8 11	3	1	3		
2,914	July 1, 1890	18 18.31	17 26.06											
32,785	July 1, 1890	19 26.46	20 26.46											
1,034	July 1, 1887	151 28.91	150 30.30	6	71,095	113.57	2	21 0	8 11	2	1	2		
1,949	July 1, 1890	81 26.79	82 27.84											
360	Aug. 3, 1888	22 15.60	21 15.83	6	59,232	189.24	1	24 8	10 9	1	1	1		
160	July 1, 1887	37 18.64	38 18.64	6	30,120	115.40	1	11 1	7 11	1	1	1		

<sup>16</sup> Balance of route, Fall Creek, Ill. to Hannibal, Mo. (6.08 miles), covered by closed pouches. (See Table C').

<sup>17</sup> Reserve.

<sup>18</sup> In reserve.

<sup>19</sup> 6 miles covered by Allen and Harris 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 8073.

<sup>22</sup> 11.81 miles covered by closed-pouch service.

(See Table C').

<sup>23</sup> Cars and clerks shown on route 7049.

<sup>24</sup> 46.54 miles of route 4603 covered by Portland, Oregon, and San Francisco, Cal. R. P. O.

<sup>25</sup> 13.23 miles of route 4601 covered by Ogden, Utah, and San Francisco, Cal. R. P. O.

<sup>26</sup> 1 car in reserve.

<sup>27</sup> Balance of route covered by Nebraska City, Nebr., and Cheyenne, Wyo., R. P. O. (27.56 miles), and by Lincoln and Crawford, Nebr., R. P. O. (51.70 miles).

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> ).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Reno and Virginia City, Nev...	8	53.08	Reno, Virginia City, Nev. (Virginia and Truckee R. R.).	45001	53.08
Republican City, Nebr., and Oberlin, Kans.	6	78.87	Republican City, Nebr., Oberlin, Kans. (B. and M. R. in Nebr.).	34032	78.73
Richford and St. Albans, Vt...	1	28.91	Richford, St. Albans, Vt. (Cen. Vt.).....	2007	28.66
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	151.12
			Suspension Bridge, Niagara Falls, N. Y. (N. Y. C. and H. R.).	6016	( <sup>6</sup> )
Richland and Syracuse, N. Y.	2	42.33	Richland, Pulaski, N. Y. (R. W. and O.)...	6034	( <sup>7</sup> )
			Pulaski, Syracuse, N. Y. (R. W. and O.)...	6037	38.61
Richmond and Danville, Va....	3	141.08	Richmond, Danville, Va. (Rich. and Dan.).	11056	140.83
Richmond, Va., and Hinton, W. Va.	3	272.86	Richmond, Va., Hinton, W. Va. (Ches. and Ohio).	*11605	272.11
Richmond, Lynchburg, and Clifton Forge, Va.	3	230.55	Richmond, Lynchburg, Va. (Ches. and Ohio).	11023	147.04
			Lynchburg, Clifton Forge, Va. (Ches. and Ohio).	11027	86.06
Richmond and Stanford, Ky...	5	34.94	Richmond, Stanford, Ky. (Ky. Cen.).....	20030	34.91
Ridgway and Erie, Pa. <sup>11</sup> .....		119.48	Ridgway, Erie, Pa. (Penna.).....	8022	( <sup>12</sup> )
Rincon and Silver City, N. Mex.	7	101.12	Rincon, Deming, N. Mex. (A., T. and S. F.).	38006	( <sup>13</sup> ) 53.82
			Deming, Silver City, N. Mex. (A., T. and S. F.).	39006	47.86
Roanoke and Opelika, Ala.....	4	68	Roanoke, Opelika, Ala. (Sav. and West. R. R.).	17014	39.38
			Opelika, Ala., Columbus, Ga. (Sav. and West. R. R.).	17007	( <sup>14</sup> )
Rochester and Elmira, N. Y....	2	112.50	Rochester, Corning, N. Y. (N. Y., L. E. and W.).	6005	95.26
			Corning, Elmira, N. Y. (N. Y., L. E. and W.).	6001	( <sup>15</sup> )
Rochester and Olean, N. Y.....	2	108.23	Rochester, Hinsdale, N. Y. (W., N. Y. and P.).	6123	101.75
			Hinsdale, Olean, N. Y. (W., N. Y. and P.).	6058	( <sup>16</sup> )
Rochester, N. Y., and Punxsutawney, Pa.	2	230.98	Rochester, Salamanca, N. Y. (B., R. and P.).	6102	109.19
			Bradford Junction, Punxsutawney, Pa. (B., R. and P.).	6127	( <sup>17</sup> ) 118.70
Rochester and Suspension Bridge, N. Y.	2	74.89	Rochester, Suspension Bridge, N. Y. (N. Y. C. and H. R.).	6018	( <sup>18</sup> ) 75.7
Rockaway and High Bridge, N. J.	2	30.57	Rockaway, High Bridge, N. J. ....	7040	30.69

<sup>1</sup> 1 car in reserve.<sup>2</sup> Double service from April 1, 1896.<sup>3</sup> In reserve.<sup>4</sup> 2 clerks on Suspension Bridge and Buffalo R. P. O.<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> 4.30 miles covered by Richland and Niagara Falls R. P. O.<sup>8</sup> 146 miles covered by the Hinton and Cincinnati R. P. O., and 67.43 miles covered by the Norfolk, Newport News, and Richmond R. P. O.<sup>9</sup> 4 helpers perform service on train 1 between Richmond, Va., and Hinton, W. Va., re-

turning as helpers in the Washington and Hinton R. P. O., train 4, to Charlottesville, Va., daily, from which point they perform local service alone on train 4 to Richmond, Va., daily (except Sunday), making 6 additional half trips per week between Charlottesville and Richmond, Va. (96.40 miles). In use between Richmond, Va., and Cincinnati, Ohio. Reserve cars.

<sup>10</sup> 2 in reserve.<sup>11</sup> Short run of Williamsport and Erie R. P. O.<sup>12</sup> 119.48 miles covered by Williamsport and Erie R. P. O.<sup>13</sup> Clerks accounted for by Williamsport and Erie R. P. O.

in the United States on June 30, 1890.

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>			
2,000	July 1, 1890	121.23	2 22.11	7	38,748	106.16	1	18 11	8 5½	1	1	1		
702	July 1, 1890	121.26	122.26	6	49,373	157.74	12	18 2½	8 8	1	1	1		
451	July 1, 1889	2 22.39	3 24	6	18,097	115.64	1	8 4	7 0	1	1	1		
1,375	July 1, 1889	4 29	12.44	13.09	8	24,510	113,556	22 10	6 10	3	1	45		
1,573	July 1, 1889	4 24.10	7 27.04	6	.....	.....	( <sup>12</sup> )	.....	.....	( <sup>12</sup> )				
12,047	July 1, 1889	4 12	7 12	6	.....	.....	( <sup>12</sup> )	.....	.....	( <sup>12</sup> )				
1,375	July 1, 1889	128 37.50	123 30	6	26,499	84.60	1	8 6	7 0	1	1	1		
918	July 1, 1889	128 21.76	123 26.11	6	.....	.....	( <sup>12</sup> )	.....	.....	( <sup>12</sup> )				
3,306	July 1, 1889	50 27.18	51 25.14	7	102,988	94.05	2	41 6	9 0	3	1	3		
2 614	July 1, 1889	1 30.80	2 23.66	7	199,188	136.43	4	20 0	9 0	4	1	38		
2 616	July 1, 1889	9 24.50	10 22.91	6	144,324	115.27	10 4	16 4	9 0	4	1	4		
706	July 1, 1889	9 24.01	10 23.47	6	.....	.....	.....	.....	.....	.....				
209	July 1, 1885	18 10.80	17 11.64	6	21,872	69.88	1	8 0	6 0	1	1	1		
2,948	July 1, 1889	17 23.41	18 26.44	6	74,794	119.48	1	15 0	8 0	2	1	( <sup>13</sup> )		
8,446	July 1, 1890	723 19.57	724 20.18	7	73,818	101.12	1	20 8½	9 3½	2	1	2		
630	July 1, 1890	723 17.95	724 16.89	7	.....	.....	1	13 4½	9 3½	.....				
274	July 1, 1888	8 21.2	7 21.2	6	42,568	136	1	12 2	2 7	1	1	1		
.....	.....	8 26.5	7 26.5	6	.....	.....	.....	.....	.....	.....				
3,120	July 1, 1889	102 27.14	102 26.51	6	70,425	112.50	1	20 0	9 0	2	1	2		
10,140	July 1, 1889	102 28.33	103 30	6	.....	.....	( <sup>17</sup> )	.....	.....	( <sup>17</sup> )				
571	July 1, 1889	202 24	205 25	6	67,752	125.10	12	16 0	8 10	2	1	2		
1,680	July 1, 1889	202 21	205 21	6	.....	.....	( <sup>18</sup> )	.....	.....	( <sup>18</sup> )				
931	July 1, 1889	1 28.80	4 27	6	144,593	115.49	14	15 0	9 4	4	1	4		
480	July 1, 1889	1 18.07	4 19	6	.....	.....	( <sup>19</sup> )	.....	.....	( <sup>19</sup> )				
4,660	July 1, 1889	11 27.75	26 26.11	6	46,681	99.85	1	21 0	8 4	3	1	5		
117	July 1, 1889	21 27.75	10 26.11	6	46,681	.....	1	20 0	8 4	.....				
.....	.....	5 26.80	4 25.71	6	19,137	70.34	1	8 0	6 8	1	1	1		

<sup>14</sup> 348.09 miles of route 38006, between La Junta, Colo., and Albuquerque, N. Mex., covered by La Junta and Albuquerque 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> 20 miles reported as Macon and Birmingham R. P. O.

<sup>16</sup> 17 miles covered by New York and Dunkirk R. P. O.

<sup>17</sup> Cars and clerks shown on route 6005.

<sup>18</sup> Clerks alternate with Danville and Buffalo R. P. O.

<sup>19</sup> 696 miles covered by Buffalo and Emporium R. P. O.

<sup>20</sup> Cars and clerks shown on route 6123.

<sup>21</sup> 3,260 miles covered by closed-pouch service. (See Table C5.)

<sup>22</sup> Cars and clerks shown on route 6102.

<sup>23</sup> 1 transfer clerk at Suspension Bridge, N. Y., 1 clerk on Suspension Bridge and Buffalo R. P. O.

<sup>24</sup> 1,800 miles covered by closed-pouch service. (See Table C5.)

<sup>25</sup> Double daily service, except Sunday.

<sup>26</sup> Clerk on Mondays runs as helper on train No. 10, N. Y., Sanererville, and Easton R. P. O., thus making 1 round trip a 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.	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>			
Rockford, Ill., and Mineral Point, Wis.	10	115.69	Rockford, Rockton, Ill. (C., M. and St. P.) . Rockton, Ill., Beloit, Wis. (C., M. and St. P.) . Beloit, Janesville, Wis. (C., M. and St. P.) . Janesville, Gratiot, Wis. (C., M. and St. P.) . Gratiot, Mineral Point, Wis. (C., M. and St. P.) .	23096 25024 25036 25004 25020	16.37 ( <sup>1</sup> ) 15.72 55.80 25.79
Rock Island and Peoria, Ill. ....	6	92.20	Rock Island, Peoria, Ill. (R. Isl. 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	75.88
Rockland and Portland, Me. ....	1	88.42	Rockland, Woolwich, Me. (Knux. and Lin.) . Bath, Brunswick, Me. (Me. Cen.) .	15 11	49.33 9.21
			Brunswick, Portland, Me. (Me. Cen.) .	76	( <sup>2</sup> )
Rogersville and Bull's Gap, Tenn.	3	16.27	Rogersville, Bull's Gap, Tenn. (E. Tenn., Va., and Ga.) .	19003	16.73
Rome, Ga., and Attalla, Ala. ....	4	63.70	Rome, Ga., Attalla, Ala. (E. T., V. and G. R. R.) .	17033	63.70
Rondout and Stamford, N. Y. ....	2	74.36	Rondout, Stamford, N. Y. (W. and D.) .	8073	74.35
				(part)	
Rosenberg and Cuero, Tex. ....	11	120.29	Rosenberg, Victoria, Tex. (N. Y., T. and M.) . Victoria, Cuero, Tex. (G. W., T. and P.) .	31036 1331019	92.60 27.69
				(part)	
Rouse's Point and Albany, N. Y. <sup>1a</sup>	2	113.90	Rouse's Point, West Chazy, N. Y. (D. and H. C.) . West Chazy, Albany, N. Y. (D. and H. C.) .	6033 6026	14.48 176.91
		101.55	Rutland, Castleton, Vt. (D. and H. C. Co.) . Castleton, Vt., Whitehall, N. Y. (D. and H. C. Co.) .	(part) 8024 8098	( <sup>17</sup> ) ( <sup>18</sup> ) 14.38
Rumsey and Elmira, Cal. <sup>20</sup> ....	8	51.75	Elmira, Rumsey, Cal. (Yaca Valley and Clear Lake R. R.) .	48015	51.50
Rutherfordton, N. C., and Kingsville, S. C.	4	188.73	Rutherfordton, N. C., Camden, S. C. (C., C. and C. R. R.) . Camden, Kingsville, S. C. (S. C. R. R.) .	14027 14018	149.90 39.03
Ruthven and Des Moines, Iowa.	6	137.59	Ruthven, Tara, Iowa, (Chi., R. Isl'd. & Pac.) . Tara, Des Moines, Iowa (Chi., R. Isl'd. and Pac.) .	27087 27031	55.40 82.91
Rutland and Bennington, Vt., and Troy, N. Y.	1	85.19	Rutland, North Bennington, Vt. (Benn. and Rut.) . North Bennington, Vt. State Line (n. o.) (Benn. Rut.) . State Line (n. o.), Hoosac Junction, N. Y. (Fitch.) . Hoosac Junction, Troy, N. Y. (Fitch.) .	215 (part) 2018 6116 243021	62.75 2.02 5.04 ( <sup>20</sup> )

<sup>1</sup> Distance (3.40 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.<sup>2</sup> In reserve.<sup>3</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>4</sup> Balance of route (7.15 miles) covered by Gratiot, Wis., and Warren, Ill., closed-pouch service. (See Table C.)<sup>5</sup> Reserve.<sup>6</sup> 1 helper.<sup>7</sup> Balance of route covered by Bangor and Boston R. P. O. (108.05 miles).<sup>8</sup> Covered by Bangor and Boston R. P. O. (29.19 miles).<sup>9</sup> 1 reserve car.<sup>10</sup> 4 miles covered by closed-pouch service. (See Table C.)<sup>11</sup> Double daily service, except Sunday.<sup>12</sup> 27.20 miles of route 31019, between Victoria and Port Lavaca, Tex., covered by closed-pouch service. (See Table C.)

In the United States on June 30, 1890—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.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
1,595	July 22, 1888	40 25.88	35 30.19	6	73,422	115.69	1	20 0	9 3	2	1	2
2,231	July 1, 1887	40 20.40	35 20.40	.....	.....	.....	21	20 0	8 9			
103	July 1, 1887	40 20	35 30									
984	July 1, 1887	1 28.24	18 28.24									
1,015	July 1, 1887	1 31.01	18 27.27									
1,104	July 1, 1887	2 27.30	3 27.30	6	57,717	92.24	1	16 2	9 0	2	1	2
2,293	July 1, 1887	2 23.52	1 23.52	7	181,763	124.40	1	15 6	9 0			
362	July 1, 1890	103 18.38	104 18.30	7	53,669	147.64	1	22 8 <sup>1</sup>	8 10 <sup>1</sup>	4	1	5
2,371	July 1, 1889	4 21.77	54 18.45	6	55,350	117.89	1	22 2	8 9 <sup>1</sup>			
3,905	July 1, 1889	4 23.10	54 30.70	6	55,350	.....	1	24 2	9 2	1	1	1
10,108	July 1, 1889	6 18.45	19 21.14	6			1	15 0	6 9	3	1	3
		6 28.99	19 26.10				2	16 0	6 7			
		4 29.10	54 32.94									
		6 29.10	19 26.85									
272	July 1, 1888	75 16	76 16	6	10,185	32.54	1	5 4	6 5	1	1	1
179	July 1, 1889	1 17.4	2 18	6	39,748	127.4	2	8 4	6 10	1	1	1
1,380	July 1, 1889	3 19.30	10 21.13	6	46,562	109.69	1	20 0	8 10	3	1	3
		9 18.89	6 20.65	6	46,562	.....	1	20 0	8 10			
841	July 1, 1890	152 25.84	151 23.64	7	87,811	120.29	2	20 0	8 10	2	1	2
							2	22 7	9 2			
221	July 1, 1890	152 23.73	151 23.73				1	22 11	9 1			
4,602	July 1, 1889	4 31.11	1 31.11	6	134,872	113.90	14 2	21 0	7 0	2	1	12
6,907	July 1, 1889	4 10.20	1 20.11	6	.....	.....	14 1	20 0	8 10			
1,048	July 1, 1889	4 31.58	1 25	6	.....	101.55	(16)	.....	.....	(16)		
2,027	July 1, 1889	4 30	1 25	6	.....	.....	1	25 0	8 10	2	2	
							(19)	26 0	8 10	(19)		
461	July 1, 1890	51 12.11	52 12.41	6	32,396	164.40	1	15 0	8 10	1	1	1
		53 24.86	54 21.03	6	19,062	.....	1	21 0	8 7	3	1	3
310	Feb. 25, 1889	152 20.70	153 22.50	6	137,772	125.82	1	20 0	8 2			
409	July 1, 1888	152 25.30	153 25.30	6	.....	.....	1	17 3	6 7			
							1	18 0	8 7			
1,161	July 1, 1887	54 22.76	53 23.57	6	86,131	137.59	1	13 2	9 4	2	1	2
3,392	July 1, 1885	54 24	53 25.23	.....	.....	.....	1	13 0	9 2			
2,800	July 1, 1889	4 30.50	173 27.15	6	53,328	85.19	1	21 0	6 10	2	1	2
4,215	July 1, 1889	4 30	173 27.75									
4,315	July 1, 1889	4 18.90	173 21.60									
8,129	July 1, 1889	4 24.51	173 23.02									

<sup>12</sup> This R. P. O. is in two divisions: Rouse's Point, N. Y., to Whitehall, N. Y., and Albany, N. Y., to Rutland, Vt. 113.90 and 101.55 miles, respectively.

<sup>13</sup> 1 car in reserve.

<sup>14</sup> Transfer clerks at Albany; 2 transfer clerks at Troy, N. Y.; 1 helper.

<sup>15</sup> Cars and clerks shown on route 6033.

<sup>16</sup> 11.75 miles covered by closed-pouch service. (See Table C.)

<sup>17</sup> 67 miles covered by Rutland and Troy R. P. O.

<sup>18</sup> Cars and clerks shown on route 6024.

<sup>19</sup> New service established Oct. 9, 1889.

<sup>20</sup> 6 additional round trips between Elmira and Esopus (30.45 miles).

<sup>21</sup> Reserve car.

<sup>22</sup> Balance of route covered by closed-pouch service between North Bennington and Bennington, (5.07 miles). (See Table C.)

<sup>23</sup> Balance of route covered by Boston and Troy R. P. O. (163.59 miles).

<sup>24</sup> Covered by Boston and Troy R. P. O. (25.33 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 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>			
Rutland, Vt., and Troy, N. Y. . .	2	85.84	Rutland, Vt., Eagle Bridge, N. Y. (D. and H. C. Co.). Eagle Bridge, Troy, N. Y. (Fitchburg.) . .	6024 6067 (part)	62.00 (1)
Sacramento and San Francisco, Cal.	8	140.90	Sacramento, San Francisco, Cal. (Central Pacific R. R.).	46028	140.55
Sag Harbor and New York, N. Y.	2	100.75	Sag Harbor, Long Island City, N. Y. (L. I.).	6003	98.98
St. Albans, Vt. and Boston, Mass.	1	265.40	St. Albans, White River Junction, Vt. (Cen. Vt.). White River Junction, Vt., Concord, N. H. (Bos., Me., Low. Sys.). Concord, Nashua, N. H. (Cen. & Mont.) . .	72002 (part) 1008 1001	120.50 69.76 36.90
St. Albans, Vt., and Ogdensburg, N. Y.	2	143.15	Nashua, N. H., Boston, Mass. (Bos., Me., Low. Sys.). St. Albans, Vt., Rouse's Point, N. Y. (C. Vt.). Rouse's Point, Ogdensburg, N. Y. (O. and L. C.).	3010 2002 (part) 6053	46.62 24.27 119.19
St. Albans, Vt., and Troy, N. Y.	1	184.69	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.). State Line (n. o.), Hoosac Junction, N. Y. (Fitch.). Hoosac Junction, Troy, N. Y. (Fitch.) . . .	152002 (part) 12003 (part) 12015 (part) 2018 (part) 6116 2021 (part)	(16) (18) (19) (20) (21) (22)
St. Cloud and Willmar, Minn.	10	58.61	St. Cloud, Willmar, Minn. (St. P., M. and M.).	26057 (part)	58.60
St. Joseph, Mo., and Caldwell, Kans.	7	295.59	St. Joseph, Mo., Herington, Kans. (C., R. I. and P.). Herington, Caldwell, Kans. (C., R. I. and P.).	333075 (part) 33082 (part)	171.40 123.73
St. Joseph, Mo., and Colorado Springs, Colo. <sup>28</sup>	7	.....	St. Joseph, Mo., Horton, Kans. (C., R. I. and P.).	33075 (part)	(19)
East division . . . . .		284.91	Horton, Kans., Fairbury, Nebr. (C., R. I. and P.).	33076 (part)	116.26
West division . . . . .		326.91	Fairbury, Nebr., Colorado Springs, Colo. (C., R. I. and P.).	34050 (part)	454.47
St. Joseph, Mo., and Grand Island, Nebr. <sup>24</sup>	7	252.54	St. Joseph, Mo., Grand Island, Nebr. (St. Jo. and Gr'd Isl'd).	33007	252.89

<sup>12</sup> 23 miles covered by Boston and Troy R. P. O.<sup>13</sup> Cars and clerks shown on route 6024.<sup>14</sup> Double daily service except Sunday.<sup>15</sup> 1 clerk Babylon and New York R. P. O.; 1 clerk transfer duty Long Island City, N. Y.; 1 helper.<sup>16</sup> Clerks alternate with Babylon and New York clerks.<sup>17</sup> In reserve.<sup>18</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>19</sup> 1 clerk detailed as chief clerk, Boston, Mass.; 1 clerk to superintendent's office; 3 clerks as transfer clerks (1 at St. Albans, Vt., 1 at Concord, N. H., and 1 at Boston, Mass.).<sup>20</sup> Sunday service from Sept. 8, 1889.<sup>21</sup> Reserve cars.<sup>22</sup> 14 miles covered by Newport and Springfield R.

P. O. (first division); 120.50 miles covered by St. Albans and Boston R. P. O. (first division)

<sup>23</sup> 1 car in reserve.<sup>24</sup> 1 helper.<sup>25</sup> Cars and clerks shown on route 2002.<sup>26</sup> Balance of route covered by St. Albans and Boston R. P. O. (95.73 miles), Newport and Springfield R. P. O. (14 miles), and St. Albans and Ogdensburg R. P. O., second division (24.27 miles).<sup>27</sup> Covered by St. Albans and Boston R. P. O. (24.77 miles).<sup>28</sup> Balance of route covered by Essex Junction and Boston R. P. O. (52.80 miles).<sup>29</sup> Covered by Essex Junction and Boston R. P. O. (75.20 miles).<sup>30</sup> Balance of route covered by closed-ponch service between North Bennington and Bennington (5.07 miles). (See Table C.)

in the United States on June 30, 1890—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. 1,048	July 1, 1889	54 28.61	53 27.55	6	53,736	85.84	1	16 0	6 11	2	1	2		
		54 28.75	11 25.09	6		(7)				(7)				
2,140	July 1, 1890	25 22.72	26 23.26	7	102,857	93.93	2	20 0	8 11	3	1	3		
1,868	July 1, 1889	20 28.84	23 29.12	6	* 63,060	110.43	1	15 0	6 8	2	1	* 6		
		56 25	27 23.34	6	* 63,069	(4)	2	20 0	8 8	1	1			
							*1	12 4	6 0					
6,401	July 1, 1890	53 26.77	53 28.35	6	166,140	132.70	1	34 0	6 8	4	2	* 21		
7,372	July 1, 1890	53 26.86	53 26.86	7	* 183,964		1	50 0	8 6	4	2			
		67 28.71	28 16.32				1	32 0	6 10					
13,788	July 1, 1890	53 32.30	53 32.30				1	42 5	8 9					
15,018	July 1, 1890	67 32.30	28 16.32				101	41 9	8 10					
		53 29.79	53 30.95				101	43 0	8 6					
		67 28.04	28 16.32				101	34 0	6 8					
6,401	July 1, 1889	50 32	63 22.15	6	80,612	143.15	102	20 0	6 0	2	1	103		
1,460	July 1, 1889	50 27.23	63 27.23	6			(14)			(14)				
6,401	July 1, 1889	63 36.75	15 33.62	6	116,616	123.12	1	18 6	7 0	3	1	3		
4,629	July 1, 1889	63 25.78	15 24.45				1	18 5	6 5					
3,800	July 1, 1889	63 29.43	15 33.87											
4,215	July 1, 1889	63 36.99	15 27.75											
4,315	July 1, 1889	63 13.74	15 14.40											
8,109	July 1, 1889	63 29.79	15 26.65											
335	July 1, 1887	5 25.84	6 25.84	6	36,689	117.22	1	17 1	8 11½	1	1	1		
2,438	July 1, 1890	1 21.42	2 21.42	7	215,781	147.80	2	16 4	7 8	4	1	4		
1,266	July 1, 1890	1 24.75	2 27.50	7			*1	14 8	7 2					
							*1	16 4	7 8					
2,438	July 1, 1890	13 29.32	14 29.32	7										
		3 24.92	4 27.69	7	415,969	142.45				8	1	* 13		
2,492	July 1, 1890	13 29.06	14 29.06	7			3	16 4	7 8					
		15 27.35	16 27.35	7	238,644	188.45	3	22 0	9 4	4	1			
2,022	July 1, 1890	13 30.30	14 28.85	7			*3	14 8	7 2					
		15 28.40	16 25.72	7										
2,077	July 1, 1890	115 78	* 2 16.31	6	146,136	168.36	2	19 8	9 2	3	1	* 8		
		3 20.58	4 24.05	7	184,354	126.27	1	20 0	7 6	4	1			
							1	24 0	7 8					
							*1	12 0	7 6					

<sup>20</sup> Covered by Rutland, Bennington, and Troy R. P. O. (52.75 miles).

<sup>21</sup> Covered by Rutland, Bennington, and Troy R. P. O. (2.02 miles).

<sup>22</sup> Covered by Rutland, Bennington, and Troy R. P. O. (5.04 miles).

<sup>23</sup> Balance of route covered by Boston and Troy R. P. O. (163.59 miles).

<sup>24</sup> Covered by Boston and Troy R. P. O. (25.33 miles).

<sup>25</sup> St. Joseph, Mo., and Colorado Springs, Colo., R. P. O., runs over route 33075, between St. Joseph, Mo., and Horton, Kans., and the Kansas City, Mo., and Belleville R. P. O. over the same route, between Topeka and McFarland, Kans.

<sup>26</sup> 176.44 miles of route 33075, between Herington and Bucklin, Kans., covered by the Herington and Dodge City, Kans., R. P. O., and 86.30 miles between Bucklin and Liberal, Kans.,

covered by the Herington and Liberal, Kans., R. P. O.

<sup>27</sup> 108.62 miles of route 33082, between Caldwell, Kans., and El Reno, Ind. T., covered by the Caldwell, Kans., and El Reno, Ind. T. R. P. O.

<sup>28</sup> This line divides on Phillipsburg, Kans. Double daily service on east division.

<sup>29</sup> 41.54 miles of route 33075, covered by the St. Joseph, Mo., and Caldwell, Kans., R. P. O.

<sup>30</sup> 1 helper on night line.

<sup>31</sup> 51.60 miles of route 33076, covered by the Fairbury and Nelson, Nebr., R. P. O.

<sup>32</sup> Additional six-times-per-week service established and in effect July 1, 1889.

<sup>33</sup> Trains 1 and 2 temporarily discontinued May 24 to June 30, 1890, between Seneca, Kans., and Grand Island, Nebr.

<sup>34</sup> 1 clerk detailed to transfer service at St. Joseph, Mo.

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>			
<i>St. Louis, Mo., and Burrton, Kans.<sup>1</sup></i>	7	.....	St. Louis, Mo., Pierce City, Mo. (St. L. and S. F.).	* 28003 (part)	486.90
<i>East Division.<sup>3</sup></i> .....		282.12	Pierce City, Mo., Wichita, Kans. (St. L. and S. F.).	28020	219.05
<i>West Division.<sup>5</sup></i> .....		255.94	Wichita, Burrton, Kans. (St. L. and S. F.).	* 33087 (part)	34.61
St. Louis, Mo., and Columbus, Ky.	7	200.48	St. Louis, Tower Grove Sta. (n.o.), Mo. (Mo. Pac.).	28001 (part)	(*)
			Tower Grove Sta., Oak Hill Junc. (Mo. Pac.).	28070	7.09
			Oak Hill Junc., Bismarck, Mo. (St. L., I. M. and So.).	28002 (part)	(19)
			Bismarck, Mo., Columbus, Ky. (St. L., I. M. and So.).	28024	121.34
<i>St. Louis, Mo., and Council Bluffs, Iowa.<sup>11</sup></i>	7	414.20	St. Louis, Brunswick, Mo. (Wabash) .....	28004 (part)	(12)
			Pattonsburgh, Brunswick, Mo. (Wabash) .	28013	79.49
			Council Bluffs, Iowa, Pattonsburgh, Mo. (O. and St. L.).	28061	144.91
St. Louis, Mo., and El Dorado, Ill. <sup>14</sup>	7	124.50	Union Depot, St. Louis, Mo., R. R. termini, East St. Louis, Ill. (St. L. Bridge and Tunnel R. R. Co.).	28096	2.39
			East St. Louis, El Dorado, Ill. (St. L., A. and T. H.).	23030	121.65
St. Louis, Mo., and Jackson, Tenn. <sup>16</sup>	7	261.54	Union Depot, St. Louis, Mo., R. R. termini, East St. Louis, Ill. (St. L. Bridge and Tunnel R. R. Co.).	28096	(17)
			East St. Louis, Cairo, Ill. (M. and O.) ....	23053	153.54
			Cairo, Ill., Jackson, Tenn. (M. and O.) ....	18004 (part)	(18)
<i>St. Louis and Kansas City, Mo.</i>	7	283.00	St. Louis, Kansas City, Mo. (Mo. Pac.).	28001 (part)	19288.00
St. Louis, Louisiana, and Kansas City, Mo.	7	323.39	Union Depot, St. Louis, Mo., R. R. termini, East St. Louis, Ill. (St. L. Bridge and Tunnel Co.).	28096	(17)
			East St. Louis, Ill., Kansas City, Mo. (C. and A.).	28022	321.00

<sup>1</sup> Reported last year as St. Louis, Mo., and Halstead, Kans. R. P. O. Increased distance, 7.05 miles, in effect September 19, 1899.

<sup>3</sup> 72.80 miles of route 28003 between Pierce City, Mo., and Vinita, Ind. T., covered by Monett, Mo., and Sapulpa, Ind. T., R. P. O.

<sup>5</sup> Double daily postal-car service on East Division.

<sup>6</sup> In reserve.

<sup>2</sup> 2 helpers, 1 each on East and West Divisions. 2 clerks detailed to duty in superintendent's office.

<sup>6</sup> Postal car service on trains 3 and 4, and mail-apartment service on trains 1 and 2, West Division.

<sup>7</sup> 72.00 miles of route 33087, covered by Ellsworth and Burrton, Kans. R. P. O.

<sup>3</sup> 3.50 miles of route 28001, between St. Louis and Tower Grove Station (n.o.), Mo., covered by St. Louis and Kansas City, Mo., R. P. O.

<sup>11</sup> 1 helper.

<sup>16</sup> 68.30 miles of route 28002, between Oak Hill

Junction (n.o.) and Bismarck, Mo., covered by St. Louis, Mo., and Texarkana, Ark., R. P. O.

<sup>11</sup> Covered last year by the St. Louis, Moberly, and Kansas City R. P. O., between St. Louis and Moberly, Mo., and by the Council Bluffs, Iowa, and Moberly, Mo. R. P. O., between Moberly, Mo., and Council Bluffs, Iowa.

<sup>12</sup> 186.90 miles of route 28004, between St. Louis and Brunswick, Mo., covered by the St. Louis Moberly and Kansas City, Mo., R. P. O.

<sup>13</sup> 4 clerks assigned to duty as helpers between St. Louis and Moberly, Mo., who also perform all service on trains 5 and 4, between Moberly and Kansas City, Mo., on the St. Louis, Moberly and Kansas City, Mo., R. P. O., 1 clerk helper out of St. Louis, 1 clerk detailed to duty in superintendent's office.

<sup>14</sup> Additional mail-apartment service between Brunswick and Pattonsburgh, Mo., in effect March 1, 1899.

in the United States on June 30, 1890—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.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
7,334	July 1, 1887	123.91	225.31	7	7	7	411,895	141.00	5	50 0	9 0	8	2	<sup>28</sup>
1,804	July 1, 1887	124.34	226.28	7	7	7	185,568	127.98	4	50 0	9 0	4	1	
842	July 1, 1890	524.79	423.89	7	7	7	185,568	127.98	1	22 4	7 4	4	1	
		323.67	423.07	7	7	7			1	20 6	7 4			
		123.07	223.97	7	7	7			4	20 0	7 0			
				7	7	7			4	21 4	7 4			
				7	7	7			4	22 4	7 4			
47,461	July 1, 1887	757 21.18	758 21.18	7	7	7	140,350	133.65	2	20 0	9 2½	3	1	<sup>4</sup>
23,360	Oct. 1, 1889	757 21.18	758 21.18	7	7	7								
18,426	July 1, 1887	757 24.11	758 21.01	7	7	7								
1,302	July 1, 1887	757 22.40	758 21.41	7	7	7								
9,316	July 1, 1887	734.50	832.00	7	7	7	300,395	164.00	3	55 0	9 3	5	3	<sup>22</sup>
2,012	July 1, 1887	729.09	834.28	7	7	7			1	9 0	9 3½	1	1	
1,330	July 1, 1887	326.66	226.66	6	6	6	<sup>14</sup> 16,694	159.98	4	18 0	9 2½			
		721.60	822.25	7	7	7			4	25 8	9 2			
		1 9.56	6 9.56	6	6	6	77,937	124.50	1	39 6	9 6	2	1	2
				6	6	6			1	9 8	8 10			
2,106	July 1, 1887	117.98	618.25	6	6	6			4	18 6	9 3			
		1 9.56	2 9.56	6	6	6	<sup>16</sup> 132,306	119.70	2	21 6	8 11½	4	1	4
769	July 1, 1887	120.25	218.80	6	6	6								
1,406	July 1, 1888	118.26	218.26	7	7	7								
47,461	July 1, 1887	737.73	828.53	7	7	7	619,770	141.50	4	60 0	9 3	4	5	<sup>20</sup> 84
		129.28	231.74	7	7	7			4	60 0	9 3	4	4	
		526.12	427.01	7	7	7			4	59 11	9 3	4	4	
				7	7	7			4	59 11	9 3			
		41 9.56	42 9.56	7	7	7	236,075	161.70	2	40 0	9 3	4	1	<sup>26</sup> 6
				7	7	7			3	40 0	9 11			
2,362	July 1, 1887	<sup>23</sup> 417 27.72	<sup>427</sup> 28.96	7	7	7								

<sup>14</sup> St. Louis, Mo., and Paducah, Ky., R. P. O. clerks run in same car and act as helpers on this line between St. Louis, Mo., and Pinckneyville, Ill., 63.51 miles.

<sup>15</sup> Reported last year as the St. Louis, Mo., and Cairo, Ill., R. P. O. Increased distance, 107.04 miles, in effect January 15, 1890.

<sup>17</sup> 2.39 miles of route 28096 covered by St. Louis, Mo., and El Dorado, Ill., R. P. O.

<sup>18</sup> 106.80 miles of route 18004 covered by Cairo, Ill., and Mobile, Ala., R. P. O.

<sup>19</sup> 47.17 miles of route 28001 between Kansas City, Mo., and Atchison, Kans., covered by the Omaha, Neb., and Kansas City, Mo., R. P. O. Sedalia and Kansas City, Mo., R. P. O. also runs over 10.38 miles of route between Independence and Kansas City, Mo.; and Kansas City and Joplin, Mo., R. P. O. over 34.63 miles of route between Pleasant Hill and Kansas City, Mo.

<sup>20</sup> 9 helpers on train 7; 1 to Kansas City each day, returning on train 8; 3 to Pleasant Hill, and 1 to Sedalia each day, returning on train 2; 2 helpers on train 1; 1 to Kansas City, daily, returning on train 8; 2 helpers on train 3; one to Kansas City, daily, returning on train 2. 8 clerks detailed to duty in superintendent's office, St. Louis, Mo. 1 clerk detailed to duty as chief clerk, Union Depot, St. Louis. 1 clerk detailed to duty as assistant chief clerk, Union Depot, St. Louis. 5 clerks detailed to transfer service, Union Depot, St. Louis. 1 clerk detailed to duty as chief clerk, Kansas City, Mo. 1 clerk detailed to transfer service, Kansas City, Mo. 2 clerks detailed to transfer service, Atchison, Kans.

<sup>21</sup> Storage cars on train 7.

<sup>22</sup> 2 helpers between St. Louis and Bowling Green, Mo. (110.40 miles).

<sup>23</sup> Train numbers change at Roodhouse, 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 states.)	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>St. Louis, Moberly, and Kansas City, Mo.</i>	7	<i>Miles.</i> 276.80	St. Louis, Kansas City, Mo. (Wabash) <sup>1</sup> ....	28004	276.80
<i>St. Louis, Mo., and Paducah, Ky.</i>	7	170.16	Union Depot, St. Louis, Mo., R. R. Terminal, East St. Louis, Ill. (St. L. Bridge and Tunnel Co.).	28006	( <sup>6</sup> )
			East St. Louis, Pinckneyville, Ill. (St. L., A. and T. H.).	23030	( <sup>7</sup> )
			Pinckneyville, Murphysborough, Ill. (St. L., A. and T. H.).	(part) 23085	23.33
			Marion, Harrison Station (n. o.), Ill. (St. L., A. and T. H.).	23045	27.21
			Marion, Ill., Paducah, Ky. (St. L., A. and T. H.).	23097	57.01
<i>St. Louis, Mo., and Texarkana, Ark.</i>	11	491.72	St. Louis, Bismarck, Mo. (St. L., I. M. and S.).	<sup>10</sup> 28002	75.33
			Bismarck, Mo., Texarkana, Ark. (St. L., I. M. and S.).	28026	414.28
<i>St. Louis and Union, Mo.</i> .....	7	59.91	St. Louis, Union, Mo. (St. L., K. C. and C.).	28062	59.91
<i>St. Paul, Minn., and Aberdeen, S. Dak.</i>	10	298.32	St. Paul, Minneapolis, Minn. (C. M. and St. P.).	26013	( <sup>12</sup> )
			Minneapolis, Cologne, Minn. (C. M. and St. P.).	(part) 26037	32.65
<i>St. Paul, Minn., and Calmar, Iowa.</i>	10	169.61	Cologne, Minn., Aberdeen, S. Dak. (C. M. and St. P.).	<sup>10</sup> 26010	256.34
<i>St. Paul, Minn., and Council Bluffs, Iowa.</i>	10	<sup>10</sup> 368.67	St. Paul, Minn., Calmar, Iowa (C. M. and St. P.).	(part) <sup>10</sup> 26009	169
			St. Paul, Minn., Sioux City, Iowa (C., St. P., M. and O.).	(part) 26025	269.79
			Sioux City, Missouri Valley, Iowa (S. City and Pac.).	27029	( <sup>13</sup> )
			Missouri Valley, U. P. Transfer, Iowa (Chi. and No. West.).	(part) 23003	( <sup>14</sup> )
<i>St. Paul, Minn., and Des Moines, Iowa.</i>	10	310.00	St. Paul, Minn., Angus, Iowa (Minn. and St. Louis).	(part) 26021	275.30
			Angus, Des Moines, Iowa (C., R. I. and Pac.).	27031	( <sup>15</sup> )
<i>St. Paul, Minn., and Elroy, Wis.</i>	10	197.08	St. Paul, Minn., Elroy, Wis. (C., St. P. M. and O.).	(part) 25030	196.69
<i>St. Paul, Minn., and Helena, Mont.</i>	10	1123.52	St. Paul, Minn., Helena, Mont. (Northern Pacific).	<sup>10</sup> 26001	1127.84

<sup>1</sup> Reported last year as full double daily R. P. O. service. Mail apartments substituted for postal cars on trains 5 and 4, between Moberly and Kansas City, Mo., November 1, 1880. St. Louis, Mo., and Council Bluffs, Iowa, R. P. O. runs over this line between St. Louis and Brunswick, Mo.

<sup>21</sup> 1 helper to meeting point 5 days in each week. Two clerks detailed to superintendent's office, St. Louis, Mo. One clerk detailed to transfer service, Kansas City, Mo.

<sup>3</sup> Distance, Moberly to Kansas City, Mo., 128.80 miles.

<sup>4</sup> Clerks act as helpers to St. Louis, Mo., and Council Bluffs, Iowa, R. P. O. between St. Louis and Moberly, Mo.

<sup>6</sup> Covered by St. Louis, Mo., and Council Bluffs, Iowa, R. P. O.

<sup>6</sup> 2.39 miles route 28006 covered by St. Louis, Mo., and El Dorado, Ill., R. P. O.

<sup>6</sup> 61.12 miles of route 23030 covered by St. Louis, Mo., and El Dorado, Ill., R. P. O.

<sup>7</sup> In reserve.

<sup>8</sup> Double daily service.

<sup>10</sup> St. Louis, Mo., and Columbus, Ky., R. P. O. also runs over route 28002 to Bismarck, Mo. (75.33 miles).

<sup>11</sup> 1 clerk detailed as chief clerk at Little Rock, Ark. 1 clerk detailed as chief clerk at Houston, Tex. 1 clerk detailed as chief clerk at Fort Worth, Tex. 4 clerks detailed to office of superintendent.

<sup>13</sup> Distance (10 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.

<sup>12</sup> Night line.

<sup>14</sup> 1 helper St. Paul to Appleton, Minn., on trains 3 and 2.

<sup>15</sup> Day line.

<sup>16</sup> Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles); Aberdeen and Eureka, S. Dak., R. P. O. (41.60 miles), and

in the United States on June 30, 1890—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. a	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
9,316	July 1, 1887	11	24.79	12	24.79	7	202,064	138.40	2	55 0	9 3	4	3	12
			5 26.20		4 26.65	7	94,024	138.40	1	25 8	9 12	( <sup>1</sup> )	( <sup>2</sup> )	
									1	25 6 <sup>1</sup>	9 3			
									1	19 0	9 2 <sup>1</sup>			
									1	24 3	9 6	3	1	3
									1	19 10	9 1 <sup>1</sup>			
2,106	July 1, 1887		1 26.20		6 30.56	6	-----	-----	1	16 5	8 5 <sup>1</sup>			
193	July 1, 1887		19 23.33		20 31.11	6	-----	-----						
929	Jan. 2, 1890		19 18.12		20 27.21	6	-----	-----						
52	July 1, 1888		19 21.38		20 21.38	6	-----	-----						
18,426	July 1, 1887	751	24.43	754	23.19	7	523,935	140.49	4	49 4	9 4	7	3	155
		755	25.11	756	25.11	7	372,515	140.49	5	55 0	9 3	7	3	-----
14,457	July 1, 1887	751	22.40	754	23.00									
		755	26.55	756	26.56									
140	Jan. 24, 1888	751	13.99	2	12.79	6	37,503	119.82	1	12 7	7 3	1	1	1
42,451	July 1, 1889	3	20.00	2	24.00	7	1217,773	149.16	1	26 1	9 4	4	1	149
		1	20.00	4	24.00	6	186,748	149.16	1	25 0	9 3	4	1	
3,963	July 1, 1887	3	26.07	2	24.75	-----	-----	-----	1	22 1	9 3			
		1	24.45	4	27.94	-----	-----	-----	1	20 0	9 1			
2,377	July 1, 1887	3	26.14	2	25.45	-----	-----	-----	1	26 2	9 3			
2,720	July 1, 1887	1	25.50	4	26.83	-----	-----	-----						
		2	25.65	3	25.91	6	105,794	112.66	1	23 6	9 3	3	1	185
									1	24 0	9 3			
7,158	July 1, 1887	1	26.65	2	26.65	7	269,129	147.46	2	49 6	8 9	5	3	21
									1	50 0	9 0			
									1	24 7	9 3	4	1	
7,209	July 1, 1887	3	25.20	4	25.08	6	169,289	135.21	1	24 0	9 2 <sup>1</sup>			
		8	25.19	7	25.95	-----	-----	-----						
12,894	July 1, 1887		9 28.50		12 30.39									
1,963	July 1, 1887		2 23.98		1 24.15	6	194,060	155	2	15 0	9 3	4	1	188
									1	15 0	9 4			
			6 27.39		5 26.38	7	88,306	121.05	1	25 0	9 4	2	1	
									1	19 9	9 4			
1,161	July 1, 1887	12	25.33	11	29.61									
3,000	July 1, 1887	4	28.75	3	29.47	7	143,868	98.54	1	27 3	9 12	4	1	185
									1	24 2	8 9 <sup>1</sup>			
									1	24 7	9 2 <sup>1</sup>			
11,448	July 1, 1887	1	25.93	2	27.31	7	250,412	137.76	3	50 0	9 0	3	2	41
			1 26.26		2 25.79	7	292,759	160.41	3	50 0	9 0	3	1	
			1 22.99		2 24.90	7	282,446	154.82	3	50 0	9 0	3	1	
			3 29.04		8 22.61	7	250,412	137.76	2	30 6	9 2	3	2	
					4 26.57	-----	-----	-----	1	30 0	9 2			
									2	24 6	9 2			

by Roscoe and Bowdle, S. Dak., closed-pouch service (15.29 miles). (See Table C.)

<sup>17</sup> Balance of route (43.21 miles) covered by McGregor, Iowa, and Chamberlain, S. Dak., R. P. O.

<sup>18</sup> helpers between St. Paul and Austin, Minn.

<sup>19</sup> R. P. O.'s run from St. Paul to Merriam Jct., Minn., over route 2021.

<sup>20</sup> 1 in reserve.

<sup>21</sup> 1 detailed as chief examiner superintendent's office St. Paul, Minn. 1 helper between St. Paul and Mankato, Minn., on trains 3 and 4.

<sup>22</sup> Short run, St. Paul, Minn., to Sioux City, Iowa (27.43 miles).

<sup>23</sup> Distance (76.27 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

<sup>24</sup> Distance (22.08 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.

<sup>25</sup> 1 helper between Des Moines and Humboldt, Iowa, and 1 between Chaska and Albert Lea, Minn.

<sup>26</sup> Short run, St. Paul to Albert Lea, Minn. (121.05 miles).

<sup>27</sup> Distance (38 miles) covered by Ruthven and Des Moines, Iowa, R. P. O.

<sup>28</sup> 1 helper between Augusta and Elroy, Wis.

<sup>29</sup> Balance of route (128.50 miles) covered by Helena, Mont., and Spokane Falls, Wash., R. P. O.

<sup>30</sup> East division, St. Paul, Minn., to Jamestown, N. Dak. (344.40 miles).

<sup>31</sup> 1 detailed as chief clerk at St. Paul, Minn., and 1 as chief clerk at Helena, Mont.; 2 as assistant chiefs clerks at St. Paul, Minn.; 3 detailed to duty in office of superintendent at St. Paul, Minn.; 3 detailed to duty as transfer clerks at St. Paul, and 1 at Minneapolis, Minn.

<sup>32</sup> Middle division, Jamestown, N. Dak., to Miles City, Mont. (401.04 miles).

<sup>33</sup> West division, Miles City to Helena, Mont. (387.05 miles).

<sup>34</sup> Short run, St. Paul, Minn., to Jamestown, N. Dak. (344.40 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 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.
		Miles.			
<i>St. Paul, Minn., and Minot, N. Dak.</i>	10	531.83	St. Paul, Minneapolis, Minn. (St. P., M. and M.). Minneapolis, St. Cloud, Minn. (St. P., M. and M.). St. Cloud, Crookston, Minn. (St. P., M. and M.). Crookston, Minn., Devil's Lake, N. Dak. (St. P., M. and M.). Devil's Lake, Minot, N. Dak. (St. P., M. and M.).	26006 26070 26001 (part) 26039 26026 (part)	(1) 07.17 234.97 114.55 117.57
<i>St. Paul, Minn., and Watertown, S. Dak.</i>	10	236.23	St. Paul, Minneapolis, Minn. (Minn. and St. Louis). Minneapolis, Birch Cooley, Minn. (Minn. and St. Louis). Birch Cooley, Minn., Watertown, S. Dak. (Minn. and St. Louis).	26021 (part) 26038 26053	(2) 160.62 123.39
<i>St. Vincent and Crookston, Minn.</i>	10	90.03	St. Vincent, Crookston, Minn. (St. P., M. and M.).	26004 (part)	89.88
<i>Salamanca, N. Y., and Oil City, Pa.</i>	2	97.00	Salamanca, N. Y., Warren, Pa. (W. N. Y. and P.). Warren, Irvine, Pa. (W. N. Y. and P.).	8164 8022 (part)	42.09 49.53
<i>Salamanca, N. Y., and Youngstown, Ohio.</i>	2	158.58	Irvine, Oil City, Pa. (W. N. Y. and P.). Salamanca, N. Y., Pymatuning, Pa. (N. Y., P. and O.). Pymatuning, Pa., Youngstown, Ohio (N. Y., P. and O.).	8025 (part) 21634 (part) 21005 (part)	124.54 22.08
<i>Salina and McPherson, Kans.</i>	7	36.78	Salina, McPherson, Kans. (S. and S. W.).	33028	36.78
<i>Salina and Oakley, Kans.</i>	7	225.18	Salina, Zurich, Kans. (S. L. and W.).	33057	111.42
<i>Salisbury, N. C., and Knoxville, Tenn.</i>	3	273.73	Zurich, Colby, Kans. (L. and C.). Colby, Oakley, Kans. (O. and C.). Salisbury, N. C., Kinszel (u. o.), Tenn. (Rich. and Dan.). Kinszel (u. o.), Morristown, Tenn. (East Tenn., Va. and Ga.). Morristown, Knoxville, Tenn. (East Tenn., Va. and Ga.).	33095 33085 13000 19009 19002 (part)	93.51 22.12 185.48 43.50 105
<i>Salt Lake and Juab, Utah</i> <sup>16</sup>	8	105.23	Salt Lake, Juab, Utah (Org. Short Line and Utah Northern Rwy. Co.).	41001 (part)	105
<i>San Antonio and Kerrville, Tex.</i>	11	71.75	San Antonio, Kerrville, Tex. (S. A. and A. P.).	31058	71.75
<i>San Bernardino and Escondido, Cal.</i> <sup>17</sup>	8	100.57	San Bernardino, Oceanside, Cal. (Southern California Rwy.). Oceanside, Escondido, Cal. (Southern California Rwy.).	46037 (part) 46057 (part)	82.60 22.77
<i>San Bernardino and Orange, Cal.</i> <sup>18</sup>	8	47.19	San Bernardino, East Riverside, Cal. (Southern California Rwy. Co.). East Riverside, Riverside, Cal. (Southern California Rwy.). Riverside, Orange, Cal. (Southern California Rwy. Co.).	46037 (part) 46033 (part) 46055 (part)	(20) 3.79 34.40
<i>Sandusky and Columbus, Ohio.</i>	5	176.65	Sandusky, Springfield, Ohio (Cin., Sand. and Cleve.). Springfield, Columbus, Ohio (Cin., Sand. and Cleve.).	21012 (part) 21033	130.20 45.11

<sup>1</sup> Distance (10.68 miles) covered by R. Line (n. o.), N. Dak., and St. Paul, Minn., R. P. O.<sup>2</sup> Balance of route (89.78 miles) covered by St. Vincent and Crookston, Minn., R. P. O.<sup>3</sup> Balance of route (550.25 miles) covered by Minot, N. Dak., and Butte City, Mont., R. P. O.<sup>4</sup> Distance (10.70 miles) covered by St. Paul, Minn., and Des Moines, Iowa, R. P. O.<sup>5</sup> Balance of route (224.97 miles) covered by St. Paul, Minn., and Minot, N. Dak., R. P. O.<sup>6</sup> In reserve.<sup>7</sup> 5.90 miles covered by Williamsport and Erie R. P. O.<sup>8</sup> 45.14 miles covered by Buffalo and Pittsburgh R. P. O.<sup>9</sup> Cars and clerks shown on route 8164.<sup>10</sup> 29.70 miles covered by closed-pouch service. (See Table C.) 224.58 miles covered by lines in the fifth division.<sup>11</sup> 1 car in reserve.<sup>12</sup> 66.40 miles covered by lines in the fifth division.

in the United States on June 30, 1890—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>			
4,937	July 1, 1887	3	24.16	4	21.36	7	388,236	177.27	2	49 5	9 4	6	2	12
			3 25.56		4 19.66				1	46 6	8 10 1			
4,496	July 1, 1887	3	27.54	4	27.68									
1,267	July 1, 1887	3	24.85	4	25.77									
2,441	July 1, 1890	3	27.07	4	28.15									
1,062	July 1, 1887	14	17.82	13	17.80	6	147,898	118.11	2	20 0	9 0	4	1	4
976	July 1, 1887	14	23.62	13	23.10									
639	July 1, 1887	14	28.91	13	28.91									
258	July 1, 1889	24	16.52	23	18.17	6	56,359	180.06	1	15 10	8 9 1	1	1	1
350	July 1, 1889	31	24.35	30	23.42	6	61,154	97.69	3	14 0	8 6	2	1	2
2,948	July 1, 1889	31	24	30	24	6			41	16 0	8 6			
1,457	July 1, 1889	31	26.03	30	26.03	6			42	14 0	8 6	(9)		
			3 27.80		12 27.64	7	115,763	105.72	(9)			(9)		
5,440	July 1, 1889	3	26.40	12	27.12	7			1	25 3	9 2	3	2	6
									112	25 3	9 10			
259	July 1, 1890	271	24.49	272	27.58	7	26,849	73.56	(12)					
708	July 1, 1890	275	24.31	276	23.46	6	140,963	150.12	1	13 5	6 7	1	1	1
558	July 1, 1890	275	27.37	276	26.71	6			1	11 8 1	7 0	3	1	3
396	July 1, 1890	275	22.12	276	22.12	6			1	11 9 1	7 2			
1,410	July 1, 1888	52	22.35	53	24.53	7	199,823	136.86	62	11 8	6 9			
955	July 1, 1888	43	25.68	43	26.00				1	20 3	8 7	4	1	145
									1	19 10	8 9			
5,833	July 1, 1888	43	28.50	43	23.69									
1,548	July 1, 1890	713	24.70	714	20.70	7	76,818	105.23	2	20 2	8 5	2	1	2
635	July 1, 1890	6	15.37	5	13.00	6	44,915	143.50	2	17 0	9 0	1	1	1
3,166	July 1, 1890	5	12.92	6	12.72	6	66,713	106.57	2	11 0	8 0	2	1	2
573	July 1, 1890	5	19.80	6	21.68									
3,166	July 1, 1890	3	18.43	4	20.03	7	34,449	94.38	1	14 4	9 4	1	1	1
1,398	July 1, 1890	3	32.48	4	32.48									
2,273	July 1, 1890	3	27.96	4	28.66									
1,162	July 1, 1888	3	27	4	25.80	6	110,583	117.77	2	15 2	9 0	3	1	3
2,351	July 1, 1888	3	28.80	4	30	6			41	11 5	7 10			

<sup>12</sup> Cars and clerks shown on route 21034.<sup>13</sup> 1 helper between Salisbury and Hickory, N. C., daily (except Munday). 58 miles.<sup>14</sup> 41.80 miles covered by the Bristol and Chattanooga R. P. O.<sup>15</sup> 139.15 miles of route, Jnab to Frisco, closed-pouch service. (See Table C.) Balance of route (37.50 miles) covered by Ogden and Salt Lake R. P. O.<sup>16</sup> Reported last year as San Bernardino and Ocean-side; extended to Escondido March 26, 1890.<sup>17</sup> 81.10 miles of route 46037 covered by Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O. Balance of route (48.90 miles) covered by Los Angeles and National City R. P. O.<sup>18</sup> Additional to San Bernardino and Escondido.<sup>19</sup> San Bernardino to East Riverside, route 46037, covered by Albuquerque, N. Mex., and Los Angeles, Cal., Los Angeles and National City and San Bernardino and Escondido R. P. O.<sup>20</sup> Balance of route 46055 covered by Los Angeles and National City R. P. O.

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>			
Sandusky, Ohio, and Peoria, Ill. <sup>1</sup>	5	418.06	Sandusky, Ohio, Peoria, Ill. (Lake Erie and West.).	21020	418.71
Sandusky, Ohio, Wheeling, W. Va., and Pittsburgh, Pa. <sup>2</sup>	5	298.20	Sandusky, Newark, Ohio (Balto. and Ohio). Newark, Bellaire, Ohio (Balto. and Ohio) ... Bellaire, Ohio, Benwood, W. Va. (Balto. and Ohio). Benwood Junction (n. o.), Wheeling, W. Va., (Balto. and Ohio). Wheeling, W. Va., Pittsburgh, Pa., (Balto. and Ohio). Sanford, St. Petersburg, Fla. (Orange Belt Rwy.).	21010 (part) 10003 (part) 12015 8040 16029	116.86 ( <sup>3</sup> ) ( <sup>4</sup> ) ( <sup>5</sup> ) ( <sup>6</sup> ) ( <sup>7</sup> )
Sanford and St. Petersburg, Fla.	4	153.28	San Francisco, Port Costa, Cal. (Central Pacific R. R.).	46001	153.28
San Francisco and Los Angeles, Cal.	8	482.71	Port Costa, Lathrop, Cal. (Southern Pacific R. R.). Lathrop, Goshen, Cal. (Southern Pacific R. R.). Goshen, Los Angeles, Cal. (Southern Pacific R. R.). San Francisco, Santa Cruz, Cal. (South Pacific Coast Div. S. P. Co.).	46032 46010 46014 46031	62.23 146.89 1244.33 (part) 83.10
San Francisco and Santa Cruz, Cal.	8	83.35	San Francisco, Soledad, Cal. (Southern Pacific R. R.).	46002	142.98
San Francisco and Santa Margarita, Cal.	8	237.17	Soledad, Santa Margarita, Cal. (Southern Pacific R. R.).	46050	92.78
Sault de Ste. Marie, Mich., and Minneapolis, Minn.	10	497.07	Sault de Ste. Marie, Mich., Minneapolis, Minn. (M. St. P. and S. Ste. M.).	25059	495.57
Scottsville, Ky., and Gallatin, Tenn.	5	35.82	Scottsville, Ky., Gallatin, Tenn. (Ches. and Nash.).	19026	35.87
Scranton and Northumberland, Pa.	2	80.48	Scranton, Northumberland, Pa. (D., L. and W.).	8017	80.48
Scribner and Oakdale, Nebr. ....	6	115.73	Scribner, Oakdale, Nebr. (Fre., Elk. and Mo. Vall.).	34041	115.73
Seaford, Del., and Cambridge, Md.	2	83.64	Seaford, Del., Cambridge, Md. (P., W. and B.).	10008	83.64
Seattle and Tacoma, Wash. ....	8	42.12	Seattle, Stuck, Wash. (N. P. and Puget Sound Shore R. R. Co.). Stuck, Puyallup, Wash. (N. P. and Puget Sound Shore R. R. Co.). Puyallup Junction, Tacoma, Wash. (Northern Pacific R. R.).	43012 43013 43005 (part)	23.87 7.56 ( <sup>8</sup> )
Sedalia, Mo., and Denison, Tex. .	7	433.13	Sedalia, Mo., Denison, Tex. (M., K. and T.).	28011	433.13
Sedalia and Kansas City, Mo. <sup>23</sup>	7	99.35	Sedalia, Independence, Mo. (Mo. Pac.) . . . . .	28033	99.22
			Independence, Kansas City, Mo. (Mo. Pac.).	28001	( <sup>24</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. Rwy.).	17034	163.22
Selma, Ala., and Meridian, Miss.	4	110.76	Selma, Ala., Meridian, Miss. (E. Tenn., Va. and Ga.).	17009	110.76

<sup>1</sup> This line is in two divisions, dividing at La Fayette, Ind.<sup>2</sup> 2 cars in reserve.<sup>24</sup> 4 clerks and 1 helper on east division (Sandusky, Ohio, to La Fayette, Ind., 260.12 miles), the helper making four round trips per week between Sandusky, Ohio, and Celina, Ohio, distance 120.07 miles; 2 clerks on west division (La Fayette, Ind., to Peoria, Ill., 157.04 miles).<sup>4</sup> This line was formerly the Sandusky and Wheeling R. P. O. On August 29, 1880, the run of clerks was extended to Pittsburgh, Pa., increasing distance 72 miles.<sup>6</sup> 4 helpers, running over whole line.<sup>8</sup> In reserve.<sup>5</sup> Balance of route (Newark to Columbus, Ohio, distance 33.10 miles) covered by closed-pouch service. (See Table C.)<sup>6</sup> Covered by Grafton and Chicago R. P. O., 103.82 miles.<sup>7</sup> Distance shown on Grafton and Chicago R. P. O. (1.83 miles).<sup>1</sup> Covered by Grafton and Wheeling R. P. O. (third division), 4.94 miles.<sup>11</sup> Covered by Pittsburgh and Wheeling R. P. O. (second division), 70.56 miles.<sup>12</sup> 32.17 miles of route 46.001 covered by Ogden, Utah, and San Francisco, Cal., R. P. O.<sup>13</sup> Double daily service; 6 clerks on trains 17 and 20, 6 clerks on trains 19 and 18; 1 helper train 19; 3 helpers train 17.

in the United States on June 30, 1890—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>			
695	July 1, 1889	124	4 25.80		6	261,706	139.35	<sup>28</sup>	18 4	9 3	6	1	<sup>27</sup>	
8,719	July 1, 1888		4 25.80	3 25.20	7	207,702	149.10	2	25 0	9 0	4	<sup>52</sup>	8	
9,294	July 1, 1888		4 26.40	3 26.40	7			<sup>61</sup>	15 6	9 0				
34,770	July 1, 1889		4 12	3 12	7									
4,471	July 1, 1889		4 12	3 12	7									
1,107	July 1, 1889		4 26.40	3 24	7									
480	July 1, 1889	23	18.7	66 20	6	95,633	102.18	2	13 5	7 6	3	1	3	
32,785	July 1, 1890	<sup>18</sup> 17 24	20 23.82		14	704,737	160.90	4	40 0	9 5 <sup>1</sup>	12	1	<sup>13</sup> 17	
		19 24.74	18 26.80											
9,503	July 1, 1890	17 26.91	20 27.63											
		19 25.37	18 28.25											
9,166	July 1, 1890	17 28.24	20 23.86											
		19 27.44	18 27.97											
4,737	July 1, 1890	17 20.20	20 23.03											
		19 15.80	18 21.06											
1,234	July 1, 1890	7 24.68	8 20.77		6	52,177	166.70	1	11 0	7 6	1	1	1	
3,130	July 1, 1890	7 27.49	24 27.76		7	173,134	118.58	3	21 0	9 9	4	1	4	
1,693	July 1, 1890	65	28.55	64 28.81										
98	July 1, 1887	3 24.22	4 28.38		7	111,785	102.68	<sup>18</sup> 4	22 0	9 3	1	1	7	
		3 24.18	4 26.02		7	241,076	171.97							
262	July 1, 1888	2 11.40	1 10.80		6	22,423	71.64	1	10 0	6 6			1	
2,389	July 1, 1889	7 25	8 24		6	<sup>1850</sup> 389	107.30	1	20 5	8 11	3	1	3	
		3 23.76	2 24		6	50,389		1	16 4	8 10				
								<sup>61</sup>	20 5	8 11				
324	July 1, 1890	71 24.21	72 23.92		6	72,447	115.73	1	20 0	9 3 <sup>1</sup>	2	1	2	
416	July 1, 1889	501 18	512 16.50		6	21,659	67.28	1	10 0	6 0	1	1	1	
7,247	July 1, 1890	5 26.04	6 26.04		14	61,495	84.24	2	24 6	9 2	2	1	2	
		11 23.87	12 22.73											
7,324	July 1, 1890	5 20	6 15											
		11 22.50	12 18											
4,902	July 1, 1890	5 13.50	6 13.50											
		11 13.50	12 13.50											
12,093	July 1, 1887	1 22.80	2 21.93		7	<sup>30</sup> 316,185	144.38	<sup>18</sup> 6	50 9	9 2	6	2	<sup>21</sup> 37	
		3 23	4 23		7	316,185	144.38				6 3			
878	July 1, 1887	193 23.27	194 21.84		7	72,526	99.35	1	19 9	7 3	2	1	3	
		191 23.38	192 22.60		6	35,369	113	1	16 4	6 10	1	1		
47,461	July 1, 1887	193 20.76	194 20.76		7									
277	July 1, 1887	199 12.33	200 12.33		6	27,018	86.32	1	10 8	5 8	1	1	1	
302	July 1, 1889	61 25.2	64 27.2		7	119,150	163.22	1	19 7	7 9	2	1	2	
605	July 1, 1888	3 21.6	2 22.4		7	80,854	110.76	1	14 9	8 9	2	1	2	

<sup>14</sup> Balance of route 46014 (247.43 miles), covered by El Paso, Tex., and Los Angeles, Cal., R. P. O. Cars for trains 19 and 20 shown on that line; 40-foot cars authorized.

<sup>15</sup> 1 car in reserve.

<sup>16</sup> East division, Sault de Ste. Marie to Gladstone, Mich. (153.13 miles).

<sup>17</sup> West division, Gladstone, Mich., to Minneapolis, Minn. (343.94 miles).

<sup>18</sup> Double daily service, except Sunday.

<sup>19</sup> Balance of route 43005 (8.74 miles), South Prairie to Carbonado, closed-ponch service (see Table C); additional to Spokane Falls and Portland R. P. O. Puyallup Junction to Tacoma. Balance of route 43005, South Prairie to Tacoma, covered by Spokane Falls, Wash., and Portland, Oregon R. P. O.

<sup>20</sup> Double daily service.

<sup>21</sup> 3 helpers on trains 3 and 4 between Sedalia, Mo., and Chouteau, Ind. T.; 1 clerk detailed as chief clerk, Fort Scott, Kans.; 1 clerk detailed as assistant chief clerk, Fort Scott, Kans.; 2 clerks detailed to transfer service, Sedalia, Mo.

<sup>22</sup> Daily service between Sedalia and Kansas City, Mo., trains 193 and 194; and daily (except Sunday) between Sedalia and Lexington, Mo., trains 191 and 192, 56.50 miles.

<sup>23</sup> Versailles and Lexington, Mo., R. P. O., runs over 2.68 miles of route 28033 between Myrick Sta. (n.o.) and Lexington, Mo.

<sup>24</sup> 10.38 miles distance, route 28001, covered, by St. Louis and Kansas City, Mo., 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>			
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. (Chic., Bur. and Qcy.)..	23014	47.97
Sheboygan and Princeton, Wis.....	10	79.22	Sheboygan, Princeton, Wis. (Chic. and No. West.)..	25019	79.22
Sheffield and Jasper, Ala.....	4	87.70	Sheffield, Jasper, Ala. (Birm., Shef. and Tenn. River Rwy.)..	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
Sidell and Sedan, Kans. <sup>2</sup> .....	7	58.46	Sidell, Peru, Kans. (L. and C. V. A. L.)...	33078	52.91
			Peru, Sedan, Kans. (D. M. and A.) .....	33056	( <sup>3</sup> )
			(part)		
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., M. and Om.)..	34003	( <sup>4</sup> )
			Emerson, Norfolk, Nebr. (Chi., St. P., M. and Om.)..	(part)	
				34021	47.09
Sioux City, Iowa, and Omaha, Nebr.	6	123.96	Sioux City, Iowa, Omaha, Nebr. (Chi., St. P., M. and Om.)..	34003	124.30
Skowhegan and Portland, Me.....	1	103	Skowhegan, Portland, Me. (Me. Cen.) .....	5	102.02
Slatington and Reading, Pa.....	2	43.63	Slatington, Reading, Pa. (P. and R.) .....	8089	44.11
Smithville, Ga., Columbia, Ala.	4	86.70	Smithville, Albany, Ga. (S. W. R. R.) .....	15039	24.12
			Albany, Ga., Columbia, Ala. (S. W. R. R.) ..	15040	63.63
Snoqualmie and Seattle, Wash. <sup>7</sup>	8	56.37	Snoqualmie, Seattle, Wash. (Seattle, Lake Shore and Eastern Rwy.)..	43018	56.37
Sodus Point, and Stanley, N. Y.	2	34.03	Sodus Point, Stanley, N. Y. (N. C.) .....	6090	33.89
Solomon City, and Beloit, Kans.	7	57.86	Solomon City, Beloit, Kans. (U. P.) .....	33025	57.86
Solon, and Portland, Me. <sup>8</sup> .....	1	113.16	Solon, Oakland, Me. (Som.) .....	18	35.19
			Oakland, Portland, Me. (Me. Cen.) .....	<sup>9</sup> 5	( <sup>10</sup> )
			(part)		
South Amboy, N. J., and Philadelphia, Pa.	2	62.92	South Amboy, Camden, N. J. (Penna.) .....	7005	61.20
South Bend and Terre Haute, Ind.	5	181.85	South Bend, Terre Haute, Ind. (Terre Haute and Ind'pls.) ..	22013	185.56
So. Londonderry and Brattleboro, Vt.	1	36.47	So. Londonderry, Brattleboro, Vt. (Cent. Vt.)..	2016	36.36
Sparta and Tullahoma, Tenn.....	5	61.15	Sparta, Tullahoma, Tenn. (Nash., Chatt. and St. L.)..	<sup>11</sup> 19013	60.54
			(part)		
Sparta and Viroqua, Wis.....	10	35.65	Sparta, Viroqua, Wis. (C. M. and St. P.)...	25034	37.76
Spartanburg, S. C., Augusta, Ga.	4	134.21	Spartanburg, Greenwood, S. C. (P. R. and W. C. Rwy.)..	14021	66.20
			Greenwood, S. C., Augusta, Ga. (P. R. and W. C. Rwy.)..	15037	67.75
Spofford and Eagle Pass, Tex. <sup>14</sup>	11	34.66	Spofford, Eagle Pass, Tex. (G., H. and S. A.)..	31043	34.66
Spokane Falls and Almira, Wash. <sup>15</sup>	8	103.43	Spokane Falls, Cheney, Wash. (Northern Pacific R. R.) ..	43009	(part)
			Cheney, Almira, Wash. (Northern Pacific R. R.)..	43021	87.43
			(part)		
Spokane Falls, Wash., and Genesee, Idaho.	8	113.50	Spokane Falls, Marshall, Wash. (Northern Pacific R. R.)..	43009	( <sup>16</sup> )
			Marshall, Wash., Genesee, Idaho (Spokane and Palouse Rwy.)..	(part)	
				43015	104.31

<sup>1</sup> Reserve car.<sup>2</sup> Reported last year as Yates Centre and Sedan, Kans., R. P. O. Decrease distance, 18.13 miles; in effect May 18, 1890.<sup>3</sup> Clerk is relieved every third week by additional clerk on Fort Scott, Kans., and Webb City, Mo., R. P. O., who alternates between this line, the Fort Scott, Kans. and Webb City, Mo., and Arcadia and Cherry Vale, Kans., R. P. O's.<sup>4</sup> 5 miles of route 33056 covered by Nevada, Mo., and Winfield, Kans., R. P. O.<sup>5</sup> Reserve.<sup>6</sup> Distance (29 miles) covered by Sioux City, Iowa, Omaha, Nebr., R. P. O.<sup>7</sup> New service established April 23, 1890.<sup>8</sup> Line extended to Solon, Me., March 26, 1890.<sup>9</sup> Balance of route covered by Skowhegan and Portland R. P. O. (24.22 miles).<sup>10</sup> Covered by Skowhegan and Portland R. P. O. (77.80 miles).<sup>11</sup> Clerk runs between Oakland and Portland as assistant to Skowhegan and Portland clerk.

in the United States on June 30, 1890—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 schedule).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are 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.			
457	July 1, 1888	49	14.1	50	14.7	6	28,953	92.80	1	<i>7 9</i>	<i>6 4</i>	1	1	1
213	July 1, 1887	9	26.64	10	26.85	6	30,029	98.94	1	<i>7 8</i>	<i>6 11</i>	1	1	1
576	July 1, 1887	201	20.44	202	20.44	6	49,591	79.22	1	12 10	9 2	2	1	2
234	July 1, 1889	1	23.2	2	23.2	6	54,724	175.40	1 <sup>2</sup>	16 0	9 0	1	1	1
670	July 1, 1890	2	18.46	1	19.50	7	171,126	117.21	1	14 0	7 0	4	1	4
667	July 1, 1890	2	16.22	1	16.76	-----	-----	-----	1	13 0	7 4	-----	-----	-----
173	July 1, 1889	1	10.75	2	10.32	6	54,030	86.31	2	8 0	7 0	2	1	2
252	July 1, 1890	489	15.12	490	14.43	7	54,367	111.77	1	16 4	6 10	1 <sup>1</sup>	1	1
707	July 1, 1890	489	23.08	490	23.08	7	-----	-----	-----	-----	-----	-----	-----	-----
7,209	July 1, 1887	2	31.45	1	29.42	7	55,553	76.10	1 <sup>4</sup>	17 9	9 3	2	1	2
1,831	July 1, 1890	11	23.20	12	20.47	6	47,632	152.18	1	20 11	9 4	1	1	1
1,480	July 1, 1890	11	21.09	12	20.14	-----	-----	-----	-----	-----	-----	-----	-----	-----
1,831	July 1, 1890	1	26.57	2	27.55	6	77,596	123.96	2	22 2	9 4	2	1	2
2,250	July 1, 1889	12	25.52	13	26.06	6	64,478	103	1	40 4	9 0	2	1	2
250	July 1, 1889	2	22.05	3	21.50	6	27,312	87.26	1	40 1	8 11	1	1	1
2,587	July 1, 1888	33	35.2	34	35.6	6	54,330	173.58	1	8 0	6 8	1	1	1
451	Apr. 1, 1890	33	14.3	34	13.8	6	-----	-----	1	16 0	9 0	1	1	1
371	July 1, 1890	2	18	3	17.89	6	35,288	112.74	1	24 6	9 2	1	1	1
210	July 1, 1889	166	24.75	163	23.29	6	21,303	68.06	1	8 6	6 6	1	1	1
863	July 1, 1890	261	28.93	262	26.70	7	42,238	115.72	1	17 7	9 0	1	1	1
528	July 4, 1889	2	22.32	1	20.50	6	66,702	113.16	1	14 6	6 6	2	1	2
2,250	July 1, 1889	2	( <sup>11</sup> )	1	( <sup>11</sup> )	-----	-----	-----	-----	-----	-----	-----	-----	-----
1,354	July 1, 1889	315	27.55	318	26.95	6	123,388	125.84	1	15 0	8 6	1	1	2
519	July 1, 1888	339	26.01	306	24	6	39,368	-----	1	15 0	8 6	1	1	1
413	July 1, 1889	53	25.20	52	25.80	6	115,090	123.57	3	16 0	9 2	3	1	3
413	July 1, 1889	1	12.34	2	12.34	6	22,830	72.94	1	10 0	5 6	1	1	1
487	July 1, 1888	72	14.40	71	13.20	6	38,280	122.30	1	11 9	9 0	1	1	1
397	July 1, 1887	503	27.82	502	21.81	6	22,316	71.30	1	12 2	7 3	1	1	1
344	July 1, 1888	12	25	11	21.8	7	97,973	134.21	1	24 10	9 4	2	1	2
520	July 1, 1888	12	22.6	11	22.1	7	-----	-----	1 <sup>1</sup>	22 11	9 1	-----	-----	-----
403	July 1, 1890	126	29.70	123	29.70	7	18,924	69.32	1	9 11	6 11	1	1	1
5,707	July 1, 1890	11	28	12	28	7	75,504	103.43	2	23 7	8 10	2	1	2
509	July 1, 1890	11	17.48	12	21.06	-----	-----	-----	-----	-----	-----	-----	-----	-----
5,707	July 1, 1890	9	20.88	10	20.88	7	82,855	113.50	2	24 6	9 2	2	1	2
678	July 1, 1890	9	20.06	10	20.45	-----	-----	-----	-----	-----	-----	-----	-----	-----

<sup>12</sup> Double daily service, except Sunday.<sup>13</sup> Balance of route (Bon Air Coal Mine to Sparta, Tenn., 7.12 miles) covered by closed-pouch service. (See Table C.)<sup>14</sup> October 1, 1889, Houston and Eagle Pass R. P. O. changed to Houston and El Paso, Tex., R. P. O., via Spofford, thereby changing the service, which makes this known as the Spofford and Eagle Pass, Tex., R. P. O.<sup>15</sup> New service established April 18, 1890, additional to Spokane Falls, Wash., and Portland,

Oregon, Spokane Falls to Cheney; Spokane Falls to Cheney on route 43009.

<sup>16</sup> 8.70 miles, Spokane Falls to Marshall, additional to Spokane Falls, Wash., and Portland, Oregon, R. P. O.; 16.50 miles covered by Pasco, Wash., and Umatilla, Oregon, R. P. O.; 144.81 mile 4 of route 43009, Spokane Falls to Pasco, covered by Spokane Falls, Wash., and Portland, Oregon, R. P. O. Balance of route covered by Helena and Spokane Falls R. P. O. (See Table A, Tenth Div.)

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>			
Spokane Falls, Wash., and Pendleton, Oregon. <sup>1</sup>	8	252.73	Spokane Falls, Rockford, Wash. (Washington and Idaho R.R.). Rockford, Colfax, Wash. (Columbia and Palouse R.R.). Colfax, La Crosse Juno. (n.o.), Wash. (Columbia and Palouse R.R.). La Crosse Juno., Riparia, Wash. (Oregon Rwy. and Navigation Co.). Riparia, Bowles Juno., Wash. (Oregon Rwy. and Navigation Co.). Bowles Juno., Walla Walla, Wash. (Oregon Rwy. and Navigation Co.). Walla Walla, Wash., Pendleton, Oregon (Oregon Rwy. and Navigation Co.).	43022 43016 43006 (part) 43019 43010 43008 (part) 43017	28.58 61.56 *35.80 24.60 31.80 *24.20 47.43
Spokane Falls, Wash., and Portland, Oregon.	8	550.92	Spokane Falls, Pasco, Wash. (Northern Pacific R.R.). Pasco, South Prairie, Wash. (Northern Pacific R.R.). South Prairie, Tacoma, Wash. (Northern Pacific R.R.). Tacoma, Wash., Portland, Oregon (Northern Pacific R.R.).	43009 (part) 43011 (part) 43005 (part) 43001 (part)	*144.81 233.61 *25.15 144.66
Springfield and Alton, Ill. ....	6	89.86	Springfield and Newbern, Ill. (St. L., Alt. and Spr.).	23063 (part)	*76.20
Springfield and Chadwick, Mo.	7	35.63	Newbern, Alton, Ill. (St. L., Alt. and Spr.). North Springfield (Sta. A. Springfield), Chadwick, Mo. (St. L. and S. F.).	23107 28053	..... 35.63
Springfield, Mass., and Hartford, Conn.	1	32.29	Springfield, Mass., Hartford, Conn. (N. Y. and N. Eng.).	5016	32.29
Springfield, Ohio, and Indianapolis, Ind.	5	139.48	Springfield, Ohio, Indianapolis, Ind. (Ind., Bloom. and West.).	21057	139.51
Springfield and Litchfield, Ill. ....	6	45.52	Springfield, Litchfield, Ill. (St. L., Alton and Spr.).	23093	45.64
Springfield, Ohio, and Richmond, Ind.	5	77.40	Springfield, Xenia, Ohio. (Pitts., Cin. and St. L.). Xenia, Dayton, Ohio. (Pitts., Cin. and St. L.). Dayton, Ohio, Richmond, Ind. (Pitts., Cin. and St. L.).	21027 21011 21030	20.07 16.73 42.08
Springfield and Wellston, Ohio.	5	118.54	Springfield, Wellston, Ohio (Ohio South.).	21058	118.48
State Line and Rhinecliff, N. Y.	2	42.53	State Line, Rhinecliff, N. Y. (C. N. E. and W.).	5018 (part)	*42.68
Sterling and Rock Island, Ill. ....	6	52.43	Sterling, Barstow, Ill. (Chi., Bur. and Qcy.). Barstow, Rock Island, Ill. (Chi., Bur. and Qcy.).	23084 23005 (part)	40.75 ..... <sup>(1)</sup>
Stevens Point and Portage, Wis.	10	73.84	Stevens Point, Portage, Wis. (Northern Pacific).	25015	74.13
Stoneboro and New Castle, Pa.	2	35.29	Stoneboro, New Castle, Pa. (W. N. Y. and P.).	8096	35.23
Streator and Fairbury, Ill. ....	6	31.98	Streator, Fairbury, Ill. (Wabash).....	23043	32.05
Streator and Pekin, Ill. ....	6	65.06	Streator, Ancona, Ill. (Atch., Top. and S. Fé). Ancona, Pekin, Ill. (Atch., Top. and S. Fé).	23098 (part) 23051	..... <sup>(1)</sup> 57.50
Suffolk, Va., and Woodley, N. C.	3	38.40	Suffolk, Va., Woodley, N. C. (Suffolk and Carolina).	11,030	38.40
Sumner and Hampton, Iowa.	6	64.08	Sumner, Hampton, Iowa (Chi., St. P. and K. City).	27,051	64.08

<sup>1</sup> Reported last year as Farmington and Pendleton R. P. O., July 8, 1889; extended to Spokane Falls January 30, 1890.

<sup>2</sup> Balance of route 43006, 27.80 miles, Moscow to Colfax, 53.70 miles, La Crosse Junction to Connell, closed-pouch service.

<sup>3</sup> 14.34 miles route 43008, Dayton to Bowles Junction closed-pouch service. (See Table C\*.)

<sup>4</sup> 16.50 miles of route 43009, covered by Pasco and Umatilla lt. P. O. Balance of route reported in tenth division.

<sup>5</sup> Cars on this line reported by tenth division, Helena and Spokane Falls R. P. O.

<sup>6</sup> 1 chief clerk at Portland; 3 clerks, short run Tacoma to Portland, trains 3 and 4.

in the United States on June 30, 1890—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'ge speed (miles).	Train No. inward.	Av'ge speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
1,558	July 1, 1890	522.65	622.86	7	184,493	126.36	2	24 6	9 0	4	1	4		
1,761	July 1, 1890	523.80	619.85											
859	July 1, 1890	527.32	627.30											
2,461	July 1, 1890	524.55	623.42											
2,068	July 1, 1890	521.20	621.16											
1,999	July 1, 1890	521.04	624.20											
3,225	July 1, 1890	523.13	623.13											
5,707	July 1, 1890	120.26	223.40	7	402,172	137.73	(*)	.....	.....	8	1	612		
4,437	July 1, 1890	122.24	222.43											
4,902	July 1, 1890	111.17	222.25											
8,100	July 1, 1890	119.41	217.35											
272	July 1, 1887	315.16 120.73	418.82 421.21	7 6	102,930 56,252	94 89.86	2 2	30 6 11 4½	9 2 6 11	3 2	1 1	2		
416	Jan. 1, 1890	111.60	411.60											
219	July 1, 1887	4313.34	4410.43	7	26,010	71.26	1	12 0	7 0	1	1	1		
796	July 1, 1889	14123.62 14322.20	14222.23 14422.23	6 6	20,213 20,213	129.16	1	10 6	5 10	1	1	1		
1,258	July 1, 1888	528.80	627.90	6	87,314	139.48	2	22 5	8 5	2	1	2		
282	May 17, 1888	125.71	225.71	6	28,495	91.04	1	20 4 20 0	9 6½ 8 10½	1	1	1		
957	July 1, 1888	927	627	6	48,452	154.80	1	21 0	9 0	1	1	1		
2,229	July 1, 1888	928.80	625.20	6										
2,581	July 1, 1888	925.20	626.40	6										
343	July 1, 1888	221.60	123.70	6	74,206	118.54	2	14 6	6 6	2	1	2		
913	July 1, 1889	74.58	1024.70	6	26,624	85.06	1	10 6	6 0	1	1	1		
282	July 1, 1887	724	824	6	32,821	104.86	1	19 8	8 10	1	1	1		
2,233	July 1, 1887	719.88	823.20	6										
810	July 1, 1887	1611.53	1512.18	6	46,224	147.68	1	17 6½ 14 6½	7 6½ 7 6½	1	1	1		
328	July 1, 1889	4722.73	4822.73	6	22,092	70.58	1	14 0	8 2					
106	July 1, 1887	2321.34	2431.29	6	26,019	63.06	1	11 2½	6 11	1	1	1		
960	July 1, 1889	1524.40	1624.40	6	40,727	130.12	1	26 3	9 4	1	1	1		
295	July 1, 1887	1524.43	1627.36											
81	July 1, 1889	117.19	211.80	6	24,038	76.80	1	6 10	5 8	1	1	1		
.....	.....	8514.22	1215.36	6	40,114	128.16	1	13 5	7 7	1	1	1		

\* Balance of route 43005, South Prairie to Cobonado (8.74 miles) closed-pouch service. (See Table C.)

\* Balance of route, Newbern to Grafton, Ill. (9.0 miles) covered by closed pouches. (See Table C.)

\* Reserve.

<sup>10</sup> 67.68 miles covered by Hartford and State Line R. P. O. (first division).

<sup>11</sup> Distance (11.60 miles) covered by Rock Island, Ill., St. Louis, Mo., R. P. O.

<sup>12</sup> In reserve.

<sup>13</sup> Distance (6.10 miles) covered by Chicago, Ill., and Fort Madison, 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 northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Sumter and Pregnalls, S. C. ....	4	60.33	Sumter, Vance, S. C. (Ch. Sum. and North Ry.)	14034	38
			Vance, Pregnalls. (Ch. Sum. North. Ry.)	14022	124.32
Sunbury and Lewistown, Pa. ....	2	51.12	Sunbury, Selin's Grove Junction, Pa. (N. C.)	(part) 14002	(?)
			Selin's Grove Junction, Lewistown Junction, Pa. (Penn.)	(part) 8108	45
Superior, Nebr., and Strong, Kans. ....	7	157.36	Superior, Nebr., Manchester, Kans. (A. T. and S. F.)	33088	80.90
			Manchester, Strong, Kans. (A. T. and S. F.)	33077	476.40
Suspension Bridge and Buffalo, N. Y. <sup>(b)</sup>	2	24.35	Suspension Bridge, Buffalo, N. Y. (N. Y. C. and H. R.)	(part) 8016	524.98
Switz City, Ind. and Effingham, Ill. ....	6	90.58	Switz City, Ind., Effingham, Ill. (Ind., Ill., and So.)	(part) 23026	90.07
Syracuse, Auburn, and Rochester, N. Y. ....	2	104.71	Syracuse, Rochester, N. Y. (N. Y. C. and H. R.)	8013	104.09
Syracuse and Earlville, N. Y. ....	2	43.60	Syracuse, Earlville, N. Y. (S. O. and N. Y.)	8071	44.52
Talmage and Crete, Nebr. ....	6	58.43	Talmage, Crete, Nebr. (Mo. Pac.)	34038	58.45
Tama and Hawarden, Iowa. ....	5	243.34	Tama, Eagle Grove, Iowa (Chl. and No. West.)	27052	198.34
			Eagle Grove, Hawarden, Iowa (Chl. and No. West.)	(part) 27070	145.30
Tamaroa and Chester, Ill. ....	7	42.90	Tamaroa, Chester, Ill. (W. C. and W.)	23047	42.90
Taylor and Fayetteville, Texas. ....	11	83.29	Taylor, Fayetteville, Texas (M. K. and T.)	31056	83.29
Taylorville and Charlotte, N. C. ....	3	65.69	Taylorville, Charlotte, N. C. (Rich. and Dan.)	13009	65.13
Temple and San Angelo, Tex. ....	1 <sup>c</sup>	237.40	Temple, San Angelo, Texas (G. C. and S. F.)	31040	227.09
			Coleman Junction (n. o.), Coleman, Tex. (G. C. and S. F.)	31051	6.23
Tennile and Dublin, Ga. ....	4	36	Tennile, Wrightsville, Ga. (W. and T. R. R.)	15015	16.74
			Wrightsville, Dublin, Ga. (W. and D. R. R.)	15049	20.09
Terre Haute, Ind., and Peoria Ill. ....	6	176.90	Terre Haute, Ind., Peoria, Ill. (T. H. and Peo.)	23048	177.00
Terre Haute, Washington and Evansville, Ind. ....	5	139.23	Terre Haute, Worthington, Ind. (Evans. and Ind. pla.)	22030	40.91
			Worthington, Evansville, Ind. (Evans. and Ind. pla.)	22026	98.10
Texarkana, Ark., and El Paso, Tex. <sup>(d)</sup>	11	869.22	Texarkana, Ark., Marshall, Tex. (T. and P.)	<sup>(e)</sup> 31010	69.64
			Marshall, El Paso, Tex. (T. and P.)	<sup>(f)</sup> 31009	800
Texarkana, Ark., and Fort Worth, Tex. <sup>(g)</sup>	11	215	Texarkana, Ark., Mount Pleasant, Tex. (St. L., Ark. and Tex.)	(part) 31025	59
			Mount Pleasant, Commerce, Tex. (St. L., Ark. and Tex.)	(part) 31060	57.10
			Commerce, Fort Worth, Tex. (St. L., Ark. and Tex.)	(part) 31067	98.31

<sup>1</sup> 11.20 miles, remainder of route, Elmore to Vance, closed-pouch service (Table C.)<sup>2</sup> 4.90 miles covered by Elmore and Baltimore R. P. O.<sup>3</sup> Cars and clerks shown on route 10002.<sup>4</sup> 43.18 miles distance of route 23077 between Manchester and Barnard, Kans. covered by Manchester and Barnard, Kans., R. P. O., and 12.60 miles of same route between Strong and Bazaar, Kans., covered by closed-pouch service. (See Table C.)<sup>5</sup> Service consisting of registered mail only, performed in baggage car.<sup>6</sup> 4.75 miles covered by closed-pouch service. (See Table C.)<sup>7</sup> Double daily service, except Sunday.<sup>8</sup> Cars and clerks accounted for on trains 16 and 19.<sup>9</sup> Clerk accounted for on Rochester and S. B. R. P. O.<sup>10</sup> In reserve.<sup>11</sup> 1 car in reserve.<sup>12</sup> Balance of route, 66.30 miles, covered by Lake Crystal, Minn., and Eagle Grove, Iowa, R. P. O.<sup>13</sup> 1 helper.<sup>14</sup> Balance of route (126.37 miles) covered by Oakes, S. Dak., and Hawarden, Iowa, R. P. O.<sup>15</sup> Reserve.<sup>16</sup> 1 clerk detailed to transfer duty at Peoria, Ill.

in the United States on June 30, 1890—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>			
348	Mar. 3, 1890	222.5	322.5	6	37,766	120.66	1	12 0	6 6	1	1	1
212	July 1, 1888	222.5	322.5	6								
18,730	July 1, 1889	325	225	6	32,001	103.24	1	15 3	9 3	1	1	1
310	July 1, 1889	325	225	6			( <sup>2</sup> )			( <sup>2</sup> )		
584	July 1, 1890	30221.60	30123.14	7	114,873	157.36	1	23 8	9 2	2	1	2
556	July 1, 1890	30224.13	30121.83	7			1	11 1	6 1			
12,047	July 1, 1889	1626.18	1926.18	6	( <sup>7</sup> )15,243	97.40	( <sup>8</sup> )			1	1	( <sup>9</sup> )
211	July 1, 1887	428.80	128.80	6	15,243		( <sup>8</sup> )			( <sup>9</sup> )		
		116.07	215.14	6	56,703	181.16	1	17 0	7 7½	1	1	1
6,650	July 1, 1889	1124	1423.54	6	65,548	104.71	3	49 2	9 1	2	2	8
		3724	626.89	6	65,548		1	20 8	8 10	2	2	
380	July 1, 1889	118.85	625.14	6	27,331	87.32	101	20 6	8 10			
172	July 1, 1890	38114.50	38213.13	7	42,654	116.86	112	9 1	8 6	1	1	1
1,338	July 1, 1887	721.77	822.19	6	152,331	121.67	1	20 5	7 0	1	1	1
1,673	July 1, 1887	725.59	826.77				2	24 0	9 2½	4	1	126
568	July 1, 1887	219.81	317.75	6	26,855	85.80	1	13 6	6 6	1	1	1
363	July 1, 1890	1920.80	2019.24	7	60,801	166.58	1	16 7	6 7	1	1	1
394	July 1, 1888	1817.75	1716.62	6	41,122	131.38	1	8 6	7 6	1	1	1
995	July 1, 1890	4119.65	4219.65	7	173,302	158.26	1	13 6	9 0	4	1	4
							2	12 6	9 0			
229	July 1, 1890	527	11.40	537			121	10 6	9 0			
53	May 1, 1885	516	214	546								
		316	214		22,464	72	1	8 10	7 1	1	1	1
279	July 1, 1888	316	214									
399	July 1, 1887	223.60	124.14	6	110,739	117.93	13	17 10½	7 3	3	1	164
414	July 1, 1888	3322.20	3224.60	6	87,158	139.23	1	14 3	9 0	2	1	173
469	July 1, 1888	3322.80	3222.80	6			1	10 3	9 0			
14,010	July 1, 1890	319.90	419.90	7	707,630	144.87	3	52 0	9 3	4	2	226
		119.90	226.89	7	185,544	127.08	6	21 4	9 2	4	2	
3,420	July 1, 1890	321.62	421.06				1	23 0	9 0	8	1	
		13221.62	13121.06				1	21 0	9 1			
							182	21 0	9 1			
1,155	July 1, 1890	319.66	419.66	7	115,819	143.33	181	20 0	9 1			
							2	23 6	8 0	3	1	3
347	July 1, 1890	320	419									
161	July 1, 1890	318.43	419.66									

<sup>1</sup> 1 clerk detailed as transfer clerk at Evansville, Ind.<sup>2</sup> Double daily service between Texarkana, Ark., and Fort Worth, Tex. Service on trains 3 and 4 divides on Fort Worth, Tex. Full R. P. O. cars on trains 3 and 4 between Texarkana, Ark., and Fort Worth, Tex.; 52-foot cars on run. Department pays for 40 feet only. This service in effect Feb. 16, 1890.<sup>3</sup> Texarkana, Ark., and Lard-do, Tex., R. P. O. also runs over route 31010 (59.64 miles) between Texarkana, Ark., and Marshall, Tex.<sup>4</sup> 2 clerks detailed to office of superintendent; 1 helper daily between Fort Worth and Eastland, Tex. (95 miles).<sup>5</sup> Also runs over route 31009 between Marshall

and Longview, Tex. (23.50 miles); 40.44 miles balance of route 31009, between Strevport, La., and Marshall, Tex., covered by New Orleans, La., and Marshall, Tex. R. P. O. Trains 132 and 131 between Sierra Blanca and El Paso, Tex.

<sup>6</sup> May 2, 1890, service extended to Texarkana, Ark. This takes up and discontinues the Commerce and Fort Worth, Tex. R. P. O. also takes up that portion of Mount Pleasant and Sherman R. P. O. between Mount Pleasant and Commerce, Tex. (See Commerce and Sherman R. P. O.) This change makes additional service over the Texarkana, Ark., and Gatesville, Tex., R. P. O. between Texarkana, Ark., and Mount Pleasant, Tex. (59 miles).

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Texarkana, Ark., and Gatesville, Tex. <sup>1</sup>	11	305.39	Texarkana, Ark., Gatesville, Tex. (St. L., Ark. and Tex.).	31025	305.39
Texarkana, Ark., and Laredo, Tex.	11	597	Texarkana, Ark., Marshall, Tex. (T. and P.).	31010	( <sup>2</sup> )
			Marshall, Longview, Tex. (T. and P.)....	<sup>2</sup> 31009	23.51
			Longview, Palestine, Tex. (L. and G. N.)....	<sup>6</sup> 31006	81.30
Texarkana, Ark., and Whitesborough, Tex.	11	173.74	Palestine, Laredo, Tex. (L. and G. N.)....	31007	415.80
Thomaston and Long Island City, N. Y.	2	14.28	Texarkana, Ark., Whitesborough, Tex. (T. and P.).	31011	173.44
			Thomaston, Whitestone Junction, N. Y. (L. I.).	6120	7.26
			Whitestone Junction, Long Island City, N. Y. (L. I.).	6094 (part)	* 7.01
Titusville and Sanford, Fla. ....	4	47.75	Titusville, Enterprise Junction (n. o.), Fla. (J., T. and K. W. Ry.).	16025	40.69
			Enterprise Junction (n. o.), Sanford, Fla. (J., T. and K. W. Ry.).	16018	( <sup>11</sup> )
Toccoa and Elberton, Ga. ....	4	50.62	Toccoa, Elberton, Ga. (R. and D. R. R.)....	15026	50.62
Toledo, Ohio, and Allegan, Mich.	9	157.42	Toledo, Ohio, Allegan, Mich. (C., J. and M.).	24019	156.92
Toledo and Columbus, Ohio....	5	125.59	Toledo, Columbus, Ohio (Col., Hock. Val. and Tol.).	21053	123.70
Toledo, Ohio, and Frankfort, Ind.	5	207.20	Toledo, Delphos, Ohio (Tol., St. L. and Kas. City).	21061	74.11
			Delphos, Ohio, Kokomo, Ind. (Tol., St. L. and Kas. City).	21065	108.24
			Kokomo, Frankfort, Ind. (Toledo, St. L. and Kas. City).	22033	25.77
Toledo and Kenton, Ohio <sup>14</sup> ....	5	73.05	Toledo, Kenton, Ohio (Tol., Col. and Cin.).	21091	72.49
Toledo, Ohio, and La Fayette, Ind.	5	295.08	Toledo, Ohio, La Fayette, Ind. (Wabash).	21019 (part)	( <sup>12</sup> )
Toledo and Mansfield, Ohio....	5	87.15	Toledo, Mansfield, Ohio (Penns. Co.)....	21043	86.25
Toledo and Marietta, Ohio.....	5	263.21	Toledo, Zoar Station, Ohio (Wheel and Lake Erie).	<sup>17</sup> 21080	157.20
			Valley Junction (n. o.), Marietta, Ohio (Cleve. and Mar.).	21040	106.03
Toledo, Ohio, and St. Louis, Mo. <sup>10</sup>	5	437.74	Toledo, Ohio, Decatur, Ill. (Wabash) .....	21019 (part)	<sup>20</sup> 203.10
			Decatur, East St. Louis, Ill. (Wabash) ....	23023	( <sup>22</sup> )
Toledo, Thurston, and Columbus, Ohio.	5	177.43	Toledo, Thurston, Ohio (Tol. and Ohio Cen.).	21055	148.13
			Thurston, Columbus, Ohio (Tol. and Ohio Cen.).	21068 (part)	( <sup>24</sup> )
Tomahawk and Tomah, Wis....	10	131.06	Tomahawk, Tomah, Wis. (C., M. and St. P.).	<sup>28</sup> 25021 (part)	130.10

<sup>1</sup> Texarkana, Ark., and Fort Worth, Tex., R. P. O. runs over this line to Mount Pleasant, Tex., making double daily service between Texarkana, Ark., and Mount Pleasant, Tex. (59 miles).

<sup>2</sup> Texarkana and El Paso, Tex., R. P. O. runs over route 31010 between Texarkana, Ark., and Marshall, Tex. (69.64 miles); also runs over route 31009 between Marshall and Longview, Tex. (23.51 miles).

<sup>3</sup> Six crews, 2 men to crew, between Texarkana, Ark., and San Antonio, Tex.; three crews, 1 man to crew, between San Antonio and Laredo, Tex.; two crews, 1 man to crew, between Taylor and San Antonio, Tex.; double daily service between Taylor and San Antonio, Tex. (118.50 miles); 1 helper daily between Taylor and Austin, Tex. (36 miles). January 27, 1890, line extended to begin at Texarkana, Ark.; increased distance 179 miles. This curtails the Texarkana and Gal-

veston, Tex., R. P. O. at Palestine, Tex.

<sup>4</sup> Reserve.

<sup>5</sup> Balance of route 31006 covered by Palestine and Galveston, Tex., R. P. O.

<sup>6</sup> Acting clerk additional.

<sup>7</sup> Triple daily service, except Sunday.

<sup>8</sup> 4.35 miles covered by closed-pouch service. (See Table C.)

<sup>9</sup> Cars and clerks shown on route 6120.

<sup>10</sup> 1 car in reserve.

<sup>11</sup> 7 miles shown as Jack, and Tampa R. P. O.

<sup>12</sup> 1 clerk appointed to the Ashley and Muskegon R. P. O., alternates between the Ashley and Muskegon and Toledo and Allegan R. P. O.'s, as relief clerks.

<sup>13</sup> 3 cars in reserve.

<sup>14</sup> This line was formerly the Toledo and Findlay R. P. O. On May 19, 1890, the run of clerk was extended to Kenton, Ohio, increasing distance 28.47 miles.

in the United States on June 30, 1890—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.			
Lbs.								<i>Ft.</i>	<i>In.</i>			
1,155	July 1, 1890	1	19.38	2	20.13	7	222,934	122.16	3	22	0	5
14,010	July 1, 1890	5	21.64	6	20.89	7	435,610	132.22	2	22	3	18
3,420	July 1, 1890	5	23.51	6	23.51				1	21	3	1
3,620	July 1, 1890	1	21.90	2	23.92				4	26	0	
5,280	July 1, 1890	3	21.90	4	21.90	7	85,045	116.50				
1,343	July 1, 1890	31	23	32	22.18	7	126,830	115.82	1	21	0	3
423	July 1, 1889	218	19.25	205	20	6	8,939	85.68	1	20	7	(*)
		234	18.50	223	18.50	6	8,939					
846	July 1, 1889	256	16.30	239	20.20	6	8,939					
		218	33.30	205	21.03	6			(*)			
		234	22.24	223	21.03	6			(*)			
580	Mar. 27, 1886	256	22	239	20.23	6			(*)			
		52	20	53	20	6	29,796	95.50	102	13	4	1
2,990	Feb. 11, 1885	52	14	53	14	6						
286	July 1, 1888	1	12.5	2	13	6	31,586	101.24	1	10	1	1
582	July 1, 1888	22	25.64	21	26.74	6	98,545	104.95	103	11	6	12
1,604	July 1, 1888	34	30	33	29.40	6	78,619	125.59	126	15	9	2
515	July 1, 1888	1	26.40	2	28.20	6	129,707	103.60	105	20	0	4
450	July 1, 1888	1	26.40	2	27.60	6						
506	July 1, 1888	1	24	2	24	6						
285	July 1, 1888	6	19.20	5	20.40	6	30,803	146.10	1	17	7	1
13,486	July 1, 1888	41	31.20	40	33	6	128,380	102.54	3	36	0	10
745	July 1, 1888	20	25.80	1	23.75	6	54,556	87.15	102	21	0	2
883	July 1, 1888	5	24.60	6	25.80	6	164,769	131.60	1	10	8	4
807	July 1, 1888	5	24	6	23.40	6			102	15	8	1
13,480	July 1, 1888	43	32.40	42	34.20	7	319,550	145.91				30
12,380	July 1, 1887	43	30.60	42	34.20	7						
887	July 1, 1888	2	24	1	23.40	6	111,071	118.29	103	18	6	3
1,019	July 1, 1888	2	24	1	24.60	6						
702	Aug. 3, 1888	2	26.91	3	26.91	6	84,044	131.66	1	23	1	2
									1	20	8	

<sup>15</sup> Covered by Toledo and St. Louis R. P. O., (203.10 miles).

<sup>16</sup> These clerks are appointed to Toledo and St. Louis R. P. O., and are shown with that line.

<sup>17</sup> Balance of route (Zoar Station to Bowerston, Ohio, 18.42 miles) covered by closed-pouch service. (See Table C.)

<sup>18</sup> In reserve.

<sup>19</sup> This line, together with Toledo and La Fayette, La Fayette and Quincy, and Chicago, Decatur and St. Louis R. P. O.'s, forms double daily service between Toledo, Ohio, and St. Louis, Mo.

<sup>20</sup> This is the distance, Toledo, Ohio, to La Fayette, Ind. Whole of route 21019 is Toledo, Ohio, to Quincy, Ill., 474.25 miles. The Toledo and St. Louis R. P. O. runs over this route between Toledo, Ohio, and Decatur, Ill., distance 322.90 miles, but only that part of contract route between Toledo, Ohio, and La Fayette, Ind., distance 203.10 miles, is shown by

fifth division. Balance of route (La Fayette, Ind., to Quincy, Ill., 271.15 miles) is covered by La Fayette and Quincy R. P. O. (See sixth division report.)

<sup>21</sup> Night line only.

<sup>22</sup> 4 clerks, in apartment car, between Toledo, Ohio, and La Fayette, Ind. (see Toledo and La Fayette R. P. O.); 2 clerks act as helpers, between Toledo, Ohio, and Attica, Ind., distance 224.90 miles, three days per week each; 1 clerk detailed chief clerk, Toledo, Ohio; 1 clerk detailed transfer clerk at Fort Wayne, Ind., and 1 clerk detailed transfer clerk at La Fayette, Ind.

<sup>23</sup> Covered by Chicago, Decatur, and St. Louis R. P. O. (sixth division), 113.66 miles.

<sup>24</sup> Covered by Columbus and Charleston R. P. O. (28.70 miles).

<sup>25</sup> Balance of route (31.86 miles) covered by Milwaukee and Tomahawk, Wis., pouch service (See Table C.)

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>			
Topeka and Fort Scott, Kans. <sup>1</sup>	7	130.79	Topeka, Fort Scott, Kans. (K., N. and D.)	33060	130.79
Topeka and Osawatimie, Kans. <sup>4</sup>	7	74.91	Topeka, Lomax Junction (n. o.), Kans. (K., N. and D.), Lomax Junction (n. o.), Ottawa, Kans. (C. G., O. C. and O.).	33060 (part) 33067 (part) 33033 (part)	( <sup>5</sup> ) ( <sup>7</sup> ) ( <sup>7</sup> )
Towanda and Bernice, Pa. ....	2	30.72	Osawatimie, Ottawa, Kans. (Mo. Pac.).... Towanda, Monroe Station, Pa. (S. L. and S.).	8069 (part)	\$5.00
Tower City and Lebanon, Pa. ...	2	42.26	Monroe Station, Bernice, Pa. (S. L. and S.).	8060 (part)	24.10
Townsend, Del., and Centreville, Md.	2	35.21	Tower City, Lebanon, Pa. (P. and R.)....	8059	43.53
Tracy, Minn., and Pierre, S. Dak.	10	255.69	Townsend, Del., Centreville, Md. (P., W. and B.).	10010	35.22
Trenton and Adrian, Mich. <sup>11</sup>	9	49.60	Tracy, Minn., Pierre, S. Dak. (Chi. and No. West.).	28031	255.69
Trenton, Mo., and Leavenworth, Kans. <sup>12</sup>	7	103.56	Trenton, Corbus, Mich. (L. S. and M. S.)..	24036 (part)	37.23
Turkey River and West Union, Iowa	6	58.34	Corbus, Adrian, Mich. (L. S. and M. S.)..	24002 (part)	( <sup>13</sup> )
Tyler and Lufkin, Tex. ....	11	89.61	Trenton, Mo., Leavenworth, Kans. (C., R. I. and P.).	27017 (part)	14 60.22
Ukiah and San Francisco, Cal.	8	113.78	Turkey River, West Union, Iowa (Chi., Mil. and St. P.).	27039 (part)	58.63
Union City, Ind., and Dayton, Ohio.	5	47.45	Tyler, Lufkin, Tex. (St. L., Ark. and Tex.).	31044	89.61
Utica and Binghamton, N. Y. ...	2	95.70	Ukiah, San Francisco, Cal. (San Fran. and North Pacific R. R.).	46011	113.45
Utica and Randallville, N. Y. ...	2	31.47	Union City, Ind., Dayton, Ohio (Dayton and Union).	21022	47.37
Valley and Alma, Nebr. ....	6	242	Utica, Norwich, N. Y. (D., L. and W.)....	6041	54.05
Vanceborough and Bangor, Me.	1	114.44	Norwich, Chenango Forks, N. Y. (D., L. and W.).	6040	30.38
Versailles and Lexington, Mo. <sup>22</sup>	7	128.34	Chenango Forks, Binghamton, N. Y. (S., B. and N. Y.).	6065 (part)	( <sup>14</sup> )
Villisca, Iowa, and St. Joseph, Mo. <sup>23</sup>	7	108.04	Utica, Randallville, N. Y. (N. Y., O. and W.).	6057 (part)	31.40
			Valley, Stromsburg, Nebr., (Om. and Rep. Vall.).	34008	90.42
			Stromsburg, Fairfield, Nebr. (K. C. and Om.).	34045	65.49
			Fairfield, Alma, Nebr. (K. C. and Om.)....	34053	87.79
			Vanceborough, Bangor, Me. (Me. Cen.)....	12	114.53
			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.).	28033 (part)	( <sup>25</sup> )
			Villisca, Iowa, Burlington Junction, Mo. (C., B. and Q.).	27009 (part)	37.54
			Burlington Junction, Bigelow, Mo. (K. C., St. Jo. and C. B.).	28044	32.12
			Bigelow, St. Joseph, Mo. (K. C., St. Jo. and C. B.).	28006 (part)	( <sup>27</sup> )

<sup>1</sup> Double daily service over this line between Topeka and Lomax Junction (n. o.), Kans. (See Topeka and Osawatimie, Kans., R. P. O.)

<sup>2</sup> These clerks also perform all service upon Topeka and Osawatimie, Kans., R. P. O.

<sup>3</sup> In reserve.

<sup>4</sup> New service; in effect May 19, 1890.

<sup>5</sup> 39.69 miles of route 33063, between Topeka and Lomax Junction (n. o.), Kans. covered by Topeka and Fort Scott, Kans., R. P. O.

<sup>6</sup> Service performed by clerks on Topeka and Fort Scott, Kans., R. P. O.

<sup>7</sup> 14.10 miles of route 33067, between Lomax Junction (n. o.) and Ottawa, Kans., and 21.49 miles of route 33033, covered by the Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.

<sup>8</sup> 11.65 miles covered by closed-pouch service. (See Table C.)

<sup>9</sup> Cars and clerks shown on route 8069.

<sup>10</sup> 2 helpers between Tracy, Minn., and Huron, S. Dak.

<sup>11</sup> Shown in report of Monroe and Adrian R. P. O.

<sup>12</sup> Runs on route 24002, Corbus to Adrian, Mich., (11 60 miles).

<sup>13</sup> Davenport, Iowa, and Atchison, Kans., R. P. O.; also runs over this line between Trenton and Altamont, Mo., (33.20 miles).

<sup>14</sup> 260.55 miles distance, route 27017, between Davenport, Iowa, and Altamont, Mo., covered by the Davenport, Iowa, and Atchison, Kans., R. P. O.

in the United States on June 30, 1890—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>			
318	July 1, 1890	281	21.21	283	20.93	6	81,874	130.79	1	16 4	6 10	2	1	<sup>2</sup> 2
318	July 1, 1890	283	23.81	284	22.68	6	4,211	74.91	( <sup>6</sup> )	11 2	6 10	( <sup>6</sup> )	( <sup>6</sup> )	( <sup>6</sup> )
2,042	July 1, 1890	204	25.63	203	25.63	6								
2,337	July 1, 1890	204	24.79	203	26.86	6								
88	July 1, 1889	11	19	14	21.17	6	19,231	61.44	1	5 6	5 10	1	1	1
298	July 1, 1889	11	19	14	21.17	6			( <sup>6</sup> )			( <sup>6</sup> )		
278	July 1, 1889	9	18.80	12	25.20	6	26,455	84.52	1	8 5	6 5	1	1	1
535	July 1, 1889	101	17.30	180	28.31	6	22,041	70.42	1	11 10	6 8	1	1	1
2,327	July 1, 1887	1	21.80	2	24.32	6	160,061	127.84	2	24 0	9 2	4	1	<sup>10</sup> 6
290	July 1, 1888	121	29.19	120	30.42	6			31	11 11½	7 8			
550	July 1, 1888	121	31.64	120	24	6	31,056	99.20	1	13 1	7 0	1	1	1
3,017	July 1, 1887	11	24.89	12	24.37	7	75,599	103.59	1	22 6	9 4	2	1	<sup>13</sup> 4
454	July 1, 1887	29	21.75	30	19.34	6	36,511	116.68	1	15 2	7 5	1	1	1
457	July 1, 1890	101	17.06	102	16.30	7	65,415	89.61	1	10 6	7 0	2	1	2
2,419	July 1, 1890	1	22.46	18	22.69	7	83,059	113.78	<sup>16</sup> 2	20 0	8 11	2	1	2
312	July 1, 1888	2	27	3	25.80	6	29,704	94.90	1	10 11	7 6	1	1	1
1,848	July 1, 1889	4	20.25	3	25.51	6	59,908	<sup>17</sup> 100.89	1	20 0	9 0	2	1	2
1,375	July 1, 1889	4	16.36	3	27.69	6			( <sup>18</sup> )			( <sup>18</sup> )		
3,083	July 1, 1889	4	22	3	36.66	6			( <sup>18</sup> )			( <sup>18</sup> )		
899	July 1, 1889	2	19.59	13	23.54	6	19,700	<sup>20</sup> 100.89	1	11 11	7 0	1	1	1
1,734	July 1, 1890	14	24	1	23.22	6	<sup>21</sup> 15,130		1	19 6	7 1			
975	July 1, 1890	49	25.71	50	25.71	6	151,492	161.33	1	13 5	7 0	3	1	<sup>2</sup>
961	July 1, 1890	49	30	50	28.89				1	12 2	7 6			
6,961	July 1, 1889	49	30.77	50	27.47	6	71,639	114.44	1	40 0	9 0	2	2	8
		64	24.01	71	26.84	6	71,639		1	20 3	10 0	2	2	
		2	24.45	11	24.01	6			1	20 8	8 9			
467	July 1, 1887	181	13.61	182	12.95	6	<sup>23</sup> 48,590	<sup>24</sup> 155.24	1	8 4	6 5	1	1	3
373	June 1, 1888	171	15.04	172	14.32	6	<sup>24</sup> 70,826	<sup>24</sup> 113.14	2	16 4	6 10	2	1	
878	July 1, 1887	181	22.25	182	17.42	6								
		171	11.63	172	9.97	6								
		172	8.94	171	10.72	6								
555	July 1, 1887	141	21.45	140	23.71	6	54,239	108.04	1	15 4	8 9	2	1	2
408	July 1, 1887	14	25.70	13	21.41	6								
10,352	July 1, 1887	14	26	13	24.63	6								

<sup>16</sup> 2 helpers between Trenton and Atchison Junction, Mo. (80.60 miles), who also perform all service upon the Atchison Junction, Mo., Atchison, Kans., R. P. O.

<sup>17</sup> 1 reserve car.

<sup>18</sup> Clerks alternate with Utica and Randallville clerks.

<sup>19</sup> Cars and clerks shown on route 6041.

<sup>20</sup> 11.27 miles covered by Oswego and Binghamton R. P. O.

<sup>21</sup> Clerk alternates with Utica and Binghamton clerks.

<sup>22</sup> Trains 1 and 14 do not run beyond Bouckville (24.17 miles).

<sup>23</sup> Double daily (except Sunday) between Tipton and Marshall, Mo.

<sup>24</sup> Trains 181 and 182 run between Versailles and Marshall, Mo. (distance, register to register, 77.62 miles).

<sup>25</sup> Trains 171 and 172 run between Tipton and Lexington, Mo., (distance, register to register, 113.14 miles).

<sup>26</sup> 2.68 miles of route 28033 covered by Sedalia and Kansas City, Mo., R. P. O.

<sup>27</sup> Reported last year as the Villiana, Iowa and Bigelow, Mo., R. P. O. (increase distance, 38.80 miles). In effect January 20, 1890.

<sup>28</sup> 39 miles of route 28006, between Bigelow and St. Joseph, Mo., covered by the Council Bluffs, Iowa, and Kansas City, Mo., 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>			
Wabasha and Zumbrota, Minn.	10	59.20	West Wabasha, Zumbrota, Minn. (C., M. and St. P.).	20022	60.29
Wadena and Fergus Falls, Minn.	10	53.36	Wadena, Fergus Falls, Minn. (Nor. Pac., F. and B. H.).	<sup>1</sup> 26042 (part)	51.95
Wadesborough, N. C., Sumter, S. C.	4	105.43	Wadesborough, N. C., Cheraw, S. C. (Cher. and Salis. R. R.).	14014	26.30
			Cheraw, Florence, S. C., (Cher. and Darlington R. R.).	14006	40.78
			Florence, Sumter, S. C. (W., C. and A. R. R.).	14002	(?)
Waldo and Cedar Keys, Fla. . .	4	71	Waldo, Cedar Keys, Fla. (F. C. and P. R. R.).	<sup>8</sup> 16001 (part)	70.84
Wallis Station and San Antonio, Tex.	11	200.38	Wallis Station, Kenedy, Tex. (S. A. and A. P.).	31057	133.02
			Kenedy, San Antonio, Tex. (S. A. and A. P.).	<sup>4</sup> 31033 (part)	61.60
<i>Washington, D. C., and Charlotte, N. C.</i>	3	382.04	Washington, D. C., Lynchburgh, Va. (Rich. and Dan.).	11002	174.04
			Lynchburgh, Danville Junction (n. o.), Va. (Rich. and Dan.).	11016	65.74
			Danville Junction (n. o.), Va., Charlotte, N. C. (Rich. and Dan.).	11038	142.80
<i>Washington, D. C., and Charlotte, N. C. (short run).</i>	3	174.88	Washington, D. C., Lynchburgh, Va. (Rich. and Dan.).	11002	(?)
Washington, D. C., and Hinton, W. Va.	3	239.40	Washington, D. C., Charlottesville, Va. (Rich. and Dan.).	11002	(?)
			Charlottesville, Va., Hinton, W. Va. (Ches. and Ohio).	11005 (part)	(12)
Washington and Knoxville, Iowa.	6	77.94	Washington, Knoxville, Iowa (Chi., R. I. and Pac.).	27016	78.78
Washington, D. C., and Round Hill, Va.	3	53.35	Washington, D. C., Alexandria Junction (n. o.), Va. (Rich. and Dan.).	11002	(13)
			Alexandria Junction (n. o.), Round Hill, Va. (Rich. and Dan.).	11004	48.30
Washington, D. C., and Strasburgh, Va.	3	97.93	Washington, D. C., Manassas Junction (n. o.), Va. (Rich. and Dan.).	11002 (part)	(14)
			Manassas Junction (n. o.), Strasburgh, Va. (Rich. and Dan.).	11003	62.86
Washington, D. C., and Wilmington, N. C.	3	362.38	Washington, D. C., Richmond, Va. (R. F. and P.).	11001	115.37
			Richmond, Petersburg, Va. (R. and P.).	11008	23.97
			Petersburgh, Va., Weldon, N. C. (Petersburgh).	11009	63.54
			Weldon, Wilmington, N. C. (W. and W.).	13002	161.87
<i>Washington, D. C., and Wilmington, N. C. (short run).</i>	3	116.93	Washington, D. C., Richmond, Va. (R. F. and P.).	11001	(15)
Watertown and Madison, Wis.	10	38.97	Watertown, Madison, Wis. (C., M. and St. P.).	25005	38.97
Watertown and Utica, N. Y.	2	91.93	Watertown, Utica, N. Y. (R. W. and O.).	6087	91.72

<sup>1</sup> Balance of route (67.36 miles) covered by Fergus Falls, Minn., and Milnor, N. Dak., closed-pouch service. (See Table C.)

<sup>2</sup> 39 miles shown as Florence and Augusta R. P. O.

<sup>3</sup> 85 miles reported as Fern and Orlando R. P. O.

<sup>4</sup> 88.50 miles of route 31033, between Kenedy and Corpus Christi, Tex., covered by Kenedy and Corpus Christi, Tex., R. P. O.

<sup>5</sup> These cars in use between Washington, D. C., and Atlanta, Ga.; 3 in reserve.

<sup>6</sup> 6 clerks on short run, Washington, D. C., to Lynchburgh, Va.; 4 helpers on trains 52 and 53, between Washington, D. C., and Charlottesville, Va. (117.42 miles); 4 helpers on trains 52 and 51 between Charlottesville, Va., and Charlotte, N. C. (267.10 miles); 2 helpers on trains 50 and 53 between Danville, Va., and

Charlotte, N. C. (142 miles); 1 examiner and 1 assistant examiner for the third division R. M. S.; 3 detailed to office superintendent third division, R. M. S.; 1 transfer clerk, Charlottesville, Va.

<sup>7</sup> 174.04 miles covered by the Washington and Charlotte R. P. O.

<sup>8</sup> Clerks shown on through line, Washington, D. C., to Charlotte, N. C.

<sup>9</sup> 114.30 miles covered by the Washington and Charlotte R. P. O.

<sup>10</sup> In use between Washington, D. C., and Cincinnati, Ohio.

<sup>11</sup> 1 helper between Clifton Forge, Va., and Hinton, W. Va. (80.11 miles).

<sup>12</sup> 174.83 miles covered by the Richmond and Hinton R. P. O.

in the United States on June 30, 1890—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>			
310	July 1, 1887	1 12	2 14.11	6	37,050	118.40	1	10 5	6 10	1	1	1		
289	July 1, 1887	107 18.31	108 21.43	6	33,403	106.72	1	23 9	8 11	1	1	1		
349	July 1, 1888	63 23.2	62 23.2	6	65,788	105.43	1	28 9	8 9	2	1	2		
476	July 1, 1888	63 23.2	62 23.2	6										
8,664	July 1, 1888	63 32.5	62 36	6										
1,883	July 1, 1888	13 13.7	14 12.4	6	44,304	142	1	18 0	8 2	1	1	1		
567	July 1, 1890	2 22.17	1 19.05	6	126,046	133.72	2	17 0	9 0	4	1	4		
689	July 1, 1890	2 24.40	1 24.40											
39,071	July 1, 1889	50 28.14	53 29.58	7	278,889	127.34	* 9	60 0	9 0	6	3	* 58		
30,736	July 1, 1889	52 28.92	51 26.10	7	278,889	127.34								
30,218	July 1, 1889	50 24.05	53 27.20											
30,071	July 1, 1889	52 24.96	51 25.78											
30,071	July 1, 1889	50 26.30	53 31.73											
30,071	July 1, 1889	52 31.15	51 28.84											
30,071	July 1, 1889	58 26.10	59 25.46	7	127,370	116.32	2	41 2	8 10	3	2	(*)		
30,071	July 1, 1889	56 30.58	57 30.86	7	211,262	144.70	18 5	20 0	9 0	4	1	11 5		
2,614	July 1, 1889	3 27.97	4 29.54											
703	July 1, 1887	15 22.28	16 21.27	6	48,790	155.88	1	23 6	9 4	1	1	1		
30,071	July 1, 1889	141 18	142 18	6	33,397	106.70	2	16 0	6 2	1	1	1		
793	July 1, 1889	141 19.36	142 20.13											
30,071	July 1, 1889	144 24.08	145 20.54	6	61,304	97.93	1	12 9	6 9	2	1	2		
602	July 1, 1889	144 21	145 21.06											
27,577	July 1, 1889	23 26.86	78 27.53	7	264,537		18 8	50 0	8 9	5	3	18 51		
21,109	July 1, 1889	27 31.64	14 30.10	7	264,537									
19,231	July 1, 1889	23 30.66	78 21.22											
15,606	July 1, 1888	27 36.48	14 33.65											
25,577	July 1, 1889	23 28.59	78 29.28											
1,074	July 1, 1888	27 34.53	14 31.82											
3,816	July 1, 1889	23 30.26	78 28.06											
		27 38.42	14 36											
		123 24.08		6	36,599		(17)					2	2	(17)
		221 29.19	244 29.19	12	48,790	155.88	1	14 8	7 5½	1	1	1		
		223 15.64	206 14.68											
		202 25.09	205 25.67	6	57,548	151.14	1	20 0	6 6	1	1	(18)		

<sup>13</sup> 4.80 miles covered by the Washington and Charlotte, R. P. O.; 1.80 miles covered by closed-pouch service. (See Alexandria and Alexandria Junction (n.o.), Va., Table C.)

<sup>14</sup> 34.92 miles covered by the Washington and Charlotte R. P. O.

<sup>15</sup> 4 clerks on short run, Washington, D. C., to Richmond, Va.; 2 helpers on trains 23 and 78 between Washington, D. C., and Richmond, Va. (116.93 miles); 2 helpers on trains 27 and 78 between Washington, D. C., and Petersburg, Va. (138.44 miles); 2 helpers on trains 27 and 78 between Washington, D. C., and Richmond, Va. (116.93 miles); 1 helper on trains 27 and 78 between Washington, D. C., and Richmond, Va. (116.93 miles), four days in each week; 1 chief clerk at Washington, D.

C.; 6 clerks detailed to the office of the General Superintendent R. M. S.; 3 to office of superintendent third division, R. M. S.; 4 transfer clerks at Washington, D. C.; 1 transfer clerk at Richmond, Va.; 1 transfer clerk at Weldon, N. C.; 1 acting clerk additional 3 in reserve.

<sup>16</sup> 115.37 miles covered by the Washington and Wilmington R. P. O.

<sup>17</sup> Clerks return on train 14. Half trips. Clerks and cars shown on through line, Washington, D. C., and Wilmington, N. C.

<sup>18</sup> Short run, Ogdensburg and Utica R. P. O.

<sup>19</sup> Clerk alternates with Ogdensburg and Utica clerk.

<sup>20</sup> Clerk accounted for on Ogdensburg and Utica 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>			
Waycross, Ga., and Chattahoochee, Fla.	4	164.21	Waycross, Thomasville, Ga. (S. F. and W. Ry.). Thomasville, Climax, Ga. (S. F. and W. Ry.). Climax, Ga., Chattahoochee, Fla. (S. F. and W. Ry.).	15018 (part) 15031 (part) 15044	104.14 28.57 32.17
Weldon and Greenville, N. C. . . .	3	66.03	Weldon, Halifax, N. C. (Wilm. and Weldon). Halifax, Greenville, N. C. (Wilm. and Weldon).	13002 (part) 13019	(4) 58.23
Wells River and Montpelier, Vt.	1	38.64	Wells River, Montpelier, Vt. (Mont. and W. Riv.).	2012	38.88
Wellsville and Bellaire, Ohio. . .	5	46.82	Wellsville, Bellaire, Ohio (Penna. Co.). . . .	21603 (part)	46.59
Wellsville, N. Y., and Bradford, Pa.	2	56.65	Wellsville, N. Y., Eldred, Pa. (B., E. and C.). Eldred, Kinzua Junction, Pa. (B. B. and K.). Kinzua Junction, Bradford, Pa. (B. B. and K.).	6049 8123 8132 (part) 37002	33.15 14.17 10.30 123.21
Wendover and Cheyenne, Wyo.	6	123.67	Wendover, Cheyenne, Wyo. (Chey. and North.).	23058	74.99
West Lebanon, Ind. and Le Roy, Ill.	6	75.03	West Lebanon, Ind., Le Roy, Ill. (Ill. Central).	27014 (part)	279.10
West Liberty and Council Bluffs, Iowa.	6	279.36	West Liberty, Council Bluffs, Iowa (Chi., Ill. and Pac.).	11007	38.72
West Point and Richmond, Va.	3	39.07	West Point, Richmond, Va. (Rich. and Dan.).	5011	62.24
West Winsted and Bridgeport, Conn.	1	62.22	Winsted, Bridgeport, Conn. (N. Y., N. H. and Hart.).	12013	215.39
Wheeling and Huntington, W. Va.	3	215.92	Wheeling, Huntington, W. Va. (Ohio River).	23077	31.98
White Heath and Decatur, Ill.	6	29.70	White Heath, Decatur, Ill. (Illinois Cent.).	7032	29.36
Whiting and Tuckerton, N. J. . .	2	29.48	Whiting, Tuckerton, N. J. (Tuckerton). . . .	33036 (part) 33073	56.46 30.43
Wichita and Kiowa, Kans. . . . .	7	85.85	Wichita, Anthony, Kans. (Ft. S., W. and W.). Anthony, Kiowa, Kans. (Ft. S., W. and W.).	33042 33062	46.10 75.73
Wichita and Mullinville, Kans.	7	121.58	Wichita, Kingman, Kans. (W. and W.). . . . Kingman, Mullinville, Kans. (K., P. and W.).	16019	65.80
Wildwood and Plant City, Fla.	4	65.80	Wildwood, Plant City, Fla. (F., C. and P. Ry.).	8174	39.58
Wilkes Barre and Pottsville, Pa.	2	81.30	Wilkes Barre, Rock Glen Junction, Pa. (Penna.). Rock Glen Junction, Sugar Loaf, Pa. (Penna.). Sugar Loaf, Hazleton, Pa. (L. V.). . . . .	8015 (part) 8016 (part) 8109 (part) 8175 (part) 5010	18.75 10.99 85.31
Williamsburgh, Mass., and New Haven, Conn.	1	85.59	Hazleton, New Boston, Pa. (L. V.). . . . . New Boston, Pottsville, Pa. (Penna.). . . . Williamsburgh, Mass., New Haven, Conn. (N. Y., N. H. and Hart., Northamp. div.).	8022 8150 (part) 8112	248.25 117.01
Williamsport and Erie, Pa. . . . .	2	249.68	Williamsport, Erie, Pa. (Penna.). . . . .	8150 (part)	117.01
Williamsport and Gazzam, Pa.	2	127.34	Williamsport, Jersey Shore, Pa. (Beech Creek.). Jersey Shore, Gazzam, Pa. (Beech Creek.).	8112	117.01

<sup>1</sup> 58.92 miles shown as Albany and Thomasville R. P. O.

<sup>2</sup> Double daily service between Waycross and Thomasville.

<sup>3</sup> 9.40 miles, Climax to Bainbridge, closed-pouch service. (See Table C.)

<sup>4</sup> 7.60 miles covered by the Washington and Wilmington R. P. O.

<sup>5</sup> Balance of route (Pittsburgh, Pa., to Wellsville, Ohio, distance 48.20 miles) covered by Cleveland and Pittsburgh R. P. O.

<sup>6</sup> Clerks make two round trips daily, except Sunday.

<sup>7</sup> In reserve.

<sup>8</sup> Cars and clerks shown on route 6019.

<sup>9</sup> 15.53 miles covered by closed-pouch service. (See Table C.)

<sup>10</sup> Balance of route (38.87 miles) covered by Chicago, Ill., and West Liberty, Iowa, R. P. O.

<sup>11</sup> Cars run through between Chicago, Ill., and U. P. Transfer, Iowa. (See Chicago, Ill., and West Liberty, Iowa, R. P. O.)

in the United States on June 30, 1890—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>			
1,468	July 1, 1888	7 27.5	8 28.07	7	196,078	107.04	2	18 0	9 0	4	1	4		
		5 19.8	6 21.02	7		( <sup>9</sup> )	1	21 0	9 0					
		7 28.5	8 20	7										
957	July 1, 1888	7 28.5	8 20	7										
15,606	July 1, 1888	19 20.72	20 30.40	6	41,335	132.06	1	8 6	6 6	1	1	1		
372	Apr. 1, 1890	19 24.45	20 19.98											
908	July 1, 1889	8 24.12	3 26.06	6	24,188	77.28	1	12 0	6 7	1	1	1		
5,936	July 1, 1888	35 21	38 21	0	29,309	93.64	2	19 8	9 0	2	1	2		
		37 22.20	40 23.29	6	29,309									
440	July 1, 1889	2 15.50	3 12	6	35,463	113.30	1	12 0	6 11	1	1	1		
							1	9 7	6 11					
462	July 1, 1889	2 15	3 15	6			( <sup>8</sup> )			( <sup>8</sup> )				
268	July 1, 1889	2 15.43	3 10.58	6			( <sup>9</sup> )			( <sup>9</sup> )				
249	July 1, 1890	316 18.92	315 18.92	3	38,585	123.67	1	16 5½	6 10	1	1	1		
183	July 1, 1887	1 20.20	2 18.89	6	40,069	150.06	1	8 0	8 11	1	1	1		
6,186	July 1, 1889	3 25.37	4 21.46	7	203,933	139.68	( <sup>11</sup> )			4	2	17		
		1 23.41	2 25.71	7	203,933	139.68				4	2			
729	July 1, 1889	50 19.15	51 20.89	6	24,458	78.14	( <sup>13</sup> )			1	1	1		
2,432	July 1, 1889	41 23.15	610 23.44	6	38,950	93.33	1	15 0	7 0	1	1	13		
		315 24.86	48 23.15	6	38,950		1	15 0	7 0	1	1			
1,548	July 1, 1889	1 22.24	2 23.03	6	135,166	207.96	2	26 2	9 0	4		8		
							151	17 6	9 0					
315	July 1, 1887	3 13.12	4 14.54	6	18,592	59.40	1	10 4	6 10	1	1	1		
342	July 1, 1889	12 27.19	9 27.62	6	18,454	117.92	1	8 0	7 0	1	1	1		
		20 27.19	17 27.62	6	16,454									
1,357	July 1, 1890	451 21.86	452 22.58	7	62,671	171.79	1	16 4	6 10	1	1	1		
438	July 1, 1890	451 24.34	452 22.57	7										
754	July 1, 1890	1 22.13	2 22.13	7	88,753	121.58	1	17 0	7 4	2	1	2		
515	July 1, 1890	1 20.65	2 22.71	7										
212	July 1, 1889	7 22.1	8 27	7	47,834	131.6	1	18 5	8 0	1	1	1		
261	July 1, 1889	494 24.63	491 30	6	50,894	162.60	1	9 6	6 6	1	1	1		
391	July 1, 1889	494 22.50	491 25.71	6			( <sup>19</sup> )			( <sup>19</sup> )				
950	July 1, 1889	494 21.82	491 24	6			( <sup>19</sup> )			( <sup>19</sup> )				
352	July 1, 1889	494 24.54	491 24	6			( <sup>19</sup> )			( <sup>19</sup> )				
355	July 1, 1889	494 23.08	491 24	6			( <sup>19</sup> )			( <sup>19</sup> )				
2,068	July 1, 1889	631 25.54	620 26.34	6	53,579	114.12	2	15 5	6 5	3	1	3		
		635 25.15	624 32.46	6	53,579		1	9 9	6 4					
							151	12 0	6 8					
64	July 1, 1889	3 27.81	4 26.81	6	156,300	124.81	3	20 0	9 2	4	1	7		
756	July 1, 1889	35 27.43	38 24	6	79,715	127.34	2	7 6	6 6	2	1	2		
280	July 1, 1889	35 19.03	38 22.57	6			( <sup>24</sup> )			( <sup>24</sup> )				

<sup>12</sup> 1 clerk detailed to transfer duty at Des Moines, Iowa.<sup>13</sup> See Keyville and Raleigh R. P. O. Same cars in use on this line.<sup>14</sup> 1 clerk as a relief on this line and between New York and New Haven.<sup>15</sup> Reserve car.<sup>16</sup> Double daily service, except Sunday.<sup>17</sup> 158.02 miles distance of route 33030, between Fort Scott and Wichita, Kans., covered by the Fort Scott and Kanapolis, Kans., R. P. O.<sup>18</sup> 6 miles covered by Hazleton and Sunbury R. P. O.<sup>19</sup> Cars and clerks shown on route 8174.<sup>20</sup> 8 miles covered by Hazleton and Sunbury R. P. O.<sup>21</sup> 2 clerks on Ridgway and Erie R. P. O.; 1 helper.<sup>22</sup> 15.80 miles covered by Geneva and Wallisport R. P. O.<sup>23</sup> 1 car in reserve.<sup>24</sup> Cars and clerks shown on route 8150.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for in <i>italics</i> .)	Division.	Distance run by clerks, register to register. <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Williamsport and Port Clinton, Pa.	2	121.77	Williamsport, Port Clinton, Pa. (P. and R.).	8014	122.06
Willimantic and New Haven, Conn.	1	54.09	Willimantic, New Haven, Conn. (N. Y., N. H. and Hart. Air Line Div.).	5014	54.65
Willmar, Minn., and Sioux Falls, S. Dak.	10	148.06	Willmar, Minn., Sioux Falls, S. Dak. (Will. and S. Falls.).	26041	148.06
Wilmington, N. C., Jacksonville, Fla.	4	<sup>1</sup> 401.11	Wilmington, N. C., Florence, S. C. (W. C. and A. R. R.).	<sup>1</sup> 14002	110.17
North Division (short run)		412.36	Florence, Charleston, S. C. (North E. R. R.).	14005	102.41
South Division (short run)		<sup>1</sup> 144.40	Charleston, S. C., (Savannah, Ga. (C & S. Ry.).	14004	115
			Savannah, Ga., Jacksonville, Fla. (S. F. W. Ry.).	15000	171.56
Wilmington, Del., and Landenburgh, Pa.	2	20.38	Wilmington, Del., Landenburgh, Pa. (B. and O.).	9505	20.25
Wilmington and Rutherfordton, N. C.	3	268.70	Wilmington, Charlotte, N. C. (Car. Central).	13003	188.07
			Charlotte, Rutherfordton, N. C. (Car. Central).	13008	81.80
Wilson and Fayetteville, N. C.	3	74.44	Wilson, Fayetteville, N. C. (Wilm. and Weldon).	13027	74.58
Winchendon and Worcester, Mass.	1	38.05	Winchendon, Worcester, Mass. (Fitch. Wor. Div.).	3057	<sup>(10)</sup>
Winfield and Larned, Kans.	7	148.72	Winfield, Belle Plain, Kans. (D., M. and A.).	33056	<sup>(part)</sup> 121.05
			Belle Plain, Larned, Kans. (D., M. and A.).	33058	128.67
Winona, Minn., and Watertown, S. Dak.	10	322.21	Winona, St. Peter, Minn. (Win. and St. P.).	26015	139.81
			St. Peter, Minn., Watertown, S. Dak. (Win. and St. P.).	<sup>(part)</sup> 26014	183.90
Woodburn and Coburg, Ore.	8	79.67	Woodburn, Coburg, Oregon (Oregonian Rwy. Co., limited, Line).	44007	79.67
Worcester, Mass., and Norwich, Conn.	1	50.72	Worcester, Mass., Norwich, Conn. (N. Y. and N. Eng. Nor. Div.).	5001	50.16
Worcester, Mass., and Providence, R. I.	1	44.14	Worcester, Mass., and Providence, R. I. (N. Y., Prov. and Bost. P. and Wor. Div.).	4001	43.40
Worthington, Minn., and Mitchell, S. Dak.	10	135.07	Worthington, Minn., Salem, S. Dak. (C., St. P. M. and O.).	26020	101.57
			Salem, Mitchell, S. Dak. (C., St. P. M. and O.).	35036	33.10
Yates City and Rushville, Ill.	6	63.95	Yates City, Rushville, Ill. (Chi., Bur. and Qcy.).	23008	63.27
York, Pa., and Baltimore, Md.	3	81.52	York, Delta, Pa. (Md. Central).....	<sup>2</sup> 8092	34.30
			Delta, Pa., Baltimore, Md. (Md. Central)....	<sup>(part)</sup> 10024	44.78
Ypsilanti and Hillsdale, Mich.	9	62.14	Ypsilanti, Hillsdale, Mich. (L. S. and M. S.).	24024	61.51
Zanesville and Columbus, Ohio	5	67.60	Zanesville, Columbus, Ohio (Col. and East.).	21069	67.51
Zanesville and Marietta, Ohio.	5	74.40	Zanesville, Marietta, Ohio (Zanes. and Ohio Riv. R. R.).	21100	74.79

<sup>1</sup> Reserve car.<sup>2</sup> Through run trains 14 and 27, "West India Mail."<sup>3</sup> 83 miles shown as Florence and Augusta R. P. O.<sup>4</sup> Wilmington and Charleston, trains 23 and 78.<sup>5</sup> 1 Chief clerk, Charleston; 1 chief clerk, Jacksonville; 1 assistant chief clerk, Charleston; 3 helpers; 1 transfer clerk, Charleston, S. C.; 1 transfer clerk, Yemassee, S. C.; 1 transfer clerk, Jeap, Ga.; 1 transfer clerk, Jacksonville, Fla.<sup>6</sup> Charleston and Jacksonville, trains 35-5, and 6-36.<sup>7</sup> 4 reserve cars.<sup>8</sup> Three cars in reserve.<sup>9</sup> Line divided on Charlotte, N. C., 1 clerk performing the service between Charlotte and Rutherfordton, N. C., 79.90 miles and 3 clerks performing the service between Wilmington and Charlotte, N. C., 188.80 miles.<sup>10</sup> Covered by Peterboro and Worcester R. P. O. (36.42 miles.)<sup>11</sup> Shown in column 14, Peterboro-Worcester R. P. O.

in the United States on June 30, 1890—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.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
563	July 1, 1889	4	21.60	7	23.50	6	76,228	121.77	5	15 0	8 4	2	1	2
4,832	July 1, 1889	509	28.92	502	27.22	6	34,235	109.38	1	16 8	6 10	1	1	1
284	Jan. 28, 1889	61	24.14	62	24.14	6	92,685	148.06	1	24 7½	9 4½	2	1	2
8,864	July 1, 1888	{ 27 34.8		14 32.4		7	360,722	164.71	8	49 9	8 10	6	4	41
12,823	July 1, 1888	{ 23 27		78 27.5		7			1	22 2	9 4			
		{ 27 30		14 30		7	155,884	142.36	1	44 6	9 0	3	1	
		{ 23 25.5		78 26		7								
11,078	July 1, 1888	{ 27 30.7		14 31.9		7			7	41 7	9 4	4	1	
		{ 35 23.5		36 26.1		7	210,824	144.40						
12,008	July 1, 1888	{ 27 35.3		14 33.7		7								
		{ 5 20.4		6 22.6		7								
104	July 1, 1889	225	18.46	228	18.46	6	12,758	40.70	8	7 6	6 10	1	1	1
844	July 1, 1888	41	26.32	38	26.03	6	118,189	125.80	2	14 6	8 9	4	1	94
550	July 1, 1888	5	31.33	6	22.82	6	50,017	159.80	1	16 10	8 9			
									1	20 9	8 10			
189	July 1, 1888	51	21.04	50	21.04	6	46,599	148.88	1	11 10	6 10	1	1	1
1,189	July 1, 1889	505	23.13	508	24.06	6	23,819	76.10		(11)		1	1	181
707	July 1, 1890	481	25.26	482	23.40	7	108,566	148.72	(14)	(14)	(14)	2	1	2
308	July 1, 1890	481	22.71	482	22.98	7								
5,064	July 1, 1887	3	24.80	4	25.90	6	201,703	128.88	1	35 5	8 7	5	1	127
									1	36 0	9 5			
2,385	July 1, 1887	3	24.95	4	25.23				17	11	14 5	9 2		
294	July 1, 1890	3	13.29	4	15.03	6	49,873	79.67	2	22 0	8 6	2	1	2
1,134	July 1, 1889	5	20.66	6	22.50	6	37,385	119.44	1	15 11	8 9	1	1	1
3,019	July 1, 1889	8	26.04	7	23.67	6	27,631	88.28	2	16 4	11 8	1	1	2
		36	22.63	33	26.04	6	27,631		1	16 7	6 8	1	1	
									1	14 6	6 6			
462	July 1, 1887	192	18.86	201	19.22	6	39,043	124.74	1	20 10½	9 3½	181	1	2
322	July 1, 1890	21	18.10	22	18.45	6	45,510	145.40	1	11 3½	7 5	191	1	
922	July 1, 1887	3	26.07	8	25.20	6	40,033	127.00	1	19 4½	8 10	1	1	1
368	July 1, 1889	18	18.70	5	17.89	6	51,032	108.69	1	9 0	7 6	3	1	3
		6	16.76	9	17.30	6	51,032		1	0 4	7 1			
458	July 1, 1889								1	14 10	7 1			
									21	11 5	6 11			
356	July 1, 1888	153	22.18	154	25.60	6	38,900	124.28	1	8 0	6 9	1	1	1
406	July 1, 1888	53	26.40	52	27	6	42,318	135.20	22	13 6	6 6	1	1	1
449	July 1, 1889	71	21.60	72	22.50	6	46,574	148.80	2	13 5	8 3	2	1	2
		73	22.20	70	22.20	6	46,574							

<sup>11</sup> 1 clerk detailed as transfer clerk at Worcester, Mass.<sup>12</sup> 125.15 miles of route 33056, between Chopeta and Winfield, Kans., covered by the Nevada, Mo., and Winfield, Kans., R. P. O.<sup>13</sup> Covered by Nevada, Mo., and Winfield, Kans., R. P. O.<sup>14</sup> Two helpers between Winona and Mankato, Minn.<sup>15</sup> Balance of route (71.47 miles) covered by Brookings and Gettysburgh, S. Dak. R. P. O.<sup>17</sup> In reserve.<sup>18</sup> East division, Worthington, Minn., to Sioux Falls, S. Dak. (62.37 miles).<sup>19</sup> West division, Sioux Falls to Mitchell, S. Dak. (72.70 miles).<sup>20</sup> 5.70 miles covered by closed-pouch service. (See Delta and Peach Bottom, Table C.)<sup>21</sup> Reserve cars.<sup>22</sup> One car in reserve.<sup>23</sup> Clerks make two round trips daily, except Sunday.

TABLE A<sup>a</sup>.—*Statement of railway post-offices in*  
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 route paid for by the department over which clerks run.
First.....	78	199	407	454	7,526.45	5,306.96
Second.....	168	356	611	696	14,936.87	12,281.85
Third.....	65	176	286	330	8,129.41	6,936.67
Fourth.....	90	282	368	405	14,591.23	13,281.46
Fifth.....	141	481	689	956	22,102.05	17,702.50
Sixth.....	154	442	789	856	23,829.50	22,070.85
Seventh.....	114	360	556	596	19,029.10	17,804.14
Eighth.....	42	141	183	194	8,500.02	8,171.35
Ninth.....	49	163	533	572	7,406.14	6,671.81
Tenth.....	85	286	411	454	16,186.46	15,707.86
Eleventh.....	60	213	281	292	11,860.80	11,634.47
Total.....	1,052	3,099	5,314	5,785	154,098.03	137,564.12
Total as per report for fiscal year ended June 30, 1889.....	1,039	2,965	4,947	5,397	147,970.94	133,110.43
Increase.....	13	134	367	388	6,127.09	4,453.69

Total miles of railroad routes (including distances from depots to post-offices).....	154,098.03
Total miles of railroad routes over which railway postal clerks run.....	137,564.12
Total miles of railroad routes upon which there is no railroad service by clerks.....	17,215.23
Total annual miles of service by railway postal clerks (by crews).....	132,654,779
Total annual miles of railway service of trains carrying express mail and closed pouches.....	19,648,763
Average annual distance run by postal clerks (by crews).....	42,806

operation in the United States June 30, 1890.

RECAPITULATION.

Annual miles of service performed by crows.	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.			
6,747,173	30	6	124	33	193	521,730,490	1,226,224	82,220
13,404,687	46	19	270	104	439	911,746,270	2,725,882	156,632
6,983,308	23	9	90	36	168	363,224,030	1,076,959	98,231
12,225,827	28	7	157	50	242	605,942,840	1,564,372	117,591
20,158,422	51	7	255	64	377	1,420,320,960	2,365,549	179,042
18,844,477	88	23	214	35	360	1,060,856,180	1,911,528	112,730
16,723,497	37	16	212	58	323	881,117,650	1,322,857	119,868
6,947,622	30	.....	74	3	107	255,396,600	760,888	51,499
7,097,901	46	8	74	18	146	764,224,770	934,022	99,058
12,801,193	35	3	160	41	239	614,238,490	1,471,393	56,190
10,720,582	15	5	130	33	183	428,025,280	1,210,619	58,138
132,654,770	439	103	1,760	475	2,777	7,847,723,000	16,576,293	1,138,208
124,021,032	396	94	1,680	485	2,655	7,026,837,130	15,866,550	1,134,018
8,633,747	43	9	80	*10	122	820,866,470	709,743	3,290

\*Decrease.

Total number of letters, pieces of ordinary mail, registered packages, through registered pouches, and inner registered sacks handled.....	7,865,438,101
Total number of errors in distribution .....	2,812,574
Annual average number of pieces handled by each postal clerk .....	1,477,885
Average daily miles run by each postal clerk at work on line .....	140.07
Percentage of increase in the number of pieces of mail handled.....	11.6

TABLE B<sup>b</sup>.—Statement of steam-boat mail service with postal clerks in operation in

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Baltimore and Benedict, Md.	3	10094	Baltimore, Benedict, Md.	Henry Williams .....	117.25
Baltimore and Chestertown, Md.	3	10093	Baltimore, Chestertown, Md.	.....	58
Baltimore and Crisfield, Md.	3	10100	Baltimore, Crisfield, Md.	Eastern Shore Steam-boat Company.	115
Baltimore, Md., and Fitchett's, Va.	3	10095	Baltimore, Md., Fitchett's, Va.	Maryland Steam-boat Company.	211.50
Baltimore, Md., and Fredericksburgh, Va.	3	11100	Fredericksburgh, Va., Baltimore, Md.	Henry Williams .....	289
Baltimore, Md., and Norfolk, Va.	3	11097	Norfolk, Va., Baltimore, Md.	Baltimore Steam Packet Company.	184
Baltimore and Salisbury, Md.	3	10008	Baltimore, Salisbury, Md.	Maryland Steam-boat Company.	140
Baltimore, Md., and West Point, Va.	3	10097	Baltimore, Md., West Point, Va.	.....	196
Bayou Sara and Baton Rouge, La.	4	30095	Baton Rouge, Bayou Sara	.....	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 Railroad Company.	38
Demopolis and Mobile, Ala.	4	17098	Mobile, Demopolis, Ala.	.....	254
Evansville, Ind., and Paducah, Ky.	5	20099	Evansville, Ind., Paducah, Ky. (Ohio River).	G. J. Grammer .....	145.50
Falsonia and Vicksburg, Miss.	4	18098	Vicksburg, Falsonia, Miss.	.....	186
Franklin, Va., and Edenton, N. C.	3	13097	Edenton, N. C., Franklin, Va.	Albemarle Steam Navigation Company.	97

*the United States at any time during the year ended on June, 30, 1890.*

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.					
24,388	2	1	13 0	5 0	1	1	77	1	Connects lines centering at Baltimore, Md.
18,096	3	1	10 5	5 0	1	1	57.81	1	Connects lines centering at Baltimore, Md., and the Clayton and Chestertown R. P. O. at Chestertown, Md.
71,360	6	2	0 0	10 0	2	1	115	2	Service on this route is performed between Baltimore and Crisfield, Md. (115 miles), 6 times per 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. Connects lines centering at Baltimore, Md.
43,992	2	1	10 6	3 0	1	1	140	1	Connects lines centering at Baltimore, Md.
137,280	2	2	0 8	7 6	2	1	219	2	Connects lines centering at Baltimore, Md., and the Fredericksburgh and Orange and Washington and Wilmington R. P. O.'s at Fredericksburgh, Va. Additional service is performed on this route twice per week between Baltimore, Md., and Tappahannock, Va.
115,184	6	1	10 6	7 0	2	1	124	2	Connects lines centering at Baltimore, Md., and Norfolk, Va.
43,680	3	1	6 2	10 3	1	1	140	1	Connects lines centering at Baltimore, Md., and at Salisbury, Md., with the Philadelphia and Crisfield R. P. O.
122,696	0	1	0 8	0 2	2	1	166	2	Connects lines centering at Baltimore, Md., and at West Point with the West Point and Richmond R. P. O.
20,096	6	1	8 0	6 0	1	1	61	1	
53,976	3	0	12 0	10 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 St. Louis, Mo., and Jackson, Tenn., R. P. O.; at Columbus, Ky., with St. Louis, Mo., and Columbus, Ky., R. P. O.; at New Madrid, Mo., with Paw Paw (n.o.) and New Madrid, Mo., pouch service; at Hickman, Ky., with Nashville, Tenn., and Hickman, Ky., R. P. O., and at Elmot, Ark., with Goldust and Memphis, Tenn., R. P. O. (river line).
27,816	7	1	7 0	4 4	1	1	76	1	Connects Peninsular Junction and Cape Charles, R. P. O., Norfolk and Lynchburgh R. P. O., Norfolk and Raleigh R. P. O., Norfolk and Edenton R. P. O., Norfolk and Richmond R. P. O., Norfolk, Newport News, and Richmond, R. P. O.
26,416	1	1	6 0	0 0	1	1	81	1	Makes all connections at Evansville, Ind., Shawneetown, Ill., and Paducah, Ky.; also at Henderson, Ky., with Louisville and Henderson, Evansville and Princeton, and Nashville and St. Louis R. P. O.'s; at Mt. Vernon, Ind., with Nashville and St. Louis, and Fort Branch and Mt. Vernon R. P. O.'s.
90,792	6	2	11 6	6 0	2	1	145.50	2	Mail carried in cabin in charge of officer of the boat at nominal salary.
9,672	1	1					62	1	Connects the Norfolk and Edenton R. P. O. at Edenton, and the Norfolk and Raleigh R. P. O. at Franklin.
30,264	3	1	8 2	6 9	1	1	97	1	

TABLE B<sup>b</sup>.—Statement of steam-boat mail service with postal clerks in operation

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Geneva and Watkins, N. Y.	2	6985	Geneva, Watkins, N. Y. . .	Seneca Lake Steam Navigation Company.	43.50
Golddust and Memphis, Tenn.	11	29099	Golddust, Memphis, Tenn.	James Lee . . . . .	106.50
Greenville and Vicksburg, Miss.	11	29096	Greenville, Vicksburg, Miss.	Robert E. Lee . . . . .	157.75
Greenwood and Vicksburg	4	18099	Vicksburg, Greenwood, Miss.	.....	265.50
Louisville, Ky., and Evansville, Ind.	5	20098	Louisville, Ky., Evansville, Ind. (Ohio River).	W. W. Hite . . . . .	210.25
Melbourne and Jupiter, Fla.	4	16094	Melbourne, Jupiter, Fla.	.....	86
Memphis, Tenn., and Arkansas City, Ark.	1	29097	Memphis, Tenn., Arkansas City, Ark.	John D. Adams . . . . .	282
Memphis, Tenn., and Friar's Point, Miss.	11	29098	Memphis, Tenn., Friar's Point, Miss.	James Lee . . . . .	111
Mount Vernon and Seattle, Wash.	8	43091	Seattle, Mount Vernon, Wash.	.....	.....
Natchez and Bayou Sara, La.	4	30092	Natchez, Bayou Sara, La.	.....	110
New Orleans and Port Vincent, La.	4	30097	New Orleans, Port Vincent, La.	.....	105
Norfolk and Richmond, Va.	3	11909	Norfolk, Richmond, Va.	Virginia Steam-boat Company.	135
Paducah, Ky., and Florence, Ala.	5	20095	Paducah, Ky., Florence, Ala. (Tennessee River).	H. M. Sweetser . . . . .	300
Palatka and Drayton Island, Fla.	4	16089	Palatka, Drayton Island, Fla.	.....	39.25
Portland and Astoria, Oreg.	8	44100	Portland, Astoria, Oregon.	Oregon Railway and Navigation Company.	82
Port Townsend and Seattle, Wash.	8	43099	Seattle, Port Townsend, Wash.	Washington Steam-boat and Transportation Company.	38
Rome and Gadsden	4	17096	Rome, Ga., Gadsden, Ala.	.....	77
Selma and Mobile	4	17097	Mobile, Selma, Ala.	.....	155
Tampa and Ellenton	4	16088	Tampa, Ellenton, Fla.	.....	308
Ticonderoga and Lake George, N. Y.	2	6984	Ticonderoga, Lake George, N. Y.	Champlain Transportation Company.	45
					40

in the United States at any time during the year ended on June 30, 1890—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.					
27,144	6	1	7 0	6 0	1	2	87	2	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.
33,228	3	1	7 0	6 0	1	1	100.50	1	Connects at Elmot, Ark., with Cairo, Ill., and Elmot, Ark., R. P. O. (River Line), and at Memphis, Tenn. with all R. P. O. lines.
49,376	3	2	8 8	7 8	2	1	78.87	2	Connects at Leland, Miss., with Leland and Glen Allen R. P. O., formerly Arkansas City, Ark., and Vicksburg, Miss., R. P. O., curtailed to begin at Greenville, Miss.; decrease in distance, 41 miles. Service between Arkansas City, Ark., and Greenville, Miss., performed in closed pouches.
27,612	1	1					68	1	Mail carried in cabin in charge of officer of the boat at nominal salary.
131,196	6	3	0 3	6 2	3	1	140.17	3	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.
27,004	3	1	7 9	6 0	1	1	86	1	
52,520	2	1	6 0	6 0	1	1	144	1	
31,632	3	1	7 9	6 0	1	1	111	1	
									New service, established June 4, 1890. Service not in operation June 30, 1890. (Distance, 76 miles)
34,430	3	1	7 0	6	1	1	110	1	
21,810	2	1					70	1	Mail carried in cabin in charge of officer of the boat at a nominal salary.
42,120	3	1	0 8	3 2	1	1	135	1	Connects lines centering at Norfolk and Richmond, Va.
62,400	2	<sup>24</sup>	8 6	6 6	2	1	100	<sup>32</sup>	<sup>1</sup> 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 Memphis and Charleston R. R.
									<sup>2</sup> Two boats in reserve.
24,570	6	1	10 0	7 0	1	1	78.50	1	<sup>3</sup> Nominal salaries to officers of boats.
51,332	0	2	14 0	6 6	2	1	101	2	Eighty-two miles of route 6 times per week; additional offices supplied 3 times per week. Increases distance 38 miles.
11,856			8 0	8 3					Connects at Portland with the Spokane Falls and Portland, Huntington and Portland, Portland and Coburg, and Portland and Corvallis R. P. O.
48,202	6	2	14 0	7 0	2	1	77	2	Connects at Seattle with Seattle and Tacoma R. P. O., at Port Townsend with the Whatcom and Port Townsend R. P. O.
32,240	2	1	9 0	6 7	1	1	103	1	
64,064	2	2	6 0	0 0	2	1	103	2	
28,170	6	1	12 0	6 6	1	1	90	1	
9,707	16	1	9 5	5 8	( <sup>3</sup> )	( <sup>2</sup> )			<sup>1</sup> Service for 4½ months in summer.
									<sup>2</sup> Service performed by an acting clerk. Connects Rouse's Point and Albany R. P. O.

<sup>2</sup> Service performed by an acting clerk.

Connects Rouse's Point and Albany R. P. O.

## REPORT OF THE POSTMASTER-GENERAL.

TABLE B<sup>b</sup>.—Statement of steam-boat mail service with postal clerks in operation in

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Titusville and Melbourne..	4	16095	Titusville, Melbourne, Fla.	.....	42.50
Vicksburg and Natchez ..	4	30091	Natchez, Vicksburg ..	.....	100
Whatcom and Port Townsend, Wash.	8	43097	Port Townsend, Whatcom, Wash.	J. C. Brittain .....	122.50
Whatcom and Seattle, Wash.	8	43098	Seattle, Whatcom, Wash..	Oregon Railway and Navigation Company.	128

*the United States at any time during the year ended on June 30, 1890—Continued.*

Annual miles of service.	Number of round trips with clerks per week.		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.					
28,605	6	1	7 0	7 0	1	1	85	1	
31,300	3	1	8 6	8 6	1	1	100	1	
38,220	3	1	7 10	7 0	1	1	122.50	1	
80,128	6	2	12 6	5 6	2	1	128	2	Connects at Port Townsend with Port Townsend and Seattle R. P. O. Connects at Seattle with 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	3	2	4	121.50	64,667	3
Third	10	14	14	1,542.75	649,060	14
Fourth	13	14	14	1,728.25	374,019	14
Fifth	3	7	7	655.75	284,388	19
Sixth						
Seventh	1	2	2	173.00	53,976	6
Eighth	5	7	7	447.50	229,739	7
Ninth						
Tenth						
Eleventh	4	5	5	627.25	169,756	5
Total	39	51	52	5,296.00	1,825,605	58
Total, as per report for the fiscal year ended June 30, 1889	45	51	51	5,443.78	1,849,703	59
Decrease	6		1	147.78	24,098	1

\* Including one acting clerk.

† 2 in reserve.

‡ Increase.

Total miles of route	5,296
Total annual miles of service	1,825,605
Average annual distance run by crews	35,796

TABLE C.—Statement of mail service performed in closed pouches upon railroads and ended June

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 and Muldon, Miss.	4	18007	Muldon, Aberdeen, Miss.	Mobile and Ohio R. R.
Adelphi and Kingston, Ohio.	5	21099	Adelphi, Kingston, Ohio	Cin., Hock. Val. and Huntington Rwy.
Alameda and San Francisco, Cal.	8	46026	Alameda, San Francisco, Cal.	Central Pacific R. R.
Alamosa and Del Norte, Colo.	7	38011	Alamosa, Del Norte, Colo.	Denver and Rio Grande
Albia and Centreville, Iowa.	6	27093	Albia, Relay (n. o.), Iowa	Centreville, Moravia and Albia.
		28015 (part)	Relay (n. o.), Centreville, 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.	Penna. and N. Y. Canal Co.
Alexandria and Alexandria Junction (n. o.), Va.	3	11004 (part)	Alexandria, Round Hill, Va.	Richmond and Danville.
Alma and Ithaca, Mich.	9	24030	East Saginaw, Ithaca, Mich.	Detroit, Lansing and Northern.
Alta and Bingham Junction, Utah.	8	41006	Bingham Junction, Alta, Utah.	Rio Grande Western R. R.
Alton Junction and Alton, Ill.	5	23081	Alton Junction (n. o.), Chicago and Alton Junction (n. o.), Ill.	Indianapolis and St. Louis Rwy.
Alton and Scotia, Cal.	8	46070	Alton, Scotia, Cal.	Pacific Lumber Co. R. R.
Altoona and Henrietta	2	8036	Altoona, Henrietta, Pa.	Penna.
Amesbury and Salisbury, Mass.	1	3007	Salisbury, Amesbury, Mass.	Boston and Maine R. R.
Amory and Aberdeen, Miss.	4	18024	Amory, Aberdeen, Miss.	Kan. City, Mem. and Birm. R. R.
Angelica and Belfast Junction.	2	0144	Angelica Belfast Junc., N. Y.	Lackawanna and Southwestern.
Anglesea Junction and Holly Beach, N. J.	2	7061	Anglesea Junction, Holly Beach, N. J.	West Jersey R. R.
Anniston and Sylacauga, Ala.	4	17029	Anniston, Sylacauga, Ala.	Anniston and Atlantic R. R.
Ansonia and New Haven, Conn.	1	5017	New Haven, Ansonia, Conn.	New Haven and Derby R. R.
Arcata Wharf (n. o.) and Blue Lake, Cal.	8	46052	Arcata Wharf (n. o.), Blue Lake, Cal.	Arcata and Mad River R. R.
Argenta and Altheimer, Ark.	11	29026	Argenta, Altheimer, Ark.	St. Louis, Arkansas and Texas R. R.
Artesia and Starkville, Miss.	4	18015	Artesia, Starkville, Miss.	Mobile and Ohio R. R.
Ashburnham and Ashburnham Jct. (n. o.)	1	3070	Ashburnham, Ashburnham Junction (n. o.),	Fitchburg R. R.
Ashland, Wis., and Duluth, Minn.	10	25067	Ashland, Wis., Duluth, Minn.	Northern Pacific

parts of railroads over which no railway post-offices run, in operation during the fiscal year 30, 1890.

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.
9.40	13,811	14	8	July 1, 1888	<i>Pounds.</i> 272	
10.80	9,880	6	12	July 1, 1888	140	
11.26	93,344	69	28	July 1, 1890	503	Supplied by initial and terminal offices; Alameda, Berkeley, Oakland, and West Berkeley exchange; Alameda and Oakland exchange with Ogden and San Francisco, Cal., R. P. O.
31.85	19,936	6	14	July 1, 1890	321	Connects at Alamosa with Pueblo and Silverton, Colo., R. P. O.
24.53	16,578	6	16	July 1, 1887	131	Distance (2 miles) covered by Keokuk and Humeston, Iowa, R. P. O. Supplied by initial and terminal offices. Connects at Albia with Burlington and Council Bluffs, Iowa, R. P. O., at Contreville with Davenport, Iowa, and Atchison, Kans., R. P. O., and with Keokuk and Humeston, Iowa, R. P. O., and at Moravia with Cedar Rapids, Iowa, and Kansas City, Mo., R. P. O.
( <sup>1</sup> )	.....	.....	.....	July 1, 1887	419	
26.42	33,078	12	16	July 1, 1887	163	Supplied by Eldora and Iowa Falls and by Tama and Hawarden, Iowa, R. P. O. Connects at Eldora, Iowa, with Austin, Minn., and Ottumwa, Iowa, R. P. O., and at Iowa Falls with Dubuque and Sioux City and Cedar Rapids, Iowa, and Watertown, S. Dak., R. P. O's.
13.26	16,062	12	12	July 1, 1889	70	
1.80	2,254	12	18	July 1, 1889	793	Balance of route (48.30 miles) covered by the Washington and Round Hill R. P. O.
7.20	9,014	12	14	.....	.....	Connects at Alma, Mich., with the East Saginaw and Howard City R. P. O. Balance of route, 38.76 miles, covered by East Saginaw and Howard City R. P. O.
18.32	13,374	7	8	July 1, 1890	14	Supplied by Salt Lake City; connects at Bingham Junction with Denver and Ogden R. P. O.
4.30	5,880	12	8	July 1, 1887	169	<sup>1</sup> Previous to May 19, 1890, 12 round trips; commencing that date, 24 round trips.
7.20	5,266	7	4	July 1, 1890	41	New service established Jan. 1, 1890; pouches exchanged with Eureka and Hydesville R. P. O.
27.90	52,896	18	42	July 1, 1889	367	
( <sup>1</sup> )	12,649	27	28	July 1, 1889	464	Supplied by initial and terminal offices and by Amesbury and Boston, Bangor and Boston, and North Conway and Boston R. P. O's. <sup>1</sup> Distance (4.49 miles) covered by Amesbury and Boston R. P. O.
13.98	10,205	7	4	July 1, 1889	87	
6.87	8,601	12	8	.....	.....	
7.78	9,741	12	12	July 1, 1889	68	
53.96	33,778	6	20	July 1, 1888	103	
13.45	37,847	27	62	July 1, 1889	660	Supplied by initial and terminal offices and by Boston, Providence and New York, Boston, Springfield and New York R. P. O's.
10.60	7,738	7	6	July 1, 1890	100	Supplied by Eureka, Cal.
42.95	27,066	6	21	July 1, 1890	75	Connects at Argenta, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O.; at Altzheimer, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.; and at Little Rock, Ark., with Fort Smith, Ark., and Leland, Miss., R. P. O. and Memphis, Tenn., and Little Rock, Ark., R. P. O.
11.52	16,819	14	12	July 1, 1889	219	
2.71	5,938	21	20	July 1, 1890	178	Supplied by Boston, Mass., and Troy, N. Y., and Essex Jct., Mass., and Boston R. P. O's.
71.69	52,334	7	10	July 1, 1889	98	Supplied by initial and terminal offices. Connects at Iron River, Wis., with Nestoria, Mich., and Iron River, Wis., pouch service; at Superior, Wis., with Duluth, Minn., and Eau Claire, Wis., R. P. O.; and at West Superior, Wis., with Duluth and Staples, Minn., and Duluth, Minn., and Eau Claire, Wis., 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.
Aspen Junction (n. o.) and Aspen, Colo.	7	138034 (part)	Colorado Springs and Aspen, Colo.	Colorado Midland .....
Atco and Glassborough, N. J.	2	7035	Atco, Glassborough, N. J.	Atlantic City .....
Athens and Abbotsford, Wis.	10	25072	Abbotsford, Athens, Wis.	Abbotsford and North-eastern Rwy.
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 City and Longport, N. J.	2	7068	Atlantic City, Longport, N. J.	Camden and Atlantic .....
Atoka and Lehigh, Ind. Ter.	11	32001	Atoka, Lehigh, Ind. Ter.	Mo., Kans. and Texas .....
Attica and Covington, Ind.	5	22047	Attica, Covington, Ind.	Wabash .....
Attica and Medicine Lodge, Kans.	7	33048	Attica, Medicine Lodge, Kans.	Southern Kansas .....
Auburn and Genoa, N. Y.	2	6141	Auburn, Genoa, N. Y.	Lehigh Valley .....
Auburn and Hope, R. I.	1	4008	Auburn, N. Y., Hope, R. I.	New York, Providence and Boston R. R.
Auburn and Warwick, R. I.	1	4010	Auburn, N. Y., Warwick, R. I.	New York, Providence and Boston R. R.
Auburndale Station (n. o.) and Newton Lower Falls, Mass.	1	3027	Auburndale 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, Ill., Hastings, Nebr.	Burlington and Mo. River in Nebr.
Aurora and Joliet, Ill.	6	23108	Joliet, Aurora, Ill.	Elgin, Joliet and Eastern .....
Au Sable and Potts, Mich.	9	24089	Au Sable, Potts, Mich.	Au Sable and Northwestern.
Avoca and Carson, Iowa	6	27063	Avoca, Carson, Iowa	Chicago, R. Isl'd and Pacific.
Balcony Falls and Lexington, Va.	3	11029	Balcony Falls, Lexington, Va.	Chesapeake and Ohio .....

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.
18.65	27,229	14	20	July 1, 1890	<i>Pounds</i> 1,342	Connects at Aspen Junction (n. o.), Colo., with Colorado Springs and New Castle, Colo., R. P. O., and at Aspen, Colo., with Denver and Aspen, Colo., R. P. O.'s.
17.81	22,298	12	18	July 1, 1889	174	197.40 miles of route 38034, between Colorado Springs and Aspen Junction (n. o.), Colo., covered by Colorado Springs and New Castle, Colo., R. P. O.
15.08	9,440	6	4	Feb. 1, 1890	48	Supplied by closed pouches from Abbotsford, Wis. Connects at Abbotsford with Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., and Ashland, Wis., and Abbotsford, Wis., R. P. O's.
15.79	4,926	3	8	July 1, 1880	37	Supplied by initial and terminal offices and 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. Supplied by Boston, Mass.
15.22	19,055	12	16	July 1, 1887	207	
3.72	7,017	18	18	July 1, 1889	134	Double daily service (except Sunday). Connects at Atoka, Ind. Ter., with Sedalia, Mo., and Denison, Tex., R. P. O.
7.08	8,864	12	12			
8.11	10,121	12	8	July 1, 1890	155	Connects at Attica, Kans., with Newton and Kiowa, Kans., R. P. O. 14 fourteen round trips a week from July 1, 1889, to March 29, 1890, seven of which service was performed by Newton and Kiowa railway postal clerks, and the service included in column 7 of this report.
15.78	19,757	12	8	July 1, 1888	54	
21.76	27,722	17	16	July 1, 1890	286	Supplied by Providence, R. I.
21.59	13,515	6	12			
10.65	23,334	21	20	July 1, 1889	299	Providence exchanges with Warwick.
7.58	9,803	12	10	July 1, 1889	41	
2.02	4,428	21	24	July 1, 1889	107	Supplied by initial and terminal offices, and Boston, Mass.
26.05	32,615	12	32	July 1, 1887	277	Supplied by initial and terminal offices, and by West Liberty, Mo., and Council Bluffs, Iowa, R. P. O.
29.84	37,359	12	14	July 1, 1890	204	Connects at Audubon with Manning and Audubon, Iowa, pouch service, and at Atlantic, Iowa, with Atlantic and Griswold, Iowa, pouch service. Supplied by initial and terminal offices.
22.83	28,583	12	18			Connects at Aurora, Nebr., with Aurora and Arcadia, Nebr., and with Lincoln and Crawford, Nebr., R. P. O's, and at Hastings, Nebr., with all lines centering there.
38.27	2,832	6	4			Supplied by initial and terminal offices. Connects at Joliet with Chicago, Ill., and St. Louis, Mo., and Chicago, Ill., and West Liberty, Iowa, R. P. O's.
17.79	22,271	12	20	July 1, 1887	219	Connects at Aurora, Ill., with all lines centering there. Established by order May 7, 1890. Began service May 19, 1890. At Au Sable, Mich., connects the Alpena and Alger R. P. O.
21.51	42,640	19	30	July 1, 1889	436	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. Connects Richmond, Lynchburg, and Clifton Forge R. P. O. at Balcouy Falls, and the Baltimore and Lexington R. P. O. at Lexington.

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.
Baldwin and Louisa, La. ....	11	30015	Baldwin, Louisa, La. ....	Morgan's La. 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.
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 Brainard, N. J. ....	2	8115	Bangor Junction, Pa., Brainard, N. J. ....	Bangor and Portland. ....
Barnegat City and Barnegat City Junction, N. J. ....	2	7056	Barnegat City, Barnegat City Junction, N. J. ....	Tuckerton. ....
Barnesville and Thomaston, Ga. ....	4	15019	Barnesville, Thomaston, Ga. ....	Cent. R. R. ....
Barstow and Mojave, Cal. ....	8	46042 (part)	Mojave, Barstow, Cal. ....	Atlantic and Pacific R. R. ....
Barton and St. Clairsville, Ohio. ....	5	21097	St. Clairsville, Barton, Ohio. ....	St. Clairsville and Northern Rwy.
Barto's and Pottstown, Pa. ....	2	8037	Pottstown, Barto's, Pa. ....	Phila. and Reading. ....
Baton Rouge and Baton Rouge Junction, La. ....	11	30013	Baton Rouge Junction (n. o.), and 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	25028 (part)	Hudson, Bayfield, Wis. ....	C., St. P., M. and O. Ry. ....
Bayhead Junction and Whiting, N. J. ....	2	7054	Whiting, Bayhead Junction, N. J. ....	Penna. ....
Bay View (n. o.) and Canton Docks (n. o.), Md. ....	3	10016	Bay View (n. o.), Canton Docks (n. o.), Md. ....	Philadelphia, Wilmington, and Baltimore.
Beach Tree Junction and Beach Tree, Pa. ....	2	8178	Beach Tree Junction, Beach Tree, Pa. ....	Rochester and Pittsburgh. ....
Bear Creek and Bear Creek Junction. ....	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. ....	Sabine and East Texas (So. Pac.).
Belleville and East St. Louis, Ill. ....	6	23088	East St. Louis, Belleville, Ill. ....	Illinois and St. Louis. ....
Belmont and Jefferson, Ga. ....	4	15045	Belmont, Jefferson, Ga. ....	Gains, Jeff. and South R. R.
Belmont and Tilton, N. H. ....	1	1119	Belmont, Tilton, N. H. ....	Concord and Montreal R. R.
Benore and Tyrone. ....	2	8113	Tyrone, Benore, Pa. ....	Penna. ....
Berkeley and West Oakland, Cal. ....	8	46024	West Oakland, Berkeley, Cal. ....	Central Pacific R. R. ....
Berlin and Garrett. ....	2	8090	Berlin, Garrett, Pa. ....	Baltimore and Ohio. ....
Bermudah Hundred and Eppe's Falls, Va. ....	3	11017	Bermudah Hundred, Eppe's Falls, Va. ....	Farmville and Powhatan. ....
Berrien Springs and Buchanan, Mich. ....	9	24085	Buchanan, Berrien Springs, Mich. ....	St. Joseph Valley. ....
Beasemer, Mich., and Mellen, Wis. ....	10	24071	Beasemer, Mich., Mellen, Wis. ....	Northern Pacific Railway. ....

parts of railroads over which no railway post-office 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>	
15.25	11,132	7	4	July 1, 1890	61	Connects at Baldwin, La., with New Orleans, La., and Houston, Tex., R. P. O.
15.24	33,391	21	30	July 1, 1889	251	
25.27	31,638	12	34	July 1, 1889	160	Connects lines centering at Baltimore and Annapolis, Md.
7.63	9,553	12	8	July 1, 1889	65	Connects lines centering at Baltimore, Md.
31.51	39,451	12	18	July 1, 1889	240	
4.57	8,582	24	12	July 1, 1889	299	
8.96	11,218	12	8	July 1, 1889	31	
16.35	20,404	12	12	July 1, 1889	31	
71.42	52,137	7	16	July 1, 1890	4,474	Including sacks, Kansas City and Pueblo, and San Francisco and Los Angeles exchange on this route. Balance of route covered by Albuquerque and Los Angeles R. P. O. (See Table Aa.)
4.36	5,459	12	8	July 1, 1888	68	
13.04	20,408	15	20	July 1, 1889	244	
9.50	6,935	7	6	July 1, 1890	157	Connects at Baton Rouge Junction (n. o.), La., with New Orleans, La., and Marshall, Tex., R. P. O.
93.15	29,063	3	0	July 1, 1890	226	Connects at Battle Mountain with Ogden, Utah, and San Francisco, Cal., R. P. O.
21.21	30,967	14	18	July 1, 1888	194	Balance of route covered by Ashland, Wis., and St. Paul, Minn., R. P. O. (See Table Aa.) Supplied by Ashland, Wis., and Ashland, Wis., and St. Paul, Minn., R. P. O.
28.50	35,795	13	20	July 1, 1889	39	
2.10	655	3	2	July 1, 1889	128	Connects New York and Washington R. P. O. at Bay View (n. o.), and the Baltimore and Norfolk R. P. O. at Canton Docks (n. o.), Md.
3.03	3,794	12	4	July 1, 1889	58	
5.43	3,399	6	4	July 1, 1889	19	
9.55	13,943	14	4	July 1, 1890	135	Trains are run direct from Denver, Colo., to Morrison and return; from Denver to Bear Creek Junction (n. o.) over route 38005.
31.21	9,768	3	2	July 1, 1890	82	Connects at Beaumont, Tex., with New Orleans, La., and Houston, Tex., R. P. O., and Rockland and Beaumont, Tex., R. P. O. Trains run Tuesdays, Thursdays, and Saturdays.
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.
13.34	8,311	6	4	July 1, 1888	85	
6.82	1,173	12	12	.....		Belmont and Tilton exchanges, and supplied by St. Albans and Boston, Lancaster and Boston, and Plymouth and Concord R. P. O's.
25.91	32,430	12	20	July 1, 1889	92	
5.20	13,562	25	32	July 1, 1890	400	Connects with Ogden, Utah, and San Francisco R. P. O. Berkeley exchanges with Alameda, Golden Gate, Lorin, Oakland, and San Francisco.
8.45	10,579	12	8	July 1, 1889	91	
32.40	20,282	6	8	July 1, 1889	34	Connects Washington and Wilmington R. P. O. at Chester, Va.
11.88	11,119	12	10	Oct. 1, 1889	184	Order September 13, 1889, establishing this route commencing October 1, 1889, at Buchanan, Mich., connects the Detroit and Chicago R. P. O.
53.72	45,724	13	16	Oct. 10, 1887	47	Supplied by initial and terminal offices, Ashland, Wis., and Ashland and Abbotsford, Wis., R. P. O. Connect at Bessemer, Mich., with Ashland and Milwaukee, Wis., R. P. O., and at Hurley, Wis., with Hurley and Pence, Wis., 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, termini of route.	Corporate title of company.
Bethel and Hawleyville, Conn. Beulah and Elkader, Iowa.....	1 6	5024 27023	Bethel, Hawleyville, Conn.. Beulah, Elkader, Iowa.....	Danbury and Norwalk R. R. Chicago, Milwaukee and St. Paul.
Big Run and Stewart, Ohio....	5	21096 (part.)	Marietta, Stewart, Ohio.....	Marietta, Columbus and Northern R. R.
Bingham Junction and Bingham Canyon, Utah. Binghamton and Buffalo, N. Y.	8 2	41004 6108	Bingham Junction, Bingham Canyon, Utah. Binghamton, Buffalo, N. Y.	Rio Grande, Western R. R.. Delaware, Lackawanna and Western.
Birmingham and Pratt Mines Ala. Black Rock and Buffalo, N. Y. Blackville and Barnwell, S. C. Blanchester and Hillsborough, Ohio. Bloomfield and Tyrone, Pa.....	4 2 4 5 2	17023 6126 14019 21017 8668	Birmingham, Pratt Mines, Ala. Buffalo, Black Rock, N. Y.. Blackville, Barnwell, S. C.. Blanchester, Hillsborough, Ohio. Bloomfield, Tyrone, Pa.....	Tenn., Coal & Iron Co..... Grand Trunk..... Barnwell R. R.. Cincinnati, Washington and Baltimore R. R.. Western New York and Penna.
Bloomsburg and Rupert, Pa..... Blossburgh and Hoytville, Pa.....	2 2	8177 8029 (part.)	Bloomsburg, Rupert, Pa..... Elmira, N. Y., Hoytville, Pa.....	Phila. and Reading..... N. Y., Lake Erie and Western.
Blue Springs Junction (n. o.) and New Smyrna, Fla. Bluestone Junction (n. o.) and Flipping, W. Va. Boelus and Nantasket, Nebr.. Boisé City and Nampa, Idaho....	4 3 6 8	10004 12016 34058 42004	J. T. and K. W. Junction (n. o.), New Smyrna, Fla. Bluestone Junction (n. o.), Flipping, W. Va. Boelus, Nantasket, Nebr.. Nampa, Boise City, Idaho....	Atlantic and Western R. R.. Norfolk and Western..... Omaha, Niobrara and Black Hills. Idaho Central Rwy.....
Bon Air Coal Mine and Sparta, Tenn. Bonne Terre and Summit, Mo....	5 7	19013 (part.) 28043	Bon Air Coal Mine, Tullahoma, Tenn. Summit, Bonne Terre, Mo....	Nashville, Chattanooga and St. Louis Rwy. St. Joe and Desloge.....
Boston and Cook Street (n. o.), Mass. Boston and Dedham, Mass..... Boston and Waltham, Mass.....	1 1 1	3074 3036 3072	Boston, Riverside Junction (n. o.), Mass. Boston, Dedham, Mass..... Boston, Waltham, Mass.....	Boston and Albany R. R.... Old Colony R. R.. Fitchburg R. R.....
Boston and Winthrop, Mass.... Bottineau and Rugby, N. Dak.. Boulder and Sunset, Colo.....	1 10 7	3078 35930 38029	Boston, Winthrop, Mass..... Bottineau, Rugby, N. Dak.. Boulder, Sunset, Colo.....	Boston, Revere Beach and Lynn R. R.. St. Paul, Minneapolis, and Manitoba Rwy. Greeley, Salt Lake and Pacific.
Boulder Creek and Felton, Cal. Boundary Line (n. o.) and Beattie, Mo. Bowling Green and Tontogany, Ohio. Bradford and Kinsua, Pa..... Braitree Junction (n. o.), and Kingston Station (n. o.), Mass.	8 1 5 2 1	40045 29 21070 8188 3064	Boulder Creek, Felton, Cal.. Boundary Line (n. o.) Beattie, Mo. Tontogany, Bowling Green, Ohio. Bradford, Kinsua, Pa..... Braitree Junction (n. o.), Kingston Station (n. o.), Mass.	South Pacific Coast Div. S. P. Co. Canadian Pacific Rwy..... Bowling Green and Toledo R. R.. West N. Y. and Penna..... Old Colony R. R.....
Brandon and Markesan, Wis.. Brazil and Saline City, Ind.... Breadysville and Glenside, Pa..	10 5 2	25055 22053 8109	Brandon, Markesan, Wis.. Brazil, Saline City, Ind..... Glenside, Breadysville, Pa..	C. M. and St. P. Rwy..... Evansville and Indianapolis R. R.. Philadelphia and Reading..

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>	
19.52	947 12,219	6 6	4 20	July 1, 1889 July 1, 1887	18 162	Discontinued September 30, 1889; 78 days. Supplied by initial and terminal offices and by McGregor, Iowa, and Chamberlain, S. Dak., R. P. O.
(7)	1,866	6	4	July 1, 1889	320	<sup>1</sup> Previous to February 10, 1890, balance of this route (Marietta to Big Run, Ohio, distance 25 miles) was covered by Marietta and Sharpsburgh R. P. O. Commencing with February 10, 1890, R. P. O. service covered whole route. <sup>2</sup> Distance 4.86 miles. (See Marietta and Amesville R. P. O. Table (A*.) Supplied by Salt Lake City.
17.33	12,651	7	4	July 1, 1890	67	
203.55	382,267	24	250			
6.80	8,486	12	6	July 1, 1888	94	
4.59	5,747	12	10	July 1, 1889	210	Including three sacks.
9.64	12,068	12	4	July 1, 1888	182	
21.92	27,445	12	28	July 1, 1888	564	
10.07	6,304	6	12	July 1, 1889	59	
2.19	2,742	12	4			
15.50	9,759	6	6	July 1, 1889	710	<sup>1</sup> Balance of route covered by Elmira and Blossburgh R. P. O. (See Table A*.)
28.06	35,056	12	16	July 1, 1888	129	
9.42	6,877	7	10	Feb. 19, 1889	84	Connects Lynchburgh and Pocahontas R. P. O. at Blue Stone Junction (D. O.), W. Va.
9.74	6,097	6	4	July 1, 1890	16	Supplied by Loup City and Grand Island, Nebr., R. P. O.
26.69	38,967	14	10	July 1, 1890	578	Connects at Nampa with Green River and Huntington R. P. O.
7.12	4,457	6	2	July 1, 1888	487	<sup>1</sup> Balance of route covered by Sparta and Tallahoma R. P. O. 60.54 miles. (See Table A*.)
13.20	22,810	24	8	July 1, 1887	128	<sup>1</sup> Service discontinued from March 9, 1890. Connected at Summit, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O., and St. Louis, Mo., and Texarkana, Ark., R. P. O.
	9,871	27	100	July 1, 1889	1,142	120 days. Route extended and Newton Circuit R. P. O. established November 18, 1889. Distance, 9.14 miles.
9.74	18,292	18	51	July 1, 1889	627	Supplied by Boston, Mass.
10.71	20,113	18	24	July 1, 1889	316	Waltham exchanges with Watertown, Boston with Watertown and Waltham, Waltham with Boston and Troy R. P. O.
4.70	8,827	18	6	July 1, 1889	232	Supplied by Boston, Mass.
38.10	11,887	3	12	July 1, 1889	138	Supplied by initial and terminal offices. Connects at Rugby Jc., N. Dak., with St. Paul, Minn., and Moor, N. Dak., R. P. O.
13.05	8,169	6	14	July 1, 1890	126	Connects at Boulder with Greeley and Denver, Colo. R. P. O., and Erie and Boulder, Colo., pouch service.
8.14	11,038	13	12	July 1, 1890	25	Connects at Boulder Creek with San Francisco and Santa Cruz R. P. O.
	500	6	12			From December 2, 1889, discontinued February 11, 1890; 61 days.
6.42	12,057	18	8	July 1, 1888	224	
29.09	36,421	12	16			
	31,040	12	88	July 1, 1880	549	241 days. R. P. O. service from April 7, 1890, covered by Boston and South Shore R. P. O. Distance 32.20 miles.
11.91	7,456	6	12	July 1, 1887	131	Supplied by Brandon, Wis., and Oshkosh and Milwaukee, Wis., R. P. O.
12.31	7,706	6	10	July 1, 1888	92	
9.85	12,332	12	16	July 1, 1889	253	

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.
Bremo Bluff and Arvonla, Va.	3	11041	Bremo Bluff, Arvonla, Va.	Chesapeake and Ohio.....
Bridgeport and Exton, Pa.	2	8007	Bridgeport, Exton, Pa.	Philadelphia and Reading..
Bridgton and Bridgton Junction (n. o.) Me.	1	22	Bridgton Junction (n. o.), Bridgton, Me.	Bridgton and Saco River R. R.
Brisbin and Gross Run Junction, Pa.	2	8120	Brisbin, Gross Run Junction, Pa.	Penna.....
Bristol and Franklin, N. H.	1	1020	Franklin, Bristol, N. H.	Boston and Maine R. R. (Lowell system).
Brookfield Junction (n. o.) and Danbury, Conn.	1	5022	Danbury, Brookfield Junction (n. o.), Conn.	Housatonic R. R.
Brown's Mills and Brown's Mills Junction, N. J.	2	7079	Brown's Mills, Brown's Mills Junction, N. J.	Penna.....
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.
Burlington and Lumberton	2	7007	Burlington, Lumberton, N. J.	Penna (Amboy division)...
Bustleton R. R. Station and Holmesburgh Junction, Pa.	2	8161	Holmesburgh, Bustleton R. R. Station, Pa.	Pennsylvania.....
Buzzard's Bay and Wood's Holl, Mass.	1	3045	Buzzard's Bay, Wood's Holl, Mass.	Old Colony R. R.
Calais and Princeton, Me.	1	17	Calais, Princeton, Me.	St. Croix and Penobscot R. R.
Calamine and Platteville, Wis.	10	25021	Calamine, Platteville, Wis.	C. M. and St. P. Ry.....
Caldwell, Kans., and El Reno, Ind. T.	7	133082 (part.)	Herrington, Kans., El Reno, Ind. T.	Chicago, Rock Island and Pacific.
Calumet and Houghton, Mich.	10	24067	Houghton, Calumet, Mich.	Mineral Range Ry.....
Cameron and Carthage, N. C.	3	13036	Cameron, Carthage, N. C.	Raleigh and Augusta Air Line.
Cameron and Kansas City, Mo.	7	28060	Cameron, Kansas City, Mo.	Chicago, Rock Island and Pacific.
Campbell and New Almaden, Cal.	8	46049	Campbell, New Almaden, Cal.	South Pacific Coast, Div. S. P. Co.
Canada Line (n. o.) and Rouse's Point, N. Y.	2	6068	Rouse's Point, Canada Line, N. Y.	Grand Trunk.....
Canada Line (n. o.) and St. Albans, Vt.	1	2006	St. Albans, Vt. and 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	3037	Canton Junction (n. o.), Stoughton, Mass.	Old Colony R. R.
Cape Vincent and Watertown, N. Y.	2	6035	Watertown, Cape Vincent, N. Y.	Rome, Water, and Ogd.....
Carbon Centre, Mo., and Miami, Kans.	7	28041	Miami, Kans., Carbon Centre, Mo.	Kansas City, Ft. Scott and Memphis.

*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>	
4.93	3,686	6	4	July 1, 1889	18	Connects Richmond, Lynchburgh, and Chifton Forge R. P. O. at Brems Bluff.
16.93	21,196	12	20	July 1, 1889	98	
16.28	20,383	12	18	July 1, 1889	305	Supplied by Portland and Swanton R. P. O.
1.07	670	6	2	July 1, 1889	61	
13.42	16,802	12	24	July 1, 1889	319	Bristol exchanges with Franklin and by St. Albans and Boston, Claremont and Boston R. P. O.'s, and Concord.
5.80	16,339	27	16	July 1, 1889	263	Danbury with Pittsfield and Bridgeport R. P. O.
1.92	2,404	12	4			
8.63	5,402	6	6	July 1, 1889	36	Connects at Brownwood, Mo., with Cape Girardeau and Hunter, Mo., R. P. O.
(1)	16,992	14	12	July 1, 1890	339	<sup>1</sup> Distance (26.55 miles) covered by Herington and Dodge City, Kans., R. P. O. (See Table A*).
						<sup>2</sup> Represents service performed July 1 to Dec. 7, 1889 (100 days). From Dec. 8, 1889, to June 30, 1890, service performed by Herington and Dodge City, Kans., R. P. O.
10.35	12,958	12	4	July 1, 1889	134	
4.05	6,338	15	8	July 1, 1889	171	
17.83	22,323	12	38	July 1, 1889	553	Connects at Buzzard's Bay with Boston and Cape Cod R. P. O.
21.28	13,321	6	8	July 1, 1889	135	Supplied by initial and terminal offices.
18.74	35,194	18	28	July 1, 1887	282	Supplied by initial and terminal offices, and Rockford, Ill., and Mineral Point, Wis., R. P. O., connects at Plattville, Wis., with Montfort, Wis., and Galena, Ill., R. P. O.
(1)	28,728	7	34	July 1, 1890	1,256	New service: Established Caldwell, Kans., to Kingfisher, Ind. T. (83.91 miles), from December 16, 1889; extended March 17, 1890, to El Reno, Ind. T., increasing distance 24.61; taken up May 18, 1890, by Caldwell, Kans., and El Reno, Ind. T., R. P. O.
						<sup>1</sup> Miles of route (108.32) covered by Caldwell, Kans., and El Reno, Ind. T., R. P. O. (See Table A*).
15.68	22,893	14	36	Apr. 15, 1886	318	Supplied by Houghton, Mich., and Mackinaw City and Houghton, Mich., R. P. O.
						<sup>1</sup> 18 of these are to and from route 24069, carried only 1 mile by this route, transferred at Junction opposite Houghton, Mich.
10.78	13,497	12	8	July 1, 1889	123	Connects Raleigh and Gibson's Station R. P. O. at Cameron, N. C.
55.06	80,388	14	22	July 1, 1887	3,017	Chicago, 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 Dayenport, Iowa, and Atchison, Kans., R. P. O., and Trenton, Mo., and Leavenworth, Kans., R. P. O.
12.86	9,388	7	6	July 1, 1890	55	Supplied by San José.
1.60	2,170	13	154	July 1, 1889	3,202	<sup>1</sup> All sacks.
17.45	10,924	6	8	July 1, 1889	1,151	St. Albans and Boston R. P. O.'s exchanges with Highgate Springs, Vt., and Montreal, P. Q.
33.52	14,693	6	12	July 1, 1886	264	<sup>1</sup> Service discontinued from Sept. 20, 1889. Connected Denver and Aspen, Colo., R. P. O., and Denver, Colo. and Ogden, Utah R. P. O. at Canon City, Colo.
3.94	9,866	24	18	July 1, 1889	247	Supplied by Boston, Providence, R. I., and Boston and Providence R. P. O.
25.77	32,264	12	26	July 1, 1889	393	
24.05	15,055	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.

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.
Carbondale and East Cape Girardeau, Ill.	6	23039	Carbondale, East Cape Girardeau, Ill.	Grand Tower and Carbondale.
Cardigan Junction (n. o.) and St. Paul, Minn.	10	29062	Cardigan Junction (n. o.), St. Paul, Minn.	Mpls., St. Paul and S. de Ste. Marie.
Carey and Findlay, Ohio .....	5	21021	Carey, Findlay, Ohio .....	Cincinnati, Sandusky and Cleveland R. R.
Caro and Saginaw, Mich .....	9	24014	Saginaw, Caro, Mich .....	Michigan Central.....
Carrington and Sykeston, N. Dak.	10	35040	Carrington, Sykeston, N. Dak.	Northern Pacific .....
Carroll and Kirkman, Iowa ...	6	27071	Carroll, Kirkman, Iowa ....	Chicago and Northwestern..
Carrollton, N. Y., and Bradford, Pa.	2	8024	Carrollton, N. Y., Bradford, Pa.	New York, Lake Erie and Western.
Carson and Hastings, Iowa ...	6	27058	Hastings, Carson, Iowa....	Chicago, Burlington and Quincy.
Carthage and Lebanon, Tenn..	5	19029	Lebanon, Carthage, Tenn...	Nashville and Knoxville....
Carthage and San Antonio, N. Mex.	7	39000	San Antonio, Carthage, N. Mex.	Atchison, Topeka and Santa Fé.
Castleton and Gunnison, Colo.	7	38038	Gunnison, Castleton, Colo..	Denver, South Park and Pacific.
Castroville and Pacific Grove, Cal.	6	46030	Pacific Grove, Castroville, Cal.	Monterey R. R .....
Cedar Falls and Hudson, Iowa.	6	27056 (part.)	Des Moines, Cedar Falls, Iowa.	Chicago, St. Paul and Kansas City.
Centreville and Yankton, S. Dak.	10	35021	Centreville, Yankton, S. Dak.	C. and N. W. R. R .....
Centralia and Columbia, Mo..	7	28009	Centralia, Columbia, Mo....	Wabash .....
Chadbourne, N. C., and Conway, S. C.	3	13024	Chadbourne, N. C., Conway, S. C.	Wilmington, Chadbourne and Conway.
Chagrin Falls and Solon, Ohio.	5	21079	Solon, Chagrin Falls, Ohio..	Chagrin Falls and Southern R. R.
Chambersburgh and Edgemont.	2	10021	Edgemont, Md., and Chambersburgh, Pa.	Western Maryland.....
Chambersburgh and Waynesborough.	2	8077	Chambersburgh, and Waynesborough, Pa.	Mont. Alto .....

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.	
55.73	40,683	7	28	Apr. 1, 1890	312	Supplied by initial and terminal offices, and by St. Louis, Mo., and Paducah, Ky., R. P. O. Connects at Carbondale, Ill. with Chicago and Cairo, Ill., R. P. O.
8.00	10,848	13	12	July 1, 1889	900	Connects Sault de Ste. Marie, Mich. and Minneapolis, Minn. R. P. O. with St. Paul, Minn., and all lines centering there.
15.50	19,406	12	14	July 1, 1888	281	
35.85	67,320	18	32	July 1, 1888	351	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, Bad Axe and East Saginaw, East Saginaw and Howard City, Manistee and East Saginaw, and Ludington and Toledo R. P. O. At Saginaw, Mich., connects Bay City and Jackson R. P. O.
13.14	8,226	6	4	July 1, 1890	56	Supplied by Carrington, N. Dak., and Leeds and Jamestown, N. Dak., R. P. O.
35.07	43,907	12	18	July 1, 1887	325	Supplied by Carroll and Manning, Iowa, and by Cedar Rapids and Council Bluffs, Iowa, R. P. O. 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.
11.66	25,547	21	36	July 1, 1889	791	
16.24	10,166	6	6	July 1, 1885	879	Supplied by initial and terminal offices and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with Avoca and Carson, Iowa, pouch service, and at Hastings, Iowa, with Hastings and Sidney, Iowa, pouch service.
-----	1,734	6	40	-----	-----	<sup>1</sup> New service, established December 2, 1889. R. P. O. service established on this route December 28, 1889. (See Carthage and Lebanon R. P. O., Table A*.)
9.01	14,018	7	8	July 1, 1887	145	<sup>1</sup> Service discontinued from February 9, 1890. Connected Albuquerque, N. Mex., and El Paso, Tex., R. P. O., at San Antonio, N. Mex.
15.44	16,537	13	4	July 1, 1890	21	Connects at Gunnison, Colo., with Denver, Colo., and Ogden, Utah, R. P. O., and Crested Butte and Gunnison, Colo., pouch service.
19.65	20,645	13	16	July 1, 1890	305	<sup>1</sup> From July 1, to October 5, 1889, inclusive, 7 round trips per week. Connects at Castroville with San Francisco and Santa Margarita R. P. O. Monterey and Pacific Grove exchange with San Francisco and Salinas and Sacramento and San Francisco R. P. O., by express trains.
10.50	13,259	12	4	July 1, 1887	612	<sup>1</sup> Balance of route covered by Oelwein and Des Moines, Iowa, R. P. O. (See Table A*.) Connects at Cedar Falls, Iowa, with Dubuque and Sioux City, Iowa, R. P. O.
29.39	36,790	12	14	July 1, 1890	341	Supplied by initial and terminal offices, and by Oakes, S. Dak., and Hawarden, Iowa, R. P. O. Connects at Yankton, S. Dak., with Aberdeen, S. Dak., and Sioux City, Iowa, R. P. O.
22.14	32,324	14	22	July 1, 1887	524	Connects at Centralia, Mo., with St. Louis, Moberly, and Kansas City, Mo., St. Louis, Mo., and Council Bluffs, Iowa, and St. Louis, Louisiana, and Kansas City, Mo., R. P. O.
30.17	24,520	6	22	July 1, 1888	83	Connects Wilmington and Jacksonville R. P. O. at Conway.
5.57	13,947	24	12	July 1, 1888	207	
21.95	41,222	18	38	July 1, 1889	128	
22.18	27,769	12	16	July 1, 1889	338	

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract designation, termini of route.	Corporate title of company.
Champion and Iron Mountain, Mich.	10	125016 (part.)	Milwaukee, Wis., Champion, Mich.	Milwaukee and Northern...
Charlotte and Rochester, N. Y.	2	6021	Rochester, Charlotte, N. Y.	N. Y. C. and H. R. ....
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. ....
Cheshaw (n. o.) and Tuskegee, Ala.	4	17019	Cheshaw (n. o.), Tuskegee, Ala.	Tuskegee R. R. ....
Cherry Vale and Coffeyville, Kans.	7	133004	Lawrence, Coffeyville, Kans.	Southern Kansas .....
Cherry Valley and Cobleskill, N. Y.	2	6027	Cobleskill, Cherry Valley, N. Y.	Del. and Hud. Canal Co. ....
Cheviot and Cincinnati, Ohio...	5	21104	Cincinnati, Cheviot, Ohio	Cincinnati and Westwood R. R.
Chippewa Falls and Eau Claire, Wis.	10	125026 (part.)	Eau Claire, Abbotsford, Wis.	Northern Pacific .....
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).
Claremont and Belfield, Va...	3	11034	Claremont, Belfield, Va. ....	Atlantic and Danville .....
Clarion Junction and Clarion, Pa.	2	8147	Clarion Junction, Clarion, Pa.	Pittsburgh and Western .....
Clarke City and Buckingham, Ill.	6	23086	Buckingham, Clarke City, Ill.	Illinois Central .....
Clifton, Ariz., and Lordsburg, N. M.	8	39012	Lordsburg, N. M., Clifton, Ariz.	Arizona and New Mexico R. R.
Climax and Thomasville, Ga.	4	15031 (part.)	Thomasville, Bainbridge, Ga.	Sav., Fla. and West Rwy. ...
Clinton and Ethel, La. ....	4	30066	Clinton, Ethel, La. ....	Louis, N. O. and Tex. Rwy.
Cloquet and Northern Pacific Junction, Minn.	10	26030	Northern Pacific 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.
Coalboro (n. o.) and Moseley's Junction, Va.	3	11046 (part.)	Coalboro (n. o.), Farmville, Va.	Farmville and Powhatan ...
Coalport and Cresson, Pa. ....	2	8168	Coalport, Cresson, Pa. ....	Clearfield County and N. Y. Short Route.

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.
55.89	73,058	13	18	July 1, 1887	<i>Pounds.</i> 1,092	<sup>1</sup> Balance of route covered by Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. (See Table A*.) Supplied by Iron Mountain, Mich., and 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.
9.41	17,072	18	8			
17.53	21,948	12	20	July 1, 1889	173	
7.04	8,814	12	18			Supplied by Boston and Cape Cod R. P. O.
6.00	7,512	12	8	July 1, 1888	143	
16.68	24,353	14	10	July 1, 1890	2,906	<sup>1</sup> 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 Burrton, Kans., R. P. O. Connects at Coffeyville, Kans., with Holden, Mo., and Coffeyville, Kans., R. P. O. Nevada, Mo., and Winfield, Kans., R. P. O. and Kansas City, Mo., and Coffeyville, Kans., R. P. O.
22.86	28,621	12	16	July 1, 1889	245	<sup>2</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., covered by Kansas City, Mo., and Wellington, Kans., R. P. O. (See Table A*.)
7.50	9,396	12	18	May 6, 1889	181	
11.29	23,551	20	14	July 1, 1887	1,405	<sup>1</sup> Balance of route covered by Chicago, Ill., Abbeotsford, Wis., and Minneapolis, Minn., R. P. O. (See Table A*.) Connects at Eau Claire, Wis., with Duluth, Minn., and Eau Claire, Wis.; Eau Claire, Wis., and Wabasha, Minn.; and St. Paul, Minn., and Elroy, Wis., R. P. O.'s.
2.02	6,323	20	24	July 1, 1889	1,083	Balance of route (54 00 miles) covered by R. P. O. service. (See Table A*.) Supplied by Newport and Springfield R. P. O. and Claremont and Boston R. P. O.
54.51	34,123	6	42	July 1, 1889	93	Connects Norfolk and Lynchburgh R. P. O. at Waverly Station, Va., and Washington and Wilmington R. P. O. at Belfield, Va.
6.92	8,664	12	10	July 1, 1889	276	
9.72	6,085	6	2	July 1, 1888	119	Supplied by Buckingham, Ill., and by Kankakee and Kankakee Junction, Ill., R. P. O.
71.51	44,705	6	8	July 1, 1890	105	Connects at Lordsburg, El Paso, Tex., and Los Angeles, Cal., R. P. O. Supplied by initial and terminal offices.
940	13,724	14	10			Balance of route Waycross and Chattanooga R. P. O. (See Table A*.)
9.09	17,071	18	6	July 1, 1890	109	
6.67	8,351	12	6	July 1, 1887	101	Supplied by Northern Pacific Junction, Minn., and Duluth and St. Paul, Minn., R. P. O.; connects at Northern Pacific Junction, Minn., with Duluth and Staples, Minn., R. P. O., and at Cloquet, Minn., with La Prairie and Cloquet, Minn., pouch service.
8.10	1,315	6	6	July 1, 1889	72	
10.90	6,823	6	2			Balance of route, 53.66 miles, covered by the Moseley's Junction and Farmville R. P. O.; connects Richmond and Danville R. P. O. at Moseley's Junction, Va.
25.22	15,788	6	18	July 1, 1889	114	

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.
Coburn Junction and Ponca, Nebr.	6	34007	Coburn Junction, Ponca, Nebr.	Chicago, St. Paul, Minn. and Omaha.
Cochran and Hawkinsville, Ga. Coffeyville, Kans., and Wagoner, Ind. T.	4 11	15038 32005	Cochran, Hawkinsville, Ga. Wagoner, Ind. T., Coffeyville, Kans.	E. Tenn., Va. and Ga. R. R. St. Louis, Iron Mountain and Southern.
Coleman and Mount Pleasant, Mich.	9	24043	Coleman, Mount Pleasant, Mich.	Flint and Pere Marquette ..
Colony and Yates Center, Kans.	7	33072	Colony, Yates Center, Kans.	Atchison, Topeka and Santa Fe.
Colorado Springs and Manitou Springs, Colo.	7	38030	Colorado Springs Station (n. o.), Manitou Springs Station (n. o.), Colo.	Denver and Rio Grande ....
Colton and Scofield, Utah .....	8	41009	Colton, Scofield, Utah .....	Denver and Rio Grande Western Rwy.
Columbia Junction and Delaware Station, N. J.	2	7059	Delaware Station, Columbia Junction, N. J.	N. Y., Sus. and Western ....
Columbus and Artesia, Miss.	4	18014	Artesia, Columbus, Miss.	Mobile and Ohio R. R. ....
Columbus and La Grange, Tex.	11	31014	Columbus, La Grange, Tex.	Galveston, Harrisburgh and San Ant. (So. Pac.).
Colusa and Sites, Cal .....	8	46048	Colusa, Sites, Cal .....	Colusa and Lake R. R. ....
Colville and Spokane Falls, Wash.	8	43023	Spokane Falls, Colville, Wash.	Spokane Falls and Northern Rwy.
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.

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.
16.44	10,291	6	8	July 1, 1890	<i>Pounds.</i> 260	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.
10.52	23,038	18	10	July 1, 1888	179	May 19, 1889, railroad service extended over this route; balance of route covered by Fort Smith, Ark., and Wagoner, Ind. T., R. P. O.; connects at Wagoner, Ind. T., with Fort Smith, Ark., and Wagoner, Ind. T., R. P. O., and Sedalia, Mo., and Denison, Tex., R. P. O. at Coffeyville, Kans., with Kansas City, Mo., and Coffeyville, Kans., R. P. O. with Nevada, Mo., and Winfield, Kans., R. P. O., and Holden, Mo., and Coffeyville, Kans., R. P. O.
82.21	8,546	7	14	July 1, 1890	400	
15.03	18,817	12	14	July 1, 1888	200	At Coleman, connects with the Ludington and Toledo, and Manistee and East Saginaw R. P. O. At Mount Pleasant, connects the Copemish and Toledo R. P. O.
25.57	12,675	6	22	July 1, 1890	130	Connects at Colony, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O., and Butler, Mo., and Madison, Kans., R. P. O.; at Neosho Falls, Kans., with Junction City and Parsons, Kans., R. P. O.; at Yates Center, Kans., with Holden, Mo., and Coffeyville, Kans., R. P. O., and Fort Scott and Kanopolis, Kans., R. P. O.
5.40	16,592	128	14	July 1, 1890	262	Reported last year as Colony and Neosho Falls, Kans. Service extended to Yates Center, October 10, 1889, increasing distance 13.40 miles. 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 New Castle, 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 New Castle, Colo., R. P. O.
17.40	10,892	6	6	July 1, 1890	55	( <sup>1</sup> ) 42 round trips per week from July 1, 1889, to August 3, 1890, inclusive. Connects at Colton, with Denver and Ogden R. P. O.
2.16	1,978	6	4	July 1, 1890	59	
14.06	20,527	14	10	July 1, 1888	463	Connects at Columbus, Tex., with Houston and El Paso, Tex., R. P. O.; at La Grange, Tex., with Taylor and Fayetteville, Tex., R. P. O.
21.09	19,781	6	10	July 1, 1890	184	
21.82	16,002	7	12	July 1, 1890	135	Connects at Colusa Junction with Redding and Sacramento R. P. O.
88.96	55,689	6	16	.....	.....	New service; established April 25, 1890. Supplied by Spokane Falls.
48.28	32,802	16	24	July 1, 1890	147	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 (n. o.) and Romley, Colo., pouch service, and at Buena Vista, Colo., with Denver and Aspen, Colo., R. P. O., and Colorado Springs and New Castle, Colo., R. P. O. Trains are run from Como to Buena Vista, to Schwander's (n. o.), thence over route 32014 to Romley, Colo.
2.48	2,178	6	2	July 1, 1890	24	( <sup>1</sup> ) Seven round trips per week from July 1, 1889, to January 5, 1890. Connects at Como, Colo., with Denver and Leadville, Colo., R. P. O., and Como and Buena Vista, Colo., 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.
Conesus Lake Junction and Lakeville, N. Y.	2	6047	Conesus Lake Junction, Lakeville, N. Y.	Conesus Lake .....
Confluence, Pa., and Friendsville, Md.	2	8191	Confluence, Pa., Friendsville, Md.	Balto. and Ohio .....
Conrad Station (n. o.) and Santa Ana, Cal.	8	46017 (part)	Conrad Station (n. o.), Santa Ana, Cal.	Southern Pacific Co .....
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 S. Valley..
Cooperstown and Sanborn, N. Dak.	10	35018	Sanborn, Cooperstown, N. Dak.	Sanborn, Cooperstown and Turtle Mountain.
Cortland and Sycamore, Ill.	6	23052	Cortland, Sycamore, Ill.	Chicago and Northwestern..
Cornwall and Conewago, Pa.	2	8154	Cornwall, Conewago, Pa.	Cornwall and Lebanon .....
Coudersport and Port Allegheny, Pa.	2	8144	Port Allegheny, Coudersport, Pa.	Coudersport and Port Allegheny.
Coultersville and Sparta, Ill.	6	23100	Sparta, Coultersville, Ill.	Centralia and Chester .....
Crawford and Lexington, Ga.	4	15050	Crawford, Lexington, Ga.	Lexington Terminal R.R.
Crawford, Nebr., and New Castle, Wyo.	6	134036 (part)	Grand Island, Nebr., New Castle, Wyo.	Grand Island and Wyoming Central.
Cresson and Ebensburg, Pa.	2	8037	Cresson, Ebensburg, Pa.	Penn'a. ....
Crested Butte and Gunnison, Colo.	7	38016	Gunnison, Crested Butte, Colo.	Denver and Rio Grande .....
Crookston and Fertile, Minn.	10	26066	Fertile, Crookston, Minn.	Northern Pacific .....
Crown Point and Hammondsville, N. Y.	2	6099	Crown Point, Hammondsville, N. Y.	Crown Point Iron Co .....
Crystal Falls, Mich., and Florence, Wis.	10	124032 (part)	Powers, Crystal Falls, Mich.	Chicago and Northwestern.
Cucharas and El Moro, Colo.	7	138001 (part)	Denver, El Moro, Colo.	Denver and Rio Grande .....
Cuthbert and Ft. Gaines, Ga.	4	15041	Cuthbert, Ft. Gaines, Ga.	Southwestern R. R. ....
Daguerahonda and Dagus Mines, Pa.	2	8130	Daguerahonda, Dagus Mines, Pa.	Daguerahonda .....
Dalark and Arkadelphia, Ark.	11	28022	Arkadelphia, Dalark, Ark.	Ultima Thule, Arkadelphia and Miss.

*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>	
1.48	1,853	12	4	July 1, 1889	40	
17.95	11,237	6	12			
7.06	5,147	7	8	July 1, 1890	334	Balance of route, 27.30 miles, covered by Los Angeles and Tustin City R. P. O. (See Table A*.)
22.60	28,295	12	56	July 1, 1889	301	Supplied by Boston, Mass., and Newton Circuit R. P. O.
8.10	10,141	12	6	July 1, 1889	68	Connects Lynchburgh and Pocahontas R. P. O. via route 12016.
10.53	20,696	12	22	July 1, 1889	485	
36.35	22,755	6	10	July 1, 1890	147	Supplied by initial and terminal offices. Connects at Sanborn, N. Dak., with St. Paul, Minn., and Helena, Mont., R. P. O.
4.94	6,185	12	0	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., and with Chicago, Dunbar, Ill., and Dubuque, Iowa, R. P. O.'s.
10.60	20,783	12	12	July 1, 1889	50	
17.47	21,672	12	12	July 1, 1889	309	
8.20	5,133	6	4	Oct. 1, 1889	171	Connects St. Louis, Mo., and Paducah, Ky., with St. Louis, Mo., and Cairo, Ill., R. P. O.
4.65	8,732	18	8	Dec. 9, 1889	128	
97.70	61,160	6	12	July 1, 1890	1,290	<sup>1</sup> Balance of route (327.22 miles) covered by Lincoln and Crawford, Nebr., R. P. O. (See Table "A*.")
						Supplied by Crawford, Nebr., and by Lincoln and Crawford, Nebr., R. P. O. Connects at Crawford, Nebr., with Chadron, Nebr., and Glenrock, Wyo., R. P. O.
11.65	21,879	18	10	July 1, 1889	315	
28.62	17,916	6	10	July 1, 1890	153	Connects at Gunnison, Colo., with Denver, Colo., and Ogden, Utah, R. P. O., and Castleton and Gunnison, Colo., pouch service.
23.07	16,841	7	8	Feb. 3, 1890	60	Supplied by Crookston, Minn., and Pembina, N. Dak., and Winnipeg Junction, Minn., R. P. O. Connects at Crookston, Minn., with St. Paul, Minn., and Minot, N. Dak., R. P. O.
11.95	14,961	12	8	July 1, 1889	67	
16.21	21,082	13	10	July 1, 1888	1,070	<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	27,983	7	3	July 1, 1890	4,393	Connects at Cucharas, Colo., with Denver, Colo., and Ft. Worth, Tex., R. P. O., and Pueblo and Silverton, Colo., R. P. O., and at Elmore, Colo., with La Junta, Colo., and Albuquerque, N. Mex., R. P. O., Denver, Colo., and Ft. Worth, Tex., R. P. O., and Elmore and Trinidad, Colo., pouch service.
						<sup>1</sup> 120.28 miles of route 38001 between Denver and Pueblo, Colo., covered by Denver and Aspen, Colo., R. P. O.'s., and 49.70 miles, between Pueblo and Cucharas, Colo., covered by the Pueblo and Silverton, Colo., R. P. O.
23.41	14,546	6	10	July 1, 1888	133	
6.08	9,515	15	5	July 1, 1889	116	
11.43	7,155	6	2	July 1, 1890	49	Connects at Arkadelphia, Ark., with St. Louis, Mo., and Texarkana, Ark., 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 routes.	Contract designation, termini of route.	Corporate title of company.
Dallas and Waxahachie, Tex...	11	31070	Dallas, Waxahachie, Tex...	Mo. Kansas and Texas.....
Danbury and Marblehead, Ohio.	5	21101	Danbury, Marblehead, Ohio.	Lakeside and Marblehead R. R.
Danville, Mocksville, and Southwestern Junction (n. o.), and Leaksville, N. C.	3	13022	Danville, Mocksville, and Southwestern Junction (n. o.), and Leaksville, N. C.	Danville, Mocksville and Southwestern.
Darlington (n. o.) and Dillon, Ohio.	5	21103	Darlington (n. o.), Dillon, Ohio.	Columbus and Eastern R. R.
Dayton and Bowles Junction, Wash.	8	43008 (part)	Bowles' Junction, Dayton, Wash.	Oregon Rwy. and Navigation Co.
Deadwood and Lead City, S. Dak.	10	35041	Deadwood, Lead City, S. Dak.	Deadwood Central Rwy....
Decorah and Conover, Iowa...	6	27026	Conover, Decorah, Iowa...	Chicago, Milwaukee and St. Paul.
De Land Junction (n. o.) and De Land, Fla.	4	16020	De Land Junction (n. o.), De Land, Fla.	J. T. & K. W. R. R. ....
Delhi and Walton, N. Y. ....	2	6050	Walton, Delhi, N. Y. ....	N. Y., Ontario and Western.
Delta (n. o.) and Malden, Mo...	7	28072	Delta (n. o.), Malden, Mo...	St. Louis, Arkansas and Texas.
Denver and Pueblo, Colo.....	7	38035	Denver, Pueblo, Colo.....	Atchison, Topeka and Santa F6.
Derby Line and Newport, Vt...	1	2010 (part)	White River Junction, Derby Line, Vt.	Boston and Maine R. R. (Lowall system).
Deshler and Findlay, Ohio.....	5	21050	Deshler, Findlay, Ohio.....	Columbus, Findlay and Northern R. R.
Dexter and Arkansas City, Kans.	7	33093	Dexter, Arkansas City, Kans.	Grouse Creek.....
Dexter and Newport, Me.....	1	2	Newport, Foxcroft, Me.....	Maine Central R. R. ....
Dillon and Dickey (n. o.), Colo.	7	38026	Dickey Station (n. o.), Dillon, Colo.	Denver, South Park and Pacific.
Dillsburgh and Mechanicsburgh Junction and Shippenburgh, Pa.	2	8126	Dillsburgh and Mechanicsburgh Junction and Shippenburgh, Pa.	Harrisburg and Potomac...

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.
32.50	10,535	7	21	July 1, 1890	Pounds—154	February 3, 1890, extended from Lancaster to Waxahachie, Tex., increased distance 10.49 miles. Connects at Dallas, Tex., with Denison and Houston, Tex., R. P. O., Texarkana, Ark., and El Paso, Tex., R. P. O., Henrietta and Dallas, Tex., R. P. O., and Paris and Weatherford, Tex., R. P. O., and connects at Waxahachie, Tex., with Fort Worth and Guide, Tex., R. P. O.
8.00	10,016	12	12	July 1, 1888	86	
8.21	5,130	6	4	July 1, 1888	37	Connects Danville and Stuart, R. P. O. at Danville, Mocksville and Southwestern Junction (n. o.), N. C.
9.32	11,660	12	8	July 1, 1889	36	
14.33	20,036	14	14	July 1, 1890	1,900	Connects at Bowles Junc. with Spokane Falls, Wash., and Pendleton, Oregon, R. P. O. 2,420 miles of route covered by Spokane Falls, Wash., and Pendleton, Oregon, R. P. O. (See Table A*.)
3.35	4,194	12	4	July 1, 1890	190	Supplied by initial and terminal offices.
9.51	11,900	12	10	July 1, 1887	935	Supplied by Conover, Iowa, and by St. Paul, Minn., and Calmar, Iowa, R. P. O.; connects at Decorah, Iowa, with Decorah and Cedar Rapids, Iowa, R. P. O.
4.10	5,179	12	8	July 1, 1888	273	
17.95	28,092	15	20	July 1, 1889	337	
51.57	9,380	7	24	Apr. 1, 1890	150	New service. Commenced April 1, 1890. Connects at Delta (n. o.), Mo., with Cape Girardeau and Hunter, Mo., R. P. O., and St. Louis, Mo., and Columbus, Ky., R. P. O.; at Dexter, Mo., with Cairo, Ill., and Poplar Bluff, Mo., R. P. O., and at Malden, Mo., with Cairo, Ill., and Texarkana, Ark., R. P. O.
117.46	179,346	14	18	July 1, 1890	1,770	Makes Denver and Pueblo, Colo., connections. Connects Castle Rock, Colo., with Denver and Aspen, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O., and at Colorado Springs, Colo., with Denver and Aspen, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O., Colorado Springs and New Castle, Colo., R. P. O. Colorado Springs and Manitou Springs, Colo., pouch service, and Manitou Junction (n. o.) and Colorado Springs, Colo., pouch service.
944	11,819	12	30	July 1, 1880	6,020	In addition to 14 round trips over entire route, there were 7 round trips per week between Denver and Colorado Springs (74.10 miles) from July 1, 1889, to June 18, 1890, inclusive.
19.66	35,921	18	10	July 1, 1889	150	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.
26.26	19,170	7	18	July 1, 1890	135	Connects at Dexter, Kans., with Nevada, Mo., and Winfield, Kans., R. P. O., and at Arkansas City, Kans., with Beaumont and Anthony, Kans., R. P. O., and Newton, Kans., and Galveston, Tex., R. P. O.
.....	19,153	24	22	July 1, 1889	399	Reported last year as covered by Nevada, Mo., and Arkansas City, Kans., R. P. O.
2.94	1,840	6	2	July 1, 1890	102	198 days (14.94 miles), 63 days (29.05 miles) R. P. O. service, May 1, 1890. (See Table A*.)
28.70	85,932	12	36	July 1, 1889	178	Connects at Dickey Station (n. o.) with Denver and Leadville, Colo., 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.
Dodge and Bowen, Ky <sup>1</sup> .....	5	20033	Dodge, Bowen, Ky .....	Kentucky Union Rwy.....
Dodge City and Montezuma, Kans.	7	33097	Dodge City, Montezuma, Kans.	Dodge City, Montezuma and Trinidad.
Dolomite, Ala., and Wheeling (n. o.).	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. ....	D., L. and W. (M. and E. Div.)
Dover and Portsmouth, N. H. .	1	1016	Portsmouth, Dover, N. H. .	Boston and Maine R. R. ....
Dover and Statesborough, Ga. .	4	15061	Statesborough, Dover, Ga. .	Dover and Statesborough R. R.
Doylestown and Lansdale, Pa. .	2	8075	Lansdale, Doylestown, Pa. .	Phila. and Reading.....
Dresden and Penn Yan, N. Y. .	2	6007	Dresden, Penn Yan, N. Y. .	Fall Brook .....
Drummond and Rumsey, Mont. .	1	36004	Drummond, Rumsey, Mont. .	Northern Pacific .....
Dudley and Saxton, Pa. ....	2	8138	Saxton, Dudley, Pa. ....	Hunt and Broad Top.....
Duncannon and New Bloomfield, Pa.	2	8183	Duncannon, New Bloomfield, Pa.	Perry County.....
Dunlap (n. o.) and Smithonia, Ga.	4	15062	Dunlap (n. o.) and Smithonia, Ga.	Smithonia and Dunlap R. R.
Durant and Tchula, Miss. ....	4	18023	Durant Tchula, Miss. ....	Illinois Central R. R. ....
Eagle and Elkhorn, Wis. ....	10	25041	Elkhorn, Eagle, Wis. ....	Chl., Mil. and St. Paul Rwy.
Eagle Bend and Sauk Centre, Minn.	10	20047	Sauk Centre, Eagle Bend, Minn.	St. P., Minn. and Manitoba..
East Berlin and Berlin Junction, Pa.	2	8033	Berlin Junction, East Berlin, Pa.	Western Maryland .....
Easthampton and Mount Tom, Mass.	1	3077	Mount Tom, Easthampton, Mass.	Connecticut River R. R. ....
East Las Vegas and Las Vegas, Hot Springs, N. Mex.	7	39007	Las Vegas, Las Vegas Hot Springs, N. Mex.	Atchison, Topeka, and Santa Fé.
Easton and Oxford, Md. ....	2	9503	Easton, Oxford, Md. ....	P. W. and B. (Del. Div.)....
Easton and St. Michaels, Md. .	2	10030	Easton, St. Michaels, Md. .	Balto. and East Shore.....
East Saugus and Boston, Mass. .	1	3602	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. ....	Mo. Kansas and Texas.....
Echo and Park City, Utah. ....	8	41008	Echo, Park City, Utah. ....	Echo and Park City R. R. ....
Eckley and Tunnel .....	2	8135	Tunnel, Eckley, Pa. ....	Lehigh Valley.....
Edgar and Superior, Nebr. ....	6	34026	De Witt, Superior, Nebr. ....	Nebraska and Colorado.....
Edgefield and Aiken, S. C. ....	4	14031	Aiken, Edgefield, S. C. ....	Charles, Cum. Gap and Chic. 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.
23.69	12,159	6	34	Dec. 23, 1889	<i>Pounds.</i> 184	<sup>1</sup> Dodge and Clay City R. R. (14.82 miles) extending to Bowen, Ky., December 23, 1889, increasing distance 8.87 miles.
27.57	17,259	6	14	July 1, 1890	113	Connects at Dodge City, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O., and Herington and Dodge City, Kans., R. P. O.
4.60	2,870	6	4	July 1, 1888	65	
13.40	16,777	12	16	July 1, 1889	143	Connects Wheeling and Huntington R. P. O. at Douglas.
14.05	17,591	12	10	July 1, 1889	164	
11.65	21,879	18	12	July 1, 1889	208	Supplied by initial and terminal offices, and Boston, Bangor, and Boston R. P. O., and North Conway and Boston R. P. O.
10.28	12,870	12	10	Jan. 27, 1890	82	
10.47	39,325	36	32	July 1, 1889	1,161	
6.55	8,201	12	12	July 1, 1889	77	
31.62	23,302	7	16	July 1, 1890	342	Supplied by initial and terminal offices. Connects at Drummond, Mont., with Helena, Mont., and Spokane Falls, Wash., R. P. O.
5.93	3,712	6	4	July 1, 1889	61	
11.48	21,559	18	6	-----	-----	
6.54	8,188	12	4	Mar. 5, 1889	36	
26.57	16,579	6	8	July 1, 1888	123	
17.56	21,985	12	12	July 1, 1887	47	Supplied by initial and terminal offices. Connects at Eagle, Wis., with Chicago, Ill., and Prairie du Chien, Wis., R. P. O., and at Elkhorn, Wis., with the Racine, Wis., and Rock Island, Ill., R. P. O.
36.91	23,106	6	14	July 1, 1887	146	Supplied by initial and terminal offices. Connects at Sauk Center, Minn., with St. Paul, Minn., and Minot, N. D., R. P. O., and Brainerd and Morris, Minn., R. P. O.
7.26	4,545	6	4	July 1, 1889	81	
3.50	3,801	12	6	-----	-----	From December 2, 1889, 181 days (new service) supplied by Newport and Springfield R. P. O's.
6.45	11,771	( <sup>1</sup> )	14	July 1, 1890	125	Connects at East Las Vegas, N. Mex., with La Junta, Colo., and Albuquerque, N. Mex., R. P. O.
						<sup>1</sup> Trains 21 times a week westward and 14 times a week eastward.
<sup>1</sup> 10.62	9,072	9	6	July 1, 1889	634	<sup>1</sup> Balance of route covered by Clayton and Easton R. P. O. (See Table A*.)
11.51	14,411	12	12	-----	-----	
10.74	26,893	24	30	July 1, 1889	225	Supplied by Boston, Mass.
6.14	3,844	6	4	July 1, 1889	180	
7.06	10,307	14	8	July 1, 1890	388	Connects at Echo, Tex., with Denison and Taylor, Tex., R. P. O. Connects at Belton, Tex., with Temple and San Angelo, Tex., R. P. O., and Newton, Kans., and Galveston, Tex., R. P. O.
28.29	41,303	14	16	July 1, 1890	340	Connects at Echo with Omaha and Ogden R. P. O. Park City exchanges with Ogden, Salt Lake City, and Ogden, and Salt Lake R. P. O.
11.21	2,272	18	8	July 1, 1889	40	
27.96	17,503	6	16	July 1, 1890	748	<sup>1</sup> Balance of route (57.56 miles) covered by Nebraska City, Nebr., and Cheyenne, Wyo., R. P. O. (See Table A*.) Connects at Nelson, Nebr., with Fairbury and Nelson, Nebr., R. P. O., and at Superior, Nebr., with Kansas City, Mo., and Oxford, Nebr., R. P. O.
24.87	81,037	12	16	Feb. 23, 1889	194	

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.
Edgeley, N. Dak. and Aberdeen, S. Dak.	10	135012 (part.)	Ashton, S. Dak., Edgeley, N. Dak.	C. M. and St. P. Ry.....
Eland and Wausau, Wis. ....	10	125049 (part.)	Manitowoc, Wausau, Wis.	Mil., Lake Shore and Western.
Eli and Duluth, Minn. ....	10	28034	Duluth, Eli, Minn. ....	Duluth and Iron Range. ....
Elizabethtown and Cecilian, Ky.	5	20010	Elizabethtown, Cecilian, Ky.	Newport News and Misc. Val. Co.
Elkton and Guthrie, Ky. ....	5	20001	Elkton, Guthrie, Ky. ....	Louisville and Nashville R. R.
Ellenville and Summitville, N. Y.	22	6113	Summitville, Ellenville, N. Y.	N. Y., Ont. and Western ....
Ellsworth, Minn., and Sioux Falls, S. Dak.	6	27037	Ellsworth, Minn., Sioux Falls, S. Dak.	Burlington, C. Rapids and Northern.
Elmer and Salem, N. J. ....	2	7021	Elmer, Salem, N. J. ....	West Jersey. ....
El Moro and Trinidad, Colo. ....	7	38033	El Moro, Trinidad, Colo. ....	Denver and Rio Grande ....
Elmore and Vance, S. C. ....	4	14022 (part.)	Elmore, Pagnalls, S. C. ....	Charles Sum. and Northern R. R.
Elora, Tenn., and Huntsville, Ala.	5	17032	Huntsville, Ala., Elora, Tenn.	Nashville, Chattanooga and St. Louis Rwy.
Emmitsburg and Rocky Ridge, Md.	3	10019	Emmitsburg, Rocky Ridge, Md.	Emmitsburg. ....
Emporia, Va., and Margarettsville, N. C.	3	11036	Emporia, Va., Margarettsville, N. C.	Meherrin Valley. ....
English and Pine Bluff, Ark. ....	11	29020	Pine Bluff, English, Ark. ....	Pine Bluff, Monroe and New Orleans.
Erie and Boulder, Colo. ....	7	38002	Erie, Boulder, Colo. ....	Denver and Boulder Valley.
Essex and Winham Depot, Mass.	1	3, 008	Winham Depot, Essex, Mass.	Boston and Maine R. R. ....
Eureka and Mammoth Junction (n. o.), Utah.	8	41012	Mammoth Junction (n. o.), Eureka, Utah.	Oregon Short Line and Utah Northern Rwy. Co.
Eustis and Lane Park, Fla. ....	4	16008 (part.)	Astor, Lane Park, Fla. ....	Florida Southern Rwy. ....
Evanston and Chicago, Ill. ....	6	23101	Chicago, Evanston, Ill. ....	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 readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
64.12	40,139	6	26	July 1, 1890	979	<sup>1</sup> Balance of route covered by Aberdeen, S. Dak., and Sioux City, Iowa, R. P. O. (See Table A*.) Connects at Edgeley, N. Dak., with La Moure and Edgeley, N. Dak., pouch service; at Ellendale, N. Dak., with Rutland and Ellendale, N. Dak., pouch service, and at Aberdeen, S. Dak., with all lines centering there. Supplied by initial and terminal offices, and St. Paul, Minn., and Aberdeen, S. Dak., R. P. O.
23.01	43,213	18	22	July 1, 1887	1,775	<sup>1</sup> Balance of route covered by Ashland and Milwaukee, Wis., R. P. O. (See Table A*.) Supplied by initial and terminal offices, and Ashland and Milwaukee, Wis., R. P. O. Connects at Wausan, Wis., with Tomahawk and Tomah, Wis., R. P. O. Supplied by Duluth, Minn., and Duluth and St. Paul, Minn., R. P. O. Connects at Duluth, Minn., with all lines centering there.
118.35	74,067	6	20	July 1, 1887	119	
6.22	7,788	12	8	July 1, 1888	56	
12.07	15,112	12	12	Mar. 16, 1885	98	
8.60	16,263	18	20	July 1, 1889	316	
42.83	26,811	6	24	July 1, 1887	235	Supplied by Sioux Falls, S. Dak., and by Cedar Rapids, Iowa, and Watertown, S. Dak., R. P. O. Connects at Rock Rapids, Iowa, with Cherokee, Iowa, and Sioux Falls, S. Dak., R. P. O., and with Luverne, Minn., and Doon, Iowa, pouch service. Connects with all lines centering at Sioux Falls, S. Dak.
17.71	27,716	15	20	July 1, 1889	302	
4.48	3,270	7	2	July 1, 1890	177	Connects at El Moro and Trinidad, Colo., with the Denver, Colo., and Fort Worth, Tex., R. P. O., and La Junta, Colo., and Albuquerque, N. M., R. P. O.; also, at El Moro, Colo., with Cucharas and El Moro, Colo., pouch service.
11.20	14,022	12	16	July 1, 1888	212	Remainder of route reported as Sumter and Purgall's R. P. O.
27.62	17,290	6	24	July 1, 1888	125	
7.10	13,334	18	20	July 1, 1889	222	Connects Baltimore and Roanoke and Baltimore and Williamsport R. P. O.'s at Rocky Ridge, Md. Connects Washington and Wilmington R. P. O. at Emporia, Va., and Norfolk and Raleigh R. P. O., at Margarettsville, N. C.
26.42	22,798	6	14	July 1, 1890	147	Connects at Pine Bluff, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O., and Fort Smith, Ark., and Leland, Miss., R. P. O.; also connects at Rob Roy, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.
14.03	18,361	6	10	July 1, 1890	547	Reported last year as Brighton and Boulden, Colo. Service curtailed June 1, 1890. Connects at Erie and Canfield, Colo., with Lyons and Denver, Colo., pouch service, and at Boulder, Colo., with Greeley and Denver, Colo., R. P. O., and Boulder and Sunset, Colo., pouch service. 7 round trips per week, Brighton to Boulder (28.12 mls.) July 1, 1889, to Jan. 4, 1890; 6 round trips per week between same points Jan. 5, to May 31, 1890.
6.16	7,712	12	8	July 1, 1889	108	Supplied by initial and terminal offices, and Bangor and Boston R. P. O.
3.34	2,438	7	2	July 1, 1890	72	New service established February 3, 1890. Supplied by Salt Lake and Juab R. P. O.
7.43	9,272	12	6	Feb. 15, 1886	305	
12.60	15,775	12	16	July 1, 1889	84	Supplied by Chicago, Ill.

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.
Evansville and Tintah, Minn.	10	28063	Evansville, Tintah, Minn.	St. P., M. and M. Rwy.
Ewensville and Vincentown, N. J.	2	7064	Ewensville, Vincentown, N. J.	Pennsylvania (Amboy Div.)
Fabyan House and Wing Road, N. H.	1	1007	Fabyan House, N. H., and South Lunenburg, Vt.	Concord and Montreal R. R.
Factory Junction (n. o.), and Millboro, N. C.	3	13031	Factory Junction (n. o.) Millboro, N. C.	Cape Fear and Yadkin Valley.
Fairbanks and Bisbee, Ariz.	8	40005	Fairbanks, Bisbee, Ariz.	Arizona and Southeastern R. R.
Fairchild and Mondovi, Wis.	10	25073	Fairchild, Mondovi, Wis.	Sault de Ste. Marie and Southwestern.
Fairhaven and Sedro, Wash.	8	43024	Fairhaven, Sedro, Wash.	Fairhaven and Southern R. R.
Fall Brook and Blossburgh, Pa.	2	8142	Fall Brook, Blossburgh, Pa.	Fall Brook Coal Company.
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, N. Dak.	10	28042 (part)	Wadena, Minn., Milnor, N. Dak.	Northern Pacific, Fergus and Black Hills.
Findlay and Ottawa, Ohio.	5	21105	Findlay, Ottawa, Ohio.	American Midland R. R.
Flemington and Lambertville, N. J.	2	7009	Lambertville, Flemington, N. J.	Pennsylvania.
Flomaton and Repton, Ala.	4	17028	Flomaton, Repton, Ala.	Louisville and Nashville R. R.
Florence and Tuscumbia, Ala.	4	17025	Florence, Tuscumbia, Ala.	E. Tenn., Va. Ga. R. R.
Flourtown and Conshohocken, Pa.	2	8074	Conshohocken, Flourtown, Pa.	Phila. and Reading.
Floyd's (n. o.) and Hartsville, S. C.	4	14033	Floyd's (n. o.), Hartsville, S. C.	Hartsville R. R.
Fond du Lac and Iron Ridge, Wis.	10	25035	Fond du Lac, Iron Ridge, Wis.	C., M. and St. P. Rwy.
Forest City and Dows, Iowa.	6	27057	Dows, Forest City, Iowa.	Burlington, C. Rapids and Northern.
Forest House and Austin, Pa.	2	8171	Forest House, Austin, Pa.	Sinnamahoningvale.
Forks Creek and Central City, Colo.	7	38021	Forks Creek, Central City, Colo.	Colorado 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.
					<i>Pounds.</i>	
32.74	10,215	3	22	July 1, 1889	83	Supplied by initial and terminal offices. Connects at Evansville with St. Paul, Minn., and Minot, N. Dak., R. P. O.; at Elbon Lake, Minn., with Minneapolis, Minn., and Oakes, N. Dak., R. P. O.; and at Tintah, Minn., with Boundary Line (n. o.), N. Dak., and St. Paul, Minn., R. P. O.
3.03	4,742	16	8	July 1, 1889	81	
12.56	6,853	6	10	.....	.....	Supplied by Lancaster and Boston, Woodsville and Boston, and Newport and Springfield R. P. O.
9.55	5,978	6	2	July 1, 1888	14	Connects Mount Airy and Wilmington R. P. O. at Factory Junction (n. o.), N. C.
36.37	26,550	7	4	July 1, 1890	101	Connects at Fairbanks with Benson and Nogales, R. P. O.
36.90	23,099	6	18	Feb. 17, 1890	214	Supplied by Fairchild, Wis., and St. Paul, Minn., and Elroy, Wis., R. P. O.
26.92	19,652	7	6	July 1, 1890	41	New service established April 25, 1890. Connects at Fairhaven with Whatcom and Seattle R. P. O. Steam-boat line.
7.75	4,852	6	12	July 1, 1889	46	
6.08	13,315	21	21	July 1, 1889	643	<sup>1</sup> Balance of route (13.10 miles) covered by Quincy, Ill., and Louisiana, Mo., R. P. O. (See Table A <sup>3</sup> ). <sup>2</sup> Connects at Hannibal, Mo., with Hannibal and Sedalia, Mo., R. P. O., and with all lines centering at Quincy, Ill.
18.37	28,749	15	48	July 1, 1889	337	Supplied by initial and terminal offices, and Farmington and Portland R. P. O.
67.36	42,167	6	26	July 1, 1887	289	<sup>1</sup> Balance of route covered by Wadena and Fergus Falls, Minn. R. P. O. (See table A <sup>3</sup> ). Supplied by Wadena and Fergus Falls, Minn., R. P. O., at Wahpeton, N. Dak. Connects at Wahpeton, N. Dak., with Fargo, N. Dak., and Ortonville, Minn.; Boundary Line (n. o.), N. Dak., and St. Paul, Minn., and Larimore, N. Dak., and Breckenridge, Minn., R. P. O.'s, and at Breckenridge, Minn., with lines centering there.
21.30	26,884	<sup>2</sup> 12	8	Sept. 9, 1889	45	<sup>1</sup> Findlay and Glandorf R. R. (23.10 miles) curtailed to end at Ottawa, Ohio, from September 9, 1889, decreasing distance 1.80 miles. <sup>2</sup> Prior to September 9, 1889, six round trips over entire route and six additional round trips between Ottawa and Findlay, Ohio. Commencing on that date twelve round trips over entire route.
12.47	23,419	18	26	July 1, 1889	218	
30.15	6,271	2	3	July 1, 1888	21	
5.63	7,619	14	4	July 1, 1888	230	
7.20	11,268	15	29	July 1, 1889	59	
10.00	6,260	6	6	Jan. 20, 1890	78	
28.72	35,957	12	30	July 1, 1887	154	Supplied by Fond du Lac, Wis., and Oshkosh and Milwaukee, Wis., R. P. O. Connects at Fond du Lac, Wis., with all lines centering there.
48.86	30,586	6	18	July 1, 1888	142	Supplied by initial and terminal offices, and by Cedar Rapids, Iowa, and Watertown, S. Dak., R. P. O. Connects at Forest City, Iowa, with St. Paul, Minn., and Des Moines, Iowa, R. P. O.; at Garner, Iowa, with McGregor, Iowa, and Chamberlain, S. Dak., R. P. O., and at Belmond, Iowa, with Mason City and Ft. Dodge, Iowa, R. P. O., and with Hampton and Belmond, Iowa, pouch service.
8.09	8,442	9	8	July 1, 1889	129	
11.47	16,746	14	10	July 1, 1890	422	Connects at Forks Creek, Colo., with Denver and Georgetown, Colo., 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 routes.	Contract designation, termini of route.	Corporate title of company.
Fort Collins and Stout, Colo....	7	138027 (part)	Greeley, Stout, Colo.....	Greeley, Salt Lake and Pacific.
Fort Dodge and Lehigh, Iowa..	6	27104	Fort Dodge, Lehigh, Iowa..	Mason City and Fort Dodge.
Fort Dodge and Tara, Iowa....	6	27107	Fort Dodge, Tara, Iowa....	Chl., R. Isl'd and Pacific....
Fort Madison and Collett.....	6	27004	Fort Madison, Collett, Iowa.	Fort Madison and Northwest.
Fort Smith and Greenwood, Ark.	11	29025	Fort Smith, Greenwood, Ark.	St. Louis, Iron Mountain and Southern.
Fort Valley and Perry.....	4	15017	Fort Valley, Perry.....	Southwestern R. R.....
Fort Worth and Dublin, Tex....	11	31061	Fort Worth, Dublin, Tex....	Fort Worth and Rio Grande.
Fosston and Carman, Minn.....	10	26026	Carman, Fosston, Minn....	St. P., M. and M.....
Fostoria and Flint, Mich.....	9	24047	Flint, Fostoria, Mich.....	Flint and Pere Marquette..
Frackville and Pottsville.....	2	8050	Pottsville, Frackville, Pa....	Phila. and Reading.....
Frankfort and Copemish, Mich..	9	24086	Frankfort, Copemish, Mich..	Frankfort and Southeastern.
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 Western....
Frederick and Araby, Md.....	3	10004	Araby, Frederick, Md.....	Baltimore and Ohio.....
Freeland and Jeddo.....	2	8058	Jeddo, Freeland, Pa.....	Lehigh Valley.....
Fresno and Portersville, Cal....	8	46066	Fresno, 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 Woodard.....	2	6138	Fulton, Woodard Junction..	Rome, Wat. and Ogd.....
Fultonham and Redfield, Ohio..	5	21085	Fultonham, Redfield, Ohio..	Columbus and Eastern R. R.
Galena and Galena Junction, Ill.	6	23092	Galena, Galena Junction, Ill.	Chicago, Burlington, and Northern.
Galesburg and Rio, Ill.....	6	23009 (part)	Peoria, Rio, Ill.....	Chicago, Burlington and Quincy.
Galesville and Trempealeau, Wis.	10	26054	Trempealeau, Galesville, Wis.	Chl. and Northwest.....

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.
15.14	9,478	6	2	July 1, 1890	Pounds. 895	Connects at Fort Collins, Colo., with Greeley and Denver, Colo., R. P. O.
14.97	9,371	6	4	July 1, 1889	91	<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*.)
6.35	8,975	6	4	Aug. 12, 1889	41	Supplied by Fort Dodge, Iowa, and by Mason City and Fort Dodge, Iowa, R. P. O.
45.12	28,245	6	26	July 1, 1889	129	Supplied by Ruthven and Des Moines, Iowa, R. P. O. Connects at Fort Dodge, Iowa, with all lines centering there.
19.02	13,884	7	14	July 1, 1890	182	Supplied by initial and terminal offices. Connects at Fort Madison, Iowa, with all lines centering there.
12.98	16,190	12	8	July 1, 1888	108	Connects at Fort Smith, Ark., with Fort Smith, Ark., and Wagoner, Ind. T., R. P. O. Fort Smith, Ark., and Leland, Miss., R. P. O. and Mouett, Mo., and Paris, Tex., R. P. O.
90.82	34,789	6	26	July 1, 1890	249	April 21, 1890, service extended to Dublin, Tex., increased distance 49.47 miles. Connects at Dublin, Tex., with Bremond and Albany, Tex., R. P. O. Connects at Fort Worth, Tex., with Denison and Taylor Tex., R. P. O., Newton, Kans., and Galveston, Tex., R. P. O., Denver, Colo., and Fort Worth, Tex., R. P. O., Texarkana, Ark., and Fort Worth, Tex., R. P. O., Texarkana, Ark., and El Paso, Tex., R. P. O., and Fort Worth and Guide, Tex., R. P. O.
44.59	14,037	3	20	July 1, 1889	88	Supplied by Crookston, Minn., and St. Paul, Minn., and Minot, N. Dak., R. P. O.
24.45	15,806	6	15	July 1, 1888	109	At Otter Lake, Mich., connects the Mackinaw City and Detroit R. P. O. At Flint, Mich., connects the Ft. Gratiot and Chicago, Ludington, and Toledo, and Bay City, Wayne, and Detroit R. P. O.'s.
10.97	37,503	18	20	July 1, 1889	105	The route was established by order of December 5, 1889, and began service January 1, 1890. At Copernish, Mich., connects the Copernish and Toledo R. P. O., and via the Manistee and Nausen City route makes connection with the Manistee and East Saginaw and Ludington and Toledo R. P. O.
25.00	15,500	12	18	Jan. 1, 1890	200	Initial and terminal office exchange.
5.96	11,174	18	16	July 1, 1889	136	Supplied by Boston, Mass., Providence, R. I., and Boston and Hopewell Junction R. P. O.'s.
14.36	17,979	12	*32	July 1, 1889	192	<sup>1</sup> Balance of route covered by Branchville and Waterloo R. P. O. (See Table A*.)
18.63	10,805	12	10	July 1, 1889	494	Connects Lancaster and Frederick R. P. O. at Frederick, and Baltimore and Martinsburgh, and Baltimore and Winchester R. P. O.'s at Araby.
3.85	22,092	55	49	July 1, 1889	810	Supplied by initial and terminal offices. Connects at Fresno with San Francisco and Los Angeles R. P. O.
2.78	5,221	18	6	July 1, 1889	166	Connects at Fulton with Ukiah and San Francisco R. P. O.
70.05	51,137	7	32	July 1, 1890	817	
16.04	11,709	7	12	July 1, 1890	118	
17.43	27,278	15	16	July 1, 1889	109	
7.11	8,902	12	8	July 1, 1888	54	
8.79	4,745	12	4	May 23, 1888	323	Connects Minneapolis, Minn., and Oregon, Ill., R. P. O. with Galena, Ill.
13.27	26,321	19	18	July 1, 1887	1,759	<sup>1</sup> Balance of route (52.83 miles) covered by Peoria and Galesburg, Ill., R. P. O. (See Table A*.)
8.22	15,450	18	8	July 1, 1887	154	Supplied by Galesburg, Ill., and by Rock Island, Ill., and St. Louis, Mo., R. P. O. Connects at Galesburg, Ill., with all lines centering there.
						Supplied by Trempealeau, Wis., and Chicago, Ill., Winona, Minn., R. P. O. Connects at Trempealeau, Wis., with Minneapolis, Minn., and Oregon, Ill., 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.
Galewood and Dunning, Ill. . . . .	6	23091	Galewood, Dunning, Ill. . . . .	Chicago, Milwaukee and St. Paul.
Garó and London, Colo. . . . .	7	38024	Garó, London, Colo. . . . .	Denver, South Park and Pacific.
Geneva and Aurora, Ill. . . . .	6	23056	Geneva, Aurora, Ill. . . . .	Chicago and Northwestern .
Genoa and Cedar Rapids, Nebr. . . . .	6	34025	Genoa, Cedar Rapids, Nebr. . . . .	Omaha, Niobrara and Black Hills.
Georgetown and Haverhill, Mass. . . . .	1	3013	Georgetown, Haverhill, Mass. . . . .	Boston and Maine R. R. . . . .
Georgetown and Round Rock, Tex. . . . .	11	31026	Georgetown, Round Rock, Texas. . . . .	International and Great Northern.
Georgetown and Silver Plume, Colo. . . . .	7	38020 (part)	Argo Junction (n. o.), Silver Plume Colo. . . . .	Colorado Central . . . . .
Georgetown and Versailles, Ky. . . . .	5	20029	Georgetown, Versailles, Ky. . . . .	Versailles and Midway Rwy.
Gilbertville and Canton, Me. . . . .	1	10 (part.)	Mechanic's Falls, Gilbertville, Me. . . . .	Rumford Falls and Buckfield R. R.
Gilroy and Tres Pinos, Cal. . . . .	8	46034	Gilroy, Tres Pinos, Cal. . . . .	Southern Pacific Company..
Glen Carbon and Schnylkill Haven, Pa. . . . .	2	3061	Schnylkill Haven, Glen Carbon, Pa. . . . .	Phila. and Reading . . . . .
Glendale and Eagle's Nest, Missa. . . . .	4	18006	Glendale, Eagle's Nest. . . . .	Mob. and Northwestern R.R.
Glen Ellen and Junction (n. o.), Cal. . . . .	8	46039	Junction (n. o.), Glen Ellen, Cal. . . . .	San Fran. and North Pacific R. R.
Glen Rock and Casper, Wyo. . . . .	6	37003 (part)	Douglas, Casper, Wyo. . . . .	Fremont, Elkhorn and Missouri Valley.
Glade Spring and Saltville, Va. . . . .	3	11014	Glade Spring, Saltville, Va. . . . .	Norfolk and Western. . . . .
Glasgow Junction and Glasgow, Ky. . . . .	5	20011	Glasgow Junction, Glasgow, Ky. . . . .	Louisville and Nashville R. R.
Goff and Donohue Station (n. o.), Pa. . . . .	2	3176	Goff, Donohue Station, Pa. (n. o.). . . . .	Penna. . . . .
Goodyear and Mathers, Wis. . . . .	10	25074	Mathers, Goodyear, Wis. . . . .	C. M. and St. P. . . . .
Goshen and Alcalde, Cal. . . . .	8	46038	Goshen, Alcalde, Cal. . . . .	Southern Pacific Company .
Goshen and Pine Island. . . . .	2	6010	Goshen, Pine Island, N. Y. . . . .	N. Y., L. E. and W. . . . .
Grafton and Woodland, Cal. . . . .	8	46007	Woodland, Grafton, Cal. . . . .	California Pacific R. R. . . . .
Grand Rapids and Muskegon, Mich. . . . .	9	24055	Grand Rapids, Muskegon, Mich. . . . .	Muskegon, Grand Rapids and Indiana.

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.	
2.80	3,506	12	4	May 16, 1887	37	Supplied by Chicago, Ill.
15.57	10,370	9	14	July 1, 1890	173	Supplied by Denver and Leadville, Colo., R. P. O., and Garo, Colo. Seven round trips per week from July 1 to November 16, 1889, inclusive.
10.31	32,270	30	30	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., all lines centering there.
30.71	38,449	12	24	July 1, 1890	260	Supplied by Genoa, Nebr., and by Columbus and Albion, Nebr., R. P. O.
7.32	16,038	21	18	July 1, 1889	114	Supplied by Amesbury and Boston, and Portland and Boston R. P. O.'s.
10.32	15,067	14	10	July 1, 1890	367	Connects at Round Rock, Tex., with Texarkana, Ark., and Laredo, Tex., R. P. O.
4.46	3,256	7	2	July 1, 1890	1,529	Connects at Georgetown, Colo., with Denver and Georgetown, Colo., R. P. O. (b) 47.50 miles of route 380.0, between Argo Junction (n.o.) and Georgetown, Colo., covered by Denver and Georgetown, Colo., R. P. O. (See Table A*.)
19.30	24,164	12	12	Oct. 1, 1889	131	
1.93	1,208	6	3	July 1, 1889	491	Supplied by Canton and Mechanic's Falls R. P. O. (See Table A*.)
20.64	30,134	14	14	July 1, 1890	227	Connects at Gilroy with San Francisco and Santa Margarita R. P. O.; Gilroy, Hollister, and Tres Pinos exchange supplied also by San Francisco closed pouch.
13.63	17,065	12	36	July 1, 1889	141	
19.62	14,322	7	10	July 1, 1888	61	
18.90	13,797	7	6	July 1, 1890	141	Supplied by San Francisco.
24.16	15,124	6	4	July 1, 1889	194	Balance of route (30.30 miles) 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.
8.38	10,492	12	4	July 1, 1889	64	Connects Lynchburgh and Bristol R. P. O. at Glade Spring, Va.
11.03	14,957	13	9	July 1, 1888	406	
4.26	5,334	12	4	July 1, 1889	80	
16.33	10,223	6	4	.....	.....	Supplied by Mathers, Wis. Connects at Mathers, Wis., with Tomahawk and Tomah, Wis., R. P. O.
61.21	29,273 6,686	7 3	26	July 1, 1890	325	Connects at Goshen with San Francisco and Los Angeles R. P. O. Seven round trips per week, Goshen to Huron (40.10 miles). Three round trips per week, Huron to Alcalde (21.11 miles).
11.89	14,886	12	16	Jul 1, 1889	100	
9.92	7,242	7	8	Ju 1, 1890	67	Connects at Woodland with Redding and Sacramento R. P. O. Grafton exchanges with Sacramento, Woodland, and Ogden, Utah, and San Francisco, Cal., R. P. O.
40.73	76,491	18	45	July 1, 1888	748	At Grand Rapids, Mich., connects the Baldwin and Grand Rapids, Cadillac and Ft. Wayne, Detroit and Grand Haven, East Saginaw and Howard City, Detroit and Grand Rapids, Grand Rapids and Cincinnati, Grand Rapids and Elkhart, Grand Ledge and Grand Rapids, Grand Rapids and La Crosse and Mackinaw City and Grand Rapids R. P. O.'s. At Muskegon, Mich., connects the Big Rapids and Holland, Muskegon and Allegan and Pentwater and Muskegon R. P. O.'s.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations, running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, ter- mini of route.	Corporate title of company.
Grantsburgh, Wis., and Rush City, Minn.	10	26051	Rush City, Minn., Grants- burgh, Wis.	St. Paul and Duluth .....
Gratiot and Shullsburgh, Wis.	10	125004 (part)	Milton Junction, Shulls- burgh, Wis.	Chl., Mil. and St. Paul .....
Gratiot, Wis., and Warren, Ill.	10	125020 (part)	Warren, Ill., Mineral Point, Wis.	Chl., 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 Sandconlee, Mont.	10	36010	Great Falls, Sandconlee, Mont.	St. P., Minn. and Manitoba..
Greeley and Ericson, Nebr. ....	6	34061	Greeley, Ericson, Nebr. ....	Burlington and Mo. River in Nebr.
Green Cove Springs and Mel- rose, Fla.	4	10039	Green Springs, Melrose, Fla.	Western R. R. of Florida....
Greenfield and Watkins, Mo. ....	7	28063	Greenfield, Watkins, Mo. ....	Greenfield and Northern....
Greensburgh and Columbus, Ind.	5	22049	Greensburgh, Columbus, Ind.	Cin't., Indpls., St. Louis and Chicago Rwy.
Green Spring and Romney, W. Va.	3	12014	Green Spring, Romney, W. Va.	Baltimore and Ohio.....
Greenville and Beattie, Mo. ....	1	30	Greenville, Beattie, Mo. ....	Canadian Pacific Rwy. ....
Greenwich and Johnsonville. ....	2	6082	Johnsonville, Greenwich, N. Y.	Greenwich and Johnsonville
Greenwood Lake and Sterling Forest.	2	7034 (part)	Jersey City, N. J., Green- wood Lake, N. Y.	N. Y. and Greenwood Lake .
Gregory and Aransas Pass, Tex.	11	31068	Aransas Pass, Gregory, Tex.	San Antonio and Aransas Pass.
Grinnell and Montezuma, Iowa. ....	6	27082	Grinnell, Montezuma, Iowa. ....	Iowa Central .....
Griswold and Red Oak, Iowa. ....	6	27055	Red Oak, Griswold, Iowa. ....	Chicago, Burlington and Quincy.
Grosse Isle and Slocum Junc- tion (n. o.), Mich.	9	24011	Grosse Isle, Slocum Junc- tion (n. o.), Mich.	Michigan Central.....
Groton and Doland, S. Dak. ....	10	35035	Doland, Groton S. Dak. ....	Chicago and Northwest .....
Groveton Junction and Lan- caster, N. H.	1	1006 (part)	Groveton Junction, Con- cord, N. H.	Concord and Montreal R. R.
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, Smokey Val- ley 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 readjustment.	Average weight of mail whole distance daily.	Remarks.
17.17	10,748	6	6	July 1, 1887	Pounds. 73	Supplied by Rush City, Minn., and Duluth and St. Paul, Minn., R. P. O.
11.79	22,142	18	20	July 1, 1887	981	<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., Warren, Ill., and Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Gratiot, Wis., with Gratiot, Wis., and Warren, Ill., pouch service.
7.15	8,952	12	44	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 all lines centering there, and Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Gratiot, Wis., with Gratiot and Shullsburgh, Wis., pouch service.
2.67	6,686	24	25	July 1, 1889	381	Supplied by Boston, Mass., Portland and Boston, Portsmouth and Manchester, and North Conway and Boston R. P. O.'s.
16.18	10,129	6	4	July 1, 1890	52	Supplied by Great Falls, Mont., and Minot, N. Dak., and Butte City, Mont., R. P. O.
18.64	5,816	3	4	July 1, 1890	29	Supplied by Greeley, Nebr., and by Palmer and Burwell, Nebr., R. P. O.
33.92	21,233	6	10			
3.46	5,052	14	8	Apr. 20, 1888	171	Connects at Watkins, Mo., with Kansas City, Mo., and Memphis, Tenn., R. P. O.
26.89	33,060	12	28	July 1, 1888	140	
16.64	20,833	12	10	July 1, 1889	193	Connects Baltimore and Grafton R. P. O. at Green Spring, W. Va.
64.20	11,556	6	6			From Feb. 17, 1890.
15.19	28,527	18	20	July 1, 1889	286	
15.83	3,650	6	4	July 1, 1889	468	<sup>1</sup> Balance of route covered by Greenwood Lake and New York R. P. O. (See Table A*)
21.47	13,440	6	6	July 1, 1890	107	Connects at Gregory, Tex., with Kenedy and Corpus Christi, Tex., R. P. O.
17.49	21,807	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 Austin, Minn., and Ottumwa, Iowa, R. P. O.'s, and with Grinnell and State Center, Iowa, pouch service. Connects at Montezuma, Iowa, with Muscatine and Montezuma, Iowa, R. P. O.
18.81	23,550	12	14	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.
2.41	1,508	6	2	July 1, 1888	25	At Slocum Junction (n.o.), Mich., connects the Detroit and Cincinnati R. P. O. day line.
39.24	24,564	6	18	July 1, 1890	158	Supplied by initial and terminal offices. Connects at Groton, S. Dak., with St. Paul, Minn., and Aberdeen, S. Dak., R. P. O., and at Doland, S. Dak., with Brookings and Gettysburg, S. Dak., R. P. O.
9.58	11,994	12	22	July 1, 1889	2,853	Balance of route (136.36 miles) covered by R. P. O. service (see Table A*) supplied by Lancaster and Boston, Portland and Island Pond R. P. O. Lancaster exchanges with Groveton.
14.96	18,730	12	24	July 1, 1887	214	Supplied by Stuart, Iowa, and by West Liberty and Council Bluffs, Iowa, R. P. O.
27.51	20,082	7	16	July 1, 1890	103	Connects at Gypsum and Marquette, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O., and at Bridgeport and Lindsborg, Kans., with Salina and McPherson, Kans., R. P. O. From July 1 to August 3, 1889, the service on this route, west-bound, and from October 20, to December 14, 1889, both east and west bound, was performed by Kansas City, Salina and Pueblo 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.
Hagerstown and Cambridge City, Ind.	5	22055	Cambridge City, Hagerstown, Ind.	White Water R. R. ....
Halstad and Moorhead, Minn.	10	26052	Moorhead, Halstad, Minn. .	St. P., M. and M. ....
Hamilton and Tarborough, N. C.	3	13032	Hamilton, Tarborough, N. C.	Hamilton Railroad and Lumber Co.
Hammondsport and Bath, N. Y.	2	6096	Bath, Hammondsport, N. Y.	Bath and Hammondsport...
Hampton and Belmont, Iowa	6	27978	Hampton, Belmont, Iowa...	Iowa Central .....
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.	2	8102	Hanover Junction, Pa., Gettysburgh, Pa.	Western Maryland.....
Harbor and Ashtabula, Ohio.	5	21098	Ashtabula, Harbor, Ohio....	Ashtabula Street R. R....
Harbor Springs and Petoskey..	9	24056	Petoskey, Harbor Spring, Mich.	Grand Rapids and Indiana..
Harlan and Avoca, Iowa.....	6	27045	Avoca, Harlan, Iowa.....	Chicago, Rock Island and Pacific.
Harlem, N. Dak., and Andover, S. Dak.	10	35022	Andover, S. Dak., Harlem, N. Dak.	C., M. and St. P. ....
Harrison (n. o.) and Elk Garden, W. Va.	3	12025	Harrison (n. o.), Elk Garden, W. Va.	West Virginia Central and Pittsburgh.
Harrisville and Carthage, N. Y.	2	6134	Harrisville, Carthage, N. Y.	Carthage and Adirondack ..
Hart and Mears, Mich. ....	9	24046	Mears, Hart, Mich. ....	Chicago and West Michigan
Hartington and Wakefield, Nebr.	6	34022	Wakefield, Hartington, Nebr.	Chicago, St. Paul, Minn. and Omaha.
Hart Lot and Skaneateles, N. Y.	2	6060	Hart Lot, Skaneateles, N. Y.	Skaneateles .....
Hart's Roads and Jacksonville, Fla.	4	10809	Hart's Roads, Jacksonville .	Fla. Cent. and Pen. R. R....
Hartwell and Bowersville, Ga.	4	15029	Hartwell, Bowersville .....	Rich. and Dan. R. R. ....
Hartland and Pittsfield, Me. .	1	26	Hartland, Pittsfield, Me. ....	Sebastacook and Moosehead R. R.
Harwood and Gonzales, Tex. .	11	31040	Harwood, Gonzales, Tex....	Galveston, Harrisburg, and San Antonio. (So. Pac).
Hastings and Red Cloud, Nebr.	6	134029 (part)	Hastings, Oxford, Nebr. ....	Burlington and Mo. River in Nebr.
Hastings and Sidney, Iowa.	6	27, 043	Hastings, Sidney, Iowa ....	Chicago, Burlington, and Quincy.
Hatfield and Norwood, N. Y.	2	6, 123	Hatfield, Norwood, N. Y. ....	Rome, W. and Ogd .....
Hav's Corners and Willard, N. Y.	2	6, 128	Hav's Corners, Willard, N. Y.	Geneva, Ithaca and Sayre...
Hazle Creek Junction and Audubon, Pa.	2	8, 012	Hazle Creek Junction, Audubon, Pa.	Lehigh Valley.....
Henderson and Durham, N. C.	2	13, 011	Henderson, Durham, N. C.	Durham and Northern .....
Henderson and Overton, Tex.	11	31, 015	Henderson, Overton, Tex. .	International and Great 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.
7.53	5,429	6	2	July 1, 1888	Pounds. 14	Hagerstown and Beesons R. R. (14.15 miles) curtailed to begin at Cambridge City, Ind., from August 31, 1889, decreasing distance 8.62 miles.
34.51	10,767	3	10	July 1, 1887	84	Supplied by Moorhead, Minn., connects at Moorhead, Minn., with lines centering there.
20.65	12,927	6	10	July 1, 1888	50	Connects Norfolk and Rocky Mount and Plymouth and Rocky Mount R.P.O.'s at Tarborough.
9.60	18,029	18	12	July 1, 1889	288	
22.96	28,746	12	10	July 1, 1887	67	Supplied by initial and terminal offices. Connects at Hampton, Iowa, with Austin, Minn., and Ottumwa, Iowa, R. P. O., and with Sumner and Hampton, Iowa, R. P. O. Connects at Belmond, Iowa, with Mason City and Fort Dodge, Iowa, R. P. O., and with Forest City and Dow, Iowa, pouch service.
6.41	12,705	19	11	July 1, 1889	169	Connects Baltimore and Grafton and Baltimore and Martinsburg R. P. O.'s at Hancock Station (n.o.), W. Va.
6.63	8,801	12	10	July 1, 1889	739	<sup>1</sup> Balance of route covered by Glyndon and Gettysburg R. P. O. (See Table A <sup>2</sup> )
4.01	7,948	19	6	July 1, 1889	88	Service performed on street cars.
8.20	20,533	24	18	July 1, 1888	88	At Petoskey connects Mackinaw City and Grand Rapids R. P. O.
14.35	17,966	12	18	July 1, 1887	236	Supplied by Avoca, Iowa, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Avoca with Avoca and Carsons, Iowa, pouch service.
56.79	34,925	6	32	July 1, 1890	271	Supplied by initial and terminal offices. Connects at Andover, S. Dak., with St. Paul, Minn., and Aberdeen, S. Dak., R. F. O.
7.16	8,952	12	6	-----	-----	Connects Cumberland and Elkins R. P. O. at Harrison (n.o.), W. Va.
21.71	18,590	6	10	July 1, 1889	184	
4.15	10,391	24	14	July 1, 1888	193	At Mears, Mich., connects the Pentwater and Muskegon R. P. O.
33.94	21,246	6	22	July 1, 1890	249	Supplied by initial and terminal offices and by Sioux City, Iowa, and Norfolk, Nebr., R. P. O.
5.18	12,971	24	20	July 1, 1889	228	
24.96	36,441	14	12	July 1, 1888	165	
10.22	12,754	12	4	July 1, 1888	104	
8.51	10,554	12	12	July 1, 1889	183	Supplied by initial and terminal offices, and Bangor and Boston R. P. O.
12.62	9,205	6	6	July 1, 1890	229	Connects at Harwood, Tex., with Houston and El Paso, Tex., R. P. O.
41.48	25,966	6	20	July 1, 1886	4506	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; at Ayr, Nebr., with Valley and Alma, Nebr., R. P. O.; at Blue Hill with Nebraska City, Nebr., and Cheyenne, Wyo., R. P. O., and at Red Cloud, Nebr., with Kansas City, Mo., and Oxford, Nebr., R. P. O.
						<sup>1</sup> Balance of route (64.78 miles) covered by Kansas City, Mo., and Oxford, Nebr., R. P. O. (See Table A <sup>2</sup> )
22.14	13,860	6	10	July 1, 1887	139	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.
13.54	16,952	12	24	July 1, 1889	152	
5.70	12,469	21	16	July 1, 1889	151	
8.62	18,667	21	12	July 1, 1889	163	
42.05	52,647	12	14	Oct. 1, 1889	139	Connects Norfolk and Raleigh R. P. O. at Henderson, N. C., and the Goldsborough and Greensborough and Keyesville and Raleigh R. P. O.'s at Durham, N. C.
17.01	12,417	7	10	July 1, 1890	275	Connects at Overton, Tex., with Texarkana, Ark., and Laredo, Tex., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Henderson and Oxford, N. C. . . .	3	13, 014	Oxford, Henderson, N. C. . . .	Oxford and Henderson . . . . .
Highlands and Branchport, N. J. . . .	2	7, 028 (part)	Highlands, Whiting, N. J. . . .	Central R. R. of New Jersey.
High Point and Ashborough, N. C. . . .	3	13, 021	High Point, Ashborough, N. C. . . .	Richmond and Danville . . . . .
Hilbert and Appleton, Wis. . . .	10	25, 040	Hilbert, Appleton, Wis. . . . .	Milwaukee and Northern . . . . .
Hilliards and Branchton Junction, Pa. . . .	2	8152	Branchton Junction, Hilliards, Pa. . . .	Pittsburgh, Shenango and Lake Erie.
Hillsborough and Sardinia, Ohio. . . .	5	21066	Hillsborough, Sardinia, Ohio . . . .	Ohio and Northwestern R. R.
Hillsdale and New Almaden, Cal. . . .	8	43064	Hillsdale, New Almaden, Cal. . . .	Southern Pacific Co . . . . .
Hinckley and St. Cloud, Minn. . . .	10	26049	St. Cloud, Hinckley, Minn. . . .	St. P., M. and M. . . . .
Hodgenville and Elizabethtown, Ky. . . .	5	20038	Elizabethtown, Hodgenville, Ky. . . .	Hodgenville and Elizabethtown R. R.
Hodges and Abbeville, S. C. . . .	4	14009	Hodges, Abbeville . . . . .	Rich and Dan. R. R. . . . .
Holsington and Great Bend, Kans. . . .	7	33071	Holsington, Great Bend, Kans. . . .	Kansas and Colorado . . . . .
Holland Junction (n. o.) and Ottawa Beach (n. o.), Mich. . . .	9	24090	Holland Junction (n. o.), Ottawa Beach (n. o.), Mich. . . .	Chicago and West Michigan.
Hollidaysburgh Junction, Newry, Pa. . . .	2	8140	Hollidaysburgh, Newry, Pa. . . .	Penna. . . . .
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 and Northwestern
Honesdale and Carbondale, Pa. . . .	2	8118	Honesdale, Carbondale, Pa. . . .	Del. and Hudson Canal Co.
Honesdale and Lackawaxen, Pa. . . .	2	8009	Honesdale, Lackawaxen, Pa. . . .	N. Y., L. E. and Western . . . .
Honey Grove and Ladonia, Tex. . . .	11	31053 (part)	Dallas, Honey Grove, Tex. . . .	Gulf, Colorado and Santa Fé.
Hope and Ripon, N. Dak. . . . .	10	135003 (part)	Breckenridge, Minn., Hope, N. Dak. . . .	St. P., M. and M. . . . .
Hope Valley and Wood River Junction (n. o.), R. I. . . .	1	4069	Wood River Junction (n. o.), Hope Valley, R. I. . . .	Wood River Branch R. R. . . .
Hopewell Junction and Wicoppee Junction. . . . .	2	6125	Hopewell Junction, Wicoppee Junction, N. Y. . . .	New York and New England
Hortonville and Oshkosh, Wis. . . .	10	25046	Oshkosh, Hortonville, Wis. . . .	Mil., L. S. and West . . . . .

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>	
13.50	16,902	12	22	July 1, 1888	272	Connects Norfolk and Raleigh R. P. O. at Henderson, N. C., and the Keysville and Raleigh R. P. O. at Oxford, N. C.
11.81	29,572	24	30	July 1, 1889	671	<sup>1</sup> Balance of route covered by Red Bank and Bridge-ton R. P. O. (see Table A*), and no service 3.90 miles Branchport Junction and Eatontown.
28.21	17,659	6	42	Sept. 9, 1889	202	Connects Washington and Charlotte R. P. O. at High Point, N. C.
21.94	27,469	12	22	July 1, 1887	144	Supplied by Appleton and Menasha, Wis., and by Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. Connects at Menasha, Wis., with Ishpeming, Mich., and Chicago, Ill., R. P. O.; at Appleton, Wis., with Ashland and Milwaukee, Wis., R. P. O., and at Neenah, Wis., with the Chicago, Ill., Ab-botsford, Wis., and Minneapolis, Minn., R. P. O.
10.47	13,108	12	18	July 1, 1889	88	
19.42	22,157	6	20	July 1, 1888	179	
10.20	7,446	7	6	July 1, 1890	62	Connects at Hillsdale with San Francisco and Santa Margarita R. P. O.
68.24	42,718	6	22	July 1, 1887	70	San Francisco and New Almaden exchange. Supplied by initial and terminal offices. Connects at Hineckley, Minn., with Duluth and St. Paul, Minn., R. P. O.; at Milaca, Minn., with Milaca and Elk River, Minn., pouch service; and at St. Cloud, Minn., with St. Paul, Minn., and Minot, N. Dak., and St. Cloud and Willmar, Minn., R. P. O's.
11.70	7,324	6	4	July 1, 1889	124	
11.85	22,254	18	8	July 1, 1888	162	
10.34	15,096	14	10	July 1, 1890	234	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 Holding-ton, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.
7.30	-----	25	-----	-----	-----	Order of June 13, 1890, established this route to commence June 21, 1890. At Holland Junction connects the Grand Rapids and La Crosse and Muskegon and Allegan R. P. O's.
2.89	3,618	12	10	July 1, 1889	84	No service as yet has been performed on this line.
10.54	16,495	15	9	July 1, 1889	185	Holyoke exchanges with Westfield and Williams-burgh and New Haven R. P. O.
19.63	28,639	14	8	July 1, 1890	216	Connects at Gibeland, La., with Meridian, Miss., and Shreveport, La., R. P. O.
20.15	50,466	24	32	July 1, 1889	245	
24.89	46,743	18	36	July 1, 1889	599	
12.30	17,958	14	12	July 1, 1890	624	68.40 miles of this route, between Ladonia and Dal-las, Tex., covered by Paris and Weatherford, Tex., R. P. O. (See Table A*). Connects at Honey Grove, Tex., with Texarkana, Ark., and Whitesboro, Tex., R. P. O.; at Ladonia, Tex., with Paris and Weatherford, Tex., R. P. O.
29.84	9,310	3	20	July 1, 1890	854	<sup>1</sup> Balance of route covered by Larimore, N. Dak., and Breckenridge, Minn., R. P. O. (See Table A*). Supplied by Ripon, N. Dak., and Larimore, N. Dak., and Breckenridge, Minn., R. P. O.
5.71	10,723	18	14	July 1, 1889	168	Providence and New London R. P. O. with Wood-ville and Hope Valley, R. I.
11.37	11,863	10	30	July 1, 1889	3,518	
23.77	14,880	6	14	July 1, 1887	156	Supplied by Oshkosh, Wis., and by Ashland and Milwaukee, Wis., R. P. O. Connects at Crete, Wis., with Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., R. P. O., and at Oshkosh, Wis., with Ishpeming, Mich., and Chicago, Ill., and Oshkosh and Milwaukee, Wis., R. P. O's.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract designation, termini of route.	Corporate title of company.
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. ....
Humboldt and Republic, Mich. ....	10	24053	Humboldt, Republic, Mich. ....	D., S. S. and A. ....
Hunter and Phenica. ....	2	6118	Phenica, 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 Harrisburgh.
Huntsville and Phelps, Tex. ....	11	31034	Phelps, Huntsville, Tex. ....	International and Great Northern.
Hurley and Pence, Wis. ....	10	25070	Hurley, Pence, Wis. ....	Mil., L. S. and West. ....
Huron and Norwalk, Ohio. ....	5	21087	Huron and Norwalk, Ohio. ....	Wheeling and Lake Erie. ....
Hutchinson and Glencoe, Minn. ....	10	26056	Glencoe, Hutchinson, Minn. ....	C., M. and St. P. ....
Hutchinson and Kingman, Kans. ....	7	33100	Hutchinson, Kingman, Kans. ....	Hutchinson and Southern ..
Hutchinson Junction (n. o.) and Hutchinson, Minn. ....	10	26060	Hutchinson Junction (n. o.) Hutchinson, Minn. ....	St. P., M. and M. ....
Ione and Galt, Cal. ....	8	46023	Galt, Ione, Cal. ....	Central Pacific R. R. ....
Inman and Victoria, Tenn. ....	5	19025	Inman, Victoria, Tenn. ....	Nashville, Chattanooga and St. Louis.
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 (n. o.), Watersmeet, Mich. ....	Chi. and Nor. West. ....
Irwin and Blackburn, Pa. ....	2	8129	Irwin, Blackburn, Pa. ....	Youghiogheny. ....
Isabel and Brownsville, Tex. ....	11	31018	Brownsville, Isabel, Tex. ....	Rio Grande R. R. ....
Jackson and Allenville, Mo. ....	7	28048	Allenville, Jackson, Mo. ....	St. Louis, Iron Mountain, and Southern.
Jacksonville and Mayport, Fla. ....	4	16036	Jacksonville, Mayport, Fla. ....	Jack., May., Pal. Beach Ry. and Nav. Co.

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>	
296	6,485	21	22	July 1, 1889	392	Supplied by Vanceborough and Bangor and Andover and Vanceborough R. P. O's.
23.71	43,270	14	8	July 1, 1890	331	Makes Houston, Tex., connections. Connects at Alvin, Tex., with Newton, Kans., and Galveston, Tex., R. P. O's.
51	15,963	3	16	July 1, 1890	149	Makes Houston, Tex., connections. Train 27 outward Mondays, Wednesdays, and Fridays.
52.87	16,548	3	10	July 1, 1890	49	Train 28 inward Tuesdays, Thursdays, and Saturdays.
8.61	6,285	7	4	July 1, 1888	90	Makes Houston, Tex., connections, and connects at Sealy, Tex., with Newton, Kans., and Galveston, Tex., R. P. O.
14.83	18,567	12	20	July 1, 1889	320	Train 1 outward Mondays, Wednesdays, and Fridays.
8.97	11,230	12	4	-----	-----	Train 2 inward Tuesdays, Thursdays, and Saturdays.
8.38	12,234	14	0	July 1, 1890	319	Supplied by Humboldt, Mich., and Mackinaw City and Houghton, Mich., R. P. O. Connects at Republic, Mich., with Champion and Iron Mountain, Mich., pouch service.
5.90	3,693	6	2	Sept. 26, 1889	25	'Balance of route covered by Carlisle and Gettysburg R. P. O. (See Table A.)
14.13	17,691	12	8	July 1, 1888	90	Connects at Phelps, Tex., with Palestine and Galveston, Tex., R. P. O.
14.24	17,828	12	12	Dec. 1, 1886	76	Supplied by Hurley, Wis. Connects at Hurley, Wis., with Ashland and Milwaukee, Wis., R. P. O.
32.70	15,434	13	22	July 1, 1890	354	Supplied by initial and terminal offices, and by St. Paul, Minn., and Aberdeen, S. Dak., R. P. O.
53.40	33,428	6	16	July 1, 1888	64	Connects at Hutchinson, Minn., with Hutchinson Junction (n. o.) and Hutchinson, Minn., pouch service.
27.85	20,331	7	24	July 1, 1890	384	New service: commenced February 24, 1890. Connects at Hutchinson, Kans., with Fort Scott and Kanopolis, Kans., R. P. O.; Herington and Dodge City, R. P. O.; Herington and Liberal, Kans., R. P. O., and Kansas City, Mo., and Pueblo, Colo., R. P. O. Connects at Kingman, Kans., with Wichita and Mullinville, Kans., R. P. O., and Winfield and Larned, Kans., R. P. O.
5.68	3,557	6	4	July 1, 1888	104	Supplied by Minneapolis, Minn., and Hutchinson, Minn. Connects at Hutchinson Junction (n. o.), Minn., with Boundary Line (n. o.), N. Dak., and St. Paul, Minn., R. P. O.; at Excelsior, Minn., with St. Paul, Minn., and Watertown, S. Dak., R. P. O., and at Hutchinson, Minn., with Hutchinson and Glencoe, Minn., pouch service.
11.65	7,293	6	8	July 1, 1889	46	Connects at Galt with Sacramento and San Francisco R. P. O.
54.79	39,997	7	26	July 1, 1888	112	Supplied by Florence, Wis., and Watersmeet, Mich., and Powers, Mich., and Florence, Wis., R. P. O. 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.
8.54	5,346	6	4	July 1, 1889	60	Isabel and Brownville, Tex.; exchanges pouches daily. They also exchange pouches three times per month with New Orleans, La., by steamer.
23.16	16,906	7	2	July 1, 1890	24	Connects at Allenville, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O.
16.80	21,634	12	18	July 1, 1887	129	
18.79	11,762	6	10	July 1, 1889	102	

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.
Jacksonville and Pablo Beach, Fla.	4	16030	Jacksonville, Pablo Beach, Fla.	Jack. and Atlantic R. R. ....
Jacksonville and St. Augustine, Fla.	4	16016	Jacksonville, St. Augustine, Fla.	Jack., St. Aug., Hal. Riv. 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 Rwy.
Jamesville and Washington, N. C.	3	13013	Jamesville, Washington, N. C.	Jamesville and Washington.
Janesville and Afton, Wis. ....	10	25052	Afton, Janesville, Wis. ....	Chi. and Nor. West. ....
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., L. E. and Western ....
Jeffersonville and Watson, Ind.	5	22056	Jeffersonville, Watson, Ind.	Ohio and Mississippi .....
Johnson Junction and Hillsborough, Ky.	5	20019	Johnson Junction, Hillsborough, Ky.	Cincinnati and Southeastern
Joplin and Splitlog, Mo. ....	7	28069	Joplin, Splitlog, Mo. ....	Kansas City, Fort Smith and Southern.
Juab and Frisco, Utah. ....	8	41001 (part)	Juab, Frisco, Utah. ....	Oreg. Short Line and Utah North. Rwy. Co.
Junction and Columbia, Pa. ...		8031 (part)	Columbia, Sinking Spring, Pa.	Phila. and Reading .....
Junction (n. o.) and Ignacio Station (n. o.), Cal.		46036	Junction (n. o.), Ignacio Station (n. o.), Cal.	San Fran. and North Pacific R. R.
Junction and Junction, Pa. ....	2	8189 (part)	Hawley, Scranton, Pa. ....	Erie and Wyoming Valley ..
Junction and Mound City, Ills.	6	23028	Junction, Mound City, Ills. ...	Illinois Central .....
Kaaterskill and Kaaterskill Junction, N. Y.	2	6131	Kaaterskill, Kaaterskill Junction, N. Y.	Kaaterskill .....
Kanopolis and Geneseo, Kans.	7	33086	Geneseo, Kanopolis, Kan. ....	Kanopolis and Kansas 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 re-adjustment.	Average weight of mail whole distance daily.	Remarks.
17.38	10,879	6	6	Feb. 4, 1887	<i>Pounds.</i> 44	
37.65	54,969	14	12	July 1, 1888	1,002	
9.58	12,994	13	9	July 1, 1889	469	
33.86	30,797	12	28	July 1, 1890	269	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.
						<sup>1</sup> 6 round trips per week during entire year; in addition to which, were 6 trips outward and over entire route, and 6 trips per week inward from Mankato to Jamestown, Kans. (25.10 miles), from Dec. 22 1889, to June 30, 1890, (163 days).
23.31	14,592	6	22	July 1, 1888	230	Connects Norfolk and Edenton R. P. O. at Jamesville, N. C., by boat between Jamesville and Edenton, N. C.
6.69	8,376	12	8	July 1, 1888	168	Connects Chicago, Ill., and Winona, Minn., R. P. O. day line with Janesville, Wis., and lines centering there.
6.97	13,090	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	4,758	12	4	July 1, 1889	436	<sup>1</sup> Balance of route covered by Ninevah and Carbondale R. P. O. (See Table A*).
7.50	10,170	13	8	July 1, 1888	211	
16.91	18,093	6	12	July 1, 1888	131	6 round trips per week over whole route, and 12 additional round trips per week between Johnson Junction and Flemingsburgh, Ky.; distance, 6 miles.
34.64	39,415	<sup>1</sup> 14	16	Sept. 26, 1889	123	Reported last year as Joplin and Neosho, Mo. (20.37 miles). Service extended Sept. 26, 1889, increasing distance 14.27 miles. 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 Sapulpa, Ind. T., R. P. O.
						<sup>1</sup> 14 round trips per week between Joplin and Neosho, Mo. (20.37 miles), and 7 round trips per week between Neosho and Splitlog, Mo. (14.27 miles), from date of extension of service.
139.15	101,580	7	32	July 1, 1890	1,548	Connects at Frisco with Salt Lake and Juab, R. P. O. Balance of route covered by Ogden and Salt Lake and Salt Lake and Juab R. P. O.'s. (See Table A*).
11.73	14,686	12	8	July 1, 1889	536	<sup>1</sup> Balance of route covered by Reading and Quarryville, R. P. O. (See Table A*).
7.50	5,475	7	8	July 1, 1890	185	Connects at Ignacio Junction with Ukiah and San Francisco R. P. O. Mail for offices on route 46,639 go over this line.
<sup>1</sup> 15.10	9,453	6	12	.....	.....	<sup>1</sup> Balance of route covered by Hawley and Scranton R. P. O. (See Table A*).
2.96	2,161	7	2	July 1, 1887	73	Connects Chicago and Cairo R. P. O. with Mound City, Ill.
<sup>1</sup> 8.00	10,016	12	12	July 1, 1889	221	<sup>1</sup> Service only 3 months in a year.
14.76	<sup>1</sup> 3,203	3	10	July 1, 1890	75	Connects at Kanopolis, Kans., with Kansas City, Mo., and Denver, Colo., R. P. O., and at Geneseo, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O., Fort Scott and Geneseo Division of Fort Scott and Kanopolis, Kans., R. P. O., and Little River and Hollyrood, Kans., pouch service.
						<sup>1</sup> Service from July 1, 1889, to Oct. 20, 1889, covered by Fort Scott and Kanopolis, Kans., R. P. O. (See Table A*).

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.
Katahdin Iron Works and Milo Junction (n. o.), Me. Keating and Karthaus, Pa. .... Kenesaw and Kearney, Nebr. ....	1 2 6	9 8167 34030	Milo Junction (n. o.), Katahdin Iron Works, Me. Keating, Karthaus, Pa. .... Kenesaw, Kearney, Nebr. ....	Bangor and Katahdin Iron Works R. R. Penna. .... Burlington and Mo. River, in Nebr.
Kennebunk Port Station (n. o.) and Kennebunk Station (n. o.), Me. Keokuk, Iowa, and Warsaw, Ill.	1 6	27 230.27 (part)	Kennebunk Port Station (n. o.), Kennebunk Station, Me. State Line (n. o.), Warsaw, Ill.	Boston and Maine R. R. .... Toledo, Peoria and Western.
Kercheval and Cannerton, Ind. Kildare and Linden, Tex. ....	5 11	22052 81069	Kercheval, Cannerton, Ind. Kildare, Linden, Tex. ....	Louisville, Evansville and St. Louis. Kildare and Linden. ....
Kingfield and Strong Station (n. o.), Me. Kingston and Rome, Ga. .... Kingston Depot and Narragansett Pier, R. I. Kingsville and Yosemite, Ky. Kingwood and Tunnelton, W. Va. Kinkora and Jullustown N. J. Kinzua Junction and Smethport, Pa. Kissimmee and Narcoossee, Fla. Kittery Junction (n. o.) and York Beach, Me. La Crosse and Goodland, Ind. ....	1 4 1 5 3 2 2 4 1 5	25 15008 4007 20028 12021 7012 8132 (part.) 16037 28 22028 (part)	Strong Station (n. o.), Kingfield, Me. Kingston, Rome, Ga. .... Kingston Depot, Narragansett Pier R. I. Kingsville, Yosemite, Ky. Tunnelton, Kingwood, W. Va. Kinkora, Jullustown, N. J. Bradford, Smethport, Pa. .... Kissimmee, Narcoossee, Fla. Kittery Junction (n. o.), York Beach, Me. La Crosse, Attica, Ind. ....	Franklin and Megantic R. R. Rome R. R. .... Narragansett Pier R. R. .... Cincinnati and Green River. Tunnelton, Kingwood and Fairchance. Penna. .... Bradford B. and K. .... St. Cloud Sugar-Belt Rwy. ..
La Crosse Junction (n. o.) and Connell, Wash. La Harpe, Ill., and Burlington, Iowa. La Jose and Hasting. .... Lake City and Cadillac, Mich. Lake City and Fort White, Fla. Lake George and Fort Edward. Lake Linden and Junction (n. o.), Mich. Lake Park, Iowa, and Worthington, Minn.	8 6 2 9 4 2 10 6	43006 (part) 23076 8182 24066 16032 6032 24069 27055	La Crosse Junction (n. o.), Connell, Wash. La Harpe, Ill., Burlington, Iowa. La Jose, Hasting, Pa. .... Cadillac, Lake City, Mich. Lake City, Fort White. .... Fort Edward, Lake George, N. Y. Junction (n. o.), Lake Linden, Mich. Lake Park, Iowa, Worthington, Minn.	Oreg. Short Line and Utah Northern Rwy. Co. Toledo, Peoria and Western. Cambria and Clearfield. .... Cadillac and Northeastern. Savannah, Fla., and West. Ry. Del. and Hud. Canal Co. .... Hancock and Calumet. .... 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>	
18.98	23,763	12	12	July 1, 1889	72	Connects at Milo Junction with Greenville and Bangor R. P. O.
22.15	13,866	6	6	July 1, 1889	69	
24.57	17,936	7	16	July 1, 1890	323	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.
4.67	11,694	24	26	July 1, 1889	344	Supplied by Portland and Boston R. P. O.
6.37	7,975	12	6	July 1, 1887	1,607	<sup>1</sup> Balance of route (222.83 miles) covered by Logansport, Ind., and Keokuk, Iowa, R. P. O. (See Table A*.) Supplied by Keokuk, Iowa, and by Logansport, Ind., and Keokuk, Iowa, R. P. O.
22.50	28,170	12	36	July 1, 1888	82	
13.26	8,301	6	4	July 1, 1890	77	Connects at Kildare, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O.
15.18	9,503	6	22	July 1, 1889	151	Connects at Strong Station, Mo., with Farmington and Portland R. P. O.
19.20	38,054	19	8	July 1, 1888	261	
8.50	15,963	18	40	July 1, 1889	453	Supplied by Providence and New London, Boston, Providence and New York R. P. O's.
11.76	7,362	6	8	July 1, 1888	80	
11.26	14,098	12	12	July 1, 1889	126	Connects Baltimore and Grafton R. P. O. at Tunnelton, W. Va.
9.80	12,270	12	12	July 1, 1889	147	
<sup>1</sup> 15.53	19,444	12	20	July 1, 1889	268	<sup>1</sup> Balance of route covered by Wellsville and Bradford R. P. O. (See Table A*.)
15.56	19,481	12	6	Aug. 19, 1889	34	
11.28	14,122	12	20	July 1, 1889	143	Connects at Kittery Junction, Me., with North Conway and Boston, and Bangor and Boston R. P. O's.
49.30	30,861	6	18	July 1, 1888	343	<sup>1</sup> Balance of route (Goodland to Attica, Ind., 34.36 miles) covered by Monmouth and Brazil R. P. O. (See Table A*.)
53.70	33,616	6	14	July 1, 1890	859	Connects at La Crosse Junction with Spokane Falls, Wash., and Pendleton, Oregon, R. P. O., and at Connel with Spokane Falls, Wash., and Portland, Oregon, R. P. O.
						27.60 miles of route, Moscow to Colfax, closed-pouch service. Balance of route covered by Spokane Falls, Wash., and Pendleton, Oregon, R. P. O. (See Table A*.)
20.10	25,165	12	10	July 1, 1887	141	Supplied by Burlington, Iowa, and by Logansport, Ind., and Keokuk, Iowa R. P. O. Connects at Burlington, Iowa, with all lines centering there.
14.38	9,002	6	8			
13.65	17,060	12	6	Feb. 1, 1888	82	At Cadillac, Mich. Connects the Mackinaw City and Grand Rapids and Cadillac and Fort Wayne R. P. O's.
21.93	27,369	12	6	July 1, 1888	56	
<sup>1</sup> 15.51	48,546	30	<sup>2</sup> 68	July 1, 1889	742	<sup>1</sup> 12 round trips for 9 months, and 30 round trips for 3 months per week.
						<sup>4</sup> 4 pouches daily for 9 months, and 68 daily for 3 months.
3.35	4,194	12	18	Sept. 10, 1888	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 pouch service.
18.80	11,769	6	10	Jan. 2, 1890	551	Supplied by Worthington, Minn., and by Cedar Rapids, Iowa, and Watertown, S. Dak. R. P. O. Connects at Worthington, Minn., with St. Paul, Minn., and Council Bluffs, Iowa, R. P. O., and with Worthington, Minn., and Mitchell, S. Dak., R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract designation, terminal of route.	Corporate title of company.
Lake Roland and Stevenson, Md.	3	10018	Lake Roland, Stevenson, Md.	Northern Central .....
La Mouse and Edgeley, N. Dak.	10	135015 (part)	Fargo, Edgeley, N. Dak ...	Northern Pacific .....
Lanes and Georgetown, S. C. ...	4	14020	Lanes, Georgetown .....	Georgetown and West. R. R.
Lansdale and Norristown, Pa.	2	8098	Norristown, Lansdale, Pa.	Stony Creek .....
Lapham Junction (n. o.) and McKenna, Wis.	10	23075	Lapham Junction (n. o.), McKenna, Wis.	C., M. and St. P. ....
La Prairie and Cloquet, Minn.	10	26009	Cloquet, LaPrairie, Minn...	North Star Construction Co.
Latrobe and Ligonier .....	2	8118	Latrobe, Ligonier, Pa. ....	Ligonier Valley .....
Laurel Junction (n. o.) and Red Lodge, Mont.	10	30011	Laurel Junction (n. o.) Red Lodge, Mont.	Rocky Fork and Crook City
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 and Concordia, Kans.	7	133015 (part)	Junction City, Concordia, Kans.	Junction City and Ft. Kearney.
Lawrenceburgh Junction (n. o.) and Lawrenceburgh, Ind.	5	22045	Lawrenceburgh Junction (n. o.), Lawrenceburgh, Ind.	Cin., Indpls., St. Louis and Chicago.
Lawton and South Haven, Mich.	9	24063	Lawton, South Haven, Mich.	Toledo and South Haven...
Leaman Place and Strasburgh.	2	8026	Strasburgh, Leaman Place, Pa.	Strasburgh .....
Leavenworth and Menager, Kans.	7	33099	Menager Junction (n. o.), Leavenworth Station (n. o.), Kans.	Kansas City, Wyandotte and Northwestern.
Lebadon Station (n. o.) and Albany Junction (n. o.), Oregon.	8	44010	Albany Station (n. o.), Lebadon Station (n. o.), Oregon.	Oregon and California R. R.
Lebanon and Cornwall .....	2	8149	Cornwall, Lebanon, Pa. ....	Cornwall .....
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, Silver City, Utah .....	Salt Lake and Western R. R.
Leicester Junction, Vt., and Addison Junction (n. o.), N. Y.	1	2008	Leicester Junction, Vt., and Addison Junction (n. o.), N. Y.	Central Vermont R. R. ....
Lewisburgh and Sunbury, Pa.	2	8153	Sunbury, Lewisburg, Pa. ....	Philadelphia and Reading ..
Lewiston and South Auburn, Me.	1	21	Lewiston, South Auburn, Me.	Grand Trunk 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.	
5.51	6,899	12	8	July 1, 1889	39	Supplied by closed pouches from Baltimore, Md.
21.90	13,699	6	10	July 1, 1890	492	<sup>1</sup> Balance of route covered by Fargo and La Moure N. Dak., R. P. O. (See Table A*.) Supplied by initial and terminal offices, and by Fargo and La Moure, N. Dak., R. P. O. Connects at Edgeley, N. Dak., with Edgeley, N. Dak., and Aberdeen, S. Dak., pouch service, and at La Moure, N. Dak., with Jamestown and Oakes, N. Dak., R. P. O.
36	45,072	14	10	July 1, 1888	267	
10.80	10,141	9	15	July 1, 1889	141	
2.04	1,277	6	2			Supplied by Mathers, Wis. Connects at Lapham Junction (n. o.), Wis., with Goodyear and Mathers, Wis., pouch service.
70	21,840	3	4			Supplied by Cloquet, Minn. Connects at Cloquet, Minn., with Cloquet and N. P. Junction, Minn., pouch service.
10.78	13,497	12	16	July 1, 1889	167	
44.58	32,543	7	4	July 1, 1890	152	Supplied by Laurel, Mont., and St. Paul, Minn., and Helena, Mont., R. P. O.
33.75	11,205	6	12	July 1, 1890	636	<sup>1</sup> Service discontinued from January 15, 1890. Made Lawrence, Kans., connections; connected at Richland, Kans., with Topeka and Ft. Scott R. P. O., and at Carbondale, Kans., with Kansas City, Mo., and Pueblo, Colo. R. P. O.
13.49	29,556	21	20	July 1, 1889	105	Tewksbury exchanges with Lowell, Boston and St. Albans, and Boston R. P. O.; Lowell with Lawrence and Portland and Boston R. P. O.
22.28	41,935	18	40	July 1, 1889	129	Connects at Salem and Lawrence, Mass., with Manchester, Lawrence and Boston, and Portland and Boston R. P. O's.
6.87	10,030	14	8	July 1, 1890	851	Covered last year by Concordia and Junction City, Kans., R. P. O., which performed the service on this line from July 1, 1889 to Feb. 6, 1890.
						<sup>1</sup> 63.90 miles of route 33015, between Lawrenceburgh and Junction City, Kans., covered by Belleville and Junction City, Kans. R. P. O.
2.50	4,955	19	8	July 1, 1888	386	1 round trip daily and 2 round trips daily, except Sunday.
36.03	45,109	12	32	May 13, 1889	284	At Lawton, Mich., connects the Detroit and Chicago R. P. O. At Hartford, Mich., connects the Grand Rapids and La Crosse R. P. O. At South Haven, Mich., connects the Kalamazoo and South Haven R. P. O.
4.87	6,097	12	8	July 1, 1889	58	
12.40	19,071	21	6	July 1, 1890	178	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 Beatrice, Nebr., R. P. O.
						<sup>1</sup> 21 round trips per week from July 1, 1889, to December 14, 1889; 14 per week from December 15, 1889, to May 26, 1890, and 21 per week from May 27, 1890, to June 30, 1890.
12.50	23,475	18	16	July 1, 1890	229	Connects at Albany Junction with Portland, Oregon, and San Francisco, Cal., R. P. O.
6.36	7,963	12	18	July 1, 1889	94	
16.50	20,658	12	18	July 1, 1889	1,078	Balance of route (51.33 miles) covered by R. P. O. service (see Table A*) supplied by Farmington and Portland and Bangor and Boston R. P. O's.
54.25	33,961	6	6	July 1, 1890	115	Connects at Lehi Junction with Salt Lake and Juab R. P. O.
15.65	9,797	6	6	July 1, 1889	193	Supplied by Essex Junction and Boston and Rutland, Bennington, and Troy R. P. O.
9.80	11,381	12	12	July 1, 1889	62	
6	11,268	12	12	July 1, 1889	217	Supplied by Portland and Island Pond 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.
Lewiston and Suspension Bridge.	2	6016 (part)	Buffalo, Lewiston, N. Y. ....	N. Y. C. and H. R. ....
Lewiston and Winifrede, W. Va.	3	12008	Winifrede Junction (n. o.), Winifrede, W. Va.	Winifrede .....
Lexington and Lawrenceburgh, Ky.	25	20039 (part)	Louisville, Lexington, Ky. ...	Louisville Southern .....
Liegan Station (n. o.), Cal., and Reno, Nev.	8	45005	Reno, Nev., Liegan Station (n. o.), Cal.	Oregon, Nevada and California R. R.
Little River and Hollyrood, Kans.	7	33085	Little River, Hollyrood, Kans.	Atchison, Topeka and Santa F6.
Livingston and Cinnabar (n. o.), Mont.	10	36012	Livingston, Cinnabar (n. o.), Mont.	Northern Pacific .....
Lockhart and Austin Junction (n. o.), Tex.	11	31074	Lockhart, Austin Junction (n. o.), Tex.	San Antonio and Aransas Pass.
Lockhart and San Marcos, Tex.	11	31063	San Marcos, Lockhart, Tex. .	Missouri, Kansas and Texas.
Logansport and Clymers (n. o.), Ind.	5	22059	Logansport, Clymers (n. o.), Ind.	Wabash .....
Longport Junction and Tonawanda, N. Y.	2	6015	Tonawanda, Longport Junction (n. o.), N. Y.	N. Y. C. and H. R. ....
Longview and Carthage, Tex.	11	31048	Longview, Carthage, Tex. ...	Texas, Sabine Valley and Northwestern.
Lorain and Grafton, Ohio <sup>1</sup> .....	5	21041 (part)	Lorain, Bellaire, Ohio .....	Cleveland, Lorain and Wheeling.
Los Angeles and San Pedro, Cal.	8	46013	Los Angeles, San Pedro, Cal.	Southern Pacific Co. ....
Los Angeles and Redondo Beach, Cal.	8	46058	Los Angeles, Redondo Beach, Cal.	Southern California Rwy. ...
Los Angeles and Santa Monica, Cal.	8	46020	Los Angeles, Santa Monica, Cal.	Los Angeles and Independence R. R.
Loudon Park (n. o.) and Catonsville, Md.	3	10026	Saint Agnes Station (n. o.), Catonsville, Md.	Baltimore and Potomac .....
Louisburgh and Franklinton, N. C.	3	13025	Louisburgh, Franklinton, N. C.	Louisburgh .....
Louisville and Prospect, Ky.	5	20023	Louisville, Prospect, Ky. ....	Louisville and Nashville. ...
Louisville and Wadley, Ga. ...	4	15028	Wadley, Louisville, Ga. ....	Louis and Wadley R. R.
Lowell and Freeport, Mich. ....	9	24070	Lowell, Freeport, Mich. ....	Lowell and Hastings .....
Lowell Junction (n. o.) and Lowell, Mass.	1	3082	Lowell Junction (n. o.) Lowell, Mass.	Boston and Maine R. R. ....
Ludington and Stetson, Mich. ...	9	24078	Ludington, Stetson, Mich. ...	Mason and Oceana .....
Luther and Orono, Mich. ....	9	24059	Orono, Luther, Mich. ....	Grand Rapids and Indiana. .
Luverne, Minn., and Doon, Iowa.	10	26030	Luverne, Minn., Doon, Iowa.	Chic., St. P., Minn. and Om. .

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>	
4.75	8,921	18	4	July 1, 1889	12,047	<sup>1</sup> Balance of route covered by Suspension Bridge and Buffalo R. P. O. (See Table A.)
4.54	6,157	13	4	July 1, 1889	48	Connects Richmond and Hinton and Washington and Hinton R. P. O.'s at Lewiston, W. Va.
24.69	12,938	13	22	Feb. 10, 1890	828	<sup>1</sup> Louisville and Lawrenceburgh route extended to Lexington, Ky., February 10, 1890.
						<sup>2</sup> Balance of route (Louisville to Lawrenceburgh, Ky., 62.80 miles) covered by Louisville and Burgen R. P. O. (See Table A.)
70.30	51,319	7	30	July 1, 1890	502	Including sacks. Connects at Reno with Ogden, Utah, and San Francisco, Cal., R. P. O. Supplied by Reno.
27.15	16,996	6	34	July 1, 1890	149	Connects at Little River, Kans., with Florence and Ellinwood, Kans., R. P. O.; at Geneseo, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.; and Fort Scott and Kanopolis, Kans., R. P. O.; at Lorraine, Kans., with Ellsworth and Burton, Kans., R. P. O.
51	31,826	6	12	July 1, 1890	148	Supplied by Livingston, Mont. Connects at Livingston, Mont., with St. Paul, Minn., and Helena, Mont., R. P. O.
53.94	3,668	6	28	.....	.....	Established May 26, 1890. Connects at Lockhart with Lockhart and San Marcos, Tex., R. R., and connects at Austin Junction (n. o.), Tex., with Lexington and Yoakum, Tex., R. P. O.
17.12	24,985	14	16	July 1, 1890	266	Connects at San Marcos, Tex., with Texarkana, Ark., and Laredo, Tex., R. P. O.
6.80	14,185	20	10	June 24, 1889	257	
12.01	29,073	24	48	July 1, 1889	1,074	
30.80	24,913	6	16	July 1, 1890	190	Connects at Longview, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O. and Texarkana, Ark., and Laredo, Tex., R. P. O.
16.35	20,470	12	16	July 1, 1888	1,057	Balance of route (Grafton to Bellaire, Ohio, 144.14 miles) covered by the Cleveland and Bellaire R. P. O.
25.21	36,807	14	14	July 1, 1890	366	Supplied by Los Angeles.
22.83	33,332	14	8	July 1, 1890	191	Supplied by Los Angeles. Route extended from Centinela, October 20, 1889.
18.52	27,039	14	10	July 1, 1890	235	Supplied by Los Angeles.
4.01	10,041	24	13	July 1, 1889	104	Supplied by closed pouches from Baltimore, Md.
10.34	6,473	6	4	July 1, 1888	128	Connects Norfolk and Raleigh R. P. O. at Franklinton, N. C.
11.03	6,905	6	8	July 1, 1888	55	
10.42	15,004	12	8	July 1, 1885	131	
12.85	8,686	12	33	Dec. 16, 1889	132	Established by order November 21, 1889; began service December 16, 1889. At Lowell, Mich., connects with the Detroit and Grand Haven R. P. O. At Elmdale, Mich., connects with the Grand Ledge and Grand Rapids R. P. O.
8.50	5,338	6	6	.....	.....	From July 10, 1889.
29.15	36,496	12	10	July 1, 1889	44	At Ludington, connects the Ludington and Toledo R. P. O.
11.87	17,732	12	10	July 1, 1888	130	At Orono, Mich., connects Cadillac and Fort Wayne and Mackinaw City and Grand Rapids R. P. O.'s. The service on this line was curtailed to end at Luther instead of Copley, Mich., decreasing distance 2.75 miles, from May 1, 1890. Date of order, April 19, 1890.
28.31	17,922	6	12	July 1, 1887	114	Supplied by Luverne, Minn., and by Worthington, Minn., and Mitchell, S. Dak., R. P. O. Connects at Rock Rapids, Iowa, with Ellsworth, Minn., and Sioux Falls, S. Dak., pouch-service, and with Cherokee, Iowa, and Sioux Falls, S. Dak., R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Lynn and Dexterville, Wis....	10	25065	Dexterville, Lynn, Wis.....	Wis., Pitts. and Superior....
Lyons and Denver, Colo.....	7	38028	Denver, Lyons, Colo.....	Denver, Utah and Pacific...
McDonough and Griffin, Ga....	4	15051 (part)	Columbus, McDonough, Ga.	Georgia Mid. and Gulf R. R.
McNeal and Rockhill Furnace, Pa.	2	8180	Rockhill Furnace, McNeal, Pa.	East Broad Top.....
McNeill and Magnolia, Ark....	11	29015	McNeill, Magnolia, Ark.....	St. Louis, Arkansas and Texas.
McGee's Station, and Glen Campbell, Pa.	2	8184	McGee's Station, Glen Campbell, Pa.	Bell's Gap.....
Mackey's Ferry and Raper, N. C.	3	13039	Mackey's Ferry, Raper, N. C.	Roanoke and Southern.....
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	25060	Antigo, Malcolm, Wis.....	Ill., L. S. and West.....
Malvern and Hot Springs, Ark.	11	29005	Malvern, Hot Springs, Ark.	Hot Springs R. R.....
Malvern and Tabor, Iowa.....	6	27108	Malvern, Tabor, Iowa.....	Tabor and Northern.....
Mammoth Cave and Glasgow Junction, Ky.	5	29036	Glasgow Junction, Mammoth Cave, Ky.	Louisville and Nashville....
Manahawkin and Beach Haven, N. J.	2	7042	Beach Haven, Manahawkin, N. J.	Penna.....
Manchester and Barnegat, N. J.	2	7050	Manchester, Barnegat, N. J.	New Jersey Southern.....
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 and Montreal R. R.
Manitou Junction (n. o.) and Colorado Springs, Colo.	7	38025	Manitou Junction (n. o.), Colorado Springs, Colo.	Union Pacific, Denver and Gulf.
Mankato Junction (n. o.) and Mankato, Minn.	10	26019	Mankato Junction (n. o.), Mankato, Minn.	Chl. and Nor. West.....
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.	Penna.....
Manumasskin and Heislerville, N. J.	2	7057	Manumasskin, 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.....
Marietta, Ohio, and Parkersburg, W. Va.	5	21049	Marietta, Ohio, Parkersburg, W. Va.	Cincinnati, Washington and Baltimore.
Marysville and Clough Junction (n. o.), Mont.	10	36007	Clough Junction (n. o.), Marysville, Mont.	Northern 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 readjustment.	Average weight of mail whole distance daily.	Remarks.
25.80	16,151	6	10	Dec. 2, 1889	<i>Pounds.</i> 41	Supplied by Dexterville, Wis., and by Tomahawk and Tomah, Wis., R. P. O. Connects at Dexterville, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O., and at Vesper and Dexterville Junction (n. o.), Wis., pouch-service.
49.02	30,687	6	18	July 1, 1890	121	Makes Denver, Colo., connections, and connects at Longmont, Colo., with Greeley and Denver, Colo., R. P. O., and at Erie and Canfield, Colo., with Erie and Boulder, Colo., pouch-service.
18.95	11,824	0	6	July 1, 1888	234	Balance of route reported as Griffin and Columbus R. P. O. (Table A*.)
11.08	6,936	6	6	July 1, 1889	32	
6.72	9,811	14	6	July 1, 1890	191	Connects at McNeil, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.
8.57	5,365	6	4			
4.43	2,773	6	2	May 1, 1889	26	Connects Norfolk and Edenton R. P. O. by boat at Mackey's Ferry, N. C.
7.28	9,115	12	8	July 1, 1889	58	
13.37	8,370	6	4	July 1, 1887	35	Supplied by Antigo, Wis.; connects at that point with Ashland and Milwaukee, Wis., R. P. O.
25.40	55,626	21	40	July 1, 1890	1,541	Connects at Malvern, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
9.43	17,709	18	12	Feb. 17, 1890	143	Supplied by Malvern, Iowa, and by Burlington and Council Bluffs, Iowa, R. P. O.
8.51	13,310	13	6	July 1, 1888	75	
12.48	16,625	12	6	July 1, 1880	37	
22.30	55,839	24	34	July 1, 1889	176	
42.58	53,310	12	38	July 1, 1889	293	Supplied by initial and terminal offices and by Dubuque and Sioux City, Iowa, R. P. O. Connects at Cedar Rapids, Iowa, and with all lines centering there.
19.86	24,865	12	22	July 1, 1889	223	Supplied by initial and terminal offices and St. Albans and Boston R. P. O. at Manchester.
9.92	14,483	14	4	July 1, 1890	178	Connects at Manitou Junction (n. o.), Colo., with Denver, Colo., and Ft. Worth, Tex., R. P. O., and at Colorado Springs, Colo., with Denver and Aspen, Colo., R. P. O., Denver, Colo., and Ogden Utah, R. P. O., Colorado Springs and New Castle, 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	10,241	24	16	July 1, 1887	250	Connects Mankato, Minn., with Winona, Minn., and Watertown, S. Dak., R. P. O.
17.96	22,473	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.
5.43	3,399	6	9	July 1, 1889	49	
3.90	48,83	12	20	July 1, 1889	94	
9.03	14,132	15	20	July 1, 1889	102	
6.88	11,982	18	27	July 1, 1889	618	Supplied by initial and terminal offices, and by Boston, Mass., Lynn and Clifton exchange. Lynn with Swampscott.
8.99	9,991	24	22	July 1, 1889	182	Initial and terminal offices exchanges, and Bangor and Boston R. P. O., and Boston via Salem, and with Lynn via Salem.
14.06	30,792	21	34	July 1, 1888	1,021	
12.97	9,468	7	4	July 1, 1890	100	Supplied by Helena, Mont., and St. Paul, Minn., and Helena, Mont., 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.
Matawan Junction and Atlantic Highlands.	2	7069	Matawan, Atlantic Highlands, N. J.	Central R. R. of New Jersey.
Matawan Station (n. o.) and Freehold.	2	7043	Matawan Station (n. o.), Freehold, N. J.	Central R. R. of New Jersey.
Mauch Chunk and Tamaqua.	2	8100	Tamaqua, Mauch Chunk, Pa.	Central R. R. of New Jersey.
Maxton and Rowland, N. C.	3	18017	Maxton, Rowland, N. C.	Maxton, Alma and Rowland.
Maysville and Pittsfield, Ill.	6	23075	Maysville, Pittsfield, Ill.	Wabash .....
Mayville and Jamestown.	2	6135	Jamestown, Mayville, N. Y.	Chautauqua Lake .....
Meadows and Whitefield Junction (n. o.), N. H.	1	1018	Whitefield Junction (n. o.), Meadows, N. H.	Concord and Montreal R. R.
Meadville and Lineville.	2	8107	Meadville, Lineville, Pa.	Penna.
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.	2	8080	Mechanicsburgh, Dillsburgh, Pa.	Cumberland Valley .....
Mechanicsville and Reynolds.	2	6107	Mechanicsville, Reynolds, N. Y.	Boston, Hoosac Tun. and Western.
Medford and Boston, Mass.	1	3012	Boston, Medford, Mass.	Boston and Maine R. R. ....
Medford and Haddonfield.	2	7045	Haddonfield, Medford, N. J.	Camden and Atlantic .....
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...
Menominee and Red Cedar Junction (n. o.), Wis.	10	25053	Red Cedar Junction (n. o.), Menominee, Wis.	C., M. and St. P. ....
Meredith and Clare, Mich.	9	24044	Clare, Meredith, Mich.	Flint and Pere Marquette ..
Micanopy Junction (n. o.), Micanopy, Fla.	4	16017	Micanopy Junction (n. o.), Micanopy, Fla.	Fla. South. Ry. ....
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.	Midville and Swain's R. R..
Milaca and Elk River, Minn.	10	26059	Elk River, Milaca, Minn.	St. P., M. and M. ....
Milford and Ashland, Mass.	1	3060	Milford, Ashland, Mass.	New York and New England R. R.
Milford and Bellingham, Mass.	1	3050	Milford, Bellingham, Mass.	New York and New England R. R.
Military Junction (n. o.), Fort Logan, Colo.	7	38040	Military Junction (n. o.), Fort Logan, Colo.	Denver and Rio Grande .....

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.
11. 08	27, 619	24	35	July 1, 1889	<i>Pounds.</i> 173	
12. 72	89, 813	30	36	July 1, 1889	412	
16. 14	30, 311	18	30	July 1, 1889	309	
16. 34	10, 229	6	8	-----	-----	Connects Fayetteville and Bennettsville and Wilmington and Rutherford R. P. O's at Maxton, N. C.
6. 80	18, 443	26	6	July 1, 1887	304	Supplied by Bluffs, Ill., and Hannibal, Mo., and by Lafayette, Ind., and Quincy, Ill., R. P. O's.
25. 74	24, 170	9	24	July 1, 1889	210	
8. 50	5, 321	6	12	July 1, 1889	123	Supplied by Lancaster and Boston R. P. O., Meadows with Whitefield.
31. 21	46, 471	21	20	July 1, 1889	833	
8. 12	10, 166	12	12	July 1, 1888	941	
20. 16	12, 620	6	10	July 1, 1890	193	Trains are run from Salida, Colo., where they connect with Denver and Aspen, Colo., R. P. O., and Denver, Colo., and Ogden, Utah, R. P. O.
8. 80	13, 772	15	14	July 1, 1889	281	
4. 75	5, 947	12	4	July 1, 1889	18	<sup>1</sup> Fifteen times per week between Saratoga Junction and Mechanicsville; six times per week over entire route.
5. 32	16, 652	30	32	July 1, 1889	317	Supplied by initial and terminal offices, Boston with Glenwood, Medford with Boston, Springfield, and New York R. P. O. via Boston.
11. 99	15, 011	12	16	July 1, 1889	162	
13. 15	16, 464	12	22	July 1, 1889	163	Springfield and Hartford R. P. O. and Boston and Hopewell Junction R. P. O's, exchanges with Ellington and Rockville, Hartford with Vernon Centre and Rockville.
22. 96	31, 134	13	20	July 1, 1887	141	Supplied by initial and terminal offices, and by Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. Connects at Menominee, Mich., with Ishpeming, Mich., and Chicago, Ill., R. P. O.
16. 38	10, 254	6	12	July 1, 1887	303	Supplied by Menominee, Wis., and 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, 139	12	24	July 1, 1888	154	At Clare, Mich., connects the Ludington and Toledo, Manistee, and East Saginaw and Copemish and Toledo R. P. O's.
3. 86	4, 827	12	4	July 1, 1888	86	
22. 06	20, 714	12	53	July 1, 1889	145	Supplied by initial and terminal offices. At Attleborough, with Boston, Providence, and New York R. P. O.; at Middleborough, with Boston and Cape Cod R. P. O's.
19. 79	24, 878	12	49	July 1, 1889	3, 310	Balance of route (41.56 miles) covered by R. P. O. service. (See Table A.) Connects at Middleborough with Boston and Cape Cod R. P. O's; at Fall River with Boston and Newport R. P. O.
11. 26	28, 195	24	36	July 1, 1889	290	Supplied by Boston, Springfield and New York R. P. O's and Boston, Providence and New York R. P. O.
18. 42	11, 594	6	8	July 1, 1888	93	
33. 12	31, 100	9	10	July 1, 1888	93	Supplied by initial and terminal offices. Connects at Milaca, Minn., with Hinckley and St. Cloud, Minn., pouch service, and at Elk River, Minn., with St. Paul, Minn., and Helena, Mont., R. P. O.
12. 00	15, 024	12	24	July 1, 1889	114	Supplied by initial and terminal offices. At Ashland with Boston, Springfield and New York R. P. O., Hayden Row with Ashland.
4. 74	5, 934	12	14	July 1, 1889	112	Connects at Franklin with Boston and Hopewell Junction R. P. O's.
1. 50	2, 178	14	4	July 1, 1890	91	Trains are run from Denver, Colo., to Fort Logan; service commenced July 3, 1889.

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.
Millbury Junction (n. o.) and Millbury, Mass.	1	8026	Millbury Junction (n. o.), Millbury, Mass.	Boston and Albany R. R. ...
Millstadt and Millstadt Junction.	6	23100	Millstadt Junction (n. o.), Millstadt, Ill.	Mobile and Ohio .....
Milroy and Lewistown Junction.	2	8049	Lewistown Junction, Milroy, Pa.	Penna. ....
Milton Junction and Janesville, Wis.	10	125004 (part)	Milton Junction, Shullburg, Wis.	C., M. and St. P. ....
Milwaukee and Rugby Junction (n. o.), Wis.	10	125017 (part)	Milwaukee, Ashland, Wis...	Northern Pacific.....
Milwaukee Junction (n. o.) and West Detroit, Mich.	9	24062	Milwaukee Junction (n. o.), West Detroit, Mich.	Grand Trunk.....
Mineola and Hempstead .....	2	6111	Mineola, Hempstead, N. Y. ..	Long Island .....
Mineral Point and Potosi, Mo. .	7	28049	Mineral Point, Potosi, Mo. .	St. Louis, Iron Mountain and Southern.
Minneapolis and Mendota, Minn.	10	26044	Mendota, Minneapolis, Minn.	C., M. and St. P. ....
Minocqua and Tomahawk, Wis	10	25031 (part)	Tomah, Minocqua, Wis. . . .	C. M. and St. P. ....
Missaukee Junction (n. o.) and Jennings, Mich.	9	24050	Missaukee Junction (n. o.), Jennings, Mich	Grand Rapids and Indiana..
Moffat, (n. o.) and Troy, Tenn.	5	19028	Moffat (n. o.), Troy, Tenn.	Troy and Tiptonville .....
Moncure and Pittsborough, N. C.	3	13029	Moncure, Pittsborough, N. C.	Pittsborough .....
Monico and Rhinelander, Wis.	10	25045	Monico, Rhinelander, Wis. . .	Mil., L. S. and Western....
Monmouth Junction and Rocky Hill, N. J.	2	7011	Rocky Hill, N. J., Monmouth Junction, N. J.	Penna. ....
Mouroe Station and Barclay ..	2	8060 (part)	Towanda, Barclay, Pa. ....	Towanda Coal Co. ....
Monson and Monson Junction (n. o.), Me.	1	23	Monson Junction (n. o.), Monson, Me.	Monson R. R. ....
Mont Clair and Newark .....	2	7027	Newark, Mont Clair, N. J. . .	Del., Lacka. and Western..
Montello and Packwaukee, Wis.	10	25071	Packwaukee, Montello, Wis.	Northern Pacific .....
Monticello and Drifton, Fla. . .	4	16022	Lake City, River Junc., Fla.	Fla. Cent. and Pen. R. R. . .
Monticello and Port Jervis. . .	2	6078	Port Jervis, Monticello, N. Y.	Port Jervis, Monticello. . .
Montour Junction and Imperial.	2	8127	Montour Junction, Imperial, Pa.	Montour .....
Montpelier Junction (n. o.) and Williamstown, Vt.	1	2017	Montpelier Junction (n. o.), Williamstown, Vt.	Central Vermont 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.
					<i>Pounds</i>	
3.25	4,069	12	10	July 1, 1889	76	Millbury with Boston and Albany R. P. O., Boston with Millbury.
7.00	8,764	12	4	July 1, 1889	73	Supplied by St. Louis, Mo., and Jackson, Tenn., R. P. O.
12.46	15,600	12	16	July 1, 1889	146	
7.91	24,758	30	20	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 Prairie du Chien, Wis., R. P. O.
26.71	55,717	20	14	July 1, 1887	1,669	<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; at Rugby Junction (n. o.), Wis., with Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O's.
4.64	14,523	30	12	July 1, 1888	76	At Milwaukee Junction (n. o.), Mich., connects Detroit and Grand Haven, and Fort Gratiot and Detroit R. P. O's. At West Detroit, Mich., connects Bay City, Wayne, and Detroit, Big Rapids and Detroit, Detroit and Chicago, Detroit, Three Rivers, and Chicago, Detroit and Grand Rapids, Detroit and Toledo, Howard City and Detroit, and Mackinaw City and Detroit R. P. O's.
3.43	2,149	6	2	July 1, 1889	188	
4.43	8,320	18	8	July 1, 1887	166	Connects at Mineral Point, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O. and St. Louis, Mo., and Tamaraka, Ark., R. P. O.
9.66	7,052	7	6	July 1, 1887	501	Supplied by Minneapolis and St. Paul, Minn. Connects at Mendota, Minn., with St. Paul, Minn., and Calmar, Iowa, R. P. O. and at Minneapolis, Minn., with all lines centering there.
31.86	22,776	7	8	Aug. 3, 1888	702	Balance of route covered by Tomahawk and Tomah, Wis., R. P. O. (See Table A*.) Supplied by initial and terminal offices, and by Tomahawk and Tomah, Wis., R. P. O.
8.04	10,066	12	4	July 1, 1888	27	At Missaukee Junction connects the Cadillac and Fort Wayne and Mackinaw City and Fort Wayne R. P. O's.
4.70	8,704	12	10	July 1, 1889	132	Prior to June 15, 1890, 18 round trips per week over entire route; commencing that date 12 round trips.
12.31	7,706	6	6	July 1, 1888	102	Connects Raleigh and Gibson's Station R. P. O. at Moncure, N. C.
14.64	18,329	12	6	July 1, 1887	101	Connects Ashland and Milwaukee, Wis., R. P. O. with Rhinelander, Wis. Connects at Rhinelander, Wis., with Sault de Ste. Marie, Mich., and Minneapolis, Minn., R. P. O.
6.52	8,539	12	14	July 1, 1889	115	
11.85	7,203	6	4	July 1, 1889	88	<sup>1</sup> Balance of route covered by Towanda and Bernice R. P. O. (See Table A*.)
6.26	7,737	12	4	July 1, 1889	72	Monson exchanges with Greenville and Bangor R. P. O.
6.60	22,035	24	40	July 1, 1889	515	<sup>1</sup> Including 11 sacks.
7.01	8,776	12	4	Jan. 1, 1890	124	Supplied by Stevens Point and Portage, Wis., R. P. O.
4	4,992	7	4			
24.56	36,458	24	40	July 1, 1889	327	<sup>1</sup> Including 1 sack.
11	13,772	12	12	July 1, 1889	154	
15.08	28,320	18	12	July 1, 1889	434	Supplied by initial and terminal offices and St. Albans and Boston 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, termi- mini of route.	Corporate title of company.
Montrose and Ouray, Colo.....	7	38037	Montrose, Ouray, Colo.....	Denver and Rio Grande.....
Moers and West Chazey.....	2	6026	Albany, Moers, N. Y.....	Del. and Hud. 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	28034	Morris, Brown's Valley, Minn.	St. P., M. and M.....
Morris Run and Blossburgh.	2	8136	Blossburgh, Morris Run, Pa.	Fall Brook Coal Co.....
Moscow, Idaho, and Colfax, Wash.	8	43006 (part)	Moscow, Idaho, Colfax, Wash.	Oreg. Short Line and Utah Northern Rwy Co.
Mount Carmel and Alaska.....	2	8088	Alaska, Mount Carmel, Pa..	Philadelphia and Reading..
Mount Gilead and Edison, Ohio.	5	21072	Edison, Mount Gilead, Ohio.	Cleveland, Cincinnati, Chicago and St. Louis.
Mount Healthy and College Hill Junction, Ohio.	5	21059	College Hill Junction, Mount Healthy, Ohio.	Cincinnati and Northwestern.
Mount Jewett and Kane.....	2	8080	Mount Jewett, Callery, Pa..	Pittsburgh and Western....
Mount Pleasant and Bradford..	2	8141 (part)	Bradford, Mount Pleasant, Pa.	Baltimore and Ohio.....
Mount Pleasant and Scottdale Junction.	2	8185	Scottdale Junction, Mount Pleasant, Pa.....	Pennsylvania.
Mount Union and Robertsdale.	2	8085	Mount Union, Pa., Robertsdale, Pa.	East Broad Top.....
Mount Zion and Keosauqua, Iowa.	6	27062	Mount Zion, Keosauqua, Iowa.	Chicago, Rock Island and Pacific.
Mullen and Wallace, Idaho.....	8	42005	Mullen, Wallace, Idaho.....	Oreg. Short Line and Utah Rwy. Co.
Nantucket and Siasconsett, Mass.	1	3042	Nantucket, Siasconsett, Mass	Nantucket R. R.....
Narenta (n. o.) and Metropolitan, Mich.	10	24058	Narenta (n. o.), Metropolitan, Mich.	Chic. and Nor. West.....
Natchitoches and Cypress, La.	11	30017	Cypress, Natchitoches, La...	Natchitoches Louisiana R. R.
Navasota and Somerville (n. o.), Tex.	11	31050	Navasota, Somerville (n. o.), Tex.	Gulf, Colorado and Santa Fe.
Necedah and Necedah Junction (n. o.), Wis.	10	25082	Necedah Junction (n. o.), Necedah, Wis.	Chic. and Nor. West.....
Necedah and New Lisbon, Wis.	10	25022	New Lisbon, Necedah, Wis.	C., M. and St. P.....
Neelysville and Doniphan, Mo.	7	28035	Neelysville, Doniphan, Mo..	St. Louis, Iron Mountain and Southern.
Neillsville and Merrillon, Wis..	10	25037	Merrillon, Neillsville, Wis..	C., St. P., M. and O.....
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.
36.36	22,980	7	26	July 1, 1890	<i>Pounds</i> 666	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. <sup>1</sup> 6 round trips per week from July 1, 1889, to June 14, 1890.
<sup>1</sup> 11.75	14,711	12	24	July 1, 1889	210	<sup>1</sup> Balance of route covered by Rouse's Point and Albany R. P. O. (See Table A*.)
6.41	8,025	12	8	July 1, 1888	83	
17.70	11,080	6	18	July 1, 1888	90	
47.23	29,565	6	26	July 1, 1887	227	Supplied by initial and terminal offices, and by Boundary Line (n.o.), N. Dak., and St. Paul, Minn., R. P. O. Connects at Morris, Minn., with Brainerd and Morris, Minn., R. P. O., and at Graceville, Minn., with Fargo, N. Dak., and Ortonville, Minn., R. P. O.
3.79	2,373	6	4	July 1, 1889	59	
27.80	40,588	14	12	July 1, 1890	859	La Crosse Junction to Connell closed-pouch service. Balance of route covered by Spokane Falls, Wash., and Pendleton, Oregon, R. P. O., and connects at Colfax.
1.96	4,908	24	10	July 1, 1889	109	
2.38	4,470	18	10	July 1, 1888	218	
7.07	8,852	12	8	July 1, 1888	100	
<sup>1</sup> 12.24	15,324	12	12	July 1, 1889	573	<sup>1</sup> Balance of route covered by Kane and Pittsburgh, R. P. O. (See Table A*.)
10.42	6,523	6	20	July 1, 1889	133	
5.65	8,842	15	30			
30.13	47,153	15	35	July 1, 1889	234	
4.97	6,222	12	8	July 1, 1887	114	Supplied by Mt. Zion, Iowa, and by Des Moines and by Keokuk, Iowa, R. P. O.
7.17	4,488	6	4	.....	.....	Connects at Wallace with the Burke, Idaho, and Spokane Falls, Wash., R. P. O.
11.52	4,608	12	10	July 1, 1889	190	Summer only, from June 1 to Sept. 30, 101 days.
34.90	21,847	6	22	July 1, 1888	76	Supplied by Escanaba, Mich., and Ishpeming, Mich., and Chicago, Ill., R. P. O.
11.62	16,965	14	8	July 1, 1890	284	Connects at Cyprus, La., with New Orleans, La., and Marshall, Tex., R. P. O.
26.98	7,436	7	10	July 1, 1890	69	Formerly a part of Conroe and Somerville (n.o.), Tex., R. P. O. February 12, 1890, R. P. O. service discontinued on this portion of line. Connects at Somerville (n.o.), Tex., with Newton, Kans., and Galveston, Tex., R. P. O. and at Navasota, Tex., with Conroe and Navasota, Tex., R. P. O.
16.48	24,061	14	4	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.
12.09	24,583	18	10	July 1, 1887	2,000	Supplied by New Lisbon, Wis., and by Chicago, Ill., and Minneapolis, Minn., R. P. O. Connects at Necedah, Wis., with Necedah and Necedah Jet. (n.o.), Wis., pouch service.
20.04	12,545	6	20	July 1, 1887	207	Connects at Neelyville, Mo., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
15.43	22,528	14	10	July 1, 1887	215	Supplied by Merrill, Wis., and St. Paul, Minn., and Elroy, Wis., R. P. O. Connects at Merrill, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O.
27.16	17,002	6	12	July 1, 1890	503	Connects at Nepht with Salt Lake and Jubb IL 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.
Nessen City and Manistee, Mich.	9	24084	Manistee, Nessen City, Mich.	Manistee and Northeastern
Nestoria, Mich., and Iron River, Wis.	10	24081	Nestoria, Mich., Iron River, Wis.	Dul., So. Shore and At.....
Nevada City and Colfax, Cal..	8	48019	Nevada City, Colfax, Cal....	Nevada Co. and Narrow Gauge R. R.
Newark and Columbus, Ohio..	5	21091 (part)	Bellaire, Columbus, Ohio....	Baltimore and Ohio.....
Newark and Delaware City, Del.	2	9507	Newark, Delaware City, Del.	Phila., Wilm. and Balt.....
New Bedford and Fall River, Mass.	1	3054	New Bedford, Fall River, Mass.	Old Colony R. R. ....
Newbern and Grafton, Ill.....	6	23083 (part)	Springfield, Grafton, Ill.....	St. Louis, Alton and Springfield.
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, N. J., New Brunswick, N. J.	Pennsylvania.....
Newburgh and Evansville, Ind.	5	22060	Evansville, Newburgh, Ind.	Evansville, Suburban and Newburgh.
Newburgh and Greycourt, N. Y.	2	6004	Newburgh, Greycourt, N. Y.	N. Y., L. E. and Western...
Newburgh and State Centre, Iowa.	6	27068	Newburgh, State Centre, Iowa.	Iowa Central .....
Newburgh Junction and Vail's Gate Junction, N. Y.	2	6074	Vail's Gate Junction, N. Y., 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.	5	8156	New Castle Junction (n. o.), New Castle, Pa.	Pittsburgh and Lake Erie..
New City and Nanuet Junction, N. Y.	2	0104	New City, Nanuet Junction, N. Y.	New Jersey and New York.
Newfield and Atlantic City, N. J.	2	7019	Newfield, Atlantic City, N. J.	West Jersey.....
New Glarus and Brodhead, Wis.	10	25044	Brodhead, New Glarus, Wis.	C., M. and St. P. ....
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.	4	30014	New Orleans, Covington, La.	East Louisiana 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.
					Pounds.	
35.65	31,651	12	46	Mar. 24, 1890	221	At Manistee, Mich., connects the Manistee and East Saginaw R. P. O. At Copemish, Mich., connects the Copemish and Toledo R. P. O. and Frankfort and Southeastern R. R. The original service on this route was from Manistee to Onokama, Mich. (13.76 miles). By order of November 8, 1889, the service was extended, via Chief and Yates, to Copemish, Mich., increasing distance 21.98 miles, commencing December 2, 1889. Order March 15, 1890, again extended this service from Copemish to Neaseen City, Mich., increasing distance 3.71 miles, commencing March 24, 1890.
167.34	122,158	7	62	July 1, 1889	149	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.
22.77	33,244	14	16	July 1, 1890	770	Connects at Colfax with Ogden, Utah, and San Francisco, Cal., R. P. O.
33.10	48,346	14	24	July 1, 1888	9,264	<sup>1</sup> Balance of route (103.82 miles) covered by Grafton and Chicago R. P. O. (See table A*).
12.76	27,957	21	12	July 1, 1889	122	
14.90	27,982	18	7	July 1, 1889	65	New Bedford exchanges with Fall River.
9	5,634	6	8	July 1, 1887	272	Supplied by Alton, Ill., and by Springfield and Alton, Ill. R. P. O. <sup>2</sup> Balance of route (76.39 miles) covered by Springfield and Alton, Ill., R. P. O.
3	8,451	27	10	July 1, 1889	325	New Britain exchanges with Boston, Springfield, and New York R. P. O.'s.
8.49	10,629	12	15	July 1, 1889	120	
10.11	12,658	12	24	July 1, 1889	106	New service established July 1, 1889.
19	3,965	26	44	July 1, 1889	1,171	
27	16,902	6	18	July 1, 1887	73	Supplied by Grinnell and by State Centre, Iowa. Connects at Newburgh, Iowa, with Austin, Minn., and Ottumwa, 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	31,550	24	40	July 1, 1889	3,256	
7.65	14,367	24	22	July 1, 1889	336	Supplied by Boston, Springfield and New York R. P. O.'s, and Boston, Providence and New York R. P. O.
2.90	3,631	12	6	July 1, 1889	1,229	<sup>3</sup> Balance of route (58.41 miles) covered by Pittsburgh and Akron R. P. O. (See Table A*.)
2.40	3,254	13	6	July 1, 1889	525	
4.59	5,746	12	16	July 1, 1889	58	
34.58	64,941	18	40	July 1, 1889	150	
22.90	28,671	12	22	July 1, 1888	169	Supplied by initial and terminal offices, 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	7,536	7	4	July 1, 1890	25	Connects at New Iberia, La., with New Orleans, La., and Houston, Tex., R. P. O.
6.96	5,681	7	4	July 1, 1887	283	Connects at New Madrid, Mo., with Cairo, Ill., and Elmot, Ark., R. P. O., river line; and at Paw Paw (n. o.), Mo., with Cairo, Ill., and Texarkana, Ark., R. P. O.
39.50	43,435	7	18	July 1, 1890	209	

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.
Newport News and Fortress Monroe, Va.	3	11031	Newport News, Fortress Monroe, Va.	Chesapeake and Ohio. ....
New Rochelle, N. Y., and Jersey City, N. J.	2	6109	New Rochelle, N. Y., Jersey City, N. J.	New York, New Haven and Hartford.
New Salisbury and Corydon, Ind.	5	22035	New Salisbury, Corydon, Ind.	Louisville, New Albany and Corydon.
New Sharon and Newton, Iowa	6	27091	New Sharon, Newton, Iowa.	Iowa Central .....
Newton Junction, N. H., and Merrimac, Mass.	1	3015	Newton Junction, N. H., Merrimac, Mass.	Boston and Maine R. R. ....
Newton and Monroe, Iowa....	6	27036	Newton, Monroe, Iowa.....	Chicago, Rock Isl'd and Pacific.
Newtown and Philadelphia, Pa.	2	8117	Philadelphia, Newtown, Pa.	Phila., Newtown and N. Y..
Niles and Alliance, Ohio .....	5	21096	Alliance, Niles, Ohio .....	Pennsylvania Company ....
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.	8	11035	Norfolk, Virginia Beach, Va.	Norfolk and Virginia Beach.
Norristown and Philadelphia, Pa.	2	8005	Philadelphia, Norristown, Pa.	Phila. and Reading .....
North Abington and Hanover, Mass.	1	3076	North Abington, Hanover, Mass.	Old Colony R. R. ....
North Attleborough and Attleborough, Mass.	1	3061	Attleborough, North Attleborough, Mass.	Old Colony R. R. ....
North Bennington and Bennington, Vt.	1	2015 (part)	Rutland, Bennington, Vt....	Bennington and Rutland Rwy.
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 and West Upton, Mass.	1	3034	North Grafton, Grafton, Mass.	Boston and Albany R. R....
North Woodstock and Plymouth, N. H.	1	1022	Plymouth, North Woodstock, N. H.	Concord and Montreal R. R.
Norton's Mills and Island Pond, Vt.	1	7 (part)	Portland, Me., Island Pond, 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..	Wisconsin and Pocomoke...

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.	
10.05	18,874	18	16	July 1, 1889	577	Connects Norfolk, Newport News, and Richmond R. P. O. at Newport News, Va., and Cape Charles and Norfolk R. P. O. at Fortress Monroe, Va.
24.13	46,220	25	300	July 1, 1889	274	<sup>1</sup> Including sacks.
8.57	10,730	12	8	July 1, 1888	215	
33.60	21,034	6	28	July 1, 1887	154	Supplied by initial and terminal offices, and by Austin, Minn., and Ottumwa, 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.
4.85	10,188	21	12	July 1, 1889	204	Portland and Boston R. P. O., exchange with Newton and Merrimac; Boston with Merrimac.
18.13	22,699	12	14	July 1, 1887	194	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.
23.30	58,343	24	150	July 1, 1889	382	<sup>1</sup> Including sacks.
27.93	31,226	12	26	July 1, 1888	191	<sup>1</sup> Commencing January 25, 1890, Pittsburgh and Chicago R. P. O. performed service one way each day except Sunday, Alliance to Niles, Ohio.
18.61	52,406	27	34	July 1, 1890	365	Including sacks. Connects at Niles with Sacramento and San Francisco R. P. O. Supplied also by San Francisco and Oakland.
12.12	22,761	18	10	July 1, 1888	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, and South Bend and Terre Haute R. P. O.'s.
18.80	25,497	13	12	July 1, 1889	112	Supplied by closed pouches from Norfolk, Va.
16.19	94,593	55	57	July 1, 1889	1,485	Including sacks.
7.81	9,778	12	28	July 1, 1889	201	Supplied by Boston and Plymouth R. P. O. and Boston, Mass.
4.02	15,099	36	42	July 1, 1889	500	Supplied by initial and terminal offices and Boston and Providence R. P. O., Boston, Providence, and New York R. P. O., and Boston, Mass.
5.07	15,869	30	30	July 1, 1889	3,800	Balance of route (52.75 miles) covered by R. P. O. service. (See Table A*.) Supplied by St. Albans, and Troy, Rutland, Bennington, and Troy, Essex Junction, and Boston R. P. O.'s.
19.52	24,439	12	47	July 1, 1889	398	Supplied by Boston, Mass., 6 times per week outward, and 12 times per week inward, between Somerville Station (n.o.) and Bedford, Lexington, East Lexington, and Arlington; Billerica with North Billerica.
4.53	8,507	24	10	July 1, 1889	248	Supplied by initial and terminal offices and Boston and Albany R. P. O.
10.47	13,108	12	4	July 1, 1889	68	
7.87	14,779	18	30	July 1, 1889	195	Supplied by initial and terminal offices and Boston, Springfield, and New York R. P. O.'s., and Boston and Albany R. P. O.
21.00	13,146	6	28	July 1, 1889	155	Supplied by Lancaster and Boston R. P. O. and initial and terminal offices.
16.33	20,445	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*); supplied by Newport and Springfield R. P. O., Montreal and Canadian R. P. O.
13.25	19,345	14	4	July 1, 1890	278	Connects at Nitt Station (n. o.), N. Mex., with Rincon and Silver City, N. Mex.; R. P. O.
<sup>1</sup> 7.19	4,501	6	2	July 1, 1889	135	<sup>1</sup> Balance of route covered by Berlin and Salisbury R. P. O. (See Table A*.)

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.
O'Fallon and Belleville, Ill. ....	6	23031	Belleville, O'Fallon, Ill. ....	Louisville and Nashville. ....
Ogdensburgh and De Kalb Junction, N. Y. ....	2	6036 (part)	Rome, Ogdensburgh, N. Y. ....	Rome, Ogd. and Wat. ....
Olcott and Iuka, Kans. ....	7	33081	Olcott, Iuka, Kans. ....	Kansas Southwestern. ....
Olean, N. Y., and Bradford, Pa. ....	2	8121	Bradford, Pa., Olean, N. Y. ....	West N. Y. and Penna. ....
Olympia and Tennio, Wash. ....	8	43003	Olympia, Tennio, Wash. ....	Olympia and Chehalis Valley R. R. ....
Ontonagon and Sidnaw, Mich. ....	10	24088	Sidnaw, Ontonagon, Mich. ....	Ontonagon and Brule River. ....
Orange and Gordonsville, Va. ....	8	11025	Orange, Gordonsville, Va. ....	Richmond and Danville. ....
Orangeville Junction (n. o.) and Sparrow's Point, Md. ....	3	10029	Orangeville Junction (n. o.) and Sparrow's Point, Md. ....	Northern Central. ....
Orleans and French Lick, Ind. ....	5	22051	Orleans, French Lick, Ind. ....	Orleans, West Baden and French Lick Springs. ....
Oroville and Marysville, Cal. ....	8	46009	Marysville, Oroville, Cal. ....	Southern Pacific Co. ....
Oronogo and Joplin, Mo. ....	7	128054 (part)	Oronogo, Mo., Galena, Kans. ....	St. Louis and San Francisco. ....
Osceola Mills and Belsena Mills, Pa. ....	2	8099	Osceola Mills, Rainey, Pa. ....	Penna. ....
Oskaloosa and Albia, Iowa ....	6	127010 (part)	Albia, Mason City, Iowa ....	Iowa Central. ....
Owensborough and Fordsville, Ky. ....	5	20042	Owensborough, Fordsville, Ky. ....	Owensborough Falls of Rough and Green River R. R. ....
Oxford and Peter's Creek, Pa. ....	2	8004	Oxford, Peter's Creek, Pa. ....	Peach Bottom. ....
Oyster Bay and Mineola, N. Y. ....	2	8044	Oyster Bay, Mineola, N. Y. ....	Long Island R. R. ....
Palatka and Daytona, Fla. ....	4	16031	Palatka, Daytona. ....	Jack., St. Aug. and Hal. Riv. R. R. ....
Palisade and Eureka, Nev. ....	8	45002	Palisade, Eureka, Nev. ....	Eureka and Palisade 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. ....
Pan Handle and Washburn, Tex. ....	11	31066	Pan Handle, Washburn, Tex. ....	Fort Worth and Denver City. ....

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>	
6.80	4,257	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 there.
19.55	36,715	18	16	July 1, 1889	3,507	<sup>1</sup> Balance of route covered by Norwood and Rome R. P. O. (See Table A*.)
20.20	14,812	7	16	July 1, 1890	140	Connects at Olcott, Kans., with Winfield and Larned, Kans., R. P. O., and at Preston, Kans., with Herington and Dodge City, Kans., R. P. O., and Herington and Liberal, Kans., R. P. O.
21.72	40,790	18	26	July 1, 1889	132	Including sacks. Connects at Tennes with Spokane Falls, Wash., and Portland, Oreg., R. P. O.
15.81	23,126	14	14	July 1, 1890	1,183	Supplied by Ontonagon, Mich., and Mackinaw City and Houghton, Mich., R. P. O. Connects at Sidsnaw, Mich., with Nestoria, Mich., and Iron River, Wis., pouch service.
46.26	14,433	3	14	.....	.....	Connects Fredericksburgh and Orange and Washington and Charlotte R. P. O.'s at Orange, Va., and Richmond and Hinton R. P. O. at Gordonsville, Va.
9.31	15,540	16	23	July 1, 1889	310	Supplied by closed pouches from Baltimore, Md.
8.14	15,287	18	6	.....	.....	During summer months, from June 10 to October 15, 6 additional round trips per week over entire route.
16.70	15,833	6	24	July 1, 1888	146	Connects at Marysville with Portland, Oreg., and San Francisco, Cal., R. P. O.
27.50	10,075	7	10	July 1, 1890	314	Connects at Oronogo, Mo., with St. Louis, Mo., and Burrtown, Kans., R. P. O.; at Webb City, Mo., with Ft. Scott, Kans., and Webb City, Mo., R. P. O., and Kansas City and Joplin, Mo., R. P. O.; at Joplin, Mo., with Ft. 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 Splitlog, Mo., pouch service.
10.16	17,008	<sup>2</sup> 21	14	July 1, 1887	681	<sup>1</sup> 9.28 miles of route—28054, between Joplin, Mo., and Galena, Kans., covered by Girard and Galena, Kans., R. P. O. (See Table A*.)
						<sup>2</sup> 14 round trips per week from July 1, 1889, to March 15, 1890.
17.38	27,200	15	24	July 1, 1889	205	
24.05	30,110	12	18	July 1, 1887	1,652	<sup>1</sup> Balance of route (146.10 miles) covered by Austin, Minn., and Ottumwa, Iowa, R. P. O. (See Table A*.)
						Supplied by initial and terminal offices and by Austin, Minn., and Ottumwa, Iowa, R. P. O. Connects at Oskaloosa, Iowa, with Washington and Keosauqua, Iowa, R. P. O., and at Albia, Iowa, with Burlington and Council Bluffs, Iowa, R. P. O.
26.78	8,302	6	16	Jan. 1, 1890	101	New service established January 1, 1890.
20.23	12,664	6	20	.....	.....	
14.61	27,438	18	<sup>1</sup> 44	July 1, 1889	298	<sup>1</sup> Including sacks.
54.24	33,915	6	10	Mar. 17, 1887	170	
90.88	28,303	3	14	July 1, 1890	471	Including sacks. Connects at Palsade with Ogden, Utah, and San Francisco, Cal., R. P. O.
50.19	62,838	12	40	July 1, 1889	187	Mail carried by stage alternate days.
15.58	82,500	20	22	July 1, 1887	619	Connects at Palmer with Boston and Albany R. P. O.'s, and Boston, Springfield, and New York R. P. O.'s.
16.18	11,811	7	10	July 1, 1889	110	Makes Hannibal, Mo., connections and connects at Palmyra, Mo., with Chicago, Ill., and Kansas City, Mo., R. P. O.
						Connects at Pan Handle, Tex., with Kiowa, Kans., and Pan Handle, Tex., R. P. O.; at Washburn, Tex., with Denver, Colo., and Fort Worth, Tex., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Pond Creek Junction and Sandy Run, Pa.	2	8186	Pond Creek Junction, Sandy Run, Pa.	Central R. R. of New Jersey.
Port Huron and Almont, Mich.	9	24060	Port Huron, Almont, Mich.	Flint and Pere Marquette ..
Port Norris and Bivale, N. J. ..	2	7033	Bridgeton, Bivale, N. J. ....	Central R. R. of New Jersey.
Pottersville and White House Station, N. J.	2	(part) 7067	Pottersville, White House Station, N. J.	Rockaway Valley.....
Prairie du Chien, Wis., and North McGregor, Iowa.	10	23001	Milwaukee, Wis., North McGregor, Iowa.	C., M. and St. P. ....
Prairie du Sac and Mazo Manie, Wis.	10	25039	Mazo Manie, Prairie du Sac, Wis.	C., M. and St. P. ....
Pratt's Junction and Harrison, Wis.	10	25068	Pratt's Junction, Harrison, Wis.	Mil., L. S. and West.....
Prattsburgh and Kanona, N. Y.	2	6142	Prattsburgh, Kanona, N. Y.	Kanona and Prattsburgh ...
Pratt's Junction and Sterling Junction, Mass.	1	3047	Sterling Junction, Pratt's Junction, Mass.	Old Colony R. R. ....
Princeton Junction and Princeton, N. J.	2	7053	Princeton Junction, Princeton, N. J.	Penna. ....
Providence and Bristol, R. I. ...	1	4004	Providence, Bristol, R. I. ....	Old Colony R. R. ....
Punxsutawney and Horatio, Pa.	2	8165	Irvona, Horatio, Pa. ....	Penna. and No. Western ....
Punxsutawney and Walston, Pa.	2	6127	Bradford, Walston, Pa. ....	Buf., Rech. and Punx.....
Pymatuning, Pa., and Levitts- burgh, Ohio.	2	(part) 21034	Salamaca, N. Y., Dayton, Ohio.	N. Y., L. E. and Western....
Quenemo and Osage City, Kans	7	(part) 33055	Quenemo, Osage City, Kans.	Atchison, Topeka and Santa Fe.
Rahway and Perth Amboy, N. J.	2	7038	Rahway, Perth Amboy, N. J.	Penna. ....
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 Co. ....
Readsborough, Vt., and Hoosac Tunnel Station (n. o.), Mass.	1	2001	Readsborough, Vt., Hoosac Tunnel Station (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R.
Readville and Dedham, Mass. .	1	3073	Readville, Dedham, Mass. .	Old Colony R. R. (Providence Div.).
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.	Southern California Rwy. Co.
Red Wing and Zumbrota, Minn	10	26064	Red Wing, Zumbrota, Minn	D. R. W. and S. ....
Renton and Franklin, Wash. . .	8	43007	Renton, Franklin, Wash. ....	Columbia and Puget Sound 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.
					<i>Pounds.</i>	
2.71	5,089	18	6	.....	.....	
34.50	43,194	12	25	July 1, 1888	267	At Port Huron, Mich., connects the Fort Gratiot and Chicago, Fort Gratiot and Detroit, East Saginaw and Port Huron, and Port Austin and Port Huron R. P. O.'s.
1.84	526	6	2	July 1, 1889	509	<sup>1</sup> Balance of route covered by Philadelphia and Port Norris R. P. O. (See Table A*.)
8.57	10,730	12	18	.....	.....	
1.79	2,241	12	10	July 1, 1887	4,566	<sup>1</sup> Balance of route covered by Chicago, Ill., and Prairie du Chien, Wis., R. P. O. (See Table A*.)
10.33	12,033	12	12	July 1, 1887	265	Supplied by Mazo, Manitowish, and Chicago, Ill., and Prairie du Chien, Wis., R. P. O.
17.98	22,511	12	6	Apr. 1, 1889	35	Supplied by Pratt's Junction, Wis., and Ashland and Milwaukee, Wis., R. P. O.
12.66	15,850	12	20	.....	.....	
4.83	9,071	18	18	July 1, 1889	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.
3.45	16,198	45	48	July 1, 1889	52	<sup>1</sup> Including sacks.
15.42	38,612	24	53	July 1, 1889	1,180	Supplied by initial and terminal offices, and Boston, Springfield and New York R. P. O.'s, Providence and New London R. P. O., and Boston, Providence, and New York R. P. O.'s.
13.77	4,407	12	4	July 1, 1889	438	<sup>1</sup> Balance of route covered by Bellwood and Punxsutawney R. P. O. (See Table A*.)
13.26	2,041	6	4	July 1, 1889	486	<sup>1</sup> Balance of route covered by Rochester and Punxsutawney R. P. O. (See Table A*.)
29.70	55,777	18	30	July 1, 1888	2,420	
20.60	25,791	12	18	July 1, 1890	135	Connects at Quenemo, Kans., with Ottawa and Emporia, Kans., R. P. O., Topeka and Fort Scott, Kans., R. P. O., and Topeka and Ossawatimie, Kans., R. P. O.; at Lyndon, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.; 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.
7.45	4,720	24	16	July 1, 1889	503	
5.70	5,335	9	6	July 1, 1889	89	
21.30	15,549	7	4	July 1, 1890	92	Connects at Berenda with Los Angeles and San Francisco R. P. O.
11.50	7,199	6	6	July 1, 1889	114	Readsborough exchanges with Boston and Troy R. P. O., Sherman, Vt., and Munroe Bridge.
2.28	6,423	27	10	July 1, 1889	45	Boston with Dedham and Walnut Hill. Dedham with Walnut Hill.
15.67	10,619	12	10	June 10, 1886	108	Supplied by initial and terminal offices. Connects at Junction (n. o.), Mich., with Lake Linden and Junction (n. o.), Mich., pouch service, and at Hancock, Mich., with Calumet and Houghton, Mich. pouch service.
9.25	20,258	21	20	July 1, 1890	293	Including sacks. Connect at San Bernardino with Alhij., N. Mex., and Los Angeles, Cal., and San Bernardino and Escondido R. P. O.'s.
25.98	32,527	12	22	July 15, 1889	285	Supplied by Red Wing and Rochester, Minn. Connects at Red Wing, Minn., with Chicago, Ill., and Minneapolis, Minn., and Red Wing and Mankato, Minn., R. P. O.'s. At Zumbrota, Minn., with Zumbrota and Rochester R. P. O., and Wabasha and Zumbrota, Minn., R. P. O.
21.10	15,403	7	8	July 1, 1890	114	Supplied by Seattle and Seattle and Tacoma 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.
Paris and Frankfort, Ky. ....	5	120041	Frankfort, Paris, Ky. ....	Kentucky Midland .....
Paris and Lexington, Ky. ....	5	20002 (part)	Cincinnati, Ohio, Lexington, Ky.	Kentucky Central .....
Park Junction, Md., and Philadelphia, Pa.	2	10027 (part)	Park Junction, Baltimore, Md.	Balto. and Ohio .....
Parrish Junction (n. o.) and Parrish, Wis.	10	25039	Parrish Junction (n. o.), Parrish, Wis.	Mil., L. S. and West .....
Paterson and Newark, N. J. ...	2	7030	Newark, Paterson, N. J. ...	N. Y., L. E. and Western .....
Peach Bottom and Delta, Pa. ...	3	2092	York, Peach Bottom, Pa. ...	Maryland Central .....
Peete and Greenwood, Miss. ...	4	18012	Greenwood, Peete, Miss. ...	Ill. Central R. R. ....
Pelican Rapids and Fergus Falls, Minn.	10	20041	Fergus Falls, Pelican Rapids, Minn.	St. P., M. and M. ....
Pemberton and Brooksville, Fla. ...	4	16023 (part)	Leesburg, Brooksville, Fla. ...	Florida Southern Ry. ....
Pennsborough and Ritchie C. H., W. Va.	3	12004	Pennsborough, Ritchie C. H., W. Va.	Pennsboro and Harrisville ..
Pensacola and Millview, Fla. ...	4	16005	Pensacola, Millview, Fla. ...	Pensa. and Perdido R. R. ...
Perry and Silver Springs, N. Y.	2	0070	Silver Springs, Perry, N. Y.	Silver Lake .....
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	8169	Philadelphia, Chestnut Hill R. R. Station, Pa.	Phila., Germantown and C. H.
Phoenixville and Uwchland, Pa.	2	8066	Phoenixville, Uwchland, Pa.	Phila. and Reading .....
Phoenixville and West Chester, Pa.	2	8048	West Chester, Phoenixville, Pa.	Pa. ....
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 W. (Middletown and Crawford Rch.)
Pittsburgh and Castle Shannon Pa.	2	8095	Pittsburgh, Castle Shannon, Pa.	Pitta and Castle Shannon ...
Pittsfield and Centre Barnstead, N. H.	1	1004 (part)	Hooksett, Centre Barnstead, N. H.	Concord and Montreal R. R.
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.	Del. and Hudson Canal Co. .
Pleasantville and Somers Point, N. J.	2	7029	Pleasantville, Somers Point, N. J.	West Jersey .....
Point Pleasant and Bayhead Junction, N. J.	2	7003 (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, Poland, Penna. ....
Pomeroy and Landenburgh	2	8331	Landenburgh, Pomeroy, Pa.	Oregon Rwy. and Navigation Co.
Pomeroy and Starbuck, Wash.	8	43014	Starbuck, Pomeroy, Wash. ..	
Poncho Springs and Monarch, Colo.	7	38009	Poncho Springs, Monarch, Colo.	Denver and Rio Grande .....

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>	
41.35	31,203	12	38	Aug. 5, 1889	197	<sup>1</sup> New service, Frankfort to Georgetown, Ky. (24.57 miles) established Aug. 5, 1889. Route extended to Paris, Ky., May 1, 1890.
19.56	38,768	19	20	July 1, 1888	2,694	<sup>1</sup> Balance of route covered by Cincinnati and Livingston, and Mayaville, Paris and Cincinnati R. P. O.'s.
1.30	...	...	...	July 1, 1889	290	New service under advisement; balance of route covered by Philadelphia, Aiken, and Baltimore R. P. O. (See Table A*.)
4.69	2,936	6	2	Sept. 26, 1889	24	Supplied by Ashland and Milwaukee, Wis., R. P. O. Connects at Parrish Junction (n.o.), Wis., with Pratt Junction (n.o.) and Harrison, Wis., pouch service.
11.40	35,682	30	32	July 1, 1889	281	
5.70	10,707	18	34	July 1, 1889	368	Connects York and Baltimore R. P. O. at Delta, Pa. Balance of route (34.30 miles) covered by the York and Baltimore R. P. O.
18.12	11,311	6	4	July 1, 1888	25	
23.58	14,761	6	10	July 1, 1887	141	Supplied by Fergus Falls, Minn., and by Fargo, N. Dak., Barnesville and St. Paul, Minn., R. P. O. Connects at Fergus Falls, Minn., with Wadena and Fergus Falls, Minn., St. Paul, Minn., and Minot, N. Dak., R. P. O.'s, and Fergus Falls, Minn., and Milnor, N. Dak., pouch service.
10.50	13,104	12	4	Oct. 25, 1885	706	Remainder of route reported Palatka and Punta Gorda R. P. O. (Table A*.)
9.25	11,581	12	8	July 1, 1889	162	Connects Grafton and Cincinnati and Grafton and Parkersburg R. P. O.'s at Pennsborough, W. Va.
10.50	6,552	6	2	July 1, 1895	196	
7.30	13,709	18	14	July 1, 1889	283	
7.53	4,714	6	4	July 1, 1890	33	Connects at Petaluma with Ukiah and San Francisco R. P. O.
19.22	24,063	12	6	July 1, 1890	90	Connects at Peters with Milton and Stockton R. P. O. Supplied by Stockton office.
10.56	6,611	6	4	July 1, 1889	27	Connects Norfolk and Lynchburgh, and Washington and Wilmington R. P. O.'s at Petersburg, Va., and Norfolk and Richmond R. P. O. at City Point, Va.
35.10	25,623	7	8	July 1, 1890	526	Connects at Maricopa with El Paso, Tex., and Los Angeles, Cal., R. P. O.
11.86	47,021	38	141	July 1, 1889	670	<sup>1</sup> Including sacks.
11.29	14,135	12	26	July 1, 1889	189	
18.70	23,412	12	26	July 1, 1889	217	
28.28	17,703	6	10	July 1, 1888	87	At Pinconning, Mich., connects the Mackinaw City and Detroit R. P. O.
13.73	8,595	6	8	July 1, 1889	153	
6.04	3,781	6	4	July 1, 1889	67	
4.26	1,035	9	4	July 1, 1889	519	From January 27, 1890, to April 30, 4.26 miles, 81 days; route extended May 1, 1890. (See Table A*.) Supplied by Hooksett and Centre Barnstead R. P. O. R. P. O. service from May 1, 1890.
28.73	53,955	18	32	July 1, 1887	200	Supplied by initial and terminal offices. Eyota, Minn., and Winona, Minn., and Watertown, S. Dak., R. P. O.
23.51	14,717	6	12	July 1, 1889	184	
7.45	13,991	18	23	July 1, 1889	70	
<sup>1</sup> 1.00	626	12	10	July 1, 1889	5,845	<sup>1</sup> Balance of route supplied by New York and Point Pleasant R. P. O. (See Table A*.)
17.04	14,035	8	12	July 1, 1889	281	
19.25	12,051	6	6	July 1, 1889	54	
29.53	21,557	7	6	July 1, 1890	439	Connects at Starbuck with Spokane Falls, Wash., and Pendleton, Oregon, R. P. O. supplied by that line.
16.09	10,072	6	6	July 1, 1890	57	Trains are 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.

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.
Bib Lake and Chelsea, Wis. . . .	10	25006	Chelsea, Bib Lake, Wis. . . .	Northern Pacific . . . . .
Richfield Junction and Richfield Springs, N. Y. . . .	2	6043	Richfield Junction, Richfield Springs, N. Y. . . .	Del., Lack. and Western . . .
Richford and Newport, Vt. . . .	1	2009	Richford, Newport, Vt. . . .	South Eastern Rwy. . . . .
Richland Center and Lone Rock, Wis. . . . .	10	25029	Lone Rock, Richland Center, Wis. . . .	C., M. 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., L. E. and Western . . .
Ringwood and Ringwood Junction, N. J. . . . .	2	7066	Ringwood, Ringwood Junction, N. J. . . .	N. Y., L. E. and Western . . .
Ripon and Berlin, Wis. . . . .	10	25008 (part)	Milwaukee, Berlin, Wis. . . .	C., M. and St. P. . . . .
River Falls Junction (n. o.) and Ellsworth, Wis. . . . .	10	25033	River Falls Junction (n. o.), Ellsworth, Wis. . . . .	C., St. P., M. and O. . . . .
Riverside (n. o.), and Bonne Terre, Mo. . . . .	7	28071	Riverside Station (n. o.), Bonne Terre, Mo. . . .	Mississippi River and Bonne Terre. . . . .
Roaring Springs and Ore Hill, Pa. . . . .	2	8183	Roaring Springs, Ore Hill, Pa. . . . .	Pennsylvania . . . . .
Roberts and Guide, Tex. . . . .	11	81042	Guide, Roberts, Tex. . . . .	Houston and Texas Central. . .
Rochelle and Gainesville, Fla. . . .	4	10012 (part)	Palatka, Gainesville, Fla. . . .	Fla. South Ry. . . . .
Rockford and Rochelle, Ill. . . . .	6	23057	Rochelle, Rockford, Ill. . . .	Chicago and Iowa. . . . .
Rock Island and Cable, Ill. . . . .	5	28059	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 Consolidated R. R. Co. . . . .
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 Stillmore, Ga. . . . .	4	15055	Rogers, Stillmore, Ga. . . . .	Rogers and Summit R. R. . . .
Roland, N. C., and Pee Dee (n. o.), S. C. . . . .	4	14030	Pee Dee (n. o.), Rowland, N. C. . . .	Florence R. R. . . . .
Rome and Clinton. . . . .	2	6051	Clinton, Rome, N. Y. . . . .	N. Y., Ont. and Western. . . .
Rondout and Libertyville, Ill. . . .	6	23699	Rondout, Libertyville, Ill. . . .	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.
6.35	3,975	6	4	July 1, 1889	<i>Pounds.</i> 45	Supplied by Chelsea, Wis., and Ashland and Abbotsford, Wis., R. P. O.
22.01	41,335	18	65	July 1, 1889	582	
31.72	39,713	12	14	July 1, 1889	524	Supplied by initial and terminal offices and Newport and Springfield R. P. O.
16.33	20,445	13	28	July 1, 1887	387	Supplied by initial and terminal offices, and Chicago, Ill., and Prairie du Chien, Wis., R. P. O.
4.32	10,817	24	8	July 1, 1889	168	Supplied by Danbury and South Norwalk R. P. O. Branchville with Ridgefield.
9.98	12,495	12	16	July 1, 1889	43	
2.61	1,634	6	2	July 1, 1889	48	
12.72	15,925	12	24	July 1, 1889	1,565	'Balance of route covered by Oshkosh and Milwaukee, Wis., R. P. O. (See Table A*.) Supplied by Ripon, Wis., and 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	16,126	6	20	July 1, 1887	262	Supplied by Hudson, Wis., St. Paul, Minn., and Ashland, Wis., and St. Paul, Minn., R. P. O. Connects at River Falls Junction, (n. o.), Wis., with St. Paul, Minn., and Elroy, Wis., R. P. O.
31.80	13,394	13	10	Mar. 10, 1890	170	New service; in effect March 10, 1890. Connects at Riverside (n. o.), Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O., and St. Louis, Mo., and Texarkana, Ark., R. P. O.
3.27	2,047	6	2	July 1, 1889	54	
52.13	32,633	6	16	July 1, 1890	96	Connects at Terrell, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O., at Kaufman, Tex., with Dallas and Kemp, Tex., R. P. O., at Guide, Tex., with Fort Worth and Guide, Tex., R. P. O., and Denison and Houston, Tex., R. P. O.
10.50	13,104	12	6	July 1, 1888	1,230	Remainder of route reported as Palatka and Punta Gorda, R. P. O. (Table A*.)
27.73	52,058	18	26	July 1, 1887	163	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, Fr. port, 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., and at Rochelle, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
27.35	17,121	6	16	July 1, 1887	147	Supplied by Rock Island, Ill. Connects with all lines centering at that point.
19.60	24,652	12	64	July 1, 1889	867	Supplied by initial and terminal offices, and by Boston and Gloucester, three additional round trips between Salem and Gloucester, and by Bangor and Boston R. P. O's.
16.35	30,705	18	16	July 1, 1888	289	
19.12	11,969	6	10	July 1, 1888	71	Connects Washington and Wilmington R. P. O. at Rocky Mount, N. C.
5.91	3,600	6	4	July 1, 1888	48	At Rodney, Mich. Connects the Big Rapids and Detroit R. P. O.
7.05	9,559	13	8	July 1, 1890	403	Connects at Rogers, Ark., with Monett, Mo., and Paris, Tex., R. P. O.
31.24	19,556	6	10	July 1, 1889	46	
27.50	17,160	6	12	Feb. 4, 1889	95	
13.67	17,115	12	40	July 1, 1889	134	
3.28	2,053	6	4	July 1, 1888	63	Supplied by Chicago, Ill.

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.
Roscoe and Bowdle, S. Dak ...	10	126010 (part)	Hastings, Minn., Bowdle, S. Dak.	C., M. and St. Paul .....
Roscoe and Orient, S. Dak ....	10	35029	Roscoe, Orient, S. Dak .....	C., M. and St. Paul .....
Roswell and Chamblee, Ga. ....	4	15035	Roswell Junction (n. o.), Roswell, Ga.	Rich. and Danville R. R. ....
Rothwell and Mt. Sterling, Ky. .	6	20022	Mount Sterling, Rothwell, Ky.	Kentucky and South Atlantic.
Russellville and Adairville, Ky. .	5	120014 (part)	Owensborough, Adairville, Ky.	Owensborough and Nashville.
Rutland and Ellendale, N. Dak. .	10	35031	Rutland, Ellendale, N. Dak	C., M. and St. P. ....
Sabula and Clinton, Iowa. ....	6	127012 (part)	Clinton, Iowa, La Crosse, Wis.	Chicago, Milwaukee and St. Paul.
Saginaw City Junction (n. o.) and Saginaw, Mich.	9	24049	Saginaw City Junction (n. o.), Saginaw, Mich.	Flint and Pere Marquette ..
St. Augustine and Palatka, Fla. .	4	16027	St. Augustine, Palatka, Fla.	Jack., St. Aug. and Hal. Riv. R. R.
St. Charles and Geneva, Ill. ....	6	23094	Geneva, St. Charles, Ill. ....	Chicago and Northwestern ..
St. Clair and Lenox, Mich. ....	9	24037	St. Clair, Lenox, Mich. ....	Michigan Central. ....
St. Clairsville and Steel, Ohio .	5	21056	St. Clairsville, Steel, Ohio. .	Baltimore and Ohio. ....
St. George and Mariner's Harbor.	2	6062	New York, Mariner's Harbor, N. Y.	S. I. R. T. R. R. ....
St. George and Tottenville, N. Y. .	2	6068	St. George, Tottenville, N. Y.	S. I. R. T. R. R. ....
St. Hilaire and Crookston, Minn. .	10	26050	Crookston, St. Hilaire, Minn	St. P., M. and M. ....
St. John and Church's Ferry, N. Dak.	10	35030	Church's Ferry, St John, N. Dak.	St. P., M. and M. ....
St. Louis and Florissant, Mo. ....	7	28041	St. Louis, Florissant, Mo. ....	St. Louis Cable and Western.
St. Martinville and Cades, La. ....	11	36012	Cades, St. Martinville La. ....	Morgana, Louisiana and Texas. (So. Pac.)
St. Mary's and Minster, Ohio ..	5	21082	St. Mary's, Minster, Ohio. ....	Lake Erie and Western. ....
St. Peters and Springfield Station, Pa.	2	8162	Springfield Station, St. Peters, Pa.	Wilmington and Northern. .
Salisbury and Glasgow, Mo. ....	7	28025	Salisbury, Glasgow, Mo. ....	Wabash .....

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.
15.29	9,572	6	10	July 1, 1887	<i>Pounds.</i> 2,377	<sup>1</sup> Balance of route covered by Hastings and Cologne, Minn., St. Paul, Minn., and Aberdeen, S. Dak., and Aberdeen and Eureka, S. Dak., R. P. O. (See Table A*.) Supplied by initial and terminal offices, and by Aberdeen and Eureka, S. Dak., R. P. O. Connects at Roscoe, S. Dak., with Roscoe and Orient, S. Dak., pouch service.
41.78	26,123	6	28	July 1, 1890	161	Supplied by Roscoe and Faulkton, S. Dak., and Aberdeen and Eureka, S. Dak., R. P. O. Connects at Roscoe, S. Dak., with Roscoe and Bowdle, S. Dak., pouch service, and at Faulkton, S. Dak., with Brookings and Gettysburgh, S. Dak., R. P. O.
10.69	13,341	12	8	July 1, 1888	62	
19.44	12,169	6	12	July 1, 1888	119	
13.39	8,382	6	10	July 1, 1888	589	
49.78	15,516	3	22	July 1, 1890	75	<sup>1</sup> Balance of route covered by Owensborough and Russellville R. P. O. (See Table A*.) Supplied by Ellendale, N. Dak., and by Breckenridge, Minn., and Aberdeen, S. Dak., R. P. O. Connects at Ludden, N. Dak., with Oakes, N. Dak., and Hawarden, Iowa, R. P. O., and at Ellendale, N. Dak., with Edgeley, N. Dak., and Aberdeen, S. Dak., pouch service.
16.46	30,912	18	14	July 1, 1887	2,982	<sup>1</sup> Balance of route covered by Chicago, Ill., and McGregor, Iowa, and LaCrosse, Wis., and Dubuque, Iowa, R. P. O. (See Table A*.) Supplied by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, and by Chicago and McGregor, Iowa, R. P. O. Connects at Clinton, Iowa, with all lines entering there.
8.75	11,737	30	14	July 1, 1888	260	At Saginaw City Junction connects the Bay City, Wayne and Detroit, Ludington and Toledo, and Manistee and East Saginaw R. P. O's. At Saginaw, Mich., connects the Bay City and Jackson and East Saginaw and Howard City R. P. O's.
24.90	18,177	7	10	July 1, 1888	50	
8.21	8,038	24	10	May 28, 1898	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 Ansonia, Ill., pouch service.
16.06	20,107	12	20	July 1, 1888	530	At Lenox, Mich., connects Ft. Gratiot and Detroit and Lenox and Jackson R. P. O's.
17.50	14,085	18	14	July 1, 1888	248	
13.90	12,207	30	90	July 1, 1889	1,676	<sup>1</sup> Balance of route supplied by New York and St. George R. P. O. (See Table A*.)
15.45	48,359	30	90	July 1, 1889	407	
28.30	8,830	3	4	July 1, 1887	54	Supplied by Crookston, Minn.; connects at that point with St. Paul, Minn., and Minot, N. Dak., and St. Vincent and Crookston, Minn., R. P. O's.
55	17,160	3	16	July 1, 1890	143	Supplied by initial and terminal offices, and St. Paul, Minn., and Minot, N. Dak., R. P. O.
15.65	9,797	6	6	July 1, 1887	71	All offices on line exchange pouches with St. Louis, Mo.
7.60	11,096	14	6	July 1, 1890	111	Connects at Andes, La., with New Orleans, La., and Houston, Tex., R. P. O.
10.23	12,808	12	8	July 1, 1888	161	
7	8,764	12	8	July 1, 1889	87	
15.81	11,541	7	14	July 1, 1887	65	Connects at Salisbury, Mo., with St. Louis, Mo., and Council Bluffs, Iowa, R. P. O., and 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.

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.
Salt Lake City and Stockton, Utah.	8	41005	Salt Lake City, Stockton, Utah	Oreg. Short Line and Utah Northern Rwy. Co
Sand Beach and Palm Station, Mich.	9	24061	Palm Station, Sand Beach, Mich.	Flint and Pere Marquette ..
Sandersville and Tennesse, Ga.	4	15027	Sandersville, Tennesse, Ga...	Sandersville and Tennesse R. R.
San Diego and Tia Juana, Cal.	8	46061	San Diego, Tia Juana, Cal..	National City and Otay Rwy.
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. ....	Southern California Rwy. Co.
Santa Cruz and Pajaro, Cal. ....	8	46021	Pajaro, Santa Cruz, Cal. ....	Santa Cruz R. R. ....
Santa Fé and Lamy, N. Mex. ....	7	29001	Lamy, Santa Fé, N. Mex. ....	Atchison, Topeka and Santa Fé.
Santa Rosa and Napa Junction, Cal.	8	46060	Napa Junction, Santa Rosa, Cal.	Southern Pacific Co. ....
San Quintin and San Francisco, Cal.	8	46025	San Francisco, San Quintin, Cal.	North Pacific Coast R. R. ....
Sapinero and Lake City, Colo. ....	7	38041	Lake Junction (n. o.), Lake City, Colo.	Denver and Rio Grande ....
Sault de Ste. Marie and Sault Junction (n. o.), Mich.	10	24072	Sault de Ste. Marie, Sault Junction (n. o.), Mich.	D., SS. and A. ....
Savanna and Fulton, Ill. ....	6	23090	Savanna, Fulton, Ill. ....	Chicago, Burlington and Quincy.
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. ....
Schriever and Houma, La. ....	11	30004	Schriever, Houma, La. ....	Morgans., Louisiana and Texas (So. Pac.).
Schuylerville and Saratoga Springs, N. Y.	2	6077	Saratoga Springs, Schuylerville, N. Y.	Bost., H. Tun. and Western.
Schuylerville Junction and Mechanicsville.	2	6121	Mechanicsville, N. Y., Schuylerville Junction, N. Y.	Bost., H. Tun. and Western.
Schwander's Station (n. o.) and Romley, Colo.	7	38014	Schwander's Station (n. o.), Romley, Colo.	Denver, South Park and Pacific.
Scotland and Wakefield Station, Va.	3	11045	Scotland, Wakefield Station, Va.	Surry, Sussex and Southampton.
Scranton and Wilkes Barre, Pa.	2	8079	Wilkes Barre, Scranton, Pa.	Del. and Hud. Canal Co. ....
Sea Isle City and Avalon, N. J.	2	7047	Sea Isle City, Avalon, N. J.	West Jersey. ....
Sea Isle Junction and Ocean City, N. J.	2	7060	Sea Isle Junction, Sea Isle City, N. J.	West 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 re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
40.50	25,353	6	12	July 1, 1890	138	Supplied by Salt Lake City.
18.93	23,700	12	23	.....	.....	At Palm Station connects the Fort Austin and Port Huron R. P. O.
3.29	2,040	6	4	July 1, 1888	185	
19.90	29,051	14	10	July 1, 1890	101	Service extended July 22, 1889, National City to San Diego. Connects with Los Angeles and National City at San Diego.
17.36	20,652	12	8	Mar. 14, 1887	112	
29.95	40,612	13	16	July 1, 1888	226	
20.16	12,620	6	10	July 1, 1890	154	Connects at Perris with San Bernardino and Escondido R. P. O.
22.07	46,038	20	21	July 1, 1890	213	Supplied by initial and terminal offices. Connects at Pajaro with San Francisco and Santa Margarita R. P. O.
19.19	54,883	121	14	July 1, 1890	499	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. 12 round trips per week from July 1, 1889, to May 31, 1890.
37.59	54,881	14	26	July 1, 1890	387	Supplied by Ogden, Utah, and San Francisco R. P. O.; also by San Francisco office.
22	43,604	19	16	July 1, 1890	164	Service extended October 1, 1889, San Anselmo to San Francisco, less service over route 46016 supplied by San Francisco.
26.18	16,353	6	6	July 1, 1890	159	New service, from October 10, 1889. Trains are run from and to Sapinero, Colo., where connection is made with Denver, Colo., and Ogden, Utah, R. P. O.; also supplied by Denver and Aspen, Colo., R. P. O., from Salida, Colo.
47.80	64,817	13	14	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, Mich., and Minneapolis, Minn., R. P. O.
18.57	25,181	13	16	July 1, 1887	395	Connects Minneapolis, Minn., and Oregon, Ill., R. P. O. with Fulton, Ill., and lines centering there.
4.04	281	12	4	July 1, 1889	71	Suspended by star service July 20, 1889.
1.69	3,174	18	21	July 1, 1889	1,778	Balance of route (44.43 miles) covered by R. P. O. service. (See Table A*). Supplied by New London and New Haven, and New Haven and Hartford R. P. O.
15.40	28,921	18	16	July 1, 1889	92	
6.50	12,207	18	8	July 1, 1889	237	
4.95	9,296	18	12	July 1, 1889	404	
15.26	22,279	14	12	July 1, 1890	195	Connects at Schriever, La., with New Orleans, La., and Houston, Tex., R. P. O.
12.97	32,477	24	26	July 1, 1889	213	
15.05	18,843	12	12	July 1, 1889	298	
22.80	13,918	6	18	July 1, 1890	154	Reported last year as Schwander's Station (n.o.) and St. Elmo, Colo.; service extended from November 1, 1889, increasing distance 1.94 miles. Trains are run from Conio, Colo., via Buena Vista to Romlev. Supplied by Denver and Leadville, Colo., R. P. O. and Buena Vista, Colo.
20.08	12,570	6	16	July 8, 1889	106	Connects Norfolk and Lynchburgh R. P. O. at Wakefield Station, Va.
19.25	32,135	16	50	July 1, 1889	310	
4.02	5,033	12	4	.....	.....	
15.56	19,481	12	12	July 1, 1889	83	

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.
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.	Blackville, Alst. and New 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 Arizona R. R.
Selma and Martin Sta., Ala.	4	17022	Selma, Martin's Sta., Ala.	Birm., Selma and New Or. R. R.
Sewell Depot and Cliff Top, W. Va.	3	12026	Sewell Depot, Cliff Top, W. Va.	Longdale Iron Co.
Sheffield and Elulalia, Pa.	2	8105	Sheffield, Elulalia, Pa.	Tionesta Valley
Shelby Junction (n. o.) and Shelby, Ala.	4	17031	Shelby Junction (n. o.), Shelby, Ala.	Shelby Iron Co.
Shenandoah and Mahanoy Plane, Pa.	2	8119	Shenandoah, Mahanoy Plane, Pa.	Phila. and Reading.
Shumway and Altamont, Ill.	6	23006 (part)	Chicago, Altamont, Ill.	Wabash
Sidney and Champaign, Ill.	6	23065	Sidney, Champaign, Ill.	Wabash
Silver Brook Junction and Silver Brook, N. Y.	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.
Sleepy Eye and Redwood Falls, Minn.	10	26016	Sleepy Eye, Redwood Falls, Minn.	Winona and St. Peter.
Sligo and Lawsonham, Pa.	2	8093	Lawsonham, Sligo, Pa.	Allegheny Valley
Smithton and Okolona, Ark.	11	29017	Smithton, Okolona, Ark.	South - Western, Arkansas and Indian Territory.
Smithville and Harlem, Mo.	7	28073	Harlem, Smithville, Mo.	Chicago, Kansas City and Texas.
Snohomish and Woodinville, Wash.	8	43020	Woodinville, Snohomish, Wash.	Seattle, Lake Shore and Eastern Rwy.
Snow Fork Junction (n. o.) and Brashears, Ohio.	5	21106	Snow Fork Junction (n. o.), Brashears, Ohio.	Columbus, Hocking Valley and Toledo.
Snow Shoe and Milesburgh.	2	8083 (part)	Bellefonte, Snow Shoe, Pa.	Penna.
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.	5	19019	Moscow, Somerville, Tenn.	Memphis and Charleston.
South Acton Depot (n. o.) and Marlborough, Mass.	1	3023	South Acton Depot (n. o.), Marlborough, Mass.	Fitchburg, R. R.
South Braintree and Fall River, Mass.	1	3044	South Braintree, Fall River, Mass.	Old Colony R. R.
South Braintree and Plymouth, Mass.	1	3046	South Braintree, Plymouth, Mass.	Old Colony R. R.

*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.	
19.25	14,053	7	4	July 1, 1890	145	Supplied by New Castle.
29.09	20,235	7	14	Apr. 8, 1889	88	
20.82	30,397	14	12	July 1, 1890	754	Connects at Seligman, Mo., with Monett, Mo., and Paris, Tex., R. P. O.
74.88	46,875	6	18	July 1, 1890	549	Connects at Seligman with Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O. Prescott exchanges with San Francisco and Los Angeles R. P. O. by express trains.
20.32	12,679	6	6	July 1, 1888	57	
10.10	6,323	6	2	Mar. 18, 1889	27	Connects Richmond and Hinton and Washington and Hinton R. P. O's at Sewell Depot, W. Va.
12.76	15,976	12	14	July 1, 1889	70	
6.67	8,324	12	4	July 1, 1888	82	
6.88	20,099	28	22	July 1, 1889	290	
10.54	6,598	6	4	July 1, 1887	1,085	<sup>1</sup> Balance of route covered by Chicago, Decatur, Ill., and St. Louis, Mo., and Decatur and Effingham, Ill., R. P. O's. (See Table A <sup>2</sup> .) Supplied by Decatur and Effingham, Ill., R. P. O. Connects at Altamont, Ill., with Beardstown and Shawneetown, Ill., and with Pittsburgh, Pa., and St. Louis, Mo., R. P. O's.
12.29	15,387	12	10	July 1, 1887	108	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 Chicago and Cairo, Ill., and with Indianapolis, Ind., and Peoria, Ill., R. P. O's.
2.59	1,621	6	2	July 1, 1889	34	
1.12	1,402	12	20	July 1, 1889	330	
26.67	33,391	12	16	July 1, 1887	210	Supplied by initial and terminal offices and by Winona, Minn., and Watertown, S. Dak., R. P. O. Connects at Redwood Falls, Minn., with St. Paul, Minn., and Watertown, S. Dak., R. P. O.
10.41	6,517	6	6	July 1, 1889	65	
14.58	9,127	6	2	July 1, 1890	53	Connects at Smithton, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
21.12	6,589	14	12	.....	.....	New service; in effect from April 14, 1890. Supplied by Station "A," Kansas City, Mo., and Harlem, Mo.
14.84	20,123	13	8	July 1, 1890	245	Connects at Woodinville with Snoqualmie and Seattle R. P. O. Supplied also by Seattle, Wash. New service; established April 21, 1890.
6.40	1,562	12	20	.....	.....	
19.53	24,452	12	10	July 1, 1889	84	Balance of route covered by Lock Haven and Tyrore R. P. O. (See Table A <sup>2</sup> .)
27.65	18,691	6	4	July 1, 1890	86	Connects at Socorro, N. Mex., with Albuquerque, N. Mex., and El Paso, Tex., R. P. O.
6.47	16,201	24	16	July 1, 1887	643	<sup>1</sup> Seven round trips per week from July 1, 1889, to September 28, 1889.
15.91	29,879	18	30	July 1, 1889	261	<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.
13.57	8,495	6	6	July 1, 1888	74	
12.69	35,748	27	30	July 1, 1889	261	Supplied by Boston and Troy R. P. O., and Essex Junction and Boston R. P. O., Boston and Greenville R. P. O., and Boston.
.....	78,532	24	92	July 1, 1889	873	241 days. Boston and Newport R. P. O. established April 7, 1890 (39.70 miles).
.....	41,846	18	76	July 1, 1889	837	262 days. Boston and Plymouth R. P. O. service established May 1, 1890 (26.62 miles).

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.
Southbridge, Mass., and East Thompson, Conn.	1	8053	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. ....
South Prairie and Carbonado, Wash.	8	43005	South Prairie, Carbonado, Wash.	Northern Pacific R. R. ....
Sparkill and Tallman .....	2	6002	Tallman, Sparkill, N. Y. ....	N. Y., L. E. and Western ....
Spencer and South Spencer (n. o.), Mass.	1	3066	Spencer, South Spencer (n. o.), Mass.	Boston and Albany R. R. ....
Spirit Lake and Spencer, Iowa.	6	27096	Spencer, Spirit Lake, Iowa.	Chicago, Milwaukee and St. Paul.
Spring City and Jewett, Tenn.	5	19021	Spring City, Jewett, Tenn. ..	Tennessee Central .....
Springfield Junction and Mines, Pa.	2	8157	Springfield Junction, Mines, Pa.	Penna. ....
Stamford and Hobart, N. Y. ....	2	6073 (part)	Rondout, Hobart, N. Y. ....	Ulster and Delaware .....
Stanwood and Tipton, Iowa. ....	6	27013	Stanwood, Tipton, Iowa. ....	Chicago and Northwestern ..
State Line and Van Dusen, Mass.	1	3071	Van Dusen, State Line, Mass.	Housatonic R. R. ....
Stewart and Anaconda, Mont.	10	38003	Stewart, Anaconda, Mont. ..	Montana Union .....
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.
Stevenson and Botsford, Conn.	1	5026	Stevenson, Botsford, Conn. ..	Housatonic R. R. ....
Stillwater and Hastings, Minn.	10	20045	Hastings, Stillwater, Minn. ..	C., M. and St. P. ....
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 (n. o.), Minn.	C., St. P., M. and O. ....
Stokesdale and Madison, N. C.	3	13037	Stokesdale, Madison, N. C. ...	Cape Fear and Yadkin Valley.
Stokesdale Junction and Antrim, Pa.	2	8065 (part)	Corning, N. Y., Antrim, Pa. ..	Fall Brook Coal Co. ....
Streator and Walnut, Ill. ....	6	25102	Streator, Walnut, Ill. ....	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.
					<i>Pounds.</i>	
18	22,536	12	36	July 1, 1889	300	Connects at East Thompson with Boston and Hopewell Junction R. P. O's.
12.48	31,240	24	56	July 1, 1889	620	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.
8.74	6,380	7	6	July 1, 1890	4,902	Connects at South Prairie with Spokane Falls, Wash., and Portland, Oregon, R. P. O. Balance of route (25.15 miles) covered by that line. (See Table A*.)
12.87	16,113	12	20	July 1, 1889	176	
2.18	6,823	30	10	July 1, 1889	310	Supplied by Boston and Albany R. P. O's.
21.99	27,531	12	18	May 16, 1887	161	Supplied by initial and terminal offices, and by McGregor, Iowa, and Chamberlain, S. Dak., R. P. O. Connects at Spirit Lake, Iowa, with Cedar Rapids, Iowa, and Watertown, S. Dak., R. P. O.
-----	665	6	8	July 1, 1889	60	Service on this route discontinued from July 31, 1889.
8.20	5,133	6	4	July 1, 1889	61	
14	5,008	12	4	July 1, 1889	1,380	<sup>1</sup> Balance of route covered by Rondout and Stamford R. P. O. (See Table A*.)
8.94	11,193	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.
10.57	9,925	9	18	July 1, 1889	108	Supplied by Pittsfield and Bridgeport R. P. O., Boston and Albany R. P. O., State Line with Rockdale Mills and West Stockbridge.
8.53	24,903	28	16	July 1, 1890	582	Connects at Stewart, Mont., with Garrison and Butte City, Mont., R. P. O.
21.03	26,330	12	9	July 1, 1889	571	
7.63	9,553	12	12	July 1, 1889	175	
7.42	9,290	12	10	July 1, 1888	180	
5.23	164	6	4	-----	-----	Established April 7, 1890.
26.12	38,135	14	26	July 1, 1887	270	Supplied by initial and terminal offices, and by Chicago, Ill., 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, Minn., and Cologne, Minn., R. P. O.
27.92	55,225	19	18	July 1, 1887	199	Supplied by Duluth and St. Paul, Minn., R. P. O. Connects at Stillwater, Minn., with Stillwater and Hastings, Minn., and Stillwater and Stillwater Junction (n. o.), Minn., pouch service, and at Minneapolis, Minn., with all lines centering there.
3.50	7,489	20	20	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.) with St. Paul, Minn., and Elroy, Wis., and Ashland, Wis., and St. Paul, Minn., R. P. O's.
11.48	7,186	6	10	Feb. 25, 1889	94	Connects Mount Alry and Wilmington R. P. O. at Stockdale, N. C.
15.80	16,485	10	26	July 1, 1889	754	<sup>1</sup> Balance of route covered by Geneva and Williamsport R. P. O. (See Table A*.)
59.92	37,510	6	32	July 1, 1889	68	Supplied by Streator, La Salle, and Walnut, Ill., and by Chicago and Streator, Ill., R. P. O. 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.

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.
Strong and Bazaar, Kans.....	7	133077 (part)	Bazaar, Barnard, Kans.....	Atchison, Topeka and Santa Fe.
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 City and Napa Junction, Cal.	8	46006	Suisun City, Napa Junction, Cal.	California Pacific R. R.....
Summit and Bernardsville, N. J.	2	7036	Summit, Bernardsville, N. J.	Del., Lacka. and West.....
Summit City and Bradford, Pa.	2	8122	Summit City, Bradford, Pa..	West. N. Y. and Phila.....
Summitville and Huguenot Junction, N. Y.	2	6140	Summitville, Huguenot Junction, N. Y.	Pt. Jervis, Monticello and N. Y.
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 (part)	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.	Richmond and Danville R. R.
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	15013	Tallahassee, St. Marks, Fla.	Fla. Cent. and Pen. R. R....
Tallahula Falls and Cornelia, Ga.	4	15043	Cornelia, Tallulah, Ga.....	Blue Ridge and Atlanta R. R.
Tampa and Port Tampa, Fla.	4	16038	Tampa, Port Tampa, Fla....	South Florida R. R.....
Taunton and New Bedford, Mass.	1	3051 (part)	New Bedford, Fitchburg, Mass.	Old Colony R. R.....
Traverse and Clermont, Fla...	4	16334	Traverse, Clermont, Fla....	Tav., Apop. and Gulf R. R..
Taylor's Falls and Wyoming, Minn.	10	20033	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 Ogd.....
Thibodeaux and Schriever, La.	11	30009	Schriever, Thibodeaux, La..	Morgan's Louisiana and Texas (So. Pac.).
Thomas and Davis, W. Va....	3	12009 (part)	Shaw, Davis, W. Va.....	West Virginia Central....
Thomasville, Ga., and Monticello, Fla.	4	16035	Thomasville, Ga., Monticello, Fla.	Sav., Fla. and West Ry.....
Tia Juana Junction (n. o.), Oneonta, Cal.	8	46062	Tia Juana Junction (n. o.), Oneonta, Cal.	National City and Otay Rwy.
Topton and Kutztown, Pa.....	2	8062	Topton, Kutztown, Pa.....	Phila. and Reading.....
Towanda and Barclay, Pa.....	2	8069	Towanda, Barclay, Pa.....	Towanda Coal Co.....
Tracy and Los Banos, Cal.....	8	46065	Tracy, Los Banos, Cal.....	Southern Pacific Co.....
Tranger and Youngwood Station, Pa.	2	8151	Youngwood Station, Tranger, Pa.	Penna.....
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..	Penna.....
Trenton Junction and Trenton, N. J.	2	7044	Trenton, Trenton Junction, N. J.	Phila. and Reading.....
Tripp and Armour, S. Dak.....	10	35025	Tripp, Armour, S. Dak.....	C., M. and St. P.....

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.
12.60	7,888	6	6	July 1, 1890	556	Connects at Strong, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O. and Superior, Nebr., and Strong, Kans. R. P. O.
4.78	11,969	24	10	July 1, 1889	224	<sup>1</sup> 76.40 miles of route 33077, between Strong and Manchester, Kans., covered by Superior, Nebr., and Strong, Kans., R. P. O., and 43.18 miles, between Manchester and Barnard, Kans., covered by Manchester and Barnard, Kans., R. P. O. (See Table A*.)
12.28	7,687	6	4	July 1, 1889	36	Supplied by initial and terminal offices, and Boston, Springfield, and New York R. P. O's.
13.08	19,097	14	18	July 1, 1890	522	Supplied by closed pouches from Suffolk, Va.
14.68	18,379	12	28	July 1, 1889	179	Connects at Suisun with Ogden, Utah, and San Francisco, Cal., and Portland, Oregon, and San Francisco, Cal., R. P. O's at Napa Junction with Calistoga and Vallejo Junction R. P. O.
9.03	11,122	15	20	July 1, 1889	64	
17.56	10,993	6	6	.....	.....	
27.62	141,203	49	1657	July 1, 1889	1,885	<sup>1</sup> Includes 447 sacks, including closed Canada mails.
11.80	10,141	54	212	July 1, 1889	4,660	<sup>1</sup> Balance of route covered by Rochester and Niagara Falls R. P. O. (See Table A*.)
6.72	12,620	18	6	July 1, 1889	124	<sup>2</sup> Includes 2 sacks.
9.96	12,470	12	8	July 1, 1888	129	Connects Richmond and Danville R. P. O. at Sutherland.
14.97	18,682	12	8	July 1, 1888	109	
7.04	8,785	12	8	July 1, 1888	101	
22.03	6,895	3	4	July 1, 1888	18	
21.13	30,850	14	10	July 1, 1888	226	
9.33	12,651	13	8	.....	.....	
19.47	48,753	24	41	July 1, 1889	1,611	Balance of route (72.69 miles) covered by R. P. O. service (see Table A*), supplied by initial and terminal offices, and Boston, Clinton and Fitchburg, Boston and Newport R. P. O., and Lowell and Taunton R. P. O.
29.34	18,308	6	10	July 1, 1889	92	
20.78	41,364	19	52	July 1, 1887	429	Supplied by initial and terminal offices and Duluth and St. Paul, Minn., R. P. O.
16.25	20,345	12	36	July 1, 1889	422	
5.77	8,424	14	8	July 1, 1890	336	Connects at Schriever, La., with New Orleans, La., and Houston, Tex., R. P. O.
6.30	7,888	12	6	July 1, 1889	386	Connects Cumberland and Elkins R. P. O. at Thomas, W. Va.
24.84	36,266	14	10	July 1, 1889	233	
1.99	1,453	7	6	July 1, 1890	38	Supplied by National City and San Diego offices.
5.06	9,503	18	8	July 1, 1889	124	
17.25	10,799	6	6	July 1, 1889	88	
58.18	42,471	7	18	July 1, 1890	281	Service extended, Newman to Los Banos, Jan. 10, 1890. Connects at Tracy with San Francisco and Los Angeles and Sacramento and San Francisco R. P. O's.
11.09	10,414	9	16	July 1, 1889	87	
26.22	49,241	18	25	.....	.....	At Walton, connects the Mackinaw City and Grand Rapids R. P. O's.
6.17	21,243	23	143	July 1, 1889	519	<sup>1</sup> Including sacks.
4.28	10,799	6	14	July 1, 1889	151	<sup>1</sup> Including sack.
20.23	25,328	12	16	July 1, 1890	407	Supplied by initial and terminal offices, and by Aberdeen, S. Dak., and Sioux City, Iowa, R. P. O's.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Troy and Albany, N. Y. ....	2	6106	Albany, Troy, N. Y. ....	N. Y. C. and Hud. R. ....
Troy and Albany Junction, N. Y. ....	2	6020	Albany Junction, Troy, N. Y. ....	Del. and Hud. Canal Co. ....
Troy and Schenectady, N. Y. ....	2	6012	Troy, Schenectady, N. Y. ....	N. Y. C. and H. R. ....
Turbotville and Watsontown, Pa. ....	2	8166	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	8058	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)	Milwaukee, Two Rivers, Wis. ....	Mil., L. S. and West. ....
U. P. Transfer and Broadway Depot, in Council Bluffs, Iowa. ....	6	27102	U. P. Transfer (n. o.), Broadway Depot, in Council Bluffs, Iowa. ....	Union Pacific. ....
Union Point and White Plains, Ga. ....	4	15054	Union Point, White Plains, Ga. ....	Un. Pt. and White Plains R. R. ....
University Station and Chapel Hill, N. C. ....	3	13018	University Station, Chapel Hill, N. C. ....	Richmond and Danville. ....
Valley Springs and Lodi, Cal. ....	8	46043	Lodi, Valley Springs, Cal. ....	San Joaquin and Sierra Nevada R. R. ....
Valley Stream and Far Rockaway. ....	2	6100	Valley Stream, Far Rockaway, N. Y. ....	Long Island. ....
Vancouver Station (n. o.), Wash., and Portland Station (n. o.), Oregon. ....	8	44012	Portland Station (n. o.), Oregon, Vancouver, Station (n. o.), Wash. ....	Portland and Vancouver Rwy. ....
Varna and Lacon, Ill. ....	6	23074	Varna, Lacon, Ill. ....	Chicago and Alton. ....
Verdigris and Creighton, Nebr. ....	6	34038 (part)	Norfolk Junction, Verdigris, Nebr. ....	Fremont, Elkhorn, and Mo. Valley. ....
Verona and Negley, Pa. ....	2	8143	Negley, Verona, Pa. ....	Allegheny Valley. ....
Vesper and Dexterville Junction (n. o.), Wis. ....	10	25056	Dexterville Junction (n. o.), Vesper, Wis. ....	Wis., Pitts. and Sup. ....
Victoria and Beeville, Tex. ....	11	31071	Victoria, Beeville, Tex. ....	Gulf, Western Texas and Pacific (So. Pac.). ....
Victoria and Port Lavaca, Tex. ....	11	31019 (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. ....
Visalia and Goshen, Cal. ....	8	46018	Visalia, Goshen, Cal. ....	Visalia R. R. ....
Wadley and Blackville, Ga. ....	4	15060	Wadley, Blackville, Ga. ....	Donavon, Perkins & Co.'s R. R. ....
Wahneta and Bartow, Fla. ....	4	16021	Wahneta, Bartow. ....	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. ....	Walla Walla and Columbia River 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.
7.23 5.86	94,291 31,792	125 52	650 356	July 1, 1889 July 1, 1889	8,721 4,422	<sup>1</sup> Including sacks. <sup>1</sup> Including sacks.
21.35 6.10	53,460 7,637	24 12	107 6	July 1, 1889 July 1, 1889	980 64	<sup>1</sup> Including sacks.
13.01	8,144	6	10	July 1, 1887	85	Supplied by Aurora, Ill. Connects at Turner, Ill., with Chicago, Freeport, Ill., and Dubuque, Iowa, R. P. O., and at Aurora, Ill., with all lines centering there.
5.05	15,806	30	80	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.
4.09	10,241	24	12	July 1, 1889	184	Initial and terminal offices exchange supplied by Willimantic and New Haven R. P. O.
7.33	13,766	12	12	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 Manitowoc, Wis., and by Ashland and Milwaukee, Wis., R. P. O.
1.76	6,798	37	18	July 1, 1889	621	Carries local mails and connections between Omaha Nebr., and Council Bluffs, Iowa.
13.79	17,265	12	6	Nov. 4, 1889	100	
11.35	14,185	12	6	July 1, 1888	152	Connects Goldsborough and Greensborough R. P. O. at University Station, N. C.
26.81	9,571	7	48	July 1, 1890	525	Including sacks. Connects at Lodi with San Francisco and Sacramento R. P. O. Supplied also by Lodi.
5.48	13,722	24	36	July 1, 1889	262	
8.60	15,353	13	16	July 1, 1890	462	Including sacks. Six additional trips outward. New service established Sept. 2, 1889.
10.66 11.38	13,346 7,124	12 6	8 4	July 1, 1887 July 1, 1890	82 16,964	Supplied by Dwight and Washington, Ill., R. P. O. Balance of route covered by Creighton and Norfolk, Nebr., R. P. O. (See Table A*.) Supplied by Creighton, Nebr., and Creighton and Norfolk, Nebr., R. P. O.
5.38 20.87	5,052 13,065	9 6	4 18	July 1, 1889 July 1, 1887	63 82	Supplied by Dexterville, Wis., and Tomahawk and Tomah, Wis., R. P. O.
55.42	30,259	7	20	July 1, 1890	224	Established October 20, 1889. Connects at Victoria, Tex., with Rosenberg and Cuero, Tex., R. P. O., and at Cuero, Tex., with Wallis Station and San Antonio, Tex., R. P. O.
27.20	8,513	3	2	July 1, 1890	221	28.29 miles of this route between Victoria and Cuero, Tex., covered by Rosenberg and Cuero, Tex., R. P. O. (See Table A*.) Train 166 outward Mondays, Wednesdays, and Fridays; train 165 inward Tuesdays, Thursdays, and Saturdays. Connects at Victoria, Tex., with Rosenberg and Cuero, Tex., R. P. O.
25.60	16,025	6	6	July 1, 1890	166	Connects at Natchez, Miss., with Jackson and Natchez, Miss., R. P. O.
10.88	13,622	12	8	July 1, 1887	334	Connects Danville and Cairo, Ill., R. P. O. with Vincennes, Ind., and with lines centering at that city.
7.66	15,182	19	14	July 1, 1890	454	Connects at Goshen with San Francisco and Los Angeles R. P. O. Visalia exchanges with Hanford and Lemoore offices on route 46038.
30.85	19,312	6	10	Feb. 3, 1890	60	
17.67 8.09	23,925 10,129	13 12	10 10	Feb. 16, 1885 July 1, 1889	171 123	Amesbury and Boston R. P. O. exchanges with Montrose, Peabody, and Lynnfield; Boston with Lynnfield and Peabody.
32.00	23,404	7	10	July 1, 1890	116	Connects at Walla Walla with Spokane Falls, Wash., and Portland, Oregon, 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, terminal of route.	Corporate title of company.
Walterborough and Green Pond, S. C.	4	14025	Green Pond, Walterborough, S. C.	Green Pond, Walter. and Branch R. R.
Wampum Junction and Homewood, Pa.	2	8044 (part)	Erie, Homewood, Pa. ....	Erie and Pittsburgh. ....
Warren, R. I., and Fall River, Mass.	1	4005	Warren, R. I., Fall River, Mass.	Old Colony R. R. ....
Warren Plains and Warrenton, N. C.	3	13026	Warren Plains, Warrenton, N. C.	Warrenton R. R. ....
Warrenton and Calverton, Va.	3	11024	Calverton, Warrenton, Va. .	Richmond and Danville ...
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, D. C., and Alexandria, Va.	3	11018	Washington, D. C., Alexandria, Va.	Washington Southern. ....
Washington and Barnett, Ga.	4	15006	Washington, Barnett, Ga. ...	Georgia R. R. ....
Washington and Greenleaf, Kans.	7	133021 (part)	Waterville, Washington, Kans.	Central Branch, Union Pacific R. R.
Washington and Waynesburgh, Pa.	2	8114	Washington, Waynesburgh, Pa.	Waynesburgh and Washington R. R.
Watertown and Sacket's Harbor, N. Y.	2	6039	Watertown, Sacket's Harbor, N. Y.	Rome, Wat. and Ogd. R. R..
Watertown and Waterbury, Conn.	1	5006	Waterbury, Watertown, Conn.	Nangatuck R. R. ....
Waukon Junction and Waukon, Iowa.	6	27040	Waukon Junction, Waukon, Iowa.	Chicago, Milwaukee and St. Paul R. R.
Waverly and Waverly Junction, Iowa.	6	27094	Waverly Junction, Waverly, Iowa.	Burlington, Cedar Rapids and Northern R. R.
Wawa and Chester, Pa. ....	2	8008	Chester, Pa., Port Deposit, Md.	Phila., Wilm. and Balto. R. R.
Wayland and Bolivar, N. Y. ....	2	6143	Wayland, Bolivar, N. Y. ....	Laoka and So. Western R. R.
Wayne and Randolph, Nebr. ....	6	34060	Wayne, Randolph, Nebr. ....	Chicago, St. Paul, Minn. and Omaha R. R.
Wayne Junction and West Falls, Pa.	2	8190	Wayne Junction, West Falls, Pa.	Phila. and Reading R. R. ....
Webster City and Lehigh, Iowa.	6	27075	Webster City, Lehigh, Iowa.	Webster City and South Western R. R.
Wellfleet and Provincetown, Mass.	1	3041 (part)	Middleborough, Provincetown, Mass.	Old Colony R. R. ....
Wellington and Caldwell, Kans.	7	133037 (part)	Minivane, Caldwell, Kans. ...	Atchison, Topeka and Santa Fé R. R.
Wellington and Cisana Park, Ill.	6	23080	Wellington, Cisana Park, Ill.	Chicago and Eastern Illinois 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.
12.37	16,675	13	8	July 1, 1888	Pounds. 150	
6.20	7,762	12	4	July 1, 1889	1,836	Balance of route covered by Erie and Pittsburgh R. P. O. (See Table A*.)
9.14	20,026	31	18	July 1, 1889	901	Fall River, with Warren, Providence, and New London R. P. O., Boston and Newport R. P. O., Boston, Springfield and New York R. P. O's., Boston, Providence and New York R. P. O.
3.13	3,919	12	6	July 1, 1888	124	Connects Norfolk and Raleigh R. P. O. at Warren Plains, N. C.
9.25	20,258	21	24	July 1, 1889	351	Connects Washington and Charlotte, and Washington and Hinton R. P. O's at Calverton, Va.
13.11	16,414	12	26	July 1, 1888	202	Connects Washington and Wilmington R. P. O. at Warsaw, N. C.
8.36	16,467	12	12	July 1, 1888	334	
7.22	21,082	28	15	July 1, 1889	196	Connects lines centering at Washington, D. C.
18.58	46,690	21	14	July 1, 1888	265	
7.58	14,235	18	8	July 1, 1890	2,454	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. *13.11 miles of route 33021, between Waterville and Greenleaf, Kans., covered by Atchison and Lenora, Kans. R. P. O.
29.31	36,696	12	28	July 1, 1889	593	
12.46	15,600	12	8	July 1, 1889	203	
6.15	7,700	12	21	July 1, 1889	411	Initial and terminal offices exchange, and by West Winsted and Bridgeport R. P. O.
23.05	14,429	6	8	July 1, 1887	170	Supplied by La Crosse, Wis., and Dubuque, Iowa, R. P. O.
6	7,512	12	8	July 1, 1887	71	Supplied by Albert Lea, Minn., and Burlington, Iowa, R. P. O. Connects at Waverly, Iowa, with Sumner and Hampton, Iowa, and with Lyle, Minn., and Waterloo, Iowa, R. P. O.
7.17	13,465	18	18	July 1, 1889	1,126	*Balance of route covered by Philadelphia and Port Deposit R. P. O. (See Table A*.)
58.99	110,783	18	46			
20.83	13,039	6	8	July 1, 1890	91	Supplied by Wayne, Nebr., and by Sioux City, Iowa, and Norfolk, Nebr., R. P. O.
2.47	-----	-----	-----	-----	-----	New service under advisement.
17.83	11,161	6	6	July 1, 1887	71	Supplied by Webster City, Iowa, at which point it connects 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	12,866	12	18	July 1, 1889	3,821	Route extended to Provincetown R. P. O. service (71.94 miles), Boston and Cape Cod R. P. O. (see Table A*); 224 days; March 18, 1890.
21.92	32,093	14	12	July 1, 1890	861	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 Hunnewell, 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 Caldwell, Kans., and El Reno, Ind. T. R. P. O., and Beaumont and Anthony, Kans. R. P. O. *16.41 miles of route 33037, between Mulvane and Wellington, Kans., covered by Newton and Kiowa, Kans. R. P. O. (See Table A*.)
12.72	7,963	8	14	July 1, 1887	117	Supplied by Wellington, Ill., and by Chicago, Ill., and Evansville, Ind., 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.
Wellington and Hunnewell, Kans.	7	133005 (part)	Cherry Vale, Hunnewell, Kans.	Southern Kansas Rwy.....
West Brownsville and Uniontown.	2	8146	West Brownsville, Uniontown, Pa.	Pennsylvania.....
Weston and Buckhannon, W. Va.	3	12011	Weston, Buckhannon, W. Va.	West Virginia and Pittsburgh.
West Point and Searcy, Ark.	11	29011	Searcy, West Point, Ark.	Searcy and West Point R. R.
West Stewartstown and Coos, N. H.	1	1005	West Stewartstown, Coos, N. H.	Upper Coos R. R.....
West Wareham and Fairhaven, Mass.	1	8050	Fairhaven, West Wareham, Mass.	Old Colony R. R.....
Wetumpka and Elmore, Ala.	4	17024	Elmore, Wetumpka.....	Louis. and Nash. R. R.....
White Haven and Upper Lehigh.	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.	2	6094 (part)	Long Island City, Whitestone, N. Y.	Long Island.....
Whiting and Birmingham.....	2	7063	Whiting, Birmingham, N. J.	Pennsylvania.....
Whitman and Bridgewater, Mass.	1	3040	Whitman, Bridgewater, Mass.	Old Colony R. R.....
Wilkes-Barre and Wanamie.	2	8101	Wilkes-Barre, Wanamie, Pa.	Central R. R. of New Jersey.
Williamsburg and Hollidaysburgh.	2	8084	Hollidaysburgh, Williamsburg, Pa.	Pennsylvania.....
Williamstown and Millersburgh.	2	8106	Millersburgh, Williamstown, Pa.	Northern Central.....
Willow and Fruto, Cal.....	8	40069	Willow, Fruto, Cal.....	Southern Pacific Co.....
Willow Junction, (n. o.) and Heppner, Oregon.	8	44011	Willow Junction (n. o.), Heppner, Oregon.	Oregon Rwy. and Navigation Co.
Wilmington and Wrightsville, N. C.	3	13035	Wilmington, Wrightsville, N. C.	Wilmington Sea Coast.....
Wilmot and Millbank, S. Dak.	10	35009	Millbank, Wilmot, S. Dak...	C. M. and St. P.....
Wilson and Summerton, S. C.	4	14032	Wilson, Summerton.....	Wilson and Summerton R. R.
Wilton Junction, and Muscatine, Iowa.	6	27090	Wilton Junction, Muscatine, Iowa.	Chicago, Rock Island and Pacific.
Winchester and North Woburn, Mass.	1	3018	Winchester, North Woburn, Mass.	Boston and Maine R. R.....
Windsor Beach and Rochester.	2	6136	Windsor Beach, Rochester, N. Y.	Rome, Wat. and Ogdens....
Winfield and Washington, Iowa.	6	27035 (part)	Burlington, Washington, Iowa.	Burlington and North 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 readjustment.	Average weight of mail whole distance daily.	Remarks.
18.12	13,228	7	12	July 1, 1890	<i>Pounds</i> 1,740	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; at South Haven, Kans., with Beaumont and Anthony, Kans., R. P. O. <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*.)
18.81	23,550	12	24	July 1, 1889	83	
16.36	20,483	12	24	July 1, 1889	327	Connects Clarksburgh and Weston R. P. O. at Weston, W. Va.
8.23	4,745	21	14	July 1, 1890	223	October 28, 1889, extended to West Point, Ark., increased distance 3.47 miles. Connects at Kensett, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O. Trains six times per week from West Point to Kensett, Ark., and fourteen times per week from Kensett to Searcy, Ark.
22.72	28,445	12	14	July 1, 1889	217	Supplied by Portland and Island Pond R. P. O.'s.
15.26	19,105	12	40	July 1, 1889	381	Connects at West Wareham with Boston and Cape Cod R. P. O.'s. New Bedford with Rochester.
6.91	8,623	12	6	July 1, 1888	156	
9.66	15,118	15	12	July 1, 1889	100	
14.44	18,079	12	20	July 1, 1889	301	White River Junction with Quechee, Taftsville, and Woodstock. Taftsville with Woodstock and Quechee.
<sup>1</sup> 4.35	10,892	24	14	July 1, 1889	846	<sup>1</sup> Balance of route covered by Thomaston and Long Island City R. P. O. (See Table A*.)
18.51	23,175	12	18	July 1, 1889	34	
7.43	9,302	12	10	July 1, 1889	54	Supplied by Boston and Cape Cod R. P. O., and Boston.
12.87	28,198	21	24	July 1, 1889	123	
14.28	17,879	12	18	July 1, 1889	292	
21.04	26,342	12	28	July 1, 1889	238	
17.18	10,755	6	4	July 1, 1890	44	Connects at Willow, with Redding and Sacramento R. P. O.
46.26	28,559	6	6	July 1, 1890	244	New service established August 10, 1889. Connects at Willow Junction, with Huntington and Portland R. P. O.
9.24	5,784	6	2	July 1, 1889	18	Connects Washington and Wilmington, and Wilmington and Rutherfordton R. P. O.'s, at Wilmington, N. C.
17.26	10,805	6	4	July 1, 1890	94	Supplied by Millbank, S. Dak. Connects at Millbank, S. Dak., with St. Paul, Minn., and Aberdeen, S. Dak. R. P. O.
16.06	10,053	6	6	Aug. 12, 1889	62	
12.75	23,944	18	12	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.
4.69	5,872	12	23	July 1, 1889	269	Supplied by initial and terminal offices, and Boston, Mass.
8.30	21,649	25	<sup>1</sup> 40	July 1, 1889	830	<sup>1</sup> Including sacks.
18.57	11,625	6	14	July 1, 1887	470	<sup>1</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.

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.
Winneconne and Rush Lake, Wis.	10	25007	Rush Lake, Winneconne, Wis.	C. M. and St. P. ....
Winona Junction (n. o.) and La Crosse, Wis.	16	125014 (part)	Winona, Minn., La Crosse, Wis.	Chic. and Nor. West. ....
Winston and Rural Hall, N. C.	3	13012 (part)	Greensborough and Rural Hall, N. C.	Richmond and Danville ....
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 Kalamazoo, Mich.	9	24077	Kalamazoo, Woodbury, Mich.	Chicago, Kalamazoo and Saginaw.
Woodbury and Penn's Grove.	2	7039	Woodbury, Penn's Grove, N. J.	Delaware River. ....
Woodbury and Riddleton Junction.	2	7022	Woodbury, Riddleton Junction, N. J.	West Jersey. ....
Woodman and Lancaster Junction (n. o.), Wis.	10	25025 (part)	Galena, Ill., Woodman, Wis.	Chic. and Nor. West. ....
Woodville, Miss., and Slaughter, La.	4	30007	Slaughter, La., Woodville, Miss.	West Feliciana R. R. ....
Yale and Zion, Mich. ....	9	24025 (part)	Zion, East Saginaw, Mich.	Flint and Pere Marquette..
Yarmouth Junction (n. o.) and Hyannis, Mass.	1	3048	Yarmouth Junction (n. o.), Hyannis, Mass.	Old Colony R. R. ....
Zoar Station and Bowerston, Ohio.	5	121080 (part)	Toledo, Bowerston, Ohio ....	Wheeling and Lake Erie ...
Zumbrota and Rochester, Minn.	10	26017	Rochester, Zumbrota, Minn.	Winona and St. Peter. ....

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.
14.84	9,290	6	10	July 1, 1885	Pounds. 36	Supplied by Ripon, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O. Connects at Rush Lake, Wis., with Ripon and Berlin, Wis., pouch service.
4.14	10,367	24	14	July 1, 1887	113	<sup>1</sup> Balance of route covered by Chicago, Ill., and Winona, Minn., R. P. O. (See Table A*.) Connects Chicago, Ill., and Winona, Minn., R. P. O., with La Crosse, Wis., and lines centering there.
13.50	8,451	6	2	Oct. 1, 1889	740	Connects Greensborough and Winston R. P. O. at Winston, N. C., and Mount Airy and Wilmington R. P. O. at Rural Hall, N. C.
18.52	23,187	12	14	June 10, 1889	75	Connects Greensborough and Winston R. P. O. at Winston, N. C., and Mount Airy and Wilmington R. P. O. at Walnut Cove, N. C.
1.80	3,380	18	12	July 1, 1889	141	Supplied by Boston, Mass.
12.05	15,087	12	12	July 1, 1889	194	Initial and terminal offices exchange. Connects at Wollborough Junction with North Conway and Boston R. P. O.
44.60	76,296	18	32	Oct. 16, 1889	105	At Kalamazoo, Mich., connects the Cadillac and Fort Wayne, Detroit and Chicago, Grand Rapids and Elkhart, Grand Rapids and Cincinnati, and Kalamazoo and South Haven R. P. O.'s. At Hastings, Mich., connects the Detroit and Grand Rapids R. P. O. At Woodbury, Mich., connects the Grand Ledge and Grand Rapids R. P. O. At Richland Junction (n.o.), Mich., connects the Toledo and Allegan R. P. O. Order September 13, 1889, extending this line from Hastings to Woodbury, Mich., (13.52 miles) commencing October 16, 1889.
20.31	38,142	18	32	July 1, 1889	251	
22.19	48,618	21	36	July 1, 1889	426	
18.53	11,600	6	14	July 1, 1885	268	<sup>1</sup> Balance of route covered by Montfort, Wis., and Galena, Ill., and Milwaukee and Lancaster, Wis., R. P. O.'s. (See Table A*.) Connect at Woodman, Wis., with Chicago, Ill., and Prairie du Chien, Wis., R. P. O. Supplied by initial and terminal offices, and Milwaukee and Lancaster, Wis., R. P. O.
42.38	26,530	6	20	July 1, 1890	226	
12.74	4,943	12	4	July 1, 1888	508	Balance of route (66.35 miles) covered by East Saginaw and Port Huron R. P. O. Order March 5, 1890, curtailed the R. P. O. service on this route to end at Yale, Mich., and from that point proceed via route 24087 to Port Huron, Mich., in effect March 10, 1890.
3.54	4,432	12	8	July 1, 1889	103	Connects at Yarmouth Junction with Boston and Cape Cod R. P. O.'s.
18.42	15,725	26	32	July 1, 1888	883	<sup>1</sup> Balance of route covered by Toledo and Marietta R. P. O. (See Table A*).
21.44	26,843	12	28	July 1, 1887	178	<sup>2</sup> Six additional round trips between Sherodsville and Bowerston, Ohio, distances, 6.70 miles. Supplied by initial and terminal offices, and Winona, Minn., and Watertown, S. Dak., R. P. O. Connects at Zumbrota, Minn., with Wabasha and Zumbrota, Minn., R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

## RECAPITULATION.

Division.	Num- ber of route.	Miles of route.	Annual miles of service.	Num- ber of pouches ex- changed daily.
First.....	117	1,168.83	1,864,240	2,768
Second.....	241	3,064.78	5,757,364	6,682
Third.....	59	783.44	817,001	763
Fourth.....	79	1,400.46	1,373,753	661
Fifth.....	69	935.80	1,017,928	1,003
Sixth.....	84	1,622.30	1,552,056	1,120
Seventh.....	72	1,487.79	1,397,057	928
Eighth.....	72	2,110.35	1,877,533	945
Ninth.....	31	607.52	743,710	530
Tenth.....	108	2,903.18	2,493,115	1,658
Eleventh.....	45	1,131.28	754,406	493
Total.....	977	17,215.23	19,648,763	17,549
Total as per report for the fiscal year ended June 30, 1889.....	924	17,271.10	18,168,821	14,340
Increase.....	53	* 55.87	1,479,942	3,209

\* Decrease.

## RAILWAY MAIL SERVICE—COMPARATIVE STATEMENT. 737

TABLE D<sup>4</sup>.—Comparative statement of the railway mail service, 1830 to 1890.

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	389						
1834	633						
1835	1,098	78					
1836	1,272						
1837	1,497	974	*1,878,296	*8307,444	\$0.1714		
1838	1,913		*2,413,090	*419,487			
1839	2,302		*3,396,055	*520,602			
1840	2,818		*3,889,033	*595,353			
1841	3,535		*3,940,450	*585,843			
1842	4,026	3,091	*4,424,262	432,568	0.977		1829,987.00
1843	4,185		*5,092,402	*733,687	1.288		128,965.00
1844	4,377	3,714	*5,747,355	533,752	0.925		129,744.00
1845	4,633		*6,481,592	*843,439	1.306	43	137,513.00
1846	4,930	4,092	*7,781,828	870,570	1.118	43	142,400.00
1847	5,598	4,402	4,170,403	597,475	1.432	186	146,153.00
1848	5,906	4,735	4,327,400	584,192	1.349		154,063.00
1849	7,305	5,497	4,801,177	635,740	1.307		161,512.00
1850	9,021	6,886	6,524,593	818,227	1.254		197,042.00
1851	10,382	8,253	8,364,503	985,019	1.177		145,807.00
1852	12,008	10,146	11,082,768	1,275,520	1.150	185	196,966.00
1853	15,360	12,415	12,966,705	1,601,329	1.233	235	170,722.00
1854	16,720	14,440	16,436,389	1,758,610	1.139	257	197,090.00
1855	18,754	15,333	19,202,469	2,073,089	1.079	318	254,408.00
1856	22,016	20,323	21,869,296	2,310,389	1.059	394	287,187.00
1857	24,503	22,530	24,267,944	2,550,847	1.054	451	330,588.00
1858	29,968	24,431	25,763,452	2,828,301	1.097	491	392,730.00
1859	28,789	26,010	27,268,384	3,243,974	1.190	518	429,175.00
1860	30,365	27,129	27,653,749	3,349,662	1.211	582	405,819.00
1861	31,246	22,018	23,110,823	3,545,709	1.160	427	314,170.00
1862	33,170	22,338	22,777,219	3,498,115	1.096	474	295,823.00
1863	33,908	22,152	22,871,568	3,538,517	1.109	505	324,524.00
1864	35,085	22,616	23,301,942	3,567,044	1.104	572	354,701.00
1865	36,891	23,401	24,087,568	3,707,421	1.123	612	342,071.00
1866	39,250	32,092	30,600,467	3,391,592	1.108	702	542,401.00
1867	42,229	34,015	32,437,900	3,812,600	1.175	827	729,040.00
1868	42,229	36,018	34,886,178	4,177,126	1.197	995	839,975.00
1869	46,844	39,537	41,399,284	4,723,689	1.141	1,129	973,560.00
1870	52,014	43,727	47,551,970	5,128,901	1.078	1,100	1,169,140.00
1871	60,283	49,534	55,557,018	5,724,979	1.030	1,362	1,441,020.00
1872	66,171	57,911	62,491,749	6,502,771	1.040	1,647	1,709,519.00
1873	70,278	65,457	65,621,445	7,257,100	1.105	1,895	1,938,876.00
1874	72,383	67,734	72,460,545	8,589,663	1.185	2,175	2,186,330.00
1875	74,096	70,083	75,154,910	9,216,518	1.226	2,412	2,410,490.00
1876	76,808	72,348	77,741,172	9,543,134	1.227	2,415	2,504,140.00
1877	79,089	74,546	85,358,710	8,053,926	1.090	2,500	2,484,810.00
1878	81,776	77,120	92,120,305	9,566,585	1.038	2,608	2,579,013.00
1879	86,497	79,991	93,092,992	9,792,589	1.051	2,609	2,624,890.00
1880	93,671	85,720	96,497,463	10,616,986	1.103	2,916	2,850,080.00
1881	104,813	91,569	103,521,239	11,963,117	1.155	3,177	3,168,801.00
1882	113,329	100,563	113,995,318	13,127,715	1.151	3,570	3,486,739.00
1883	120,552	110,208	129,198,641	13,887,800	1.075	3,855	3,688,032.00
1884	125,150	117,160	142,541,392	15,012,603	1.053	3,963	3,972,071.00
1885	128,097	121,632	151,912,140	16,627,993	1.095	4,387	4,246,290.51
1886	137,986	123,933	165,009,399	15,495,191	1.045	4,573	4,510,825.54
1887	149,912	132,949	169,689,865	16,114,091	1.064	4,851	4,694,561.75
1888	156,082	145,713	185,485,781	17,528,579	1.052	5,094	4,981,765.03
1889	161,397	150,581	204,192,489	19,441,096	1.092	5,448	5,250,838.45
1890	(5)	154,770	215,715,650	20,809,231	1.067	5,826	5,818,655.00

\* 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, 1890 (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 .....	8,057,701	322,308,040	1,329,483	199,422,450	521,730,490	1,226,224	50,053	39,176
Second .....	12,904,258	578,303,770	1,222,950	333,442,500	911,748,270	2,725,882	125,190	31,442
Third .....	5,419,697	216,787,880	976,195	146,436,150	363,224,030	1,076,959	67,561	30,876
Fourth .....	8,423,741	336,949,640	1,793,288	268,093,200	605,942,840	1,564,372	89,334	37,257
Fifth .....	19,735,434	789,417,360	4,206,024	630,093,600	1,420,320,960	2,365,549	150,041	23,001
Sixth .....	14,827,492	593,090,680	3,251,710	487,756,500	1,080,856,180	1,911,828	79,809	32,831
Seventh .....	12,544,315	501,775,600	2,528,967	379,345,050	881,117,650	1,322,857	54,541	65,327
Eighth .....	3,686,064	147,466,560	719,534	107,930,100	255,396,600	769,888	31,503	19,096
Ninth .....	10,961,973	438,478,920	2,171,039	325,745,850	764,224,770	934,022	80,610	18,448
Tenth .....	9,227,041	369,081,640	1,634,379	245,166,850	614,238,490	1,471,393	38,520	17,670
Eleventh .....	5,725,470	229,019,160	1,117,374	199,900,100	428,925,260	1,210,619	31,502	26,636
Total .....	111,513,793	4,522,685,250	21,951,543	3,325,038,350	7,847,723,600	16,578,293	795,554	342,654

\* Exclusive of 887,621 packages of city letters.

Per cent.

Increase in number of pieces of ordinary mail handled, 1890 over 1889 .....	11.68
Increase in number of pieces of ordinary mail handled, 1890 over 1888 .....	7.63
Increase in number of pieces of registered matter handled, 1890 over 1889 .....	4.19
Decrease in number of pieces of registered matter handled, 1889 from 1888 .....	0.68

TABLE F.—Statement of errors made in distribution, etc., by postal clerks during the fiscal year ended June 30, 1890.

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.	Letter packages.	Pouches.	Sacks.		
First .....	22,152	37,970	2,122	730	207	74	6	144	53	43	42,297
Second .....	60,913	116,733	1,744	1,347	321	99	4	177	62	82	92,433
Third .....	71,693	175,511	1,071	232	214	126	12	304	44	127	77,849
Fourth .....	87,937	171,258	1,566	233	166	59	13	206	17	71	128,157
Fifth .....	235,071	601,592	4,102	710	482	93	9	1,013	105	626	261,712
Sixth .....	197,528	502,536	4,690	737	500	57	1	942	114	539	135,601
Seventh .....	144,131	300,736	2,361	986	594	178	21	700	91	241	155,388
Eighth .....	17,046	39,341	283	6	14	4	5	123	2	7	41,297
Ninth .....	144,259	397,244	2,188	1,351	370	35	15	375	35	261	103,165
Tenth .....	106,216	225,088	1,716	238	189	13	2	292	47	177	114,102
Eleventh .....	87,761	201,236	1,593	409	301	127	11	467	45	158	44,678
Total .....	1,174,617	2,769,245	24,339	6,960	3,358	865	99	4,752	615	2,332	1,196,597

Number of pieces of mail distributed during the fiscal year ended June 30, 1890 .....	7,865,438,101
Number of errors made in the distribution of the same .....	2,812,574
Percentage of correct distribution, 1890 .....	96.964
Percentage of correct distribution, 1889 .....	96.971

TABLE 65.—Statement of errors in the distribution and forwarding of mails by post-offices during the fiscal year ended June 30, 1890.

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.
Aberdeen, Miss.	2	4	11	17														
Aberdeen, S. Dak.	10	504		1,046	8					1	10					2		
Abilene, Kans.	3	260		467	6		5		1	1		1					191	39
Abingdon, Va.	5	35		61													26	
Ada, Ohio	5	5		54														
Adrian, Mich.	4	9	295	732	8						2					1	834	170
Aiken, S. C.	3	2	24	31														
Akron, Ohio	4	124	397								2							
Akron, Ohio	3	426	778	13	2	1					12	3				10	800	682
Alameda, Cal.	2	42	51	1							3						228	130
Alamosa, Colo.	1	2	6															
Albany, N. Y.	1	1,124	2,208	41	10	3					10	4				4	6	16
Albany, Ga.	4	19	115	6														
Albany, Oreg.	4	146	228	3							2						746	296
Albany, Mo.	3	2	2															
Albion, Mich.	9	24	84															
Albuquerque, N. Mex.	7	7	135	232	1						1				1		74	40
Alexandria, Va.	3	87	130	3							4	2					12	15
Alexandria, Va.	2	455	1,049	7							3	3					24	102
Allentown, Pa.	2	41	60	2	1												46	13
Alliance, Ohio	3	68	89									3					214	77
Alma, Kans.	7	98	270														122	12
Alma, Kans.	2	9	12														45	
Alpena, Mich.	6	142	212	1							3							
Alton, Ill.	2	263	347	10		1					1	1					84	168
Americus, Ga.	1	5	8														5	19
Amesbury, Mass.	1	10	12															
Amherst, Mass.	1	12	32														40	84
Amsterdam, N. Y.	2	148	202								1						173	462
Anaheim, Cal.	2	20	35	1													93	56
Anderson, Ind.	3	116	254				5				6						313	138
Anderson, S. C.	3	4	72	103													106	
Annapolis, Md.	3	168	245	3	1						14	1				2	519	176
Ann Arbor, Mich.	9	206	450														95	24
Annisston, Ala.	4	352	692	10							4						267	128
Ansonia, Conn.	2	1	47	127													72	117
Anthony, Kans.	7	15	25														106	8
Appleton, Wis.	10	149	228	10		1						2					233	77
Appleton City, Mo.	3	70	138	1							1					1	431	8
Argentina, Kans.	7	47	94			2	1				1						6	3
Arkansas City, Kans.	7	129	230	5	1						1						121	20
Armourdale, Kans.	7	163	118															
Auburn Park, N. J.	2	64	278	1	1						1						36	95
Ashland, Ky.	3	66	86	1														13
Ashland, Kans.	7																	
Ashland, Ohio	3	71	166														526	32
Ashland, Oregon	8	3																
Ashland, Wis.	10	124	256	3	1													
Ashtabula, Ohio	2	168	270	7	1	1					7						2,810	44
Astoria, Oreg.	8	283	593														35	21
Asheville, N. C.	2	775	1,209	1	1						8	3			1	2	4,522	331
Aspen, Colo.	7	86	115														345	64
Atchison, Kans.	7	1,223	2,729	7	2				1		8				1	4	1,222	68
Athens, Ala.	4	20	57															
Athens, Ohio	3	107	175	2							1					1	241	60
Athens, Ga.	2	329	436	2	1						2	2					1	219
Atlanta, Ga.	1	4,10,179	22,463	235	2						17	70	3			24	4,086	236
Atlantic, Iowa	2	6	7														14	6
Atlantic City, N. J.	2	95	113	3			1					1					176	171
Attica, Ind.	3	63	121	2													170	29
Attleborough, Mass.	2	2	2	3								1					2	8
Auburn, Cal.	3	8	8															
Auburn, Me.	2	48	88	2							1						46	55
Auburn, Ind.	3	11	16														3	

TABLE G<sup>2</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.
Auburn, N. Y.	2	2	340	491					1		2				355	427
Augusta, Ga.	4	4	916	1,341	9						4			2	280	451
Augusta, Kans.	3	7	3	11	1						1					
Augusta, Ky.	4	5	10	11	1										26	18
Augusta, Me.	1	1	1,231	3,049												
Aurora, Ill.	2	2	6	342	595	1					2			6	791	529
Aurora, Ind.	3	5	33	42							1	1			80	65
Aurora, Mo.	3	7	4	6												
Austin, Tex.	2	11	1,929	4,905	17	1				3	6	18			302	114
Bainbridge, Ga.	3	4										2				
Baker City, Oregon	3	8	54	88												
Bakersfield, Cal.	3	8	56	81	3											
Hardstown, Ky.	3	5	49	86											2	
Baldwin, Kans.	3	7	18	22												
Baltimore, Md.	1	3	2,218	3,538	47	3				1	12	1		4	3,312	7,534
Barnesville, Ohio	3	5	56	82	1						4					2
Bangor, Me.	1	1	59	82				1			2	1		1	2	
Bartow, Fla.	3	4	4	7											65	12
Batavia, Ohio.	3	5	13	53												
Batavia, N. Y.	2	2	98	157	3		1								155	107
Batavia, Ill.	2	6	64	118	1										150	12
Bath, Me.	2	1	188	251	7										506	311
Bath, N. Y.	2	2	21	26	1										16	10
Battle Creek, Mich.	2	9	110	237		1					1					
Baxter Springs, Kans.	3	7	1	1												
Bay City, Mich.	2	9	65	85	3										145	72
Beatrice, Nebr.	2	6	81	279	6						2			1	155	279
Beaufort, S. C.	3	4	16	37												
Beaver Falls, Pa.	2	2	50	93							1				132	65
Bedford City, Va.	3	3	286	625	3	1	1				3	1			366	162
Bedford, Ind.	3	5	45	92											50	20
Bel Air, Md.	3	3	30	44	1											
Bellaire, Ohio.	2	5	67	97	1						6				67	132
Bellefonte, Pa.	2	2	30	55											51	59
Bellefontaine, Ohio.	3	5	40	57	2										50	13
Belleville, Ill.	2	6	33	91	1							2			298	38
Belleville, Kans.	3	7	58	120	3	2										
Belleve, Ohio.	3	5	69	129	1						3				1,085	73
Bellows Falls, Vt.	2	1	7	18	1										4	24
Beloit, Wis.	2	10	70	93	1											
Beloit, Kans.	3	7	18	22											80	78
Benicia, Cal.	3	8	15	18												
Bennington, Vt.	2	1	35	47											92	86
Benton Harbor, Mich.	3	9	25	42												
Berea, Ohio.	3	5	28	45							1					
Berkeley, Cal.	2	8	6	10								1				
Berryville, Va.	3	3	39	69							1				53	
Bethany, Mo.	3	7	3	3												
Bethlehem, Pa.	2	2	40	88	18	1									72	27
Beverly, Mass.	2	1	97	220	3						3				494	296
Bladeford, Me.	2	1	41	62							1	1			145	100
Big Rapids, Mich.	2	9	26	40	1											
Biloxi, Miss.	3	4	5	28												
Binghamton, N. Y.	1	2	264	401	1						7		1		29	31
Bird City, Kans.	3	7														
Birmingham, Conn.	2	1	54	83	1						1				73	81
Birmingham, Ala.	4	4	5,809	12,706	69	1				2	5	8	5		3,973	561
Bismarck, N. Dak.	2	10	38	53												
Black Hawk, Colo.	3	7	2	3												5
Blacksburg, S. C.	4	4	6	9	22											
Bloomington, Ill.	2	6	894	3,308	25	1	1				6	1		6	435	310
Bloomington, Ind.	3	5	78	129												1
Bluff City, Tenn.	4	5	9	13											14	
Bluffton, Ind.	3	5	72	109	8		1				4				137	28
Boise City, Idaho	3	8	116	210	3						1				63	16

TABLE G<sup>2</sup>.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

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Bolivar, Mo.	3	7	1	3														
Boonville, Mo.	3	7	18	20		3												
Boston, Mass.	1	1	13,977	25,857	233		6			1	77	5				27	1,797	2,997
Boulder, Colo.	3	7	85	117							1						542	153
Bowling Green, Mo.	3	7	18	39	3												70	63
Bolivar, Ohio.	4	5	7	11													70	1
Bowling Green, Ky.	2	5	139	221							3						572	61
Bowling Green, Ohio.	3	5	104	159							5						24	15
Brattleboro, Vt.	2	1	40	78	1											3	27	263
Bradford, Pa.	2	2	193	350	1						2	5					430	462
Brazil, Ind.	3	5	98	175	2	1											315	76
Breckenridge, Colo.	3	7	19	56		1											96	63
Bridgeport, Ohio.	3	5	47	99							1						1	16
Bridgeport, Conn.	1	1	286	708	21	5			1	1	3						122	103
Bridgeton, N. J.	2	2	6	7													11	11
Bristol, Tenn.	3	5	25	45		1											58	146
Bristol, Conn.	2	1	16	18							2						5	16
Brockport, N. Y.	2	2	23	26		1					1	1					42	66
Brockton, Mass.	2	1	14	260	10						6						225	147
Brookfield, Mo.	3	7	45	145	2	1					1						84	
Brooklyn, N. Y.	1	2	5,444	8,403	15	3				1	29	2				1	495	12,047
Brookville, Ind.	3	5	14	16							1					3		
Brownsville, Tenn.	3	5	43	129	2						1						83	12
Brunswick, Mo.	3	7	8	10														
Brunswick, Ga.	2	4	193	476	1	3					2						458	26
Bryan, Ohio.	3	5	19	31													112	
Bucyrus, Ohio.	2	5	70	118							3							
Buena Vista, Colo.	3	7	8	12		1												
Buffalo, N. Y.	1	2	2,066	4,913	84	10				3	30	13				12	103	601
Burlingame, Kans.	3	7	49	69		1												
Burlington, Kans.	3	7	9	9		1						1					8	10
Burlington, Iowa.	1	6	220	302	4					1							202	69
Burlington, Vt.	2	1	226	609	2						1					1	192	205
Butler, Pa.	2	2	12	24	1						1	1					12	59
Butler, Ind.	3	5	11	27							1							
Butler, Mo.	3	7	32	44		1	2				2							
Butte City, Mont.	2	10	351	788	4						1							
Cadillac, Mich.	3	9	1	1														
Cadiz, Ohio.	3	5	146	814												1		
Cairo, Ill.	2	6	59	109	1	2					1			1			1,567	164
Caldwell, Kans.	3	7	27	40		2										2		177
Caldwell, Ohio.	3	5	2	12														
California, Mo.	3	7	269	440	1								1				561	2
Callistoga, Cal.	2	8	2	3														
Cambridge City, Ind.	3	5	11	14			2				1						40	
Cambridge, Ohio.	3	5	98	161	3		2				1						247	125
Camden, N. J.	2	2	109	300	1	1	1				3						13	59
Cameron, Mo.	3	7	4	6													2	9
Canandaigua, N. Y.	2	2	84	157	1		1										186	144
Canton, Ill.	2	6	28	35		1					1							
Canton, Mo.	3	7	15	39							1							
Canon City, Colo.	3	7	128	195	1												24	13
Canton, Ga.	4	4	5	8													131	32
Canton, Miss.	3	4	12	15														
Canton, Ohio.	2	5	372	702	2						16						5	8
Cape Girardeau, Mo.	3	7	7	33													29	5
Carey, Ohio.	3	5	16	28													11	3
Carlisle, Ky.	3	5	31	42													213	121
Carlisle, Pa.	2	2	57	75	1						2						20	15
Carrollton, Ky.	3	5	22	40													339	59
Cartersville, Ga.	3	4	10	14													58	96
Carrollton, Mo.	3	7	26	32		3				2		2						
Carson City, Nev.	3	8	10	18													74	99
Carthage, Mo.	2	7	66	100						2							823	146
Catlettsburgh, Ky.	3	5	81	205												1		

TABLE G<sup>8</sup>.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

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Catskill, N. Y.	2	2	25	28													126	94
Cave Springs, Ga.	3	4	16	71													1	1
Cawker City, Kans.	3	7	6	9													22	1
Cedar Falls, Iowa	2	6	14	20	1												225	46
Cedar Rapids, Iowa	1	6	386	790	20												348	73
Central City, Colo.	3	7	3	3	1													
Centralia, Mo.	2	2																
Chambersburgh, Pa.	2	2	255	422	3						4	1					218	69
Champaign, Ill.	2	6	167	408	18						1	1					316	16
Chanute, Kans.	3	7	8	8							1						21	24
Cheney, Wash.	3	8	14	21													230	24
Chagrin Falls, Ohio	3	5	22	24			1				1						60	101
Charleston, Mo.	3	7	12	35			1				1						112	25
Charleston, W. Va.	2	3	52	74	2	2			1								66	126
Charleston, S. C.	1	4	1,348	2,194	20		1				9				3		892	1,019
Charlestown, W. Va.	2	3	27	33													14	10
Charlotte, Mich.	2	9	98	218													414	312
Charlotte, N. C.	2	3	620	1,336	33	4	22		1	4	8	3					88	126
Charlottesville, Va.	3	3	170	287	3						2	2					1,139	390
Chattanooga, Tenn.	1	5	1,996	3,651	26	1				1	10	2			5		1,894	2,017
Cheboygan, Mich.	3	9	44	71							1							
Cherokee, Kans.	3	7	9	23														
Cherry Vale, Kans.	3	7	9	9		3	2											
Chester, Pa.	2	2	157	213	9						2						670	322
Chester, S. C.	3	4	155	330													182	374
Chetopa, Kans.	3	7	33	42	2	2					1							
Cheyenne, Wyo.	2	6	456	967	8						5	1			5		200	113
Chicago, Ill.	1	6	44,278	76,595	567	2	1			9,236	5				123	3,731	3,640	
Chico, Cal.	3	8	13	22														
Chillicothe, Mo.	3	7	169	539			1				1							
Chillicothe, Ohio	2	5	297	531	2						7				1		660	307
Chippewa Falls, Wis.	2	10	83	147	4						1						25	7
Christiansburgh, Va.	3	3	91	282	4						2	2					236	56
Cincinnati, Ohio	1	5	9,664	14,267	118	2	5			9,173	1				51	7,089	5,881	
Circleville, Ohio	2	5	66	110	1						4						19	8
Clarksburgh, W. Va.	3	3	117	233	6				2		3	2			1		378	210
Clarksville, Mo.	3	7	30	47														
Clarksville, Tenn.	2	5	47	148							3						106	5
Clay Centre, Kans.	2	7	160	307	4						1	1					133	63
Cleveland, Ohio	1	5	3,987	5,909	77	2	1			25	1				20	3,742	4,417	
Cleveland, Tenn.	3	5	105	171			1				4						162	13
Clinton, Iowa	2	6	77	135	3						1						433	169
Clinton, Mo.	3	7	183	276			2	7				1					10	14
Clinton, Mass.	3	1	18	32	4						1				1		20	7
Cloverdale, Cal.	3	8	1	1														
Clyde, Ohio	3	5	28	59							1							
Clyde, Kans.	3	7	51	90	3						1	1						
Coffeyville, Kans.	3	7	57	76	1					1	3						68	7
Cohoes, N. Y.	2	2	56	69			5					3					70	151
Colby, Kans.	3	7	46	67	4	1											2	
Coldwater, Kans.	3	7	59	132													44	1
Coldwater, Mich.	2	9	218	362	14	1					1						884	14
Colfax, Wash.	3	8	33	41	1													
Colorado Springs, Colo.	2	7	737	1,192			1		2		6	1					2,139	443
Colton, Cal.	3	8	69	86	3												45	57
Columbia, Tenn.	3	5	293	497	4	1	1				2	1			2		631	42
Columbia, Pa.	2	2	44	60														
Columbia, Mo.	2	7	259	741	4						4	1			2		659	79
Columbia, S. C.	2	4	347	564	2						2						179	405
Columbus, Ga.	2	4	621	853	12	2	2				10				2		1,312	197
Columbus, Ind.	2	5	98	138							4						138	37
Columbus, Kans.	3	7	91	194	2												174	8
Columbus, Ohio	1	5	2,793	5,383	51	6				1	46	2			17	3,657	1,880	
Columbus Grove, Ohio	3	5	8	18														
Columbus, Miss.	3	4	113	171	1						1						222	75

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Colusa, Cal.	3	8	11	21	1										57	33
Concord, N. H.	12	1	44	59	1					1	1				18	11
Concord, N. C.	3	3	52	124											392	49
Concordia, Kans.	3	7	13	22						1	1					
Connersville, Ind.	3	5	87	110							2				60	56
Corinth, Miss.	3	4	18	52												
Corning, N. Y.	12	2	38	72							1				1	3
Coronado, Cal.	3	8	20	45	1											
Corry, Pa.	12	2	27	33		3					1	2				
Corsicana, Tex.	2	11	44	98											10	20
Cortland, N. Y.	12	2	184	456	1						4				70	42
Corvallis, Oregon	3	8	19	24											173	191
Coshocton, Ohio	3	5	32	77		1									35	
Council Bluffs, Iowa	1	6	614	1,722	12	1					10	4			112	4
Council Grove, Kans.	3	7	3	3											862	394
Covington, Ind.	3	5	12	15											7	
Covington, Ky.	2	5	245	394	6						6	2		1	1,157	933
Crestline, Ohio.	3	5	5	5							1				7	
Creston, Iowa	2	6	21	58							1				2	132
Crawfordsville, Ind.	12	5	283	430	4						4	2			409	80
Crown Point, Ind.	3	5	13	23											38	1
Cullman, Ala.	4	4	60	141	1						1	1				
Culpeper, Va.	3	3	6	21											1	
Cumberland, Md.	2	3	90	128	2						2	2			190	13
Cumberland, Ohio	4	5	3	7											64	
Cuyahoga Falls, Ohio.	3	5	47	65	1										3	
Cynthiana, Ky.	3	5	28	31												
Dallas, Tex.	1	11	2,801	4,853	21	3	10	2	5	3	23				12	2,879
Dalton, Ga.	3	4	40	49												
Danbury, Conn.	2	1	11	15	6											4
Dansville, N. Y.	2	2	9	12											12	5
Danville, Ill.	2	6	124	228	3						1				93	344
Danville, Ky.	3	5	119	173							2					13
Danville, Pa.	2	2	82	178		1									212	120
Danville, Ind.	3	5	438	1,185							5	1			94	16
Danville, Va.	2	3	432	773	7	1	5		1		6	2			1,469	930
Darlington, S. C.	3	4	40	80							1					
Davenport, Iowa.	2	6	938	2,912	4					1	22	1			134	28
Dayton, Ohio.	1	5	1,283	2,773	29	2					41	4			779	670
Dayton, Tenn.	3	5	75	118							1	1				
Decatur, Ala.	3	4	65	154												
Decatur, Ind.	3	5	15	66											110	62
Decatur, Ill.	2	6	582	1,090	20	1					4				1,034	875
Decorah, Iowa.	2	6	122	337	3										832	138
Defiance, Ohio	2	5	66	113							1				17	49
De Land, Fla.	3	4	79	146		1					1					40
Delaware, Ohio	2	5	64	89		1									2	8
Delphi, Ind.	3	5	77	197	4										143	75
Delphos, Ohio	3	5	28	65	1										179	
DeWing, N. Mex.	3	7	39	66											517	5
Denver, Colo.	1	7	6,602	11,035	133	10	1			1	75	4		23	1,191	576
Des Moines, Iowa.	1	6	2,479	6,052	64	1					15	1		8	1,112	
Denison, Tex.	2	11	275	612	1						5		1	1	661	401
De Soto, Mo.	3	17													52	37
Detroit, Mich.	1	9	3,241	5,340	41		1				1	18	1		338	474
Dighton, Kans.	3	7	22	43											129	
Dixon, Cal.	3	8	10	13												
Dixon, Ill.	2	6	86	238		1									84	
Dodge City, Kans.	2	7	84	148		1									27	66
Dover, N. H.	2	1	71	110	9						2				29	35
Downs, Kans.	3	7	2	3												
Dresden, Ohio	4	5	18	72											91	2
Dubuque, Iowa	2	6	926	1,610	28	2				2	5	2		2	2,113	887
Duluth, Minn.	1	10	1,180	1,836	8						1					
Dunkirk, N. Y.	2	12	65	103							2			1	102	34

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.	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.	Against railway postal clerks.	Against post-offices.
Durango, Colo.	3	7	9	17												18	1
Durham, N. C.	3	3	67	119												349	109
East Las Vegas, N. Mex.	2	7	46	273	1	1	5		1				1			62	23
East Liverpool, Ohio.	2	5	142	354	14						18					62	23
Easton, Pa.	2	2	60	84	20	1						2				44	75
East Orange, N. J.	2	2	68	84	2						1					277	468
East Portland, Oregon.	2	8	302	466							1					229	74
East Saginaw, Mich.	1	9	238	436	6						1					171	59
Eaton, Ohio.	3	5	28	40	1						1					19	1
Eaton Rapids, Mich.	3	9	74	120												58	93
Eau Claire, Wis.	2	10	216	367	3						1					501	500
Edgefield, S. C.	2	4	30	93												112	98
Edina, Mo.	3	7	3	9												5	17
Edinburgh, Ind.	3	5	29	42													
El Dorado, Kans.	2	7	60	65	4					1						450	263
Elizabeth, N. J.	2	2	53	65	1											443	772
Elgin, Ill.	6	1,994	4,478							6						504	156
Elizabeth City, N. C.	3	7	7														
Elizabethtown, Ky.	2	5	7	25													
Elkhart, Ind.	2	5	333	630	2						24	1			1	7	1
Elkton, Ky.	4	5	19	61								1				181	5
Elkensburg, Wash.	3	8	62	85							1						
Elliot City, Md.	3	3	16	21	3						1					9	76
Ellis, Kans.	3	7	16	22												32	
Ellsworth, Kans.	3	7	46	77	1	1					1						
Elmira, N. Y.	1	2	280	531	8						1	1	1			28	23
Elyria, Ohio.	2	5	61	110		1										215	49
Emmence, Ky.	3	5	29	31							2						
Emmitsburg, Md.	2	5	6	6												1	
Emporia, Kans.	2	12	130	343	1	1			1		5					385	212
Englewood, Ill.	6	6	489	773	2						1				1	3,114	1,219
Erie, Kans.	2	7	8	29												28	
Erie, Pa.	2	2	478	761	7						1	8	1		2	57	2
Escanaba, Mich.	2	16	44	67													
Esfauila, Ala.	3	4	12	21												172	93
Eugene City, Oregon.	2	8	237	391	4						2					277	106
Eureka, Cal.	2	8	27	38													
Eureka, Kans.	2	7	75	171							2					83	21
Eureka, Nev.	2	8	3	2													
Eustis, Fla.	2	4	2	2													
Evanston, Ill.	2	6	131	201							2					401	158
Evansville, Ind.	1	5	435	708	4		1				5					674	454
Excelsior Springs, Mo.	2	7	10	12												10	
Fairmont, W. Va.	3	3	7	10													
Fall River, Mass.	1	1	31	69	10		1									90	60
Fargo, N. Dak.	10	68	1,347	11	1	1					5				1		
Faribault, Minn.	10	70	127	1							3					358	182
Farmington, Mo.	3	7															
Farmville, Va.	3	3															
Fayette, Mo.	3	7	23	34							1					2	8
Fayetteville, N. C.	3	3	3	7													
Fleming, Fla.	3	3	107	167	3	1					1	2				350	117
Florida, Fla.	3	4	413	198												11	12
Fondlay, Ohio.	2	5	173	205	1											3	4
Frederick, Mass.	1	6	91	105	3						1					79	147
Flint, Mich.	2	9	21	173							2					204	6
Flint, Mich.	2	5	21	49							2					62	29
Floningsburgh, Ky.	3	3	184	345							5					377	267
Florence, Ala.	3	3	68	109	4											97	114
Florence, S. C.	3	4	48	74		1										170	63
Florence, Kans.	3	7	48	74		1										57	236
Flushing, N. Y.	2	4	4	4													
Fond du Lac, Wis.	10	66	80	9												17	
Fort Collins, Colo.	3	7	29	54													
Fort Dodge, Iowa.	2	6	61	177	7		2				1					28	
Fort Leavenworth, Kans.	3	7	91	197	1											227	4
Fort Madison, Iowa.	2	6	236	550	0		1				6					5	3

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.	Against post-offices.
Fort Payne, Ala.	4	4	16	23												37	9	
Fort Plain, N. Y.	2	2	60	114												2	5	
Fort Recovery, Ohio	4	5	7	22														
Fort Scott, Kans.	2	7	229	455	3	1			1							231	131	
Fort Smith, Ark.	12	11	378	688												1,378	190	
Fort Worth.	12	11	1,537	2,891	22	3	2			1	13	1				507	84	
Fort Wayne, Ind.	1	5	735	1,459	40		6				16					13	56	
Fortress Monroe, Va.	3	3	31	32							1					20	13	
Fostoria, Ohio	3	5	359	640	2	1					2					184	154	
Frankfort, Ind.	3	5	84	185			1				1					103	27	
Frankfort, Ky.	12	5	564	1,036	3						9	2				1	12	
Frankfort, Kans.	3	7																
Franklin, Ind.	3	5	96	144	2													
Franklin, Ky.	3	5	37	47							2							
Franklin, Ohio.	3	5	28	35												27	24	
Franklin, Pa.	12	2	70	134	3						2					281	82	
Franklin, Tenn.	3	5	215	348	1						2					897	262	
Frederick, Md.	12	3	98	134	3											37	12	
Fredericksburgh, Va.	3	3	335	620	2	1			1		3					115	3	
Fredonia, Kans.	3	7	101	159	1	3					1	1				11	1	
Fredonia, N. Y.	12	2	50	102							1					92	48	
Fremont, Nebr.	2	6	215	423	4									1		903	429	
Freeport, Ill.	2	6	102	168	11	1										15	1	
Fremont, Ohio.	12	5	94	138			1				1					9	6	
Fresno, Cal.	2	8	184	409							3					310	101	
Front Royal, Va.	3	3	19	29												3	3	
Frostburgh, Md.	3	3	2	2												53	27	
Fulton, Mo.	3	7	20	22												3	1	
Fulton, N. Y.	2	2	48	126							3							
Gadsden, Ala.	3	4	144	248	7						1					196	78	
Gainesville, Fla.	3	4	75	121	1	1										119	41	
Gainesville, Ga.	3	4	219	359	17						1					337	84	
Gainesville, Tex.	2	11	658	1,162	2	1	1				2				1	608	70	
Galena, Kans.	3	7	56	97											2			
Galesburgh, Ill.	2	6	450	1,668	14						9							
Galion, Ohio	3	5	84	55														
Gallatin, Mo.	3	7	2	4														
Gallatin, Penn.	3	5	43	111		1					2					48	4	
Gallipolis, Ohio	3	5	78	103												1	19	
Galveston, Tex.	1	11	2,440	4,251	5	1					26				10	1,515	866	
Garden City, Kans.	2	7	125	164							2	3			1	296	182	
Gardiner, Me.	2	1	10	10			2											
Garnett, Kans.	3	7	8	10														
Garrett, Ind.	3	5	5	10							2							
Garrettsville, Ohio	3	5	7	16												107	2	
Georgetown, Colo.	3	7	3	3												56	47	
Georgetown, Ky.	3	5	104	198												10	20	
Georgetown, S. C.	3	4	169	287	3											20	16	
Geneva, Ohio	3	5	61	71							1							
Geneva, N. Y.	2	2	261	410							9					25	20	
Geneva, Ohio	3	9	121	305	1		1									194	37	
Girard, Kans.	3	7	96	159	1											546	72	
Griffin, Ga.	3	4	101	125	4						1				1	189	83	
Glasgow, Ky.	3	5	67	160							1					1,503	115	
Glasgow, Mo.	3	7	13	20		1										13	24	
Glen Allen, Va.	3	3	7	12												75	12	
Glena Falls, N. Y.	2	2	44	62							1					19	1	
Glenwood Springs, Colo.	3	7	38	110		1			2									
Gloucester, Mass.	2	1	32	43	4											224	139	
Gloversville, N. Y.	2	2	133	167												149	174	
Golden, Colo.	3	7	20	54														
Goldsborough, N. C.	3	3	73	99		1										282	61	
Goodland, Ind.	4	5	23	33							1					16	30	
Goodland, Kans.	3	7																
Gordonsville, Va.	3	3	6	7		1					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.
Goshen, Ind.	2	5	45	62	2						7	1				444	80	
Granville, Ohio	3	5	11	16														
Grass Valley, Cal.	3	8	2	4	3											537	661	
Grafton, W. Va.	3	3	11	14												2	18	
Grand Forks, N. Dak.	12	10	170	233	8					3	1							
Grand Haven, Mich.	3	9	11	20													15	
Grand Island, Nebr.	12	6	123	259	1						2					407	108	
Grand Junction, Colo.	3	7	34	105			2											
Grand Rapids, Mich.	1	9	1,517	2,879	13						9					1,184	3	
Grayson, Ky.	4	5	5	11												62		
Great Bend, Kans.	3	7	53	95								1						
Greeley, Colo.	12	7	97	144												415	215	
Green Bay, Wis.	10	223	269	4							2							
Greencastle, Ind.	12	5	29	78	2										1			
Greenfield, Ind.	3	5	70	251							2				2	51	10	
Greenfield, Mass.	12	1	12	15												21	28	
Greenfield, Ohio	3	5	23	50	1													
Greenup, Ky.	4	5	20	41												238	51	
Greenville, Mich.	3	9	28	56														
Greenville, Miss.	3	4	208	518	2						1				1	178	13	
Greenville, Ohio	3	5	77	108	2						4					1		
Greenville, S. C.	12	4	153	231	3						1				1	605	263	
Greenville, Tenn.	3	5	5	5													11	
Greensborough, N. C.	12	3	240	370	1		2		1		2				1	7		
Greensborough, Ala.	3	4	1	2														
Greensborough, Ga.	4	4	9	11												109	27	
Greensburgh, Pa.	12	5	5	5												12	11	
Greensburgh, Kans.	3	7	1	2														
Greensburgh, Ind.	3	5	112	197	2						4				1	2	2	
Gunnison, Colo.	3	7	7	10			4											
Hackensack, N. J.	2	2	3	5	1													
Hagerstown, Md.	12	3	243	398	1	1					1	2				1,315	391	
Hammond, Ind.	3	5	14	21	1							1				3	2	
Hamilton, Ohio	12	5	667	104	12											2,737	1,055	
Hampton, Va.	3	3	114	279	2						13	0			8	529	91	
Hanford, Cal.	3	8	25	62	1													
Hannibal, Mo.	2	7	281	418	2	1					2				1	30	28	
Hanover, Ohio	4	5														40		
Harbor, Ohio	3	5	55	137							1					202	19	
Harper, Kans.	3	7	4	5													3	
Harrisburg, Pa.	3	2	283	482	60	6				1	3	6	1			125	112	
Harrisonville, Mo.	3	7	30	52	1							1						
Harrisonburgh, Va.	3	3	153	218							4					97	101	
Harrodsburgh, Ky.	3	5	126	184							3					206	155	
Hartford, Conn.	1	1	719	1,089	20						6				2	63	105	
Hartford City, Ind.	3	5	16	19														
Halsted, Kans.	3	7	7	18														
Hastings, Mich.	3	9	79	240	2											531	77	
Hastings, Nebr.	12	6	115	289												129	1	
Haverhill, Mass.	12	1	136	188	3	1					4					81	294	
Havre de Grace, Md.	3	3	18	21	2											16	11	
Hays City, Kans.	3	7	52	79	1											198	12	
Hazleton, Pa.	12	2	4	4												13	5	
Hamilton, Mo.	3	7																
Healdsburg, Cal.	3	8	35	6														
Helena, Mont.	12	10	109	291		4				2								
Henderson, Ky.	12	5	88	130	2						1					80	140	
Henderson, N. C.	3	3	39	79	1											276	56	
Herington, Kans.	3	7	37	49	1						1					63	92	
Hewatha, Kans.	3	7	18	36	1													
Higginsville, Mo.	3	7	25	7														
High Point, N. C.	3	3	127	27							1	2				1,648	235	
Hill-borough, Ohio	3	5	111	15											1	399	94	
Hickory, N. C.	3	3	12	3												330	17	
Hicksville, Ohio	3	6	35	109														

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.
Hilledale, Mich.	2	9	56	117							1					58	17
Hinton, W. Va.	3	3	1	1													
Hoboken, N. J.	2	2	45	80							2					404	450
Holden, Mo.	3	7	59	97													
Hollister, Cal.	3	8	1	1													
Holly Springs, Miss.	3	4	3	3													
Holton, Kans.	3	7	58	135	1	1					3	2				43	15
Holyoke, Colo.	3	7	3	8													
Holyoke, Mass.	2	1	126	225	2						3	3				43	35
Hoosic Falls, N. Y.	2	2	17	25												151	69
Hopkinsville, Ky.	3	5	157	513							1					679	196
Hornellsville, N. Y.	2	2	28	55												6	2
Horton, Kans.	3	7	29	55	2												
Hot Springs, Ark.	2	11	207	307	4				1		2					1,591	211
Houston, Tex.	2	11	911	1,566	5	6				5	2				5	557	147
Howard, Kans.	3	7		8												5	
Hudson, Mich.	3	9	7														
Hudson, N. Y.	2	2	53	105			2				5					43	117
Hudson, Ohio.	3	5	31	49												157	103
Humboldt, Kans.	3	7	30	50	1		1										
Humboldt, Tenn.	3	5	8	25													
Huntingburgh, Ind.	3	5	42	51												36	18
Huntingdon, Pa.	2	2	35	134	3	1									2	21	153
Huntington, Ind.	3	5	1	43												36	8
Huntington, W. Va.	2	3	189	335	1											410	167
Huntsville, Ala.	3	4	262	636							2	1			1	161	158
Huntsville, Mo.	3	7	4	4													
Huron, S. Dak.	2	10	763	1,663	11	1	8				2				2	58	15
Hutchinson, Kans.	2	7	341	464	1	1					1					167	75
Hyde Park, Mass.	2	1	26	37												170	89
Idaho Springs, Colo.	3	7	9	9													
Independence, Kans.	3	7	26	29		1										15	25
Independence, Mo.	2	7	135	215	1	3	1				1	1			1	184	143
Indianapolis, Ind.	1	5	3,877	9,578	64	3	1				3	50	3		23	5,440	2,147
Iola, Kans.	3	7	48	112	2						1	1	1			53	31
Ionia, Mich.	2	9	33	86													
Iowa City, Iowa.	2	6	188	454	3						16					10	1
Ironton, Ohio.	2	5	107	235							6					13	22
Ishpeming, Mich.	2	10	15	51													
Ithaca, N. Y.	2	2	76	157	1	1					2					112	1
Jackson, Mich.	2	9	350	635	3	1					2					375	152
Jackson, Miss.	3	4	527	1,017	6						3					172	34
Jackson, Ohio.	3	5	9	9													
Jackson, Tenn.	3	5	81	152												135	22
Jacksonville, Fla.	1	4	300	415	4						2			2	1	299	163
Jacksonville, Ill.	2	6	253	511	16							1			2	340	402
Jamestown, N. Y.	2	2	125	173							1					11	27
Janesville, Wis.	2	10	73	200	2											64	
Jasper, Ind.	4	5	24	32							2	1					
Jefferson City, Mo.	2	7	180	374	3	1					3					556	99
Jefferson, Ohio.	3	5	19	30													
Jeffersonville, Ind.	3	5	145	183							2					14	53
Jersey City, N. J.	1	2	1,347	2,824	15	1					12				4	781	479
Jewell, Kans.	3	7	5	21													
Johnstown, N. Y.	3	2	99	153		2					2				1	258	153
Johnstown, Pa.	2	2	146	189	1		1				2					503	130
Joliet, Ill.	2	6	169	384	2						2				1	255	67
Joplin, Mo.	3	7	383	909	18	2	1		1		7				2		
Julesburg, Colo.	3	7	3	4													
Junction City, Kans.	3	7	130	346	1		4		1						1	4	2
Kaboka, Mo.	3	7	3	4													
Kalamazoo, Mich.	1	9	368	889		4					13					7	2
Kankakee, Ill.	2	6	35	53		1										42	2
Kansas City, Kans.	2	7	1,914	3,951	5						16	1			1	3,877	1,032
Kansas City, Mo.	1	7	14,797	19,689	139		20				128	8			22	5,957	3,839

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.
Kearney, Nebr.	2	6	67	81													155	43
Keene, N. H.	1	1	45	60	4						1							13
Kendallville, Ind.	2	1	13	17							2							
Kent, Ohio	3	3	30	57	1	1											12	7
Kenton, Ohio	3	3	53	150	1						4						56	9
Keokuk, Iowa	3	6	203	466	4	1					4						57	23
Key West, Fla.	2	2	402	594	15						6						83	71
Kingman, Kans.	3	3	28	41													1	4
Kingston, N. Mex.	3	3																
Kingston, N. Y.	2	2	22	24			4										10	15
Kinsley, Kans.	3	3	28	55							1						87	23
Kinston, N. C.	3	3	14	16													12	
Kiowa, Kans.	3	3	49	68			1				1						153	15
Kirkville, Mo.	3	3															61	21
Kirkwood, Mo.	3	3	1	3													174	6
Kirwin, Kans.	3	3																
Kissimmee, Fla.	3	4	19	50														
Knightstown, Ind.	3	5	24	56													109	24
Knoxville, Tenn.	1	5	1,377	2,619	6						19					8	660	334
Kokomo, Ind.	3	5	134	245							3						43	23
Kosciusko, Miss.	3	4	2	3														
La Crosse, Wis.	2	10	545	1,266	10	2					8	1				1	749	673
La Cygne, Kans.	3	7															13	
La Fayette, Ind.	2	5	575	1,560	17	6					2					2	493	101
La Grande, Oregon	3	8	29	63													44	6
La Junta, Colo.	3	7	9	18														
Lamar, Colo.	3	7	36	60													27	3
Lamar, Mo.	3	7	70	119		4					1						104	5
Lancaster, Ky.	3	5	55	99													10	49
Lancaster, Ohio	2	5	93	171	7						4					1		9
Lancaster, Pa.	2	2	468	896	2	1					4					3	74	83
Lansing, Mich.	2	9	301	617	9							1					61	129
Lapeer, Mich.	3	9	3	3														
La Porte, Ind.	2	5	132	423							1							
Laramie, Wyo.	2	6	107	206														
Larned, Kans.	2	7	121	195	1												1,045	149
La Salle, Ill.	2	6	5	8							1	4					11	2
Las Animas, Colo.	2	7	2	2														
Las Cruces, N. Mex.	3	7																
Las Vegas, N. Mex.	3	7																
Lawrence, Kans.	3	7	381	761	2	9					10						1,562	182
Lawrence, Mass.	2	7	880	1,557	1						3					1	2,673	670
Lawrenceburg, Ind.	3	3	54	79	4	1											5	206
Leadville, Colo.	3	7	132	244	4						2						78	24
Lebanon, Ind.	3	7	187	274	3	1					5					1	2,510	1,977
Lebanon, Ky.	3	5	49	53														
Lebanon, Mo.	3	5	116	205	4		1				1						31	24
Lebanon, Ohio	3	5	166	366														
Lebanon, Pa.	3	5	185	323	1	1					2					2	682	130
Leavenworth, Kans.	2	7	1,036	1,795	5	1										1	234	23
Leesburgh, Fla.	3	4	13	57							2	7				6	634	286
Leesburgh, Va.	3	3	28	31														
Lee's Summit, Mo.	3	7	4	6													36	13
Leeonia, Ohio	4	5	25	30	2							1					5	
Le Mars, Iowa	2	6	88	166	1						1						78	34
Leominster, Mass.	1	1																
Leoti, Kans.	3	7	9	19		1					1						2	8
Le Roy, N. Y.	2	2	27	69													12	5
Lewiston, Me.	2	1	18	25												2	90	357
Lexington, Ky.	2	5	678	1,081	5						3	2				6	203	405
Lexington, Mo.	3	7	18	21													12	
Lexington, N. C.	3	3	17	22			1										21	3
Lexington, Va.	3	3	155	266	1						3						122	19
Liberty, Ind.	3	5	40	65			1										19	33
Liberty, Mo.	3	7	18	25	1													

TABLE G<sup>1</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.
Lima, Ohio	2	5	102	174	6						2				113	27
Lincoln, Ill.	2	6	20	28											40	23
Lincoln, Kans.	3	7	1	1												
Lincoln, Nebr.	1	6	1,208	3,046	63	2	1				20	1		2	1,782	893
Lindsborg, Kans.	3	7	2	2											8	3
Little Falls, N. Y.	2	2	112	173							3				225	88
Little Rock, Ark.	1	11	1,082	2,918	15	5	6		2	1	8	2	1	10	566	245
Lock Haven, Pa.	2	2	75	111											175	87
Lockport, N. Y.	2	2	128	255	1									1	57	152
Logan, Ohio	3	5	25	63							2					
Logansport, Ind.	2	5	183	346	3	1					6				1,288	548
Lonaconing, Md.	3	3									1					
London, Ohio	3	5	28	34							1			1	51	89
Long Island City, N. Y.	2	2	49	62											1	3
Longmont, Colo.	3	7	35	45											322	333
Loogootee, Ind.	4	5	8	15							2				5	1
Lorain, Ohio	3	5	15	19											5	2
Los Angeles, Cal.	1	8	1,867	2,579	39	4	1			8	9	1		5	8,360	3,886
Louisiana, Mo.	3	7	134	406	5											
Louisville, Ky.	1	5	8,179	14,296	221	10				22	125	14	1	44	20,853	8,861
Loveland, Colo.	3	7	6	9												
Loveland, Ohio	4	5	7	12	3										44	14
Lowell, Mass.	1	1	353	590	7						5				269	156
Ludington, Mich.	3	9	30	149							1					
Luray, Va.	3	3	34	56	3										2	
Lynchburg, Va.	2	3	646	995	10	1	1			1	1				506	218
Lyndon, Kans.	3	7	70	179	1		1								282	81
Lynn, Mass.	1	1	411	1,349	4										537	587
Lyons, Kans.	3	7	94	184	2		1								536	105
McKeesport, Pa.	2	2	115	153	4		5				3				157	107
McMinnville, Oregon	3	8	1	1												
McPherson, Kans.	2	7	142	189	4	3	1			1	2				235	77
Macan, Ga.	2	4	692	934	4						4			2	795	219
Macon City, Mo.	3	7	69	116							1	1				
Madison, Ga.	3	4	7	9	1										33	
Madison, Ind.	2	5	125	195	1										137	96
Madison, Wis.	2	10	246	518							3	1			169	56
Madisonville, Ky.	3	5	14	36												
Malden, Mass.	2	1	1	3											2	7
Malone, N. Y.	2	2	59	111							1				5	6
Manchester, N. H.	2	1	171	391	5		1				2			3	706	865
Manchester, Ohio	4	5	54	144	1										283	126
Manchester, Va.	3	3	112	189			1				4	2			236	138
Manhattan, Kans.	3	7	650	1,728	9		3			1	2	2		3	845	195
Manistee, Mich.	2	9	32	131											219	123
Manitou Springs, Colo.	3	7	130	236	1										562	204
Mankato, Kans.	3	7	25	53											142	13
Mankato, Minn.	2	10	92	130	4											
Mansfield, Ohio	2	5	140	301	9										16	16
Marietta, Ga.	3	4	71	146					1						206	66
Marietta, Ohio	2	5	120	178						1	3	2			49	87
Marinette, Wis.	2	10	57	93												
Marion, Ind.	3	5	110	211											274	47
Marion, Kans.	3	7	277	727	3	1				2	6				1,080	245
Marion, Ohio	2	5	69	92			3								11	3
Marion, S. C.	3	4	207	377	1						2				1,389	75
Marion, Va.	3	3	18	40											251	
Marlborough, Mass.	2	1	65	77	2										238	103
Marquette, Mich.	2	10	113	236	1											
Marshall, Mich.	2	9	10	20												
Marshall, Mo.	3	7	80	117	4										1	6
Marshall, Tex.	2	11	442	685	4		2								771	156
Marshalltown, Iowa	2	6	105	257	5					2			1	1	70	4
Martinsburgh, W. Va.	3	3	94	114						2					50	14
Martin's Ferry, Ohio	3	5	43	71	3					2				1	66	14

TABLE G<sup>a</sup>.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices			No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.					Misdirected.					Errors checked—			
	Class.	Division.			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.
Martinsville, Ind.	3	5	47	63	1					2						202	132	
Martinsville, Va.	3	3	1	1														
Marysville, Cal.	2	3	69	108						1						156	49	
Marysville, Kans.	3	7	12	23														
Marysville, Mo.	2	5	101	362	4					2				1	1,092		124	
Massillon, Ohio	2	6	75	147	2												4	
Mattoon, Ill.	3	5	38	62						2								
Mayfield, Ky.	2	5	148	188						2								
Maysville, Ky.	3	5	47	64	1					1				1	70	72		
Meade, Kans.	2	7	47	64	1					1					133	15		
Meadville, Pa.	2	2	65	210		5	7			1	1	1		3	9	23		
Mechanicsburgh, Ohio	3	5	9	9														
Medford, Mass.	2	1	2	2											9	3		
Medicine Lodge, Kans.	3	7	13	16						1								
Medina, Ohio	3	5	154	318	2		1			1				2	399	102		
Melrose, Mass.	2	1	9	14						3					129	146		
Memphis, Mo.	3	7	37	166	1										68	6		
Memphis, Tenn.	1	5	1,797	3,146	9					1	18	3		4	125			
Menominee, Mich.	2	10	31	78				2										
Merced, Cal.	3	8	43	66											10			
Meriden, Conn.	2	1	201	487	3		1			3					467	553		
Meridian, Miss.	2	4	210	430	6		1			1					116	48		
Mexico, Mo.	3	7	42	58	2	1												
Michigan City, Ind.	2	5	19	26														
Middlesborough, Ky.	4	5	59	83						5					38	3		
Middleborough, Mass.	2	1	22	34			1			6					38	21		
Middleport, Ohio	3	5	15	31						1								
Middletown, Conn.	2	1	70	152	7					1	2			1	19	16		
Middletown, N. Y.	2	2	99	170						1				1	34	19		
Middletown, Ohio	2	5	82	156	1		3			6	1							
Midway, Ky.	4	5	12	17												36		
Millan, Mo.	3	7																
Millford, Mass.	2	1	17	31	1										12	7		
Millersburgh, Ohio	3	5	26	37											37	14		
Millersville, Pa.	3	4	7	8											10	1		
Millwaukee, Wis.	1	10	4,984	8,154	35	2				43	3			4	279	497		
Minneapolis, Kans.	3	7	25	39	8					74					28	22		
Minneapolis, Minn.	1	10	9,540	19,077	77	13				13				19	1,796	263		
Mishawaka, Ind.	3	5	59	152	1					6	1							
Mitchell, S. Dak.	2	10	79	122	3		1			1								
Moberly, Mo.	2	7	88	150	2		3		2		1				23	2		
Mobile, Ala.	1	4	766	1,398	6					5	1			3				
Modesto, Cal.	3	8	48	155		1					1				10	4		
Moine, Ill.	2	6	37	51						1					96	64		
Monett, Mo.	3	7	10	20			3											
Monmouth, Ill.	2	6	159	312	12	1	3			1					239	45		
Monroe City, Mo.	3	7	26	45	1										6	5		
Monroe, Mich.	3	9	120	203	3										1,674	235		
Monroe, N. C.	3	3	21	37						2					48	4		
Monrovia, Cal.	3	8	28	48	1													
Mont Clair, N. J.	2	2	37	55						2								
Monte Vista, Colo.	3	7	48	110			3								15			
Monterey, Cal.	3	8	14	25											6	3		
Montgomery, Ala.	2	4	953	1,166	4	1	5			3				1	109	73		
Montgomery City, Mo.	3	7	67	112	1										668	14		
Monticello, Ind.	3	5	34	138	8					4								
Montpelier, Vt.	2	1	29	41							1			1	106	76		
Montrose, Colo.	3	7	38	51			9											
Morgantown, W. Va.	3	3	9	19														
Morristown, N. J.	2	2	61	88							1				389	513		
Morristown, N. Y.	3	2	87	221											117	23		
Morristown, Tenn.	3	5	90	134						2								
Moscow, Idaho	3	8	3	3														
Mound City, Kans.	3	7	4	5											44			
Mound City, Mo.	3	7																

TABLE G<sup>4</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.
Moundsville, W. Va.	3	3	12	21	1											27	22
Mount Gilead, Ohio	3	5	17	27							1					61	11
Mount Pleasant, Iowa	3	6	234	414							11	1				160	30
Mount Sterling, Ky.	3	5	104	17												124	155
Mount Vernon, Ind.	3	5	40	51	1											133	22
Mount Vernon, N. Y.	2	2	29	69												264	1,591
Mount Vernon, Ohio	2	5	137	203	2						1	1			1	314	100
Muncie, Ind.	2	5	71	98	4	1					5	1				1	
Murfreesborough, Tenn.	3	5	41	84							1					6	2
Muscatine, Iowa	2	6	183	390	4				1		3				1	171	61
Muskegon, Mich.	2	9	36	62	1											394	22
Napa City, Cal.	2	8	22	30												163	62
Napoleon, Ohio	3	5	1	1							1					12	4
Nashua, N. H.	2	1	53	99	9						2					20	123
Nashville, Tenn.	1	5	3,014	6,262	20						19				10	749	656
Natchez, Miss.	2	4	100	161												70	14
Natick, Mass.	2	1	7	12			1									23	6
National City, Cal.	3	8	101	196	2		1				1					200	28
Nat'l Military Home, Ohio	3	5	30	36												145	57
National Stock Yards, Ill.	2	6	311	1,320	1						1				1	19	1
Nebraska City, Nebr.	2	6	81	181	3										1	136	149
Nelsonville, Ohio	3	5	10	18													
Neosho, Mo.	3	7	75	146		1					1					301	16
Neodosha, Kans.	3	7	30	73		1					1					59	8
Ness City, Kans.	3	7	3	3			4										
Nevada City, Cal.	3	8	10	13							1						
Nevada, Mo.	2	7	184	350							3					369	69
Newark, N. J.	1	2	2,128	3,536	46	15		1		3	10	1				32	14
Newark, N. Y.	2	2	21	71												67	20
Newark, Ohio	2	5	416	789	10						4				1	684	178
Newberry, S. C.	3	4	176	285												85	61
Newburgh, N. Y.	2	2	101	142	3											377	847
Newburyport, Mass.	2	1	51	108	7						2					5	16
Newnan, Ga.	3	4	7	8		2										179	57
Newport, Ky.	2	5	235	410	5						3				1	22	15
Newport, R. I.	2	1	84	309	5						1				1		
Newport News, Va.	3	3	56	76	1						1					79	25
Newton, Kans.	2	7	155	249		1										68	31
Newton, Mass.	2	1	17	25	1						1					18	23
Newtonville, Mass.	2	1	5	5												73	77
New Albany, Ind.	2	5	330	602	12	1	1				2					359	337
New Bedford, Mass.	1	1	69	112	2						3	1				136	447
New Bern, N. C.	3	3	130	223												307	115
New Brighton, N. Y.	2	2	17	41							1					2	119
New Britain, Conn.	2	1	59	125							1	1					2
New Brunswick, N. J.	2	2	77	195	1	1				2	1	1				24	83
New Castle, Ind.	3	5	18	37												3	4
New Castle, Pa.	2	2	90	132	2											55	53
New Decatur, Ala.	4	4	84	165													
New Haven, Conn.	1	1	512	938	16						8	3				169	329
New London, Conn.	2	1	38	56								2				4	12
New Orleans, La.	1	11	10,761	17,607	70	1				5	76	1			9	788	893
New Philadelphia, Ohio	3	5	20	41	2						2	1				88	23
New Rochelle, N. Y.	2	2	6	6	1												
New York, N. Y.	1	2	89,552	199,568	399	14	11			13	489	7	1			30,600	6,239
Niagara Falls, N. Y.	2	2	25	41													8
Nickerson, Kans.	3	7	3	5													
Nicholasville, Ky.	3	5	87	155							2					199	66
Niles, Mich.	3	9	13	57	1						4						
Niles, Ohio	3	5	11	11							1						
Northampton, Mass.	2	1	44	119	2						2					32	73
Noblesville, Ind.	3	5	61	112													
Norfolk, Va.	1	3	851	1,616	19	2					8	1				1,393	743
North Adams, Mass.	2	1	49	95											2	51	29
North Attleborough, Mass.	2	1	3	3							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.	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.
North Baltimore, Ohio	3	5	28	40						1					57	23
North Manchester, Ind	3	5	11	25						2					7	
North Vernon, Ind	3	5	13	15												
North Yakima, Wash	3	8	36	90						1						24
Northport, N. Y	2	2	14	66											11	115
Norton, Kans	3	7	7	5	1					1					22	
Norristown, Pa	2	2	7	8											9	
Norwalk, Conn	1	9	10	10						1					15	14
Norwalk, Ohio	5	206	464	8	2					6					683	190
Norwich, Conn	1	18	49	1	1										13	113
Norwich, N. Y	2	2	74	133						1	2				7	5
Notre Dame, Ind	3	5	45	82						8				1	220	20
Oakland, Cal	1	8	823	1,251	6	1				10					168	75
Oakland, Md	3	3	26	44						1	1				74	39
Oakolona, Miss	3	4	1	2												
Oak Park, Ill	3	6	11	39											72	74
Oberlin, Kans	3	7	1	1											2	4
Oberlin, Ohio	2	5	77	126												
Ocala, Fla	3	4	115	609	3	3	1									
Ogden, Utah	2	8	142	215	2					3					54	42
Ogdensburg, N. Y	2	2	223	735		3	2			8	2				29	7
Oil City, Pa	2	2	43	118	1	2			1		1		1		14	21
Olathe, Kans	3	7	260	501	1	1				2	1				30	8
Olean, N. Y	2	2	28	36	1	2									19	113
Olneyville, R. I	1															
Olympia, Wash	3	8	345	731	4					2					923	271
Omaha, Nebr	1	6	3,196	7,415	45	3	1			8	18	3		4	3,038	2,864
Oneida, N. Y	2	2	81	124											137	32
Oneonta, N. Y	2	2	66	109					1		1				166	115
Ontario, Cal	3	8	30	71												
Opelika, Ala	3	4	49	65	4					1	2				58	69
Orange, Cal	3	8	79	119	1	1				1					420	71
Orange, N. J	2	2	61	107		1					2				319	558
Oregon City, Oregon	3	8	277	517						1					16	12
Orangeburgh, S. C	3	4	38	39											69	82
Orlando, Fla	2	4	113	166	1										44	1
Oroville, Cal	3	8	15	43											10	
Orrville, Ohio	3	5	4	4		1										
Osage City, Kans	3	7	89	158		1									147	28
Osage Mission, Kans	3	7	29	62		2										
Osborne, Kans	3	7	11	18												
Oshkosh, Wis	2	10	190	314	8	5			1	1	2				9	4
Oskaloosa, Iowa	2	6	125	349	2					1					356	7
Oswego, Kans	3	7	35	103		2	1			1	1				18	
Oswego, N. Y	2	2	101	186	2	2	1								23	46
Ottawa, Ill	2	6	35	44						2					79	39
Ottawa, Kans	2	7	133	249	5		1				1				384	48
Ottawa, Ohio	3	5	28	67											23	11
Ottumwa, Iowa	2	6	201	422	14	1				1	1				156	20
Ouray, Colo	2	7	24	42											133	124
Owego, N. Y	2	2	45	79						1		1			2	
Owensborough, Ky	2	5	130	217						3				2	341	180
Owenton, Ky	4	5	6	8										1	27	4
Owosso, Mich	3	9	122	205	5					2					46	7
Oxford, Miss	3	4	16	30												
Oxford, N. C	3	3	49	141	3						2				8	4
Oxford, Ohio	3	5	121	169						2	1					
Paducah, Ky	2	5	246	600	5	1				1	1			1		
Painesville, Ohio	2	5	195	302	1					1	5			2	1,078	117
Palmata, Fla	2	4	451	791	1		2			3				1	389	11
Palmyra, Mo	3	7	9	12												
Paola, Kans	3	7	47	68	1	1	3			1						
Paris, Ky	3	5	72	171						1	1				58	72
Paris, Mo	3	7	9	46	1											
Paris, Tenn	3	5	13	31											47	

TABLE G<sup>6</sup>.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	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.
Paris, Tex.	2	11	414	717	2	2					3						1,365	150
Park City, Utah	3	8	82	130													282	26
Parkersburgh, W. Va.	2	2	116	173								1	1				8	2
Parsons, Kans.	2	7	52	93													138	56
Pasadena, Cal.	2	8	189	289							3						1,914	285
Passaic, N. J.	2	2	35	119	1												59	2
Paterson, N. J.	1	2	120	202							1	1					102	42
Paulding, Ohio	3	5	20	36							1						1	27
Pawtucket, R. I.	2	1	70	113	3						2	1					68	106
Peabody, Kans.	3	7	142	334	1	1	1			1							138	9
Peabody, Mass.	2	1	4	4							1						2	1
Pekin, Ill.	2	6	78	171	7						1	1					101	2
Peekskill, N. Y.	2	2	47	69			1				1	1					144	219
Pendleton, Oregon	3	8	24	30													12	
Penn Yan, N. Y.	2	2	68	96													210	186
Pensacola, Fla.	2	4	632	925	1	2					4						345	241
Peoria, Ill.	1	6	1,543	4,086	45	2					10	3			4	5,132	157	
Perth Amboy, N. J.	2	2	41	68	2						4	2					6	2
Peru, Ind.	2	5	152	320	1						3				1		1	2
Petaluma, Cal.	3	8	3	21													11	4
Petersburgh, Ind.	4	5	53	98	2						1						84	27
Petersburgh, Va.	2	3	133	202	7	2				1	2						70	11
Petoskey, Mich.	3	9	13	32													1	
Philadelphia, Pa.	1	2	557	26,181	182	9	4		1		86	5			23		142	202
Phillipsburgh, Kans.	3	7	12	13														
Phoenix, Ariz.	3	8	170	300	5						3						345	66
Piedmont, W. Va.	3	3	9	10														
Pierce City, Mo.	3	7	37	96														
Pine Bluff, Ark.	2	11	445	1,150	16	1					2				1		16	22
Pineville, Ky.	4	5	67	111							1						74	26
Piqua, Ohio	2	5	123	217							6	1			1		142	48
Pittsfield, Mass.	2	1	55	108	5	1	1		1		3	6					67	102
Pittsburgh, Kans.	3	7	44	103													390	182
Pittsburgh, Pa.	1	2	3,229	5,215	80	8	6				32	3			3	3,170	3,062	
Pittston, Pa.	2	2	15	21			2										26	39
Placerville, Cal.	3	8	20	25													506	218
Plainfield, N. J.	2	2	61	99	3						1						49	137
Plattsburgh, Mo.	3	7	38	72		1				2	1						6	
Pleasant Hill, Mo.	3	7																
Plattsmouth, Nebr.	1	6	237	561	6						2				1		267	21
Plattsburgh, N. Y.	2	2	65	146	1	1			1		2	3					77	180
Pleasanton, Kans.	3	7	49	100			1										201	21
Plymouth, Ind.	3	5	45	92				1										
Plymouth, Mass.	2	1	90	122	5							2					280	347
Pocahontas, Va.	3	3																
Pocatello, Idaho	3	8	3	3														
Point Pleasant, W. Va.	3	3	4	4	1													1
Pomeroy, Ohio	3	5	50	76			1				1				1		41	21
Pomona, Cal.	2	8	68	151	3													
Pontiac, Mich.	3	9	144	322													78	14
Poplar Bluff, Mo.	3	7	5	7														
Port Gibson, Miss.	3	4	1	1			1											
Port Huron, Mich.	2	9	107	170	3						2						518	200
Port Jervis, N. Y.	2	2	12	23			3				1						1	
Port Townsend, Wash.	3	8	98	161							1						469	89
Portland, Ind.	3	5	54	202							3	1					139	53
Portland, Me.	1	1	1,304	2,282	32	1					19	3			1		794	753
Portland, Oregon	1	8	710	1,054	5		1				2	7	3				363	541
Portsmouth, N. H.	2	1	43	67													8	15
Portsmouth, Ohio	2	5	175	285			3				1	1					55	2
Portsmouth, Va.	2	3	71	116	2	1											160	67
Pottstown, Pa.	2	2	24	36													95	19
Pottsville, Pa.	2	2	17	2													1	
Poughkeepsie, N. Y.	1	2	340	697	3						4	2			1	1,016	589	
Pratt, Kans.	3	7	12	12	1						1						4	

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 red sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Prescott, Ariz.	3	8	10	24														
Princeton, Ind.	3	5	32	62														
Princeton, Ky.	3	5	30	36														
Princeton, Mo.	3	7	79	179	2						1							
Princeton, N. J.	2	2	40	44	1	1												
Providence, R. I.	1	1	796	1,200	30		1				7	5			1	149	731	
Provo City, Utah	3	8	25	41														
Pueblo, Colo.	2	7	696	1,136	11	1					1				1	1,410	74	
Pulaski, Tenn.	3	5	39	47											1	19	2	
Pullman, Ill.	2	6	28	51							1							
Quincy, Ill.	1	6	958	1,956	31	2					1	2	3		2	6,828	947	
Quincy, Mass.	2	1	11	17														
Quitman, Ga.	3	4	2	10														
Racine, Wis.	2	10	516	933	6						4					736	53	
Raleigh, N. C.	2	3	947	1,080	3	1					8	3			3	830	101	
Raton, N. Mex.	3	7	24	35														
Ravenna, Ohio	3	5	80	132		1										2,812		
Reading, Pa.	1	2	133	291	4						3	3	1			1,135	48	
Red Bluff, Cal.	2	8	6	9														
Reidling, Cal.	3	8	14	35														
Reidlands, Cal.	3	8	59	140														
Red Wing, Minn.	2	10	180	250							2							
Reidsville, N. C.	3	3	317	816	3						2	5				1,263	289	
Reno, Nev.	2	8	80	258	1											15	6	
Rich Hill, Mo.	3	7	65	209		1					1					641	60	
Richmond, Ind.	2	5	260	418	4		5				7	2				7		
Richmond, Ky.	3	5	155	251							2					177	217	
Richmond, Mo.	3	7	11	16														
Richmond, Va.	1	3	3,673	7,866	60	6	1			9	60	5		2		900	65	
Richwood, Ohio	3	5	24	42							2							
Ripley, Ohio	3	5	23	57												54	38	
Rising Sun, Ind.	4	5	115	173	1						1					135	49	
Riverside, Cal.	2	8	141	190	1											268	67	
Roanoke, Va.	2	3	236	454			1				2	1				27	136	
Rochester, Minn.	2	10	66	121	5		1				1	1						
Rochester, N. Y.	1	2	2,559	4,877	48	1	2				58	1				7	1,293	353
Rochester, Ohio	4	5	3	5												96	6	
Rockford, Ill.	2	6	1,218	2,454	11	2					9					2,082	703	
Rock Hill, S. C.	3	4	34	71												97	82	
Rock Island, Ill.	1	6	282	807	1						2					101	9	
Rockland, Me.	2	1	16	38	6											7	30	
Rockport, Ind.	3	5	15	21												1	8	
Rockville, Ind.	3	5	22	40														
Rockville, Md.	3	3	69	115	1													
Rolla, Mo.	3	7	121	172		1												
Rome, Ga.	2	4	514	730	2				1									
Rome, N. Y.	2	2	100	296			2				1					65	63	
Rondout, N. Y.	2	2	12	23												14	110	
Roseburg, Oregon	3	8	95	97							1							
Rushville, Ind.	3	5	93	198	3						1	1				241	112	
Russell, Kans.	3	7	160	302												226	65	
Russellville, Ky.	3	5	45	157							1							
Rutherford, N. J.	2	2	7	11	1											25	50	
Rutland, Vt.	2	1	106	185	8											2	1	
Sabetha, Kans.	3	7	15	36														
Sacramento, Cal.	1	8	510	1,210	20		4				10					594	157	
Saginaw, Mich.	3	9	53	69	1						1					1		
St. Albans, Vt.	2	1	8	15														
St. Augustine, Fla.	2	4	679	1,072	9											436	87	
St. Charles, Mo.	3	7	54	112	1											151	62	
St. Clairsville, Ohio	3	5	20	57	1													
St. Cloud, Minn.	2	10	207	471	3						3	2						
St. Helena, Cal.	3	8	16	27														
St. John, Kans.	3	7	7	26														
St. Johnsbury, Vt.	2	1	10	17	1		1									174	5	

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.	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.	Against railway postal clerks.	Against post-offices.
St. Joseph, Mo.	1	7	4,996	12,415	37	7			1	31	19	2			11	474	102
St. Mary's, Kans.	3	7	64	92												307	60
St. Paul, Ohio	4	5	6	20												16	
St. Paul, Minn.	1	10	9,703	19,208	160	8				2	56	14			24	2,572	400
St. Louis, Mo.	1	7	13,718	22,207	62		1			4	71				29	2,600	167
Salem, Ind.	3	5	45	90							2	2				63	99
Salem, Mass.	12	1	183	256	5		1				2	2			1	71	3
Salem, N. C.	2	5	16	55							1					1,140	392
Salem, Ohio	5	5	242	426	9						1					120	64
Salem, Oregon	2	8	239	398							1					56	8
Salem, Va.	3	3	15	35			5				2						
Salina, Cal.	3	8	16	28			1										
Salida, Colo.	3	2	117	200							2				1	57	19
Salina, Kans.	2	7	234	330	6		5				4					191	190
Salisbury, Mo.	3	7															
Salisbury, N. C.	3	3	195	367			5				6	1			1	222	60
Salt Lake City, Utah	1	8	300	190	1						2					171	277
San Antonio, Tex.	1	11	390	715	6	4					1	3			1	746	202
San Bernardino, Cal.	2	8	247	323	13	3					4					572	114
San Diego, Cal.	1	8	455	723	2						1	6				3,088	622
San Francisco, Cal.	1	8	5,081	7,409	114	14	1			21	42					2,176	1,040
San Jacinto, Cal.	3	8	50	65												94	27
San José, Cal.	2	8	118	146	8						1					33	44
San Pedro, Cal.	3	8	39	61												169	24
San Rafael, Cal.	3	8	2	2							1						
San Luis Obispo, Cal.	3	8	7	11													
Sandusky, Ohio	2	5	236	381							2	1					4
Sandersville, Ga.	3	4			2		1										
Sanford, Fla.	3	4	34	67	9	1	1									80	89
Santa Ana, Cal.	2	8	144	262	7						2					1,420	227
Santa Barbara, Cal.	2	8	323	628	4	1					3					687	200
Santa Cruz, Cal.	2	8	15	13												147	200
Santa Fé, N. Mex.	2	7	179	280	1	1			3		6					342	2
Santa Monica, Cal.	3	8	46	57	1											10	29
Santa Rosa, Cal.	2	8	87	97													
Saratoga Springs, N. Y.	2	2	170	335	1	2					2	4				378	450
Savannah, Ga.	1	4	2,228	3,842	42		3	3		1	6	4			2	314	116
Savanna, Mo.	3	7	4	11							2						
Schenectady, N. Y.	2	2	118	200							1					3	45
Scioto, Ohio	4	5	7	15							2					13	
Scott, Kans.	3	7	24	88	1	1											
Scranton, Pa.	1	2	247	440	1	3	1				5					149	61
Seattle, Wash.	1	8	919	3,477	10						5					4,609	570
Sedalia, Mo.	2	7	450	806	3						8	4			1	75	4
Sedgewick, Kans.	3	7	4	9												106	13
Selma, Ala.	2	4	412	677	10					3	2					856	260
Seneca, Kans.	3	7	4	4												1	1
Seneca Falls, N. Y.	2	2	77	219													
Seymour, Ind.	3	5	35	37							2						
Shamokin, Pa.	2	2	12	16													
Sharon, Pa.	2	2	27	31													39
Sheboygan, Wis.	2	10	154	211	1						3					129	
Sheffield, Ala.	3	4	6	17							1						
Shelby, N. C.	3	3	4	16													
Shelby, Ohio	3	5	21	28												14	8
Shelbina, Mo.	3	7	11	40													8
Shelbyville, Ind.	3	5	47	79												1	
Shelbyville, Ky.	3	5	62	69	1						1				1	459	340
Shelbyville, Tenn.	3	5	48	81							1	1				38	4
Shenandoah, Pa.	2	2	5	46													
Sherman, Tex.	2	11	350	652	2	1									1		
Shreveport, La.	2	11	750	1,808	16	3	2			2	20	1			2		
Sidney, O.	2	5	54	92							1	1				28	26
Silver City, N. Mex.	3	7	1	1												72	27
Silverton, Colo.	3	7	1	1													

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.	Against post-offices.	
Sing Sing, N. Y.	12	12	11	25			1										3	21	
Sioux City, Iowa	1	6	2,262	5,905	36					4	18	1					1,211	226	
Sioux Falls, S. Dak.	12	10	271	460	5	2				1							1,370	435	
Slater, Mo.	3	7	19	28	3						2								
Smith Centre, Kans.	3	7	13	13															
Socorro, N. Mex.	3	7	256	404	2		3				1						365	6	
Somersett, Ky.	3	5	73	103							1	1					110	14	
South Bend, Ind.	2	5	364	648	5						8						1		
South Chicago, Ill.	12	6	38	65							2								
South Framingham, Mass.	12	1	4	27	2													1	
South Norwalk, Conn.	12	1	14	42	2		1											52	
Spartanburgh, S. C.	3	4	242	348	4				2		1						595	83	
Spencer, Ind.	3	5	17	30													31	59	
Spokane Falls, Wash.	2	8	634	918	1	1					7					1	384	48	
Sprague, Wash.	3	8	34	40															
Springfield, Ill.	2	6	466	1,083	25	3	5				3						1,742	1,010	
Springfield, Ky.	4	5	20	22							1						45	77	
Springfield, Mass.	1	1	363	770	16	1					2	2				2	265	492	
Springfield, Mo.	12	7	1,010	2,203	10		8				3	6				1	4,117	841	
Springfield, Ohio.	1	5	649	1,236							2	10				7	315	169	
Springfield, Tenn.	4	5	8	20													8	10	
Stafford, Kans.	3	7	10	28			1										17		
Stamford, Conn.	2	1	25	53	1						5						105	179	
Stanberry, Mo.	3	7	14	18							1	3							
Stanford, Ky.	3	5	101	129	1														
Starkville, Miss.	3	4	15	48															
Statesville, N. C.	3	3	166	314			1	1	1		1				1		1,886	220	
Staunton, Va.	3	3	1,046	2,022		1	1				15					1	859	604	
Sterling, Colo.	3	7	22	46								1					2	8	
Sterling, Ill.	12	6	9	13	1						2					2	59	6	
Sterling, Kans.	3	7	68	114	3	1					1	1					10	23	
Steubenville, Ohio.	2	5	138	208	12	1	3				1	1					109	115	
Stillwater, Minn.	12	10	756	1,362	3						5	1							
Stockton, Cal.	2	8	63	90													3	8	
Stockton, Kans.	3	7	7	17															
Streator, Ill.	2	6	54	91	3	2						1					202	50	
Sturgis, Mich.	3	9	34	41													167	1	
Suffolk, Va.	3	3	135	232	1	1	1										321	188	
Sullivan, Ind.	3	5	32	82							3						4	9	
Sumter, S. C.	3	4	45	62													504	209	
Syracuse, Kans.	3	7	36	59															
Syracuse, N. Y.	1	2	677	1,170	7						10	2			1	2	840	375	
Sweet Springs, Mo.	3	7	2	1								1							
Tacoma, Wash.	2	8	1,272	1,899	6		2				1	14					1,190	202	
Talladega, Ala.	3	4	2	3															
Tallahassee, Fla.	3	4	189	425	2												72	64	
Tampa, Fla.	3	4	40	84	1						1						83	84	
Tarborough, N. C.	3	3	41	56													74	8	
Tarkio, Mo.	3	7	9	11													12		
Taunton, Mass.	2	1	127	165	2						2					1	24	232	
Telluride, Colo.	3	7	39	57							1	1					148	30	
Terre Haute, Ind.	2	5	1,105	3,647	28	5					21	3				3	96	16	
The Dalles, Oregon	3	8	56	93							2						85	6	
Thomasville, Ga.	3	4	128	479	3						2						3		
Tiffin, Ohio.	2	5	187	341							1					1	150	106	
Tipton, Ind.	3	5	9	12															
Titusville, Pa.	2	2	167	277	7						1	4					466	191	
Toledo, Ohio.	1	5	1,587	2,632	17	1					22	2				7	2,066	2,212	
Tonawanda, N. Y.	2	2	94	134													236	136	
Topeka, Kans.	1	7	4,199	8,963	18	7	1				2	32	1		1	1	7	2,894	1,326
Towanda, Pa.	12	2	23	115													38	35	
Towson, Md.	3	3	11	15															
Tracy City, Tenn.	4	5	3	6													11	1	
Traverse City, Mich.	3	9	48	158	1												86	22	
Trenton, Mo.	3	7	7	14			3												

TABLE G<sub>6</sub>.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.		No. of incorrect slips returned.	No. of errors on incorrect slips.	Mis-sent.						Misdirected.						Errors checked—	
	Division.				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.
Trenton, N. J.	1	2	346	590	3						6						194	82
Trenton, Tenn.	2	2	34	178							1						555	23
Trinidad, Colo.	2	7	309	485					1		3					1	1,149	220
Troy, Ala.	3	4	88	140							2						289	156
Troy, Mo.	3	7	2	2													65	2
Troy, N. Y.	1	2	302	1,092	13	7					9	3				2	191	6
Troy, Ohio	2	5	150	462							4						383	176
Tucson, Ariz.	2	8	180	292			3				2						28	2
Tulare, Cal.	3	8	109	182	2		1										186	28
Tulahoma, Tenn.	3	5	22	39							2							8
Tuscaloosa, Ala.	3	4	14	30														
Tusculum, Ala.	3	4	15	78														
Tuskegee, Ala.	3	4	8	8														
Uhrichsville, Ohio	3	5	14	21			1											
Union City, Ind.	3	5	55	107														10
Union City, Tenn.	3	5	5	7													1	1
Union Springs, Ala.	3	4	7	12			6					1						
Unionville, Mo.	3	7	29	148	1		1										60	2
University of Virginia, Va.	3	3	58	101	3												121	28
Upper Sandusky, Ohio	3	5	32	55													42	5
Urbana, Ohio	2	5	96	141	3							1					31	4
Utica, N. Y.	1	2	196	387	12						1	1					151	123
Vacaville, Cal.	3	8	11	11													36	18
Valdosta, Ga.	3	4	38	82													95	5
Vallejo, Cal.	3	8	79	183	1												328	154
Valley Falls, Kans.	3	7																
Valparaiso, Ind.	2	5	89	281							13							
Vancouver, Wash.	3	8	54	901	1												110	39
Van Wert, Ohio	3	5	21	43														
Ventura, Cal.	3	8	103	166													628	129
Versailles, Ky.	3	5	77	134							1						1	37
Vevay, Ind.	3	5	26	36													4	
Vicksburg, Miss.	3	4	191	476	13	3				4	2						158	269
Vincennes, Ind.	2	5	122	220	3		1				1	1					111	49
Vineland, N. J.	2	2	19	47			2											
Virginia City, Nev.	2	8	17	38													76	28
Visalia, Cal.	3	8	104	184			4				1						159	17
Wabash, Ind.	3	5	37	61							1						5	1
Waco, Tex.	2	11	984	2,648	17	3				3	15	6					2,607	89
Wadsworth, Ohio	4	5	14	28	2												38	7
Wa Keener, Kans.	3	7	26	45							1						39	
Wahalla, S. C.	3	4	44	105	2												744	29
Wallace, Kans.	3	7	15	38			1										175	
Walla Walla, Wash.	2	8	92	119							1						28	
Wallingford, Conn.	2	1	31	45					1								64	80
Waltham, Mass.	2	1	74	124														
Walsenburgh, Colo.	3	7																
Wainego, Kans.	3	7	34	63			1											
Wapakoneta, Ohio	3	5	43	93							1						16	
Warren, Ohio	2	5	42	98		2					2					1	17	2
Warren, Pa.	2	2	40	173	6						2	5						5
Warrensburg, Mo.	3	7	42	77			1	1										
Warrenton, Va.	3	3	70	221	3	1					1					1	150	21
Washington, D. C.	1	3	8,690	14,533	184	5	4			4	75	8				26	7,738	3,112
Washington, Ga.	3	4	160	270	6						4						392	84
Washington, Ind.	3	5	86	143	4		3					6					4	3
Washington, Kans.	3	7																
Washington, Mo.	3	7	11	37	1													
Washington, N. J.	2	2	167	343			1				7						225	44
Washington, N. C.	3	3	66	134													1,178	111
Washington C. H., Ohio	2	5	56	112	2						6							36
Washington, Pa.	2	2	331	573	1	1					3	1					2	3
Waterbury, Conn.	2	1	183	251	13						1						81	101
Waterloo, Iowa	2	6	71	180							1						451	123
Watertown, N. Y.	2	2	247	428	4	3	1	1			2						119	340

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.
Watertown, S. Dak.	2	10	50	115	1					1							
Watertown, Wis.	2	10	35	56		1				1							
Waterville, Me.	2	1													7		
Watonsville, Cal.	2	8	6	7													
Waukesha, Wis.	10	120	211	1						1							
Wausan, Wis.	10	15	25														
Waverly, N. Y.	12	2	4	4		1											
Waverly, Ohio.	3	5	4	9			1								1	10	
Way Cross, Ga.	3	4	121	198	4		1		1						205	232	
Webb City, Mo.	3	7	23	72	1					1							
Wellington, Kans.	2	7	63	76						1					355	173	
Wellington, Ohio.	3	5	58	81						2							
Wellsburgh, W. Va.	3	3	19	41						1					21	3	
Wellston, Ohio.	3	5	13	24						1							
Wellsville, Ohio.	3	5	30	30	1												
West Bay City, Mich.	3	9	13	19						1							
West Chester, Pa.	2	22	105	187						1	4	1			3	37	1
West Grove, Pa.	12	2	3	3													
West New Brighton, N. Y.	12	2	2	2						1					10	414	
West Plains, Mo.	3	7	18	20	1					1							
West Point, Ga.	3	4	1	1											4	7	
West Point, Miss.	3	4	37	88											38	48	
Westerly, R. I.	2	1	5	9											1		
Westerville, Ohio.	3	5	141	275	1					1					155	53	
Westfield, Mass.	2	1	45	82	5					2					200	208	
Westminster, Md.	3	3	9	10											11	1	
Weston, Ohio.	4	5	27	35						2					44	4	
Weston, W. Va.	3	3	29	50											28	22	
Wheeling, W. Va.	1	3	571	1,179	25	1				1	6	2			4	2,652	2,469
Wichita, Kans.	1	7	1,362	2,773	13	4	1			2	7	4			3	1,066	414
Wilkes Barre, Pa.	2	2	85	117		1				1					47	47	
Williamsburgh, Ky.	3	5	8	14													
Williamsport, Pa.	2	2	311	446						1					149	99	
Williamstown, Ky.	4	5	11	17											1	7	
Williamville, Conn.	2	1	18	30	8					1					1	13	
Wilmington, Del.	1	2	651	1,063	17	2				2	5	1			22	804	
Wilmington, N. C.	2	3	495	1,133	10	5	4						1		784	431	
Wilmington, Ohio.	2	5	31	70	1									1	80	9	
Wilson, Kans.	3	7	7	7													
Wilson, N. C.	3	3	137	270			1			1	3				91	22	
Winchester, Ind.	3	5	34	60													
Winchester, Ky.	3	5	151	225	3						3						
Winchester, Mass.	2	1	18	38	1										0	7	
Winchester, Tenn.	3	5	22	31													
Winchester, Va.	3	3	47	63													
Windsor, Mo.	3	7	4	10			2										
Winfield, Kans.	2	7	166	274						1					221	77	
Winston, N. C.	2	3	153	273						3					2		
Winnaburgh, S. C.	3	4	45	126											13		
Winona, Minn.	2	10	545	853	2					2	5				530	92	
Winona, Miss.	3	4	10	40						1					89	91	
Woburn, Mass.	2	1	10	11	1										1	7	
Woodbury, N. J.	2	2	5	5													
Woodland, Cal.	3	8	26	40						1					20	8	
Woodstock, Va.	3	3	103	148											225	57	
Woonsocket, R. I.	2	1	19	27						1							
Wooster, Ohio.	3	5	162	330	1					1					100	21	
Worcester, Mass.	1	1	846	1,328	23	1				13	12				1,095	576	
Worthington, Ind.	3	5	14	26											85	13	
Wytheville, Va.	2	3	13	15						1					17		
Xenia, Ohio.	2	5	72	120	3		1			2	1				129	44	
Yankton, S. Dak.	2	10	235	457	6	8				1	3				2		
Yates Centre, Kans.	3	7	12	188											6	7	
Yazoo, Miss.	3	4	28	125											72	63	
Yonkers, N. Y.	2	2	71	201			3			1					21	26	

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.
York, Pa. ....	12	2	138	344	9	1	...	...	1	...	3	2	...	...	1	100	15
Yorkville, S. C. ....	12	4	38	122	1	...	...	...	...	...	...	...	...	...	...	144	8
Youngstown, Ohio. ....	12	5	190	275	3	...	...	...	...	...	8	...	...	...	...	44	144
Ypsilanti, Mich. ....	12	9	55	109	1	...	...	...	...	...	1	...	...	...	...	15	...
Yuma, Colo. ....	12	7	7	19	...	...	...	...	...	...	...	...	...	...	...	...	...
Zanesville, Ohio. ....	12	5	668	1,057	3	1	...	...	...	...	9	1	...	...	...	334	187
Other offices. ....	12	1	4,164	9,099	142	17	55	...	...	...	107	56	...	...	...	6,524	5,431
Do. ....	12	2	9,503	18,022	204	251	230	...	...	...	4	24	29	82	5	918,685	13,952
Do. ....	12	3	3,205	5,817	47	4	24	...	...	...	3	45	7	2	...	2,040	397
Do. ....	12	4	823	1,893	22	2	6	...	...	...	3	3	...	...	...	599	142
Do. ....	12	5	10,022	30,732	287	25	19	2	...	...	37	160	4	...	...	634,853	11,736
Do. ....	12	6	9,492	27,924	416	33	31	...	...	...	3	150	61	...	31	...	...
Do. ....	12	7	2,369	4,209	89	110	138	1	5	6	26	23	1	3	1	783	405
Do. ....	12	8	2,551	4,855	76	13	...	...	...	...	12	50	9	...	3	1,916	772
Do. ....	12	9	1,792	4,693	25	8	5	...	...	...	11	4	...	...	1	1,714	357
Do. ....	12	10	6,488	13,250	135	25	44	...	...	...	1	2	66	42	...	5	...
Do. ....	12	11	3,296	6,803	173	30	74	1	2	1	35	24	...	...	3	581	42

## 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. ....	28,949	55,685	732	27	79	1	3	337	113	...	...	...	61	18,023
Second. ....	145,707	303,342	1,397	387	293	6	57	1,227	207	6	12	...	182	60,400
Third. ....	30,412	55,381	522	51	83	1	10	345	67	2	...	...	52	44,031
Fourth. ....	34,990	68,248	640	20	35	3	8	180	24	3	2	1	48	20,060
Fifth. ....	67,168	122,016	1,039	60	62	...	48	1,091	101	...	...	...	297	87,305
Sixth. ....	80,828	169,328	1,565	65	48	...	1	619	95	...	12	...	122	45,909
Seventh. ....	60,369	124,257	690	186	322	2	17	81	542	91	2	3	125	61,621
Eighth. ....	21,573	35,687	363	38	19	2	...	49	210	13	...	...	9	30,760
Ninth. ....	10,264	20,687	142	15	7	...	...	1	75	6	...	...	8	10,582
Tenth. ....	30,200	77,113	646	147	59	2	1	304	73	...	...	...	63	9,595
Eleventh. ....	29,451	57,176	400	72	97	2	13	253	55	...	2	1	61	18,093
Total. ....	548,911	1,088,720	8,169	1,068	1,004	20	61	398	5,203	825	13	14	11	1,135,425
														207,037

TABLE H<sup>b</sup>.—*Statement of case examinations of permanent postal clerks for the fiscal year ended June 30, 1890.*

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.....	996	619,835	613,883	5,923	29	99.04	100.00	62.11
Second.....	898	1,349,568	1,143,218	95,682	110,086	84.70	100.00	2.19
Third.....	457	655,791	535,556	59,704	60,531	81.65	100.00	23.21
Fourth.....	727	573,597	562,027	10,275	1,295	97.98	100.00	71.57
Fifth.....	1,656	1,940,957	1,878,584	50,200	12,173	96.78	100.00	7.38
Sixth.....	793	1,460,412	1,393,449	23,784	43,179	95.41	100.00	19.35
Seventh.....	1,108	1,296,981	1,255,022	39,904	2,055	96.70	100.00	37.64
Eighth.....	170	163,677	152,485	8,416	2,776	93.16	99.92	26.06
Ninth.....	985	1,663,100	1,582,085	54,271	26,744	95.12	100.00	19.64
Tenth.....	812	781,340	758,607	17,564	5,169	97.09	100.00	62.70
Eleventh.....	451	431,421	421,157	9,588	676	97.93	100.00	89.66
Total.....	8,959	10,936,679	10,296,073	375,811	265,313	94.11	100.00	2.19

TABLE V.—Statement of case examinations of railway postal clerks during probation for the fiscal year ended June 30, 1890.

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.....	77	285	185,082	189,214	4,885	873	97.04	125	97.81	20	25.97	75.14	100.00	51.22	90.00
Second.....	433	1,346	1,107,594	760,747	99,070	307,777	65.15	237	70.36	98	22.63	47.96	98.83	4.07	90.00
Third.....	156	697	691,410	511,843	72,653	106,914	74.02	137	77.33	43	27.56	58.78	97.78	19.98	90.00
Fourth.....	84	464	430,315	368,702	28,663	6,950	91.49	37	94.21	9	10.64	73.47	100.00	8.13	90.00
Fifth.....	387	1,219	1,241,114	1,141,577	59,868	89,649	91.98	319	93.12	68	17.57	78.08	100.00	7.25	90.00
Sixth.....	119	436	714,339	627,794	44,612	41,633	87.18	191	96.84	32	4.20	68.63	100.00	15.00	90.00
Seventh.....	130	872	623,528	579,215	36,555	7,768	92.80	104	95.53	26	20.00	84.73	100.00	13.65	90.00
Eighth.....	80	321	206,523	186,221	12,113	8,189	90.26	60	91.97	29	36.25	63.50	99.92	13.23	90.00
Ninth.....	144	672	800,366	671,117	55,969	73,280	83.85	177	88.95	51	35.41	61.88	100.00	10.11	90.00
Tenth.....	76	448	438,440	366,635	24,705	47,100	83.62	106	86.19	28	36.64	53.80	100.00	6.41	90.00
Eleventh.....	120	345	350,790	333,576	15,875	1,209	94.68	98	93.70	23	19.83	62.55	98.66	13.30	90.00
Total.....	1,806	7,125	6,861,471	5,763,741	456,098	641,672	84.00	1,586	88.36	427	23.64	66.22	100.00	4.07	90.00

TABLE K<sup>1</sup>.—Statement of new railroad service established and service extended during the fiscal year ended June 30, 1890.

## FIRST DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Remarks.
Lowell Junction (n. o.) to Lowell Station (n. o.)	Boston and Maine	Miles.	July 10, 1889	New service.
Fabyan House to Scott, N. H.	Maine Central	8.50	Oct. 7, 1889	Do.
Belmont to Tilton, N. H.	Tilton and Belmont	17.78	Nov. 1, 1889	Do.
Mount Tom to Easthampton, Mass.	Connecticut River	6.82	Dec. 2, 1889	Do.
Boundary Line (n. o.) to Beattie	Canada Pacific	3.50	Dec. 2, 1889	Do.
Greenville to Beattie	do	4.10	Dec. 2, 1889	Do.
Stevenson to Belfast, Conn.	Housatonic	64.20	Feb. 17, 1890	Do.
North Grafton Station (n. o.) to West Upton	Grafton Central	5.23	Apr. 7, 1890	Do.
Boston, Mass., to Riverside Junction (n. o.)	Boston and Albany	3.00	July 1, 1889	Extension of route 3034.
Hookset to Centre Barnstead	Concord and Montpelier	3.09	Dec. 2, 1889	Extension of route 3074.
Newport to Foxcroft, Me.	Maine Central	4.26	Jan. 27, 1890	Extension of route 1004.
Fabyan House, N. H., to South Lunenburg, Vt.	do	13.70	Feb. 15, 1890	Extension of route 2.
		2.94	Mar. 20, 1890	Extension of route 1017.

## SECOND DIVISION.

Angolica to Belfast Junction (n. o.), N. Y.	Lackawanna and Southwestern	6.87	Feb. 24, 1890	Established.
Binghamton to Buffalo, N. Y.	Delaware, Lackawanna and Western	203.55	Dec. 2, 1889	Do.
Auburn to Genoa, N. Y.	Lehigh Valley	21.59	Feb. 3, 1890	Do.
Lehigh Valley to Oyster Bay, N. Y.	Long Island	3.17	Oct. 1, 1889	Extended.
Mayville to Chautauque, N. Y.	Chautauque Lake	4.73	July 10, 1889	Established.
Prattburgh to Kanons, N. Y.	Kanona and Prattburgh	12.60	Feb. 10, 1890	Do.
Rochester to Chalotte, N. Y.	New York Central and Hudson River	9.41	Nov. 15, 1889	Do.
Summitville to Huguenot Junction (n. o.)	Port Jervis, Monticello and New York	17.56	Oct. 10, 1889	Do.
West Chester, N. Y., to Jersey City, N. J.	New York, New Haven and Hartford	17.72	May 10, 1890	Extended.
Wayland to Boilvar, N. Y.	Lackawanna and Southwestern	58.98	Feb. 24, 1890	Established.
Matayan Junction to Atlantic Highlands, N. J.	Central R. R. of New Jersey	11.03	Oct. 24, 1889	Do.
Sea Isle City to Avalon, N. J.	West Jersey	16.84	Mar. 3, 1890	Extended.
New Germantown to Pottersville, N. J.	Rockaway Valley	4.02	July 22, 1889	Established.
Atlantic City to Longport, N. J.	Camden and Atlantic	3.85	Dec. 23, 1889	Extended.
Brown's Mills to Brown's Mills Junction, N. J.	Pennsylvania	7.08	July 19, 1889	Established.
Pennsaukenway to Walston, Pa.	Buffalo, Rochester and Pittsburgh	1.92	Mar. 3, 1890	Do.
Youngwood Station to Tranger, Pa.	Pennsylvania	2.05	Apr. 28, 1890	Extended.
Pennsaukenway to Horatio, Pa.	Pennsylvania and Northwestern	.93	June 9, 1889	Do.
		3.77	Apr. 1, 1890	Do.

Bloomburg to Rupert, Pa.	2.19	Nov. 1, 1889	Established.
Duncannon to New Bloomfield	11.48	Dec. 18, 1889	Do.
McGee's Station to Glen Campbell, Pa.	8.87	Feb. 5, 1890	Do.
Mount Pleasant to Scottsdale Junction (n. o.), Pa.	5.65	Feb. 10, 1890	Do.
Pond Creek Junction (n. o.) to Sandy Run, Pa.	2.71	Feb. 12, 1890	Do.
Bradford to Kinross, Pa.	29.09	Apr. 14, 1890	Do.
Wayne Junction (n. o.) to West Falls (n. o.), (Philadelphia, Pa.)	2.47	Apr. 16, 1890	Do.
Confidence, Pa., to Friendsville, Md.	17.95	May 19, 1890	Do.
Instantler to Quay, Pa.	11.92	July 1, 1890	Do.
Philadelphia, Pa. (Twenty-fourth and Chestnut street), to Philadelphia, Pa. (Park Junction).	1.30	May 1, 1890	Extended.
Easton to St. Michael's, Md.	11.51	Apr. 7, 1890	Established.
Martinsburgh to Winchester, Va.	22.78	Nov. 18, 1889	Do.

## THIRD DIVISION.

Scotland to Wakefield, Va.	20.08	July 8, 1889	Railroad service established.
Shoulder's Hill (n. o.) to Portsmouth, Va.	10.47	July 1, 1889	Do.
Thomas to Parsons, W. Va.	13.60	July 1, 1889	Route 12027 extended.
Winston to Rural Hall, N. C.	12.71	Aug. 12, 1889	Route 13012 extended.
Rustburg to Brookneal, Va.	20.53	Aug. 12, 1889	Route 11044 extended.
High Point to Ashborough, N. C.	28.21	Sept. 9, 1889	Railroad service established.
Alexandria, Va., to Washington, D. C.	6.39	July 10, 1889	Route 11002 extended to Washington, D. C.
Belvidere to Laurenceville, Va.	19.85	Oct. 1, 1889	Railroad service established.
Henderson to Durham, N. C.	42.05	Oct. 1, 1889	Do.
Scotland Neck to Greenville, N. C.	38.59	Oct. 7, 1889	Do.
Orangeville Junction (n. o.) to Sparrow's Point, Md.	8.14	Oct. 28, 1889	Do.
Maxton to Rowland, N. C.	4.04	Jan. 21, 1890	Change in termini of route 13017.
Winterpock to Eppe's Falls, Va.	4.34	Feb. 17, 1890	Route 11017 extended.
Coalboro (n. o.) to Moseley's Junction, Va.	10.90	May 12, 1890	Railroad service established.

## FOURTH DIVISION.

Birmingham to Blocton, Ala.	42.52	July 5, 1889	51.68 miles less 9.16 miles route 17028 discontinued.
Kiadence to Narcoossee, Fla.	16.56	Aug. 19, 1889	
Tampa to Port Tampa, Fla.	9.33	Mar. 20, 1890	
Green to Cove Springs, to Mulrose, Fla.	33.92	Mar. 21, 1890	Extension of Rogers and Summit R. R.
Summit to Stillmore, Ga.	11.24	June 21, 1889	
Union Point to White Plains, Ga.	13.79	Nov. 4, 1889	
Buena Vista to Columbus, Ga.	25.54	Nov. 7, 1889	Extension of Americans and Buena Vista R. R.
Camard to Lexington, Ga.	4.45	Nov. 20, 1889	
Wadley to Buckville, Ga.	30.85	Jan. 14, 1890	

TABLE K<sup>1</sup>.—Statement of new railroad service established and service extended during the fiscal year ended June 30, 1890—Continued.

## FOURTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Remarks.
Statesborough to Dover, Ga.	Dover and Statesborough R. R.	10.28	Jan. 14, 1890	
Valdosta, Ga., to Lake City, Fla.	Georgia Southern and Florida R. R.	59.90	Jan. 15, 1890	Extension of Macon and Valdosta R. R.
Lake City to Palatka, Fla.	do	75.40	May 10, 1890	Extension of Macon and Lake City R. R.
Dunlap (n. o.) to Smithonia, Ga.	Smithonia and Dunlap R. R.	6.54	Feb. 26, 1890	
Columbus to Albany, Ga.	Columbus Southern Rwy.	89.61	Apr. 11, 1890	
Slaughter to Bayou Sara, La.	Louisville, New Orleans and Texas Rwy.	16.09	Nov. 22, 1889	Extension of Bayou Sara and Woodville R. R.
Columbus to Greenville, Miss.	Richmond and Danville R. R.	138.02	Sept. 7, 1889	
Hampton to Rolling Fork, Miss.	Louisville, New Orleans and Texas Rwy.	12.11	Oct. 29, 1889	
Rosedale to Coahoma, Miss.	do	50.97	Oct. 29, 1889	Lamont and Rosedale extended.
Wilson to Summertown, S. C.	Wilson and Summertown R. R.	16.06	Aug. 5, 1889	
Floyd's (n. o.) to Hartsville.	Hartsville R. R.	10.00	Jan. 9, 1889	
Sumter to Vance's.	Charleston, Sumter and Northern R. R.	36.00	Feb. 11, 1890	
Blakely, Ga., to Columbia, Ala.	Southwestern R. R.	13.25	Sept. 6, 1889	Extension of Smithville and Blakely.

## FIFTH DIVISION.

Evansville to Newburgh, Ind.	Evansville Suburban and Newburgh Rwy.	10.11	July 1, 1889	New railroad; formerly star-route service.
Greenup to Webbville, Ky.	Eastern Kentucky Rwy.	3.29	July 1, 1889	Greenup and Willard service extended.
Evansville, Ind., to Princeton, Ky.	Ohio Valley Rwy.	10.79	July 15, 1889	Henderson and Princeton service extended.
Paris to Frankfort, Ky.	Kentucky Midland Rwy.	24.57	Aug. 5, 1889	New railroad established Georgetown to Frankfort.
		15.78	May 1, 1890	Extended from Georgetown to Paris.
Portsmouth to Cincinnati, Ohio	Ohio and Northwestern R. R.	9.30	Oct. 1, 1889	Batavia Junction (n. o.) and Portsmouth service extended to Cincinnati, Ohio.
Carthage to Lebanon, Tenn.	Nashville and Knoxville R. R.	37.70	Dec. 2, 1889	New railroad; formerly star-route service.
Knoxville to Cumberland Gap, Tenn.	Knoxville, Cumberland Gap and Louisville R. R.	68.89	Dec. 15, 1889	Do.
Dodge to Bowen, Ky.	Kentucky Union Rwy.	8.87	Dec. 23, 1889	Dodge and Clay City service extended.
Corbin to Middletown, Ky.	Louisville and Nashville R. R.	12.61	Dec. 23, 1889	Corbin and Pineville service extended.
Owensborough to Fordsville, Ky.	Owensburgh, Falls of Rough and Green River R. R.	26.78	Jan. 1, 1890	New railroad; formerly star-route service.
Lawrenceburgh to Lexington, Ky.	Louisville, New Albany and Chicago Rwy.	24.69	Feb. 10, 1890	Do.
Sharpsburg Junction (n. o.) to Anseville, Ohio.	Toledo and Ohio Central Extension R. R. Co.	1.64	Feb. 10, 1890	New railroad; formerly mail-messenger service.
Shaw Fork Junction (n. o.) to Bradshere, Ohio.	Columbus, Hocking Valley and Toledo Rwy.	6.40	Apr. 21, 1890	New railroad; formerly star-route service.
Toledo to Kenton, Ohio	Toledo, Columbus and Cincinnati Rwy Co.	28.47	May 19, 1890	Toledo and Findlay service extended to Kenton, Ohio.

## SIXTH DIVISION.

Tara to Fort Dodge, Iowa.....	6.35	Aug. 3, 1889	Grand Island and Alliance extended.
Sparta to Connersville, Ill.....	8.20	Sept. 13, 1889	
Alliance to Crawford, Nebr.....	56.96	Nov. 5, 1889	
Newbern to Alton, Ill.....	.....	Jan. 1, 1890	
Crawford, Nebr., to New Castle, Wyo.	97.71	Feb. 10, 1890	Grand Island and Crawford extended.
Malvern to Tabor, Iowa.....	9.43	Feb. 17, 1890	
Joliet to Aurora, Ill.....	22.83	Mar. 18, 1890	
Grand Tower to East Cape Girardeau, Ill.....	28.93	Apr. 1, 1890	Carbondale and Grand Tower extended.

## SEVENTH DIVISION.

Caldwell, Kans., to Kingfisher, Ind. T.....	83.91	Dec. 16, 1889	Route 32082 extended.
Chicopee to Pittsburgh, Kans.....	2.36	Aug. 1, 1889	Route 33035 extended.
Delta (n. o.) to Mahan, Mo.....	51.57	Apr. 1, 1890	Route 33072 established.
Hartton to Smithville, Mo.....	21.12	Apr. 14, 1890	Route 32073 established.
Hutchinson to Kingman, Kans.....	32.70	Feb. 24, 1890	Route 33100 established.
Kansas City, Mo., to North Topeka Station (n. o.), Kans.....	67.20	Oct. 1, 1889	Route 33100 established (lap service).
Kansas City, Mo., to Paola Station (n. o.), Kans.....	43.10	Dec. 16, 1889	Route 33018 established (lap service).
Kingfisher to Ereno, Ind. T.....	24.61	Mar. 17, 1890	Route 33082 extended.
Lake Junction (n. o.) to Lake City, Colo.....	36.18	Oct. 16, 1889	Route 33041 established.
Military Junction (n. o.) to Fort Logan, Colo.....	1.50	July 3, 1889	Route 33040 established. (Order establishing this service read, "From June 17, 1889." Service in effect from July 3, 1889.)
Neosho to Splitlog, Mo.....	14.27	Sept. 26, 1889	Route 33069 extended.
Neosho Falls to Yates Center, Kans.....	13.40	Oct. 10, 1889	Route 33072 extended.
Riverside Station, (n. o.) to Bonne Terre, Mo.....	31.89	Mar. 16, 1890	Route 33071 established.
St. Elmo to Komley, Colo.....	1.94	Nov. 1, 1889	Route 33014 extended.
Seneca to Summerfield, Kans.....	21.96	July 1, 1889	Route 33079 extended.
Summerfield, Kans., to Beatrice, Nebr.....	27.14	Feb. 3, 1890	Do.
Tower Grove Station (n. o.), to Oak Hill Junction, Mo.....	7.09	Oct. 1, 1889	Route 28070 established.

## EIGHTH DIVISION.

Alton to Scotia, Cal.....	7.20	Jan. 1, 1890	New service.
Cheney to Davenport, Wash.....	42.08	Sept. 2, 1889	Do.
Davenport to Indira, Wash.....	43.35	May 1, 1890	Route 43021 extended.
Fairhaven to Sedro, Wash.....	22.92	Apr. 23, 1890	New service.
Farmington to Rockford, Wash.....	33.78	July 21, 1890	Route 43016 extended.

TABLE K<sup>1</sup>.—Statement of new railroad service established and service extended during the fiscal year ended June 30, 1890—Continued.

## EIGHTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Remarks.
Huntsville Junction (n. o.) to Dayton, Wash.	Oregon and Washington Territory R. R.	<i>Miles.</i> 57.30	May 19, 1890	New service.
Mammoth Junction (n. o.) to Eureka, Utah.	Oregon Short Line and Utah Northern Rwy.	3.34	Feb. 3, 1890	Do.
National City to Pacific Grove, Cal.	Monterey R. R.	2.98	Sept. 16, 1889	Route 46030 extended.
Newman to Los Banos, Cal.	National City and Otay R. R.	6.12	July 22, 1889	Route 46061 extended.
Chney to Snoqualmie, Wash.	Southern Pacific R. R.	21.00	Jan. 10, 1890	Route 46065 extended.
Portland Station (n. o.), Oregon, to Vancouver Station (n. o.), Wash.	Seattle, Lake Shore and Eastern Rwy.	13.12	Apr. 28, 1890	Route 43018 extended.
Rockford to Spokane Falls, Wash.	Portland and Vancouver Rwy.	8.60	Sept. 2, 1889	New service.
San Anselmo to San Francisco, Cal.	Washington and Idaho R. R.	28.58	Feb. 1, 1890	Route 43022 extended.
Spokane Falls to Colville, Wash.	San Francisco and North Pacific Coast R. R.	16.00	July 22, 1889	Route 46025 extended.
Wallace to Mullen, Idaho.	Spokane Falls and Northern Rwy.	88.96	Apr. 25, 1890	New service.
Willows Junction (n. o.) to Heppner, Oregon.	Northern Pacific R. R.	7.17	Aug. 9, 1889	Do.
	Oregon Rwy. and Navigation Co.	46.26	Aug. 10, 1889	Do.

## NINTH DIVISION.

An Sable and Potts, Mich.	Au Sable and Northwestern	38.27	May 19, 1890	New service.
Euchanan and Berrien Springs, Mich.	St. Joseph Valley	11.88	Oct. 1, 1889	Do.
Frankfort and Copenish, Mich.	Frankfort and Southeastern	25.00	Jan. 1, 1890	Do.
Holland Junction (n. o.) and Ottawa Beach (n. o.), Mich.	Chicago and West Michigan	7.30	June 21, 1890	Do.
Kalamazoo and Woodbury, Mich.	Kalamazoo and Hastings Construction Company (limited), operating the Chicago, Kalamazoo and Saginaw Railway.	44.60	Oct. 16, 1889	Order September 13, 1889, extending service on this line from Hastings to Woodbury, Mich., a distance of 13.52 miles.
Lowell and Freepport, Mich.	Lowell and Hastings	12.85	Dec. 16, 1889	New service.
Manistee and Nesson City, Mich.	Manistee and Northeastern	39.45	Mar. 24, 1890	Order November 8, 1889, extending this service from Onokama, via Chief and Yates, to Copenish, Mich., increasing distance 21.96 miles; and again, by order of March 15, 1890, from Copenish to Nesson City, Mich., 8.71 miles.

## TENTH DIVISION.

Red Wing to Zumbrita, Minn.	23.93	June 25, 1899	Route 25065 extended. Formerly part of route 26001. Route 26011 extended. This was formerly part of route 26001. Route 26035 extended. Route 26035 extended. Route 25016 extended. Route 26035 extended. Route 35016 extended.
Laurel Junction (n. o.) to Red Lodge, Mont.	44.54	Aug. 3, 1899	
Farrish Junction (n. o.) to Farrish, Wis.	4.69	Sept. 3, 1899	
Hurley to Pence, Wis.	5.90	Sept. 3, 1899	
Lynn to Dexter, Wis.	10.04	Nov. 11, 1899	
Deadwood to Lead City, N. Dak.	3.35	Nov. 15, 1899	
Little Falls to Brainerd, Minn.	30.93	Nov. 22, 1899	
Duluth to Staples, Minn.	25.72	Nov. 22, 1899	
St. Paul to Minneapolis, Minn.	10.39	Nov. 29, 1899	
Packwaukee to Montello, Wis.	7.01	Dec. 3, 1899	
Livingston to Cinnabar (n. o.), Mont.	51.00	Jan. 21, 1899	Route 25016 extended. Route 26035 extended. Route 35016 extended.
Fertile to Crookston, Minn.	23.07	Jan. 27, 1899	
Abotsford to Athens, Wis.	13.08	Jan. 27, 1899	
Fairchild to Mondovi, Wis.	36.90	Jan. 28, 1899	
Republic to Champion, Minn.	8.89	Feb. 4, 1899	
St. Paul to Minneapolis, Minn.	10.39	Feb. 18, 1899	
Lyle, Minn., to Mason City, Iowa	28.75	Feb. 27, 1899	
St. Paul to Minneapolis, Minn.	(1)	Mar. 4, 1899	
Minnewaukon to Leeda, N. Dak.	18.19	Mar. 5, 1899	
Cloquet to La Prairie, Minn.	70.00	Mar. 14, 1899	
Sidnaw to Ontonagon, Mich.	46.26	Apr. 14, 1899	New service. New service created by curtailing Conroe and Somerville (n. o.), Tex., R. P. O. to end at Navasota, Tex. New service. Service extended from Kensett to West Point, Ark., increased distance 3.47 miles. New service.
Mathers to Goodyear, Wis.	16.33	Apr. 26, 1899	
Lapham Junction (n. o.) to McKenna, Wis.	2.04	Apr. 26, 1899	
Minneapolis to St. Cloud, Minn.	67.17	May 5, 1899	
Duluth, Red Wing and Southern			
Rocky Fork and Crook City			
Milwaukee, Lake Shore and Western			
do			
Wheonsin, Pittsville and Superior			
Deadwood Central			
Northern Pacific			
Chicago, St. Paul and Kansas City			
Northern Pacific			
do			
do			
Abotsford and Northeastern			
Sault de Ste. Marie and Southwestern			
Milwaukee and Northern			
Northern Pacific			
Chicago, St. Paul and Kansas City			
Chicago, Burlington and Northern			
Janestown and Northern			
North Star Construction Company			
Ontonagon and Brule River			
Chicago, Milwaukee and St. Paul			
do			
Great Northern			

## ELEVENTH DIVISION.

Coffeyville, Kans., and Wagoner, Ind. T.	82.31	May 19, 1899	New service. Extended from Lancaster to Waxahachie, Tex.; increased distance 16.49 miles. Extended from Granbury to Dublin, Tex.; increased distance 49.47 miles. New service. New service created by curtailing Conroe and Somerville (n. o.), Tex., R. P. O. to end at Navasota, Tex. New service. Service extended from Kensett to West Point, Ark., increased distance 3.47 miles. New service.
Dallas and Waxahachie, Tex.	32.50	Feb. 3, 1899	
Fort Worth and Dublin, Tex.	90.82	Apr. 21, 1899	
Lockhart and Austin, June, (n. o.), Tex.	53.94	May 26, 1899	
Navasota and Sonerville (n. o.), Tex.	28.98	Feb. 12, 1899	
Victoria and Beville, Tex.	53.42	Oct. 28, 1899	
West Point and Searcy, Ark.	8.23	do	
Whitesborough and Fort Worth, Tex.	72.85	May 12, 1899	
St. Louis, Iron Mountain and Southern			
Mo., Kansas and Texas			
Fort Worth and Rio Grande			
San Antonio and Arkansas Pass			
Gulf, Colorado and Santa Fe			
Gulf, Western Texas and Pacific (Southern Pacific)			
Searcy and West Point			
Texas and Pacific			

TABLE LI.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1890.

## FIRST DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
Amesbury, Boston, Mass .....	Bos. and Maine .....	<i>Miles.</i>	Nov. 13, 1889	Extension of Newbury and Boston R. P. O.
Newton circuit .....	Bos. and Albany .....	6.22	Nov. 18, 1889	New service.
Boston, Mass., Providence, R. I., New York, N. Y. ....	Old Col., N. Y., Prov. and Boston, and N. Y., N. Har. and Hart. ....	22.90	Dec. 23, 1889	Additional line.
Boston, Mass., and Providence, R. I. ....	Old Col. ....	23.07		
Boston, Mass., and Cape Cod (n. o.) .....	do .....	45	Feb. 17, 1890	New service.
Lowell, Mass., and Providence, R. I. ....	do .....	14	Mar. 19, 1890	Extension Bos. and Wellfleet R. P. O.
Solon and Portland, Me. ....	do .....	9.45	Mar. 26, 1890	Extension Lowell and Taunton R. P. O.
Richford and St. Albans, Vt. ....	Somerset and Mo. Con. ....	8.49	do .....	Extension North Anson and Portland R. P. O.
Cambridge Junction and Burlington, Vt. ....	Missisquoi .....	28.91	Apr. 1, 1890	Additional line.
Boston, Mass., and Newport, R. I. ....	Burl. and Lamollee .....	31.47	do .....	Do.
Boston, Mass., and South Shore (n. o.) .....	Old Col. ....	70.54	Apr. 7, 1890	New service.
Boston and Plymouth, Mass. ....	do .....	47.59	do .....	Do.
Centre Barnstead and Hooksett, N. H. ....	Con. and Mont. ....	38.69	May 1, 1890	Do.
Farmington and Portland, Me. ....	Me. Cen. ....	4.26	do .....	Extension Pittsfield and Hooksett R. P. O.
Raugor and Foxcroft, Me. ....	do .....	36	May 10, 1890	Extension Farmington and Lewiston R. P. O.
Foxcroft and Newport, Me. ....	do .....	55	May 17, 1890	New service.
	do .....	28	June 3, 1890	Curtailment of Bangor and Foxcroft R. P. O.

## SECOND DIVISION.

Bethlehem and Philadelphia, Pa. ....	Phil. and Reading R. R., Betb. Div. ....	57.60	Jan. 13, 1890	Additional R. P. O. service in apartment car on train 305.
Branch Junction and Pittsburgh, Pa. ....	Penna. R. R., West Penn. Div. ....	70.86	Mar. 20, 1890	Additional R. P. O. service in apartment car on trains 1 and 4.
Gallery and Pittsburgh, Pa. ....	Pittsburgh and West. R. R. ....	26.35	May 22, 1890	Extension of Kane & Gallery R. P. O.; service between Gallery and Pittsburgh performed only by Pittsburgh and Akron R. P. O.
Elmira, N. Y., and Williamsport, Pa. ....	Northern Central Railway .....	79.13	Feb. 2, 1890	Extension of Williamsport and Baltimore R. P. O. trains 3 and 4 to Elmira, 60-foot car (40-foot pay) superceding apartment car service.
Harrisburg, Pa., and Baltimore, Md. ....	do .....	86.22	Mar. 3, 1890	Additional R. P. O. service in apartment car on trains 10 and 13.
Hawley and Scranton, Pa. ....	Erie and Wyoming Valley R. R. ....	37.58	May 1, 1890	New service in apartment car.

Hornellsville and Buffalo, N. Y. ....	New York, Lake Erie and West. R. R. ....	92. 61	Dec. 16, 1889	Extension of day line R. P. O. service on New York and Dunkirk R. P. O. to Buffalo, 50-foot car, supports seating apartment car service.
Martinsburgh, W. Va., and Winchester, Va. ....	Cumberland Valley R. R. ....	22. 68	Nov. 14, 1889	Extension of Harrisburg and Martinsburgh R. P. O.
Molra and Brandon, N. Y. ....	Northern Adirondack R. R. ....	34. 81	Aug. 23, 1889	New service in apartment car (double daily between Molra and Santa Clara, and single daily between Santa Clara and Brandon.)
New York, N. Y., and Easton, Pa. ....	Central R. R. of New Jersey ....	75. 09	Sept. 30, 1889	Additional R. P. O. service in apartment car on trains 10 and 47.
New York, N. Y., and Pittsburgh, Pa. ....	Penna. R. R. ....	443. 20	Dec. 4, 1889	Sixty-foot postal car on train 9 leaving New York at 6.30 p. m. (for Pennsylvania distribution), formerly on train 7 leaving New York at 7.40 p. m.
New York N. Y., and Washington, D. O. ....	Penna. and P., W. and B. R. R.'s ....	237. 85	Feb. 10, 1890	Additional R. P. O. service on train 1, 60-foot car (pay for 40-foot space).
Philadelphia, Pa., and Baltimore, Md. ....	P., W. and B. R. ....	98. 04	Oct. 16, 1889	Additional 40-foot car south on train 27, returning on train 78 (superseeding baggage car on train 78, 37, and 50.)
Pittsburgh and Belle Vernon, Pa. ....	Pitts. and Lake Erie R. R. ....	44. 45	Apr. 1, 1890	New service in apartment car.
Pottsville and Philadelphia, Pa. ....	Phila. and Reading R. R., main line ....	94. 13	Sept. 23, 1889	Additional service on train 10 in apartment car.

### THIRD DIVISION.

Davis to Elkins, W. Va.	West Virginia Central	29.60	Aug. 7, 1889	Cumberland and Davis R. P. O. extended to Elkins, W. Va.
Delta to York, Pa.	Maryland Central	30.77	Sept. 21, 1880	Delta and Baltimore R. P. O. extended to York, Pa.
Halifax to Greenville, N. C.	Wilmington and Weldon	58.23	Oct. 7, 1889	Halifax and Greenville R. P. O. established.
Williamston to Plymouth, N. C.	do	22.41	Dec. 9, 1889	Williamston R. P. O. extended to Plymouth, N. C.
Greenville to Weldon, N. C.	do	7.60	Jan. 23, 1890	Halifax and Greenville R. P. O. extended to Weldon, N. C.
Lynchburgh to South Boston, Va.	Lynchburgh and Durham	62.35	Feb. 3, 1890	Lynchburgh and South Boston R. P. O. established.
Belfield to Lawrenceville, Va.	Atlantic and Danville	19.85	Feb. 7, 1890	Norfolk and Belfield R. P. O. extended to Lawrenceville, Va.
Fayetteville, N. C., to Bennettsville, S. C.	Cape Fear and Yadkin Valley	57.20	Mar. 3, 1890	Fayetteville and Bennettsville R. P. O. established; service formerly performed by the Mount Airy and Bennettsville R. P. O.
Fayetteville to Wilmington, N. C.	do	24.36	Mar. 3, 1890	New service and Mount Airy and Bennettsville R. P. O. changed to end at Wilmington, N. C.
Bluedfield, W. Va., to Honaker, Va.	Norfolk and Western	57	Mar. 7, 1890	Bluedfield and Honaker R. P. O. established.
Baltimore to Chestertown, Md.	Baltimore and Chestertown	58.00	Mar. 12, 1890	Steamboat service, Baltimore and Chestertown R. P. O. established.
Moseley's Junction to Farmville, Va.	Farmville and Powhatan	52.20	May 12, 1890	Moseley's Junction and Farmville R. P. O. established.
Norfolk, Va., to Rocky Mount, N. C.	Norfolk and Carolina and Wilmington and Weldon	119.50	May 21, 1890	Norfolk and Rocky Mount R. P. O. established.
Lawrenceville to Danville, Va.	Atlantic and Danville	110.69	May 1, 1890	Norfolk and Lawrenceville R. P. O. extended to Danville, Va.

TABLE L'.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1890—Continued.

## FOURTH DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
		<i>Miles.</i>		
Opelika, Ala., to Columbus, Ga.	Savannah and Western R. R.	39	Dec. 30, 1889	Roanoke and Opelika R. P. O. extended.
Birmingham to Blocton, Ala.	Birmingham Mineral R. R.	51.68	Mar. 8, 1890	
Ontonagon to Birmingham, Ala.	do	36.68	Apr. 16, 1890	
Americus to Columbus, Ga.	Savannah and Western R. R.	65.42	May 23, 1890	Extension of Macon and Valdosta R. P. O.
Valdosta, Ga., to Lake City, Fla.	Georgia Southern and Fla. R. R.	59.90	Jan. 15, 1890	Extension of Macon and Lake City R. P. O.
Lake City to Palatka, Fla.	do	75.40	Apr. 18, 1890	
Columbus to Albany, Ga.	Columbus Southern Rwy.	89.61	Apr. 18, 1890	
Memphis, Tenn., to Rolling Fork, Miss.	Louisville, N. Or. and Texas Rwy.	148.30	Nov. 9, 1889	Extension of Leland and Glen Allen R. P. O.
Memphis, Tenn., to Grenada, Miss.	Illinois Central R. R.	101.00	Apr. 22, 1890	Service on trains Nos. 1 and 2 additional.
Monroe, N. C., to Chester, S. C.	Georgia, Carolina and Northern R. R.	45.66	Nov. 9, 1889	Extension of Ellorree and Pregonalls R. P. O.
Sumter to Vance's, S. C.	Charles, Sumter and Northern R. R.	24.80	Nov. 9, 1889	Service on night trains 3 and 6.
Waycross to Thomasville, Ga.	Savannah, Fla. and Western R. R.	104.14	Feb. 17, 1890	West. Div. Atlanta and Artesia R. P. O. extended.
Columbus to Greenville, Miss.	Richmond and Danville R. R.	108.06	Sept. 25, 1889	Smithville and Blakely R. P. O. extended.
Blakely, Ga., to Columbus, Ala.	Southwestern R. R.	13.25	Sept. 11, 1889	

## FIFTH DIVISION.

Greensburg to Webbville, Ky.	Eastern Kentucky Railway	3.29	July 1, 1889	Greensburg and Willard R. P. O. extended.
Evansville, Ind., to Princeton, Ky.	Ohio Valley Railway	11.35	July 13, 1889	Henderson and Princeton R. P. O. extended.
Bowling Green, Ky., to Memphis, Tenn.	Louisville and Nashville Railroad	203.60	July 18, 1889	Service placed on night trains in apartment cars.
Pittsburgh, Pa., to Chicago, Ill.	Pitts., Ft. Wayne and Chicago Ry.	280.14	Aug. 1, 1889	Service placed on trains 3 and 8; Crestline, Ohio, to Chicago, Ill., in apartment cars.
		188.80	Feb. 10, 1890	Service placed on trains 1 and 20; Pittsburgh, Pa., to Crestline, Ohio, in apartment cars.
Sandusky, Ohio, Wheeling, W. Va., to Pittsburgh, Pa.	Baltimore and Ohio Railroad	72	Aug. 29, 1889	Sandusky and Wheeling R. P. O. extended to Pittsburgh, Pa.
Nowark, Ohio, to Chicago, Ill.	do	338.48	Aug. 29, 1889	Grafton and Chicago R. P. O. trains 5 and 6 extended to Chicago, Ill., and mail apartment service additional placed on trains 9 and 10 between Newark, Ohio, and Chicago, Ill.
Chicago, Ill., to Cincinnati, Ohio.	Cleveland, Cin., Chicago and St. Louis Rwy.	307.97	Ordered Sept. 6, 1889	Additional line of 40-foot railway post-office cars established.
Cumberland Gap to Knoxville, Tenn.	Knoxville, Cumberland Gap and Louisville R. R.	68.89	Dec. 16, 1889	New railroad.

Corbin to Middleborough, Ky.....	12. 61	Dec. 23, 1899	Corbin and Pineville R. P. O. extended.
Lebanon Junction to Greensburg, Ky.....	36. 93	Dec. 26, 1899	Lebanon and Greensburg R. P. O. extended.
Carthage to Lebanon, Tenn.....	37. 70	Dec. 28, 1899	New railroad.
Dunlap to Chattanooga, Tenn.....	28. 58	Jan. 9, 1899	Dunlap and Bridgeport R. P. O. extended to Chattanooga.
Cleveland to Cincinnati, Ohio.....	241. 92	Ordered Jan. 14, 1899.	Two daily lines of 50-foot railway post-office cars established to supersede two lines of 40-foot cars.
Niles to Alliance, Ohio.....	27. 93	Jan. 25, 1899	R. P. O. service established on east trip only. Service being performed by Pittsburgh and Chicago R. P. O. trains.
Chicago, Ill., Richmond, Ind., to Cincinnati, Ohio.....	300. 24	Feb. 10, 1899	Service placed on night trains in apartment cars.
Detroit, Mich., to Cincinnati, Ohio.....	203. 56	Ordered Feb. 12, 1899.	Additional daily line of 40-foot railway post-office cars established between Toledo and Cincinnati, Ohio.
Chicago, Ill., Monon, Ind., and Cincinnati, Ohio.....	58. 30	Ordered Feb. 13, 1899.	One daily line of 40-foot railway post-office cars established between Detroit, Mich. and Toledo, Ohio.
Nashville to Tracy City, Tenn.....	59. 30	Ordered Apr. 2, 1899.	Additional daily line of 40-foot railway post-office cars established between Detroit, Mich., and Toledo, Ohio.
Detroit, Mich., to Cincinnati, Ohio.....	309. 64	Feb. 26, 1899	Service placed on night trains in apartment cars.
Phalanx Station to Bergholz, Ohio.....	87	Mar. 1, 1899	Tracy City and Cowan R. P. O. extended to Nashville, Tenn.
Logan and Nelsonville, Ohio.....	59. 30	Mar. 1, 1899	Toledo and Cincinnati R. P. O. day line extended to Detroit, Mich.
Hinton, W. Va., to Cincinnati, Ohio.....	59. 30	Apr. 20, 1899	Toledo and Cincinnati R. P. O. night line extended to Detroit, Mich.
Louisville, Ky., to Memphis, Tenn.....	25. 60	Apr. 15, 1899	Double service placed between Phalanx Station and Alliance, Ohio.
Phalanx Station to Bergholz, Ohio.....	32. 96	Apr. 1, 1899	One additional service added, making double service.
Logan and Nelsonville, Ohio.....	146	Apr. 1, 1899	Huntington and Cincinnati R. P. O. extended to Hinton, W. Va.
Hinton, W. Va., to Cincinnati, Ohio.....	227. 45	Apr. 1, 1899	Night service established between Louisville and Paducah, Ky.
Louisville, Ky., to Memphis, Tenn.....	10	Apr. 29, 1899	Marion and Sharpburg R. P. O. extended.
Marion to Anesville, Ohio.....	283. 47	May 1, 1899	One additional service added in mail apartment cars.
Cleveland, Ohio, to Indianapolis, Ind.....	283. 47	May 1, 1899	Do.
Indianapolis, Ind., to St. Louis, Mo.....	284. 47	May 19, 1899	Toledo and Findlay R. P. O. extended.
Toledo to Kenton, Ohio.....	224. 64	June 14, 1899	Service placed on night trains in apartment cars.
Leavittsburg to Dayton, Ohio.....			

## SIXTH DIVISION.

Sumner to Bremer, Iowa.....	16. 22	Aug. 3, 1899	Bremer and Hampton extended.
Pecora to Havana, Ill.....	41. 24	Nov. 1, 1899	Havana and Springfield extended.
Alliance to Crawford, Neb.....	54. 04	Nov. 13, 1899	Lincoln and Alliance extended.
Rantoul to Le Roy, Ill.....	33. 21	Nov. 20, 1899	West Lebanon and Rantoul extended.
Newbern to Alton, Ill.....	56	Jan. 1, 1899	Springfield and Grafon changed and extended.
Bement to Decatur, Ill.....	26. 56	Jan. 30, 1899	Bement and Decatur extended.

TABLE L1.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1890.—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
Valley to Valparaiso, Nebr .....	Union Pacific .....	<i>Miles.</i>	Mar. 8, 1890	Lincoln and Alma changed and extended.
Chicago, Ill., to Terre Haute, Ind .....	Chicago and Eastern Illinois .....	18	Apr. 1, 1890	Terre Haute and Evansville extended.
Marion to Manilla, Iowa .....	Chicago, Milwaukee and St. Paul .....	178.20	Apr. 1, 1890	Manilla and Mitchell extended to Marion, and our- tailed to end at Sioux City.
McGregor to Sanborn, Iowa .....	Chicago, Milwaukee and St. Paul .....	199.40	Apr. 20, 1890	
Atchison, Kans., to Kansas City, Mo. ....	Chicago, Milwaukee and St. Paul .....	242	May 1, 1890	Short run, McGregor and Chamberlain.
Okaloosa to Hedrick, Iowa .....	Kansas City, St. Jo. and Council Bluffs .....	49.10	May 14, 1890	Columbus and Atchison extended.
Hedrick to Ottumwa, Iowa .....	Iowa Central .....	20.10	June 10, 1890	Mason City and Albia changed and extended.
	Chicago, Milwaukee and St. Paul .....	13.50	June 10, 1890	Do.
SEVENTH DIVISION.				
Atchison to Downs, Kans .....	Missouri Pacific .....	208.10	Dec. 21, 1889	Night service re-established on Atchison and Lenora, Kans., R. P. O.
Bigelow to St. Joseph, Mo. ....	Kansas City, St. Joseph and Council Bluffs .....	38.80	Dec. 23, 1889	Villisca, Iowa, and Bigelow, Mo., R. P. O. extended.
Brunswick to Pattonsburg, Mo. ....	Wabash .....	79.19	Feb. 21, 1890	Additional service on St. Louis, Mo., and Council Bluffs, Iowa, R. P. O.
Burlington, Iowa, to St. Louis, Mo. ....	Saint Louis, Keokuk and Northwestern .....	214.19	Nov. 25, 1889	Night service established on Burlington, Iowa, and St. Louis, Mo., R. P. O.
Cairo, Ill., to Jackson, Tenn. ....	Mobile and Ohio .....	107.94	Jan. 13, 1890	St. Louis, Mo., and Cairo, Ill., R. P. O. extended.
Caldwell, Kans., to El Reno, Ind. T. ....	Chicago, Rock Island and Pacific .....	108.52	May 13, 1890	Caldwell, Kans., and El Reno, Ind. T., R. P. O. established.
Chicopee to Pittsburg, Kans. ....	Southern Kansas .....	2.36	July 15, 1889	Pittsburg and Chanute, Kans., R. P. O. extended.
Concordia to Yuma (n. o.) Kans. ....	Missouri Pacific .....	5.13	Dec. 31, 1889	Prosser, Nebr., and Yuma, Kans., R. P. O. extended.
Creston, Iowa, to St. Joseph, Mo. ....	Burlington and Missouri River, and Kansas City, St. Joseph and Council Bluffs .....	103.88	May 24, 1890	Night service established on Creston, Iowa, and St. Joseph, Mo., R. P. O.
Hannibal to Gilmore, Mo. ....	Saint Louis and Hannibal .....	86.41	*July 1, 1890	Additional R. P. O. discontinued Jan. 19, 1890; re- established June 23, 1890.
Herington to Dodge City, Kans. ....	Chicago, Rock Island and Pacific .....	203.39	*July 1, 1889	Service established on night trains of Herington and Liberal, Kans., R. P. O. now known as Herington and Dodge City, Kans., R. P. O.
Kansas City, Mo., to Dodge City, Kans. ....	Atchison, Topeka and Santa Fe .....	368.64	May 31, 1890	Additional serv. on Kansas City, Mo., and Pueblo, Colo., R. P. O., making this line tri-daily between Kansas City, Mo., and Dodge City, Kans.
Kansas City, Mo., to Olathe, Kans. ....	Kansas City, Fort Scott and Memphis .....	19.25	Nov. 16, 1889	Additional R. P. O. service over Kansas City and Memphis R. P. O.; Olathe, Kans., and Ash Grove, Mo., R. P. O. extended to begin at Kansas City, Mo.

Kansas City, Mo., to Paola, Kans.	Missouri, Kansas and Texas	42.60	Dec. 7, 1899	Paola and Coffeyville, Kans., R. P. O. extended.
Kansas City, Mo., to Topeka, Kans.	Chicago, Rock Island and Pacific	67.53	Nov. 13, 1899	Topeka and Belleville, Kans., R. P. O. extended.
Lawrenceburg to Belleville, Kans.	Union Pacific	17.13	Feb. 1, 1899	Concordia and Junction City, Kans., R. P. O. changed to begin at Belleville, Kans.
Leadville to New Castle, Colo.	Colorado Midland	98.28	Oct. 1, 1899	Colorado Springs and Leadville, Colo., R. P. O. extended.
St. Joseph, Mo., to Grand Island, Nebr.	St. Joseph and Grand Island	252.54	* July 1, 1899	Additional R. P. O. service; temporarily suspended between Seneca, Kans., and Grand Island, Nebr., May 24, to June 30, 1899.
Seneca to Summerfield, Kans.	Kansas City, Wyandotte and Northwestern	21.98	* July 1, 1899	Kansas City, Mo., and Seneca, Kans., R. P. O. extended.
Summerfield, Kans., to Beatrice, Nebr.	do	27.14	Jan. 16, 1899	Kansas City, Mo., and Summerfield, Kans., R. P. O. extended.
Topeka to Osawatomie, Kans.	Missouri Pacific	74.91	May 19, 1899	Additional service on Topeka and Fort Scott, Kans., R. P. O. between Topeka and Lomax (n. o.) Kans., and on Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O. between Osawatomie and Lomax (n. o.) Kans.
Wallace, Kans., to Denver, Col.	Union Pacific	218.70	* Feb. 16, 1899	Kansas City, Mo., and Denver, Colo. (night line), R. P. O. extended from Wallace, Kans., to Denver, Colo.

\* Commenced.

## EIGHTH DIVISION.

Burke, Idaho, to Spokane Falls, Wash.	Northern Pacific R. R.	133	Sept. 20, 1899	New service.
Farmington to Rockford, Wash.	Columbia and Palouse R. R.	33.75	July 22, 1899	Rockford and Pendleton extended.
Oceanside to Escudido, Cal.	Southern Pacific Rwy. Co.	22.77	Mar. 26, 1899	San Bernardino and Oceanside extended.
Pasco, Wash., to Umatilla, Oregon.	Oregon Rwy. and Navigation Co.	45	Oct. 4, 1899	New service.
Portland to Eugene City, Oregon.	Oreg. and Cal. Division S. F. Co. R. R.	23	Mar. 12, 1899	New service. Short run, Portland, Oregon, and San Francisco, Cal., R. P. O.
Rockford to Spokane Falls, Wash.	Washington and Idaho R. R.	25.58	Feb. 1, 1899	Rockford and Pendleton extended.
Rumsey to Elkhart, Cal.	Vaca Valley and Clear Lake R. R.	61.20	Oct. 9, 1899	New service.
Sacramento to Colfax, Cal.	Central Pacific R. R.	116	Dec. 1, 1899	New service. Short run, Ogden, Utah, and San Francisco, Cal., R. P. O.
Spokane Falls to Almira, Wash.	Northern Pacific R. R. Co.	103.43	May 1, 1899	New service. Between Spokane Falls and Cheney, additional to Spokane Falls and Portland R. P. O.

## NINTH DIVISION.

Copemish, Mich., to Toledo, Ohio	Toledo, Ann Arbor and North Michigan	276.12	Dec. 2, 1899	Extension of service from Cadillac to Copemish, Mich., increasing distance 39.73 miles.
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TABLE LI.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1890—Continued.

## TENTH DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
Sault de Ste. Marie to Minneapolis, Minn.....	Minneapolis, St. Paul, and Sault de Ste. Marie.	<i>Miles.</i> 342.50	Aug. 26, 1889	Sault de Ste. Marie and Gladstone R. P. O. changed and extended to Minneapolis, Minn., taking up and discontinuing Gladstone and Rhinelander R. R. and Rhinelander and Minneapolis R. P. O.
Mandan, Minn., to Spokane Falls, Wash.....	Northern Pacific.....	339.10	Sept. 14, 1889	One line of 40-foot R. P. O. cars authorized between Mandan, N. Dak., and Forsyth, Mont.
Barnesville, Minn., to Minot, N. Dak.....	St. Paul, Minneapolis, and Manitoba.....	81.40	Sept. 19, 1889	One line of 40-foot R. P. O. cars authorized between Barnesville and Crookston, Minn.
Do.....	do.....	114.55	.....do.....	One line of 40-foot R. P. O. cars authorized between Crookston, Minn., and Devil's Lake, N. Dak.
Fond du Lac to Milwaukee, Wis.....	Chicago and Northwestern.....	63.72	Oct. 26, 1889	One line of 50-foot R. P. O. cars authorized.
Milwaukee, Wis., to Chicago, Ill.....	do.....	85	.....do.....	Do.
Fond du Lac, Wis., to Harvard, Ill.....	do.....	114	Nov. 15, 1889	Fort Howard and Chicago R. P. O. changed and Fond du Lac and Harvard R. P. O. established.
Fort Howard, Wis., to Chicago, Ill.....	do.....	214.93	.....do.....	Fort Howard and Chicago R. P. O. changed to run via Milwaukee, Wis., taking up and discontinuing Fond du Lac and Milwaukee, and Milwaukee and Chicago R. P. O.'s, and decreasing distance 28.40 miles.
Duluth to Staples, Minn.....	Northern Pacific.....	144.39	Nov. 23, 1889	Duluth and Brainerd R. P. O. changed and extended.
Brainerd to Morris, Minn.....	do.....	119.23	.....do.....	Little Falls and Morris R. P. O. changed and extended.
Helena, Mont., to Spokane Falls, Wash.....	do.....	381.90	.....do.....	Mandan and Spokane Falls R. P. O. changed and Helena and Spokane Falls R. P. O. established.
St. Paul, Minn., to Helena, Mont.....	do.....	1,129.52	.....do.....	St. Paul and Mandan R. P. O. extended to Helena, Mont., taking up and discontinuing that portion of Mandan and Spokane Falls R. P. O. between Mandan, N. Dak., and Helena, Mont., and omitting that part from Little Falls, via Brainerd, to Staples, Minn.
Aberdeen to Eureka, S. Dak.....	Chicago, Milwaukee and St. Paul.....	68.05	Nov. 23, 1889	Aberdeen and Orient R. P. O. changed to run from Roscoe to Eureka, S. Dak., and substituting R. R. for R. P. O. service between Roscoe and Orient, S. Dak.
Lapeer, Mich., to Fort Howard, Wis.....	Chicago and Northwestern.....	180.08	Jan. 8, 1890	One daily line of 40-foot R. P. O. cars authorized.

Tracy Minn., to Gettysburgh, S. Dak .....	do .....	239.24	Jan. 18, 1890	Tracy and Redfield R. P. O. extended and Redfield and Gettysburgh R. P. O. taken up and discontinued.
Willmar, Minn., to Sioux Falls, S. Dak .....	Willmar and Sioux Falls .....	148.06	Feb. 18, 1890	Willmar and Sioux Falls R. P. O. established.
St. Paul, Minn., to Calmar, Iowa .....	Chicago, Milwaukee, and St. Paul .....	160	.....do .....	St. Paul and McGregor R. P. O. curtailed and St. Paul and Calmar R. P. O. established.
Chicago, Ill., to Prairie du Chien, Wis .....	do .....	279.21	Feb. 20, 1890	Chicago and North McGregor R. P. O. curtailed and Chicago and Prairie du Chien R. P. O. established.
Minneapolis, Minn., to Mason City, Iowa .....	Chicago, St. Paul, and Kansas City .....	140.50	Mar. 17, 1890	Minneapolis, Hayfield, and Waterloo R. P. O. changed to run to Mason City, Iowa.
Tomahawk to Tomah, Wis .....	Chicago, Milwaukee, and St. Paul .....	131.06	Apr. 9, 1890	Merrill and Tomah R. P. O. changed and extended.
Brookings to Gettysburgh, S. Dak .....	Chicago and Northwestern .....	194	.....do .....	Tracy and Gettysburgh R. P. O. changed to begin at Brookings, S. Dak.
Winona, Minn., to Watertown, S. Dak .....	Winona and St. Peter .....	322.21	.....do .....	Brookings, S. Dak. R. P. O. changed and extended to Watertown, S. Dak., taking up that portion of Tracy and Gettysburgh R. P. O. between Tracy, Minn., and Watertown, S. Dak.
Aberdeen, S. Dak., to Sioux City, Iowa .....	Chicago, Milwaukee, and St. Paul .....	266.16	Apr. 30, 1890	Service on this line was formerly performed by the St. Paul and Mitchell R. P. O. between Aberdeen and Mitchell, S. Dak., and Manilla and Mitchell R. P. O. between Sioux City, Iowa, and Mitchell, S. Dak.
St. Paul, Minn., to Aberdeen, S. Dak .....	do .....	298.32	.....do .....	St. Paul and Mitchell R. P. O. continued and St. Paul and Aberdeen R. P. O. established.
Minneapolis, Minn., to Dubuque, Iowa .....	Chicago, St. Paul, and Kansas City .....	264	May 7, 1890	Hayfield and Dubuque R. P. O. changed and extended.
St. Paul, Minn., to Minot, N. Dak .....	Great Northern .....	67.17	June 7, 1890	One line of 40-foot R. P. O. cars authorized between Minneapolis and St. Cloud, Minn. These cars formerly ran between these points over route 20040.
Boundary Line (n. o.), N. Dak., to St. Paul, Minn. ....	St. Paul, Minneapolis, and Manitoba .....	419.67	June 14, 1890	Boundary Line (n. o.) and Barnesville R. P. O. changed to run via Fargo, N. Dak., and Willmar to St. Paul, Minn., and taking up and discontinuing the Fargo, Willmar, and taking up and discontinuing the Fargo, Fargo, and Minneapolis R. P. O.
Leeds to Jamestown, N. Dak .....	Jamestown and Northern .....	108.44	June 19, 1890	Fargo and Minneapolis R. P. O. changed to run to Leeds, N. Dak., and curtailed to end at Jamestown, N. Dak.

## ELEVENTH DIVISION.

Denison to Houston, Tex .....	Houston and Texas Central .....	337.09	Nov. 1, 1888	Double daily service.
Denison to Taylor, Tex .....	Mo., Kans. and Texas .....	258.50	June 1, 1890	Do.
Houston to El Paso, Tex .....	Galveston, Harrisburg and San Antonio (Southern Pacific) .....	850.94	Oct. 1, 1889	Formerly Houston and Eagle Pass, Tex.; R. P. O. curtailed at Spofford, Tex., and extended to El Paso, Tex. Distance from Spofford to El Paso, Tex., 500.25 miles.
Lexington to Yeakum, Tex .....	San Antonio and Aransas Pass .....	86.31	May 5, 1890	Extension of service from West Point to Lexington, Tex.; increased distance 36.11 miles.
Marble Falls to Austin, Tex .....	Austin and Northwestern .....	77.65	Dec. 9, 1889	Extension of service from Burnett to Marble Falls, Tex.; increased distance 16.93 miles.
Mincola to Tripp, Tex .....	Mo., Kans. and Texas .....	44.54	Oct. 15, 1889	New service.

TABLE LI.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1890.—Continued.

New service.	Corporate title of company.	Distance. <i>Miles.</i>	Date of order for com- mencement of railway post-office service.	Remarks.
Monett, Mo., to Sapulpa, Ind. T.	St. Louis and San Francisco	156.66	Oct. 24, 1888	Extension of service from Vinita to Sapulpa, Ind. T.; increased distance, 78.10 miles.
New Orleans, La., to Houston, Tex.	Southern Pacific	362.74	Jan. 1, 1890	Establishment of line of R. P. O. cars, 40 feet in length, to supercede apartment cars on trains 17 and 18.
Palestine to Galveston, Tex.	International and Great Northern	201	Feb. 4, 1890	Formerly Texarkana, Ark., and Houston, Tex., R. P. O., curtailed to begin at Palestine, Tex., and extend to end, at Galveston, Tex.
Texarkana, Ark., to El Paso, Tex.	Texas and Pacific	849.22	Feb. 16, 1890	Establishment of line of R. P. O. cars, 40 feet in length, authorized by Department, but this company built first-class 60-foot cars and placed same on this line on trains 2 and 4 between Texarkana, Ark., and Fort Worth, Tex.
Texarkana, Ark., to Fort Worth, Tex.	St. Louis, Ark. and Texas	215	May 2, 1890	Extended from Mount Pleasant, Tex., to Texarkana, Ark.; increased distance, 59 miles.
Texarkana, Ark., to Laredo, Tex.	Texas and Pacific, and International and Great Northern.	597	Feb. 4, 1890	Formerly Palestine and Laredo, Tex., R. P. O.; service changed to begin at Texarkana, Ark.; increased distance, 174.45 miles.

TABLE M<sup>m</sup>.—Statement of annual salaries of railway postal clerks on June 30, 1890.

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	85	\$91,000	First.....	\$650	2	\$1,300
Fifth.....	1,300	629	817,700	First.....	640	3	1,920
Fifth.....	1,200	1	1,200	First.....	630	1	630
Fourth.....	1,150	786	903,000	First.....	610	2	1,220
Third.....	1,000	2,221	2,221,000	First.....	600	46	27,600
Second.....	900	1,204	1,083,600	First.....	580	1	580
Second.....	890	12	10,680	First.....	570	2	1,140
Second.....	880	12	10,560	First.....	560	1	560
Second.....	870	11	9,570	First.....	540	1	540
Second.....	860	16	13,760	First.....	530	1	530
Second.....	850	7	5,950	First.....	520	1	520
Second.....	840	3	2,520	First.....	510	2	1,020
Second.....	830	2	1,660	First.....	500	7	3,500
Second.....	820	5	4,100	First.....	490	1	490
Second.....	810	7	5,670	First.....	480	3	1,440
First.....	800	631	504,800	First.....	450	1	450
First.....	790	4	3,160	First.....	420	1	420
First.....	780	3	2,340	First.....	410	1	410
First.....	770	5	3,850	First.....	400	7	2,800
First.....	760	11	8,360	First.....	370	1	370
First.....	750	5	3,750	First.....	360	1	360
First.....	740	3	2,220	First.....	320	1	320
First.....	730	5	3,650	First.....	300	10	3,000
First.....	720	32	23,040	First.....	200	1	200
First.....	710	6	4,260	First.....	150	2	300
First.....	700	22	15,400	First.....	120	2	240
First.....	690	3	2,070	First.....	100	1	100
First.....	680	6	4,080	First.....	60	2	120
First.....	670	2	1,340	First.....	12	5	60
First.....	660	2	1,320	First.....	1	5	5
Total.....				Total.....			
				</			

## EXHIBIT 1.—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>	
<b>Boston and Cape Cod:</b>						
A. m. run .....	120.81	6	4	138,036	34,509	
P. m. run .....	120.81	6	4	138,036	34,509	
Helpers .....	117.23	6	1	24,402	24,402	Between Boston and Yarmouth-port, two-thirds time.
Boston, Clinton and Fitchburg .....	62.49	6	1	39,118	39,118	
Boston and Greenville .....	60.33	6	1	37,766	37,766	
Boston and Hopewell Junction .....	215.23	6	4	134,732	33,683	
Short run .....	118.30	6	2	71,056	37,028	
Second clerks .....	162.26	6	3	101,574	33,858	
Boston, Nashua and Keene .....	96.22	6	2	60,253	30,116	
Boston and Newport .....	70.54	6	1	10,298	10,298	New service commenced April 7, 1890.
Boston and Northampton .....	164.71	6	2	65,548	32,774	
Boston and Plymouth .....	38.09	6	1	4,023	4,023	New service commenced May 1, 1890.
Boston and Providence .....	45.01	6	1	10,352	10,352	New service commenced February 17, 1890.
Boston, Providence and New York:						
Day run .....	233.07	6	12	227,940	18,995	New service commenced December 23, 1889.
Night run .....	233.07	7	12	510,420	42,535	
Short stops .....	105.35	4	4	476,904	38,452	<sup>1</sup> Night. <sup>2</sup> Day.
				465,948	32,974	Between New York and Saybrook.
Boston and South Shore .....	47.59	6	1	6,948	6,948	New service commenced April 7, 1890.
Boston, Springfield and New York:						
Day run .....	255.17	6	24	853,296	36,804	
Night run .....	255.17	7	36	1,545,048	42,918	
Short run .....	208.96	6	6	170,958	20,100	Full R. P. O. service to December 22, 1889 (40,716 miles); apartment service from December 23, 1889 (136,242 miles).
Messengers .....	235.17	7	4	171,672	42,918	
Short stops (night run) .....	109.73	4	4	160,204	40,051	Between New York and Hartford.
Boston and Troy:						
A. m. run .....	191.04	6	8	239,176	29,897	
P. m. run .....	191.04	6	8	239,176	29,897	
Short stops .....	71.67	2	2	44,864	22,432	
Boundary Line and Presque Isle .....	39.60	12	1	48,828	48,828	
Battleboro and Palmer .....	56.33	6	1	35,262	35,262	
Cambridge Junction and Burlington .....	34.47	12	1	20,955	20,955	Double service from April 1, 1890.
Canton and Meehan Falls .....	25.52	6	1	15,975	15,975	
Centre Barnstead and Hooksett .....	24.61	6	1	13,181	13,181	Reported last year as Pittsfield and Hooksett. Line extended May 1, 1890.
Claremont and Boston .....	129.84	6	2	81,279	40,640	
Daubury and South Norwalk .....	23.61	12	1	29,558	29,558	
Essex Junction and Boston .....	241.86	6	8	302,808	37,851	
Farmington and Portland .....	83.69	6	1	32,714	32,714	Reported last year as Farmington and Lewiston. Line extended May 10, 1890.
Foxcroft and Newport .....	29.92	12	1	4,356	4,356	Bangor and Foxcroft from May 17, 1890. New service: Foxcroft and Newport from June 3, 1890.
Greenville and Bangor .....	91.03	6	1	50,984	50,984	
Hartford and State Line .....	67.68	12	2	86,072	43,036	Reported last year as Hartford and Millerton. Line curtailed October 28, 1889.
Hartford and Saybrook .....	44.43	12	2	56,790	28,304	
Keene and South Vernon .....	24.35	12	1	30,486	30,486	
Lancaster and Boston .....	212.03	6	8	265,456	33,182	
Litchfield and Hawleyville .....	32.75	6	1	20,501	20,501	
Lowell and Ayer .....	16.98	12	1	21,238	21,258	
Lowell and Providence .....	71.46	6	1	40,386	45,386	Extension Lowell and Taunton March 26, 1890.
Lowell and Taunton .....	62.01	6	1	38,818	38,818	
Manchester, Lawrence and Boston .....	53.85	12	2	50,311	25,155	Double service between Manchester and Lawrence.

## EXHIBIT 1.—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>	
Manchester and Peterborough	63.37	6	1	39,669	39,669	
New Hartford and Farmington.	14.30	12	1	17,902	17,902	
New London, New Haven, Newport and Springfield:	51.81	12	2	64,866	32,433	
Day run .....	229.60	6	8	287,456	35,932	
Night run .....	229.60	6	8	287,456	35,932	
Short run .....	124.39	6	2	77,868	38,934	
Short stops .....	120.00		2	75,120	37,560	
Newton Circuit .....	22.90	30	1	21,812	21,812	New service commenced Nov. 1889.
North Adams and Pittsfield...	21.43	12	1	26,830	26,830	
North Conway and Boston...	139.37	12	6	225,330	37,555	
Palmer and New London...	85.30	6	1	40,877	40,877	
Peterborough and Worcester...	53.80	6	1	33,678	33,678	
Pittsfield and Bridgeport...	110.49	13	4	149,824	37,456	
Plymouth and Concord .....	51.40	6	1	82,176	32,176	This line has been extended and 2 additional clerks appointed. Have not commenced service.
Portland and Boston:						
A. m. run .....	116.70	6	6	219,162	36,527	
P. m. run .....	116.70	6	4	146,108	36,527	
Portland Island Pond .....	149.78	6	3	93,762	31,254	
Short run .....	92.16	6	2	57,692	28,846	
Helpers .....			2	93,762	46,881	
Portland and Rochester .....	52.74	3	1	33,015	33,015	
Portland and Swanton .....	232.90	6	4	145,796	36,449	
Short run .....	72.87	6	1	45,616	45,616	
Portland and Worcester .....	147.34	6	6	184,670	30,745	
Short run .....	46.76	6	1	29,271	29,271	
Portsmouth and Concord .....	59.25	6	1	37,090	37,090	
Portsmouth and Manchester .....	41.52	6	1	25,991	25,991	
Providence and New London .....	65.24	12	2	81,080	40,840	
Providence and Pascoag .....	23.75	12	1	29,734	29,734	
Providence and Williamantic .....	59.04	6	1	36,959	36,959	
Richford and St. Albans .....	28.91	12	1	22,607	22,607	Double service from Apr. 1, 1890.
Rockland and Portland .....	88.42	12	3	110,700	36,900	
Rutland, Bennington and Troy .....	85.19	6	2	53,328	26,664	
St. Albans and Boston:						
Day run .....	265.40	6	8	332,280	41,535	
Night run .....	265.40	7	8	343,688	42,961	Sunday service from Sept. 8, 1889.
St. Albans and Troy .....	184.69	6	3	115,614	38,538	
Skowhegan and Portland .....	103.00	6	2	64,478	32,239	
Solon and Portland .....	113.16	6	2	66,702	33,351	Reported last year as North Anson and Portland. Line extended Mar. 20, 1890.
South Londonderry and Brattleborough.	36.47	6	1	22,830	22,830	
Springfield and Hartford .....	32.29	12	1	40,426	40,426	
Vanceborough and Bangor:						
Day run .....	114.44	6	4	143,278	35,819	
Night run .....	114.44	6	4	143,278	35,819	
Wells River and Montpelier .....	38.64	6	1	24,188	24,188	
West Winstead and Bridgeport .....	62.22	12	3	77,900	25,967	
Williamsburgh and New Haven.	85.59	12	3	107,158	35,719	
Williamantic and New Haven .....	54.60	6	1	34,235	34,235	
Winchendon and Worcester .....	3,805	6	1	23,819	23,819	
Worcester and Norwich .....	59.72	6	1	37,385	37,385	
Worcester and Providence .....	44.14	12	2	65,262	27,631	

## SECOND DIVISION.

Addison and Galeton .....	48.56	6	1	29,147	29,147	
Albany and Binghamton .....	143.21	6	4	120,949	30,237	1 helper Albany and Richmondville, 50.00 miles.
Albany, Kingston and New York.	140.23	12	4	183,080	45,770	

## EXHIBIT 1.—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 clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Allentown and Harrisburg ....	91.84	12	3	114,984	38,328	
Allentown and Pawling .....	44.18	6	1	27,657	27,657	
Auburn and Harrisburg .....	58.92	6	1	36,884	36,884	
Babylon and New York .....	137.36	6	1	37,382	37,382	<sup>1</sup> Short run of the Sag Harbor and New York R. P. O. ; <sup>2</sup> Clerk alternates with Sag Har- bor and New York clerk.
Batavia and Buffalo .....	47.30	6	1	29,666	29,666	
Bellwood and Punksutawney ..	58.30	6	1	36,496	36,496	
Belvidere and Philadelphia ....	109.54	6	1	64,190	64,190	
Bennington and Chatham .....	57.70	6	1	36,177	36,177	
Berlin and Salisbury .....	23.86	6	1	14,936	14,936	
Bethlehem and Philadelphia ....	57.60	18	4	143,928	35,982	
Binghamton and New York ....	208.70	6	6	261,292	43,548	
Boston Corners and Pough- keepsie .....	38.00	6	1	23,826	23,826	
Bound Brook and Philadelphia ..	50.96	6	1	37,535	37,535	
Branch Junction and Pitta- burgh .....	70.85	12	2	88,704	44,352	
Branchville and Waterloo .....	22.02	12	1	21,723	21,723	<sup>1</sup> 6 of these trips are between New- ton and Waterloo, 12.68 miles.
Brewster and New York .....	62.10	12	2	77,862	38,931	
Buffalo and Bradford .....	83.82	6	2	64,040	32,020	<sup>1</sup> Clerks alternate with Buffalo and Jamestown clerk.
Buffalo and Emporium .....	121.55	6	2	76,090	38,045	
Buffalo and Jamestown .....	69.63	6	1	32,019	32,019	<sup>1</sup> Clerk alternates with Buffalo and Bradford clerks.
Buffalo and Pittsburgh .....	273.10	6	6	253,909	42,318	<sup>2</sup> 2 helpers Pittsburgh and Oil City, 132.60 miles.
Rutler and Freeport .....	21.46	12	1	26,868	26,868	
Canandaigua and Batavia .....	50.17	6	1	31,406	31,406	
Canandaigua and Elmira .....	69.17	6	1	30,946	30,946	<sup>1</sup> Clerk alternates with Elmira and Williamsport clerk. Steam-boat service.
Cape Charles and Norfolk .....	38.00	7	1	27,740	27,740	
Carbondale and Scranton .....	17.46	18	1	32,790	32,790	
Carlisle and Gettysburg .....	32.34	6	1	20,309	20,309	
Cayuga and Ithaca .....	39.11	6	1	24,483	24,483	
Chambersburgh and Richmond Furnace .....	31.25	6	1	19,625	19,625	
Chatham and New York .....	130.44	12	5	163,310	32,662	
Clayton and Chestertown .....	32.71	6	1	20,476	20,476	
Clayton and Easton .....	44.62	6	1	27,870	27,870	
Canastota and Elmira .....	118.76	6	2	74,344	37,172	
Columbia and Perryville .....	43.88	6	1	27,469	27,469	
Curwensville and Tyrone .....	47.45	6	1	29,704	29,704	
Dansville and Buffalo .....	95.98	6	1	42,286	42,286	Clerk alternates with Rochester and Olean clerk.
Downingtown and New Holland ..	23.28	6	1	17,703	17,703	
Driftwood and Red Bank Fur- nace .....	109.08	6	2	68,847	34,423	
Dunkirk and Titusville .....	91.41	6	2	84,122	42,061	Clerks alternate with Larabee and Clermont clerk as helper on Buffalo and Emporium R. P. O.
Easton and Hazleton .....	69.18	118	15	153,307	30,662	<sup>1</sup> 6 of these trips between Easton and Mauch Chunk, 45.50 miles ; <sup>2</sup> 1 helper. Short run New York and Elmira R. P. O.
Echo and Long Island City ....	58.00	12	1	51,057	51,057	<sup>1</sup> 6 of these trips between Setauket and Jamaica ; 6 between Echo and Jamaica ; 6 between Echo and Westbury ; 6 between Setauket and Westbury.
Edmeston and Sidney .....	32.77	6	1	20,514	20,514	
Elmira and Baltimore .....	259.68	7	17	817,360	48,080	<sup>1</sup> 1 helper between Harrisburg and Williamsport, 93.00 miles daily, except Sunday.
Elmira and Blossburgh .....	52.41	6	1	32,809	32,809	
Elmira and Wilkesbarre .....	124.13	6	2	77,705	38,852	Short run New York and Elmira R. P. O.
Elmira and Williamsport .....	79.13	6	2	61,892	30,946	Short run Elmira and Baltimore R. P. O. Clerks alternate with Canandaigua and Elmira clerk.

## EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

## SECOND DIVISION—Continued.

Railway post-office.	Distance from register, 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 clerks.	Remarks.
	Miles.			Miles.	Miles.	
Erie and Pittsburgh .....	148.00	12	5	185,296	37,059	Steam-boat service.
Geneva and Watkins .....	43.50	6	2	27,211	13,615	
Geneva and Williamsport .....	172.29	6	3	101,854	35,951	
Georgetown and Franklin City .....	56.26	6	1	35,210	35,210	
Glyndon and Gettysburg .....	51.42	12	2	64,378	32,189	
Greenville and New York .....	98.60	12	3	124,760	41,566	
Greenville and Butler .....	58.87	6	1	30,853	30,853	
Greenwood Lake and New York .....	45.63	6	1	28,564	28,564	
Greycourt and Phillipsburgh ..	63.36	6	1	30,663	30,663	
Harrington and Lewes .....	40.79	6	1	25,535	25,535	
Harrisburg and Baltimore .....	80.22	12	3	107,948	35,983	Short run Elmira and Baltimore R. P. O. 1 helper Harrisburg and Shippenburg, 41.00 miles.
Harrisburg and Winchester ..	117.47	12	15	172,738	34,547	
Haverstraw and New York .....	43.41	6	1	27,175	27,175	Short run New York, Hornellsville and Buffalo R. P. O.
Hawley and Scranton .....	36.76	6	1	26,012	26,012	
Hazleton and Sunbury .....	52.61	6	1	33,059	33,059	
Heights town and Philadelphia ..	52.17	6	1	32,638	32,638	
Hornellsville and Buffalo .....	92.61	6	2	57,974	28,987	
Huntingdon and Cumberland ..	90.69	6	2	50,772	28,386	
Indiana and Branch Junction ..	19.25	12	1	24,038	24,038	
Ithaca and Owego .....	35.00	6	1	21,910	21,910	
Jameson City and Bloomsburg ..	30.42	6	1	19,043	19,043	
Johnstown and Rockwood .....	45.71	6	1	28,614	28,614	
Kane and Pittsburgh .....	153.51	6	2	96,097	48,048	Clerk alternates with Dunkirk and Titusville clerks as helper on Buffalo and Emporium R. P. O.
Kane and Stroudsburg .....	47.90	6	1	29,985	29,985	
Kingston and Goshen .....	44.26	6	1	27,707	27,707	
Lancaster and Frederick .....	81.67	6	2	51,125	25,562	
Lancaster and Harrisburg .....	40.87	6	1	25,585	25,585	
Larabee and Clermont .....	22.16	6	1	45,973	45,973	
Lawrenceville and Harrison Valley ..	32.42	12	1	40,590	40,590	
Lock Haven and Harrisburg ..	118.63	12	16	297,048	49,508	
Lock Haven and Tyrone .....	60.46	6	1	37,848	37,848	
Lyons and Sayre .....	92.22	6	2	57,730	28,865	
Madville and Oil City .....	36.47	6	1	22,830	22,830	Clerk relieved every third week by a clerk detailed from New York and Dunkirk R. P. O.
Middletown and New York .....	89.78	6	1	37,460	37,460	
Millerton and Dutchess Junction ..	57.97	6	1	36,289	36,289	
Moriah and Brandon .....	34.81	12	2	33,378	16,689	
Monmouth Junction and Mausquan ..	53.18	6	1	20,771	20,771	
Montandon and Bellefonte .....	67.63	6	1	42,336	42,336	
Montrose and Tunkhannock .....	29.16	6	1	18,254	18,254	
Mount Carmel and Sunbury .....	27.47	6	1	17,196	17,196	
New York and Dunkirk .....						
East division .....	332.63	7	17	1,002,023	58,943	
West division .....	128.75	7	6	281,062	46,844	1 clerk detailed to relieve Middletown and New York clerk; 2 helpers, Hornellsville and Deposit, 155 miles; 2 helpers, Hornellsville and Susquehanna, 139 miles.
New York, Hornellsville, and Buffalo ..	425.69	6	17	896,476	52,734	
New York and Elmira .....	303.58	6	15	226,349	42,270	
New York and Hackettstown ..	62.79	6	1	26,204	26,204	
New York and Philadelphia .....	91.82	12	2	114,958	38,319	

## EXHIBIT 1.—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 clerks.	Average annual distance traveled by clerk.	Remarks.
	Miles.			Miles.	Miles.	
New York and Pittsburgh ....	443.20	34	154 <sup>2</sup>	8,331,400	54,100	<sup>1</sup> 3 of these trips Harrisburg and Pittsburgh, 240 miles. <sup>2</sup> 8 helpers Jersey City and Harrisburg.
New York and Point Pleasant.	60.64	18	<sup>1</sup> 5	207,783	41,556	<sup>1</sup> 2 helpers.
New York and St. George .....	5.90	24	1	14,772	14,772	
New York and Washington:						
Fast mail .....	227.85	6 <sup>1</sup>	<sup>1</sup> 22	871,000	39,590	<sup>1</sup> 6 helpers.
Day line .....		6 <sup>1</sup>	16	619,001	38,750	
Night line .....		7	<sup>1</sup> 27	1,114,841	41,290	<sup>1</sup> 7 helpers.
New York, Dover, and Easton.	86.87	6	<sup>1</sup> 2	67,476	33,738	<sup>1</sup> 1 clerk relieves New York and Hackettstown clerk every third week.
New York, Somerville, and Easton.	75.09	18	4	141,018	35,254	
Nineveh and Carbondale .....	57.56	6	1	36,033	36,033	
Northmont and Hartley Hall ..	27.16	6	1	17,002	17,002	
North Creek and Saratoga .....	58.25	6	1	36,464	36,464	
North Fair Haven and Sayre ..	118.11	12	3	128,236	42,745	<sup>1</sup> Six of these trips are between Auburn and Sayre, 86.74 miles.
Northville and Fonda .....	26.70	12	1	83,542	33,542	
Norwood and Rome .....	146.92	6	4	183,914	45,988	
Nyack and New York .....	30.35	12	1	31,400	31,400	Clerk alternates with Middletown and New York clerk.
Ogdensburg and Utica .....	134.78	6	<sup>1</sup> 3	116,524	38,841	Clerk alternates with Watertown and Utica clerk. <sup>1</sup> 1 helper, Utica and Booneville, 35 miles.
Oil City and Pittsburgh .....	132.60	6	2	83,008	41,504	Short run Buffalo and Pittsburgh R. P. O.
Oneida and New York .....	270.33	6	4	169,227	42,307	
Oswego and Binghamton .....	115.30	12	4	144,356	36,089	
Oswego and Oneida .....	58.31	6	1	36,515	36,515	
Oswego and Suspension Bridge	151.19	6	2	94,645	47,322	
Peninsular Junction and Cape Charles.	73.50	6	1	40,011	46,011	
Penn Haven and Mount Carmel	48.20	6	1	30,173	30,173	
Philadelphia and Atlantic City.	60.76	12	2	78,072	38,036	
Philadelphia and Baltimore ..	98.04	12	3	122,746	40,915	
Philadelphia and Cape May ..	83.60	12	2	104,668	52,334	
Philadelphia and Crisfield .....	162.92	6	<sup>1</sup> 4	141,300	35,325	<sup>1</sup> 1 helper Philadelphia and Clayton, 63.80 miles.
Philadelphia and Dover .....	75.22	6	1	47,088	47,088	Short run Philadelphia and Crisfield R. P. O.
Philadelphia and Harrisburg ..	106.55	12	6	200,100	33,350	
Philadelphia and Port Deposit ..	68.80	12	3	86,138	28,712	
Philadelphia and Port Norris ..	59.14	12	2	61,874	30,937	<sup>1</sup> 6 of these trips are between Philadelphia and Bridgeton, 39.70 miles.
Philadelphia and West Chester	28.50	12	1	35,682	35,682	
Philadelphia, Aiken, and Baltimore.	96.00	6	2	60,006	30,048	
Pittsburgh and Belle Vernon ..	44.45	6	1	27,826	27,826	
Pittsburgh and Fair Chance .....	75.84	6	1	47,476	47,476	
Pittsburgh and New Haven .....	60.12	6	1	37,635	37,635	
Pittsburgh and Washington .....	31.62	12	1	39,588	39,588	
Pittsburgh and West Brownsville.	54.34	6	1	34,017	34,017	
Pittsburgh and Wheeling .....	72.08	6	1	45,122	45,122	
Plattsburgh and Saranac Lake ..	72.82	6	1	45,585	45,585	
Port Jervis and New York .....	87.77	12	3	109,888	36,629	Short run New York and Dunkirk R. P. O.
Portland and Nazareth .....	29.96	6	1	18,755	18,755	
Pottsville and Philadelphia .....	94.13	21	<sup>1</sup> 7	324,089	46,298	<sup>1</sup> 2 helpers.
Pottsville, Tanawqua and Herndon.	78.74	12	2	85,374	42,687	<sup>1</sup> 6 of these trips between Pottsville and Shamokin 57.64 miles.
Reading and Quarryville .....	57.50	6	1	35,995	35,995	
Reading and Wilmington .....	74.07	6	1	46,368	46,368	
Red Bank and Bridgeton .....	95.20	6	1	59,595	59,595	
Richland and Niagara Falls .....	181.40	6	3	113,506	37,832	
Richland and Syracuse .....	42.31	6	1	26,499	26,499	
Ridgway and Erie .....	119.48	6	2	74,704	37,397	Short run Williamsport and Erie R. P. O.

## EXHIBIT 1.—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 clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Rochester and Elmira .....	112.50	6	2	70,425	35,212	Clerks alternate with Dansville and Buffalo clerk.
Rochester and Olean .....	108.23	6	2	84,573	42,286	
Rochester and Punxsutawney Rochester and Suspension Bridge .....	230.98 74.89	6 12	4 3	144,593 93,702	36,148 31,254	
Rockaway and High Bridge .....	30.57	6	1	19,137	19,137	In summer the clerks double the road, one clerk acting as helper.
Rondout and Stamford .....	74.36	12	3	102,998	34,332	
Rouse's Point and Albany: Rouse's Point Division .....	113.90	16	2	71,301	35,650	<sup>1</sup> Rouse's Point to Whitehall, 113.90 miles.
Rutland Division .....	101.55	16	26	175,969	35,194	<sup>2</sup> Albany to Rutland, 101.55 miles. <sup>3</sup> 1 helper Albany and Whitehall, 78 miles. 1 additional clerk.
Rutland and Troy .....	85.84	6	2	53,796	26,898	<sup>4</sup> 1 helper, 54.30 miles. Clerks alternate with Babylon and N. Y. clerk.
Sag Harbor and New York .....	100.75	12	4	146,138	36,534	
St. Albans and Ogdensburg ..	143.15	6	13	146,318	46,773	<sup>1</sup> helper, St. Albans and Malone, 81 miles.
Salamanca and Oil City .....	97.60	6	2	61,154	30,577	
Salamanca and Youngstown ..	158.58	6	6	231,526	38,587	
Scranton and Northumberland	80.48	12	3	100,760	33,586	
Seaford and Cambridge .....	33.64	6	1	21,059	21,059	
Slatington and Reading .....	43.63	6	1	27,312	27,312	
Sodus Point and Stanley .....	34.03	6	1	21,303	21,303	
South Amboy and Philadelphia	62.92	12	2	78,776	39,388	
State Line and Rhinecliff .....	42.53	6	1	26,624	26,624	
Stoneboro and New Castle .....	35.29	6	1	22,092	22,092	
Staubury and Lewistown .....	51.12	6	1	32,001	32,001	
Suspension Bridge and Buffalo	24.35	12	1	30,486	30,486	
Syracuse and Earlville .....	43.66	6	1	27,331	27,331	
Syracuse, Auburn and Roches- ter .....	104.71	12	8	262,192	52,774	
Thomaston and Long Island City .....	14.28	18	1	26,817	26,817	Acting clerk. Additional.
Ticonderoga and Lake George ..	140.00	6	1	28,880	8,880	<sup>1</sup> Steam-boat service. <sup>2</sup> Service from June 30, 1889, to October 8, 1889, and June 1, to 30, 1890.
Towanda and Bernice .....	30.72	6	1	19,231	19,231	Clerks alternate with Utica and Randallville clerk. <sup>3</sup> 6 of these trips between Utica and Bonckville, 24.17 miles; short run of the Ogdensburg and Utica R. P. O. <sup>4</sup> Clerk alternates with Utica and Binghamton clerks. Clerk alternates with Ogdens- burgh and Utica clerk.
Tower City and Lebanon .....	42.26	6	1	26,455	26,455	
Townsend and Centreville .....	35.21	6	1	22,041	22,041	
Utica and Binghamton .....	95.70	6	2	63,158	31,579	
Utica and Randallville .....	31.47	12	1	51,579	31,579	
Watertown and Utica .....	91.93	6	1	47,307	47,307	
Wellsville and Bradford .....	56.65	6	1	35,463	35,463	
Whiting and Tuckerton .....	29.48	12	1	36,908	36,908	
Wilkes Barre and Pottsville ..	81.30	6	1	50,894	50,894	
Williamsport and Erie .....	249.68	6	15	195,375	39,075	<sup>1</sup> 1 helper.
Williamsport and Gazzam .....	127.34	6	2	79,715	39,857	
Williamsport and Port Clinton	121.77	6	2	76,228	38,114	
Wilmington and Landenburgh ..	20.38	6	1	12,758	12,758	

## THIRD DIVISION.

Annapolis Junction and Ann- apolis .....	21.09	6	1	13,202	13,202	
Ashville and Jarretta .....	101.33	6	2	63,433	31,716	
Baltimore and Benedict .....	117.25	2	1	24,388	24,388	
Baltimore and Chestertown .....	58.00	3	1	16,000	18,096	

## EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

## THIRD 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.	
Baltimore and Crisfield.....	115.00	6	2	71,360	35,680	Service on this route is performed between Baltimore and Crisfield (115 miles) 6 times per 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.
Baltimore and Fitchetts.....	211.50	2	1	43,992	43,992	
Baltimore and Fredericksburgh	289.00	2	2	137,280	137,280	2 additional round trips per week over this route between Baltimore, Md., and Tappanhook, Va. (371 miles).
Baltimore and Grafton.....	294.49	2	34	1,793,518	51,243	8 crews of 3 clerks, 4 crews of 2 clerks and 3 helpers, Baltimore Md., to Martinsburgh, W. Va. (100.95 miles) daily.
Baltimore and Lexington.....	257.17	6	6	239,864	47,972	1 helper, Harper's Ferry, W. Va., to Staunton, Va. (126 miles).
Baltimore and Martinsburgh..	100.95	6	2	63,195	31,597	
Baltimore and Norfolk.....	184.00	6	2	115,184	57,592	
Baltimore and Roanoke.....	326.42	7	8	301,797	37,724	1 helper, Baltimore to Hagerstown, Md., (87 miles) daily.
Baltimore and Salisbury.....	140.00	3	1	43,680	43,680	
Baltimore and Washington.....	43.01	6	1	26,937	26,937	
Baltimore and West Point.....	196.00	6	2	122,696	61,348	
Baltimore and Williamsport.....	93.61	6	2	58,600	29,300	
Baltimore and Winchester.....	114.11	6	2	71,433	35,716	
Blacksfield and Honaker.....	57.40	6	1	35,932	35,932	
Bowie and Popes Creek.....	49.14	6	1	30,762	30,762	
Boykins and Lewiston.....	35.82	6	1	22,423	22,423	
Bristol and Chattanooga.....	242.37	14	16	707,720	44,232	
Bristol and Clinchport.....	43.40	6	1	27,168	27,168	
Clarksburgh and Weston.....	26.69	6	1	16,708	16,708	
Cranberry and Johnson City.....	34.11	6	1	21,353	21,353	
Cumberland and Elkins.....	114.70	6	2	71,802	35,901	
Cumberland and Piedmont.....	33.73	6	1	42,230	42,230	
Cumberland and Pittsburgh.....						
Day line, trains 11 and 12..	150.73	6	4	130,540	32,670	1 helper, Pittsburgh to Connellsville (37.80 miles).
Night line, trains 9 and 10.....		7	3	110,039	33,366	
Danville and Stuart.....	76.16	6	1	47,676	47,676	
Elba and Rocky Mount.....	37.26	6	1	23,325	23,325	
Fayetteville and Bennettsville.....	58.00	6	1	36,308	36,308	
Franklin and Edenton.....	97.00	3	1	30,264	30,264	
Fredericksburgh and Orange.....	40.06	6	1	25,078	25,078	
Goldsbrough and Greensborough.....	130.01	7	2	94,907	47,453	
Goldsbrough and Morehead City.....	94.93	6	2	59,426	29,713	
Grafton and Belington.....	41.55	6	1	26,010	26,010	
Grafton and Parkersburgh.....	104.54	6	2	65,442	32,721	
Grafton and Wheeling.....	99.44	7	2	72,591	36,295	
Greensborough and Winston.....	29.10	13	1	39,460	39,460	
Hagerstown and Weverton.....	24.52	12	1	30,700	30,700	
Keyser and Raleigh.....	114.69	7	2	83,724	41,862	
Knoxville and Marysville.....	18.49	6	1	11,575	11,575	
Lynchburgh and Bristol.....	294.48	14	12	597,080	49,756	
Lynchburgh and Pocahontas.....	171.95	6	3	107,641	35,880	
Morgantown and Fairmont.....	25.88	6	1	16,201	16,201	
Mosley's Junction and Farmville.....	53.23	6	1	23,322	33,222	
Mount Airy and Wilmington.....	218.41	6	4	155,523	38,880	
Norfolk and Danville.....	708.39	6	3	130,452	43,484	
Norfolk and Edenton.....	78.50	6	2	47,889	23,944	
Norfolk and Lynchburgh.....	205.22	7	4	149,811	37,452	
Norfolk and Raleigh.....	179.02	6	3	112,067	37,355	
Norfolk and Richmond.....	135.09	3	1	42,120	42,120	

## EXHIBIT 1.—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.	
Norfolk, Newport News and Richmond.	91.52	7	2	68,664	33,332	
Norfolk and Rocky Mount . . .	119.50	6	2	74,807	37,403	
Plymouth and Rocky Mount . .	72.21	7	1	52,713	52,713	
Pulaski City and Ivanhoe Fur- nace.	32.24	6	1	20,182	20,182	
Raleigh and Gibson's Station . .	108.80	6	2	68,109	34,054	
Richmond and Danville . . . . .	141.08	7	2	102,988	34,327	
Richmond and Hinton . . . . .	272.86	7	2	328,965	41,119	4 helpers perform daily service over the entire line on west-bound trips, returning to Charlottesville in the Washington and Hinton R. P. O., and from that point they perform local service alone to Richmond, (96.40 miles) on train 4 daily (except Sunday).
Richmond, Lynchburgh and Clifton Forge.	230.55	6	4	144,324	36,181	
Rogersville and Bull's Gap . . .	18.37	6	1	10,185	10,185	
Salisbury and Knoxville . . . .	278.73	7	5	236,131	47,226	1 helper, Salisbury to Hickory, N. C. (58 miles), daily (except Sunday).
Suffolk and Woodley . . . . .	28.40	6	1	24,038	24,038	
Taylorsville and Charlotte . . .	66.69	6	1	41,122	41,122	
Washington and Charlotte: Day line trains 50 and 53 . . .	382.04	7	20	940,327	47,016	2 helpers on trains 50 and 53 between Danville, Va., and Charlotte, N. C. (142 miles), 4 helpers on trains 52 and 53 between Washington, D. C., and Charlottesville, Va. (113.42 miles), 4 helpers on trains 52 and 51 between Charlottesville, Va., and Charlotte, N. C. (267.10 miles).
Night line trains 52 and 51 . . .		7	26	1,114,447	42,863	
Short run, Washington to Lynchburgh.	174.48	7	6	254,740	42,456	
Washington and Hinton . . . . .	289.40	7	5	325,224	54,037	1 helper appointed to the Richmond and Hinton R. P. O., performs service on this line on east-bound trips between Hinton, W. Va., and Charlottesville, Va., daily (174.83 miles), and one helper appointed to this line performs service on west-bound trips between Clifton Forge, Va., and Hinton, W. Va. (80.11 miles), returning to Clifton Forge in the Richmond and Hinton R. P. O., daily (except Sunday).
Washington and Round Hill . .	53.35	6	1	33,397	33,397	
Washington and Strasburgh . .	97.93	6	2	61,304	30,652	
Washington and Wilmington: Trains 23 and 73 . . . . .	362.38	7	17	878,970	51,704	2 helpers on trains 23 and 73 between Washington, D. C., and Richmond, Va., daily (116.93 miles), 2 helpers on trains 27 and 73 between Washington, D. C., and Petersburg, Va., daily (138.44 miles), 2 helpers on trains 27 and 73 between Washington, D. C., and Richmond, Va. (116.93 miles), 1 helper on trains 27 and 73 between Washington, D. C., and Richmond, Va., 4 days in each week.
Trains 27 and 14 . . . . .		7	15	764,137	44,275	
Short run, train 123 . . . . .	116.93	6	4	83,796	20,949	

## EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

## THIRD 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 tra- veled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Weldon and Greenville.....	66.03	6	1	41,335	41,335	
West Point and Richmond....	39.07	6	1	24,458	24,458	
Wheeler and Huntington....	215.92	6	2	270,332	33,791	
Wilmington and Rutherford- ton.....	208.70	6	4	168,206	42,050	
Wilson and Fayetteville.....	74.44	6	1	46,599	46,599	
York and Baltimore.....	81.52	12	3	102,064	34,021	

## FOURTH DIVISION.

Abbeville and Loryale:						
Eastern division.....	60.00	6	1	37,560	37,560	Abbeville and Americus. Americus and Abbeville.
Western division.....	51.00	6	1	31,926	31,926	
Aberdeen and Durant.....	108.63	7	2	79,299	39,649	
Albany and Thomasville.....	58.92	7	1	43,012	43,012	
Americus and Columbus.....	65.42	6	1	40,952	40,952	
Anderson and McCormick....	59.46	6	1	37,103	37,103	
Astor and Leesburgh.....	40.60	6	1	25,344	25,344	
Athens and Macon.....	106.77	6	2	66,624	33,312	
Athens and Union Point.....	40.48	6	1	25,259	25,259	
Atlanta and Birmingham.....	167.88	7	3	112,552	40,850	
Atlanta and Brunswick.....	278.37	14	8	406,047	50,755	
Atlanta and Fort Valley.....	105.14	6	2	65,607	32,804	
Atlanta, Macon and Montgom- ery.....	326.91	7	8	477,288	59,661	
Short run.....	210.41	7	3	153,599	51,199	Atlanta and Albany.
Atlanta and Montgomery.....	173.33	14	10	506,122	50,612	
Atlanta and Abniston.....	35.99	6	1	22,457	22,457	
Augusta and Atlanta.....	171.50	14	6	250,517	41,753	
Augusta and Millen.....	55.45	6	1	34,600	34,600	
Augusta and Port Royal.....	112.99	6	2	70,731	35,365	
Augusta and Sandersville.....	81.41	6	1	50,800	50,800	
Bayou Sara and Baton Rouge..	32.00	6	1	20,090	20,090	Steam-boat.
Birmingham and Blocton.....	51.68	6	1	32,351	32,351	
Birmingham and Greenville..	292.35	7	4	213,415	53,354	
Birmingham and Memphis....	251.60	7	4	183,668	45,917	
Brunswick and Albany.....	169.73	7	3	123,902	41,300	
Cairo and Mobile:						
Northern division.....	262.72	7	8	383,570	47,946	Cairo and West Point. West Point and Mobile.
Southern division.....	233.15	7	4	179,109	42,549	
Cairo and New Orleans:						
Northern division.....	368.46	14	24	1,075,902	44,829	Cairo and Jackson, Miss. Jackson, Miss., and New Orleans
Southern division.....	184.12	14	6	268,815	47,204	
Camack and Macon.....	78.59	12	2	98,394	49,197	
Cartersville and Talladega....	141.84	6	2	88,791	44,395	
Charleston and Augusta.....	139.22	7	2	101,631	50,815	
Short run.....	75.62	6	1	47,338	47,338	Augusta and Branchville.
Charlotte and Atlanta.....	268.24	14	16	783,200	48,954	
Day-line helpers.....		6	2	125,424	62,712	201 miles. 234 miles.
Night-line helpers.....		6	2	146,016	73,008	
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	58,370	
Chattanooga and Meridian.....	295.60	14	12	647,364	53,947	
Chattanooga, Rome and Atlanta	153.49	6	2	96,085	48,042	
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 and Branchville.
Columbia, Sumter and Charle- ston.....	138.00	7	2	99,280	49,640	
Columbus and Albany.....	89.61	7	1	56,096	56,096	
Columbus and Troy.....	85.65	6	1	53,616	53,616	
Du Pont and Gainesville.....	119.31	7	2	87,096	43,548	
Demopolis and Mobile.....	254.00	2	1	26,416	26,416	Steam-boat.
Eatonville and Gordon.....	38.48	6	1	24,013	24,013	
Eufaula and Ozark.....	59.51	6	1	37,253	37,253	
Falsoma and Vicksburg.....	186.00	1	1	9,672	9,672	Do.

## EXHIBIT 1.—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>	
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	119,999	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 Columbia.....	50.78	6	1	31,686	31,686	
Greenville and Laurens.....	37.48	6	1	23,387	23,387	
Greenville and Walhalla.....	70.16	6	1	43,760	43,760	
Greenwood and Jackson.....	100.46	6	2	62,687	31,343	
Greenwood and Vicksburg.....	265.50	1	1	27,612	27,612	Steam-boat.
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	146,750	48,910	
Jackson and Natchez.....	90.55	6	2	62,112	31,056	
Jacksonville and Pensacola:						
Eastern division.....	207.50	7	4	151,475	37,868	Jacksonville to River Junction
Western division.....	161.20	7	3	117,676	39,225	River Junction to Pensacola.
Jacksonville and Tampa.....	240.71	13	6	253,895	42,316	7 trips a week, Sanford to Tampa
Helpers.....		7	2	107,339	53,664	147.04 miles.
Laurens and Columbia.....	79.20	6	1	40,420	40,420	
Lenoir and Lancaster.....	138.25	6	3	80,268	28,756	
Lula and Athens.....	38.50	6	1	24,227	24,227	
Macon and Birmingham.....	258.13	7	4	188,434	47,108	
Macon and Palatka.....	2-8.74	7	4	210,780	52,695	
Macon and Savannah.....	191.43	7	3	140,459	46,819	
Melbourne and Jupiter.....	86.00	3	1	27,004	27,004	Steam-boat.
Memphis and Granada.....	101.60	14	3	148,336	49,445	
Memphis and New Orleans:						
Northern division.....	221.46	7	4	161,665	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	55,706	55,706	New Orleans and Baton Rouge.
Memphis and Rolling Fork.....	190.00	7	3	138,700	46,233	
Meridian and New Orleans.....	196.30	7	3	143,290	47,423	
Meridian and Shreveport.....	311.56	7	5	228,168	47,042	
Helpers.....		6	2	121,198	60,599	96.80 miles.
Middleton and Pontotoc.....	62.68	6	1	39,112	39,112	
Montgomery and Akron.....	113.63	7	2	82,949	41,474	
Montgomery and Laverne.....	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	68,860	34,430	
Monroe and Chester.....	45.66	6	1	28,583	28,583	
Natchez and Bayou Sara.....	110.00	3	1	24,430	34,430	Steam-boat.
New Orleans and Bohemia.....	50.00	6	1	31,300	31,300	
New Orleans and Port Vincent.....	105.00	2	1	21,840	21,840	Do.
Ocala and Homosassa.....	48.98	6	1	30,563	30,563	
Onconto and Birmingham.....	30.68	6	1	22,902	22,902	
Palatka and Drayton Island.....	39.25	6	1	24,570	24,570	Do.
Palatka and Punta Gorda:						
Northern division.....	192.25	6	3	119,064	39,688	Palatka and Bartow.
Southern division.....	75.40	6	1	47,049	47,049	Bartow and Punta Gorda.
Roanoke and Opelika.....	68.00	6	1	42,568	42,568	
Rome and Attalla.....	63.70	6	1	39,708	39,748	
Rome and Gadsden.....	155.00	2	1	32,240	32,240	Steam-boat.
Rutherfordton and Kingsville.....	188.73	6	3	137,772	45,924	
Sanford and St. Petersburg.....	153.28	6	3	95,633	31,877	
Selma, Jackson, and Mobile.....	163.22	7	2	119,150	59,575	
Selma and Meridian.....	110.76	7	2	80,454	40,427	
Selma and Mobile.....	308.00	2	2	64,064	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	
Smithville and Columbia.....	86.79	6	1	54,330	54,330	
Spartanburg and Augusta.....	134.21	7	2	97,973	48,986	
Sumter and Pregnalls.....	60.33	6	1	37,766	37,766	
Tampa and Ellenton.....	45.00	6	1	28,170	28,170	Do.
Tennille and Dublin.....	36.00	6	1	22,464	22,464	
Titusville and Sanford.....	47.75	6	1	29,796	29,796	
Titusville and Melbourne.....	42.50	6	1	26,605	26,605	Do.
Toccoa and Elberton.....	50.62	6	1	31,580	31,580	
Vicksburg and Natchez.....	100.00	3	1	31,301	31,301	Do.
Wadesborough and Sumter.....	105.43	6	2	65,788	32,894	
Waldo and Cedar Keys.....	71.00	6	1	44,304	44,304	
Waycross and Chattahoochee.....	164.21	14	4	196,078	49,019	

## EXHIBIT 1.—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>	
Wildwood and Plant City .....	85.80	6	1	47,834	47,834	
Wilmington and Jacksonville: Trains Nos. 14 and 17 .....	494.14	7	24	1,442,888	60,120	"West India mail," Wilming- ton and Jacksonville. Wilmington and Charleston. Charleston and Jacksonville.
North division .....	142.96	7	3	155,884	51,961	
South division .....	144.40	7	4	210,824	52,716	
Helpers, south division, 171.05 miles.	.....	7	8	124,886	41,622	

## FIFTH DIVISION.

Addison, Mich., and Franklin, Ohio.	191.43	6	3	119,835	39,945	
Anderson and Ladoga, Ind. ....	64.87	6	1	40,609	40,609	
Ashtabula and Richardson, Ky.	50.23	6	1	31,444	31,444	
Ashtabula, Ohio, and New Castle, Pa.	81.13	6	2	50,787	25,394	
Byard and New Philadelphia, Ohio.	32.34	6	1	40,490	40,490	Clerk makes two round trips daily except Sunday.
B-dford and Switz City, Ind. ....	41.54	6	1	26,004	26,004	
Bellaire and Zanesville, Ohio. ....	112.49	6	2	70,419	35,209	
Benton Harbor, Mich., and An- derson, Ind.	164.96	6	2	103,265	51,632	
Bowling Green, Ky., and Mem- phis, Tenn.	263.60	7	8	384,856	48,107	Day line.
Do. ....	.....	7	4	183,406	45,866	Night line; established July 18, 1889.
Cambridge City and Madison, Ind.	108.60	12	3	135,967	45,322	Clerks make two round trips daily, except Sunday.
Canton and Sherodsville, Ohio.	48.42	6	1	303,111	30,311	
Carey and Delphos, Ohio. ....	56.74	6	1	35,519	35,519	
Carthage and Lebanon, Tenn.	37.68	6	1	11,907	11,907	
Chattanooga and Memphis, Tenn.	310.75	7	4	220,848	56,712	Day line.
Do. ....	.....	7	4	215,039	55,760	Night line; established July 20, 1890.
Chicago, Ill., and Cincinnati, Ohio.	307.16	7	16	806,907	56,067	Day line.
Do. ....	.....	7	28	1,560,588	56,057	Night line.
Chicago, Ill., and Louisville, Ky.	324.18	7	8	444,775	55,597	Day line; six times per week service previous to Dec. 8, 1892.
Do. ....	.....	7	8	473,303	50,163	Night line.
Chicago, Ill., Monon, Ind., and Cincinnati, Ohio.	309.64	6	4	193,835	48,450	Day line.
Do. ....	.....	7	4	77,410	19,353	Night line; established Feb. 26, 1890.
Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.	300.24	6	4	187,950	46,988	Day line.
Do. ....	.....	7	4	84,668	21,167	Night line; established Feb. 10, 1890.
Cincinnati, Ohio, and Chatta- nooga, Tenn.	340.06	7	12	744,731	62,061	Day line.
Do. ....	.....	7	8	496,483	62,061	Night line.
Cincinnati and Hamilton, Ohio, and Indianapolis, Ind.	125.41	6	2	51,860	25,834	Feb. 26, 1890, run extended to Chicago, Ill., making Chicago, Monon and Cincinnati R. P. O. Night line. (See that line.)
Cincinnati, Ohio, and Junction City, Ky.	122.36	6	2	76,535	38,267	Short run of Cincinnati and Chattanooga R. P. O.
Cincinnati, Ohio, and Living- ston, Ky.	155.91	6	3	97,600	32,533	
Cincinnati, Ohio, and Louis- ville, Ky.	111.53	6	2	69,818	34,909	This is the short run of Cincin- nati and Nashville R. P. O.
Cincinnati, Ohio, and Nash- ville, Tenn.	303.20	7	16	885,344	55,334	Day line.
Do. ....	.....	7	12	664,008	55,334	Night line.
Do. ....	.....	7	4	221,336	55,331	Trains Nos. 5 and 6.
Cincinnati, Ohio, North Ver- non, Ind., and Louisville, Ky.	132.11	6	2	82,701	41,350	

## EXHIBIT 1.—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.
	Miles.			Miles.	Miles.	
Cincinnati, Ohio, and St. Louis, Mo.	343.15	7	16	1,001,998	62,625	Day line.
Do.		7	26	1,252,332	62,625	Night line.
Cleveland and Bellaire, Ohio.	171.31	6	4	107,240	26,810	
Cleveland and Cincinnati, Ohio.	244.66	7	12	535,805	44,650	Day line.
Do.		7	16	714,407	44,650	Night line.
Cleveland and Coshocton, Ohio.	114.72	6	2	71,815	35,907	
Cleveland, Hudson, and Columbus, Ohio.	171.19	6	3	107,165	35,722	
Cleveland, Ohio, and Indianapolis, Ind.	283.00	7	8	413,180	51,648	Trains Nos. 3 and 10.
Do.		7	4	34,526	8,632	Additional service placed on trains Nos. 7 and 2 commencing May 1, 1890.
Cleveland and New Lisbon, Ohio.	92.25	6	2	57,748	28,874	
Cleveland, Ohio, and Pittsburgh, Pa.	149.30	6	3	93,462	31,154	Trains Nos. 36 and 35.
Do.		6	3	93,462	31,154	Trains Nos. 37 and 38.
Do.		7	6	217,978	36,329	Trains Nos. 41 and 42. Three helpers over whole line.
Cleveland, Youngstown, Ohio, and Pittsburgh, Pa.	136.77	6	5	185,460	37,092	Trains Nos. 72 and 67 daily, except Sunday. Trains Nos. 64 and 63 daily, including Sunday.
Cleveland and Zoar Station, Ohio.	76.39	6	2	47,820	23,910	
Columbus, Ohio, and Ashland, Ky.	133.11	12	4	166,054	41,663	
Columbus and Athens, Ohio.	77.56	12	3	38,100	12,720	Commencing Nov. 21, 1889, this line curtailed at Logan, Ohio, making the Logan and Athens R. P. O. Service between Columbus and Logan, Ohio, performed by Columbus and Pomeroy R. P. O.
Columbus, Ohio, and Charleston, W. Va.	198.07	6	3	123,692	41,331	
Columbus and Cincinnati, Ohio.	120.14	6	2	75,208	37,604	
Columbus, Midland City, and Cincinnati, Ohio.	117.85	12	3	147,548	49,183	
Columbus and Pomeroy, Ohio.	133.76	12	4	161,658	25,414	Formerly Logan and Pomeroy R. P. O. Extended to Columbus, Ohio, Nov. 21, 1889.
Corbin and Middlesborough, Ky.	44.24	6	1	23,755	23,755	Corbin and Pineville R. P. O. extended to Middlesborough, Ky. Dec. 23, 1889, increasing distance 12.61 miles.
Cumberland Gap and Knoxville, Tenn.	69.52	6	1	23,498	23,498	New service; established Dec. 16, 1889.
Crestline, Ohio, and Chicago, Ill.	280.14	6	8	350,735	43,842	Trains Nos. 1 and 20.
Do.		7	8	374,267	46,783	Trains Nos. 3 and 8. Service established Aug. 1, 1889.
Dayton and Ironton, Ohio.	168.45	6	3	105,450	35,150	
Decherd and Columbia, Tenn.	87.15	6	2	54,556	27,278	
D. laware and Columbus, Ohio.	25.68	6	1	16,076	16,076	
Delplos and Dayton, Ohio.	96.38	6	2	60,334	30,167	
Detroit, Mich., and Cincinnati, Ohio.	262.88	6	8	329,126	41,141	Toledo and Cincinnati R. P. O. day line extended to Detroit, Mich., Mar. 1, 1890.
Do.		7	12	470,913	39,243	Toledo and Cincinnati R. P. O. night line extended to Detroit, Mich., April 20, 1890.
Dickson and Kimmins, Tenn.	47.72	6	1	29,873	29,873	
Dodds and Cincinnati, Ohio.	36.73	6	1	22,993	22,993	
Dresden and Morrow, Ohio.	148.62	12	4	203,171	50,793	Dresden and Cincinnati R. P. O. curtailed to end at Morrow, Ohio, Nov. 13, 1889, decreasing distance 37.47 miles.
Dunlap and Chattanooga, Tenn.	66.69	6	1	36,389	36,389	On Jan. 9, 1890, run extended to Chattanooga, Tenn., increasing distance 16.24 miles.

## EXHIBIT 1.—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>	
Evansville, Ind., and Paducah, Ky.	145.50	6	2	90,792	45,396	
Evansville, Ind., and Princeton, Ky.	99.68	6	2	62,129	31,065	
Evansville, Ind., and Providence, Ky.	72.04	6	1	45,097	45,097	
Fairland and Martinsville, Ind.	37.83	6	1	23,682	23,682	
Fort Branch and Mt. Vernon, Ind.	38.66	6	1	24,201	24,201	
Fort Wayne, Ind., and Cincinnati, Ohio.	178.86	6	3	111,966	37,322	
Frankfort, Ind., and St. Louis, Mo.	247.97	6	4	155,229	38,807	
Georgetown and Cincinnati, Ohio.	47.44	12	2	59,394	29,698	
Grafton, W. Va., and Chicago, Ill.	558.11	7	20	1,097,216	54,961	4 helpers between Chicago Junction, Ohio, and Grafton, W. Va., and return, 286.79 miles.
Grafton, W. Va., and Cincinnati, Ohio.	300.58	7	12	658,270	54,856	Day line.
Do.....		7	16	877,694	54,856	Night line.
Grand Rapids, Mich., and Cincinnati, Ohio.	309.06	6	4	193,472	48,368	
Greensburg and Webbville, Ky....	37.26	6	1	23,325	23,325	
Hamden and Portsmouth, Ohio.	56.37	6	1	35,288	35,288	
Hinton, W. Va., and Cincinnati, Ohio.	309.89	7	8	450,979	56,372	Day line.
Do.....		7	8	450,979	56,372	Night line.
Huntington, W. Va., and Louisville, Ky.	234.11	6	2	87,433	43,717	Eastern division—Huntington, W. Va., to Lexington, Ky., 139.67 miles.
Do.....		12	3	119,028	39,676	Western division—Lexington to Louisville, Ky., 95.07 miles.
Indianapolis, Ind., and Decatur, Ill.	152.50	6	3	95,465	31,822	
Indianapolis, Ind., and Louisville, Ky.	111.33	7	3	150,963	50,321	Trains No. 16 and 13.*
Do.....		7	3	150,963	50,321	Trains No. 18 and 19.*
Indianapolis, Ind., and Peoria, Ill.	212.41	6	4	132,069	33,242	Day line.
Do.....		7	8	310,119	38,765	Night line.
Indianapolis, Ind., and St. Louis, Mo.	265.47	6	8	332,368	41,546	Day line.
Do.....		7	4	32,387	8,097	Night line.
Indianapolis and Terre Haute, Ind.	73.05	6	1	45,729	45,729	
Indianapolis, Ind., Vandalia, Ill., and St. Louis, Mo.	241.08	6	4	150,916	37,729	
Indianapolis and Vincennes, Ind.	116.70	6	2	73,054	36,527	
Keatbley and Knoxville, Tenn.	51.88	7	1	37,872	37,872	
Kilbuck and Triway, Ohio....	33.82	6	1	21,171	21,171	
Leavittsburgh and Dayton, Ohio.	224.64	6	4	140,625	35,156	Day line.
Do.....		7	4	7,638	1,909	Night line—service established June 14, 1890.
Lebanon Junction and Greensburg, Ky.	68.95	6	1	31,786	31,786	Lebanon and Greensburg R. P. O. extended to Lebanon Junction, Ky., Dec. 26, 1889.
Lebanon and Nashville, Tenn.	32.04	12	1	40,114	40,114	
Logan and Athens, Ohio.	26.97	6	1	20,497	20,497	Curtailment of Columbus and Athens R. P. O., taking effect Nov. 21, 1889.
Logan and Nelsonville, Ohio....	32.96	12	1	25,775	25,775	Commencing April 1, 1890, 12 trips per week.
Logan and Pomeroy, Ohio.....	82.83	6	2	20,376	10,188	Commencing Nov. 21, 1889, run extended to Columbus, Ohio. (See Columbus and Pomeroy R. P. O.)
Logansport, Ind., and Columbus, Ohio.	198.48	6	3	124,243	41,416	

## EXHIBIT 1.—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.
	Miles.			Miles.	Miles.	
Louisville and Bloomfield, Ky.	58.37	6	1	30,540	36,540	
Louisville and Burgin, Ky.	90.28	7	2	61,932	30,966	
Louisville, Ky., and Evansville, Ind.	210.25	6	3	131,196	43,732	
Louisville and Henderson, Ky.	143.91	6	2	90,088	45,044	
Louisville, Ky., Huntingburgh and Evansville, Ind.	124.25	6	2	77,780	38,890	
Louisville, Ky., and Knoxville, Tenn.	268.02	7	4	195,655	48,914	Night line.
Do.		7	3	147,701	49,234	Day line—Louisville, Ky., to Jellico, Tenn., distance 202.33 miles.
Louisville, Ky., and Memphis, Tenn.	393.28	7	6	71,577	11,929	Night line.
Do.		7	4	166,038	41,510	Day line—Louisville to Paducah, Ky.; distance, 227.45 miles.
Louisville, Ky., and St. Louis, Mo.	269.05	7	4	196,406	49,102	
Louisville and Springfield, Ky.	60.77	6	1	38,042	38,042	
Marietta and Amesville, Ohio.	44.99	6	1	22,958	22,958	Marietta and Sharpesburgh R. P. O. extended to Amesville, Ohio, April 29, 1890, increasing distance 10 miles.
Marion, Ohio, and Chicago, Ill.	270.15	6	4	169,114	42,278	
Maysville, Paris, Ky., and Cincinnati, Ohio.	130.45	6	2	81,062	40,831	
Michigan City and Indianapolis, Ind.	161.18	6	3	100,899	33,633	
Michigan City and Monon, Ind.	59.82	6	1	37,447	37,447	
Monmouth, Ill., and Brazil, Ind.	130.94	6	2	81,905	40,954	
Nashville and Chattanooga, Tenn.	151.54	7	3	110,694	36,875	Trains Nos. 1 and 2, daily.
Do.		6	2	94,864	47,432	Trains Nos. 5 and 6, daily, except Sunday.
Nashville, Tenn., and Hickman, Ky.	169.56	6	4	154,161	38,540	3 through clerks and 1 helper between Nashville and Union City, Tenn., distance 153.90 miles, Mondays, Wednesdays, and Saturdays.
Nashville, Tenn., and Hopkinsville, Ky.	71.76	6	1	44,022	44,022	
Nashville, Tenn., and Montgomery, Ala.	305.02	7	8	446,643	55,830	Day line.
Do.		7	5	274,270	54,854	Night line—1 helper between Nashville, Tenn., and Decatur, Ala., four nights per week, distance 122.47 miles.
Nashville, Tenn., and St. Louis, Mo.	317.44	7	6	344,237	57,383	Day line—4 clerks through and 2 helpers between Nashville, Tenn., and Evansville, Ind., distance, 164.20 miles.
Do.		7		463,462	57,933	Night line.
Nashville, Tenn., and Sheffield, Ala.	133.26	6	2	83,421	41,710	
Nashville and Tracy City, Tenn.	107.55	6	1	30,751	30,751	Tracy City and Cowan R. P. O. extended to Nashville, Tenn., March 1, 1890, increasing distance 87 miles.
Newark, Ohio, and Chicago, Ill.	338.48	6	4	159,707	39,927	Aug. 29, 1889, to Nov. 10, 1889, run from Newark, Ohio, to Chicago, Ill.; from Nov. 11, 1889, to May 18, 1890, run from Chicago Junction, Ohio, to Chicago, Ill.; and from May 18, 1890, to June 30, 1890, run from Newark, Ohio, to Chicago, Ill.
Newark and Shawnee, Ohio.	43.88	6	1	27,469	27,469	
New Castle and North Vernon, Ind.	69.59	6	1	43,438	43,438	
New Gallie, Pa., and New Lisbon, Ohio.	25.23	6	1	15,794	15,794	

\* 2 clerks through and 1 helper over whole line daily, except Sunday.

## EXHIBIT 1.—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>	
Owensborough and Russell- ville, Ky.	72.62	6	1	45,460	45,460	
Paducah, Ky., and Florence, Ala.	300.00	2	2	62,400	31,200	
Paducah, Ky., and Memphis, Tenn.	168.18	7	3	92,163	30,721	April 1, 1890, the Louisville and Paducah R. P. O. was extended to Memphis, Tenn., taking up and discontinuing Paducah and Memphis R. P. O. (See Louis- ville and Memphis R. P. O.).
Painesville and Youngstown, Ohio.	61.07	6	1	28,230	38,230	
Parkersburgh, W. Va., and Cin- cinnati, Ohio.	196.49	6	4	123,003	30,751	Short run of Grafton and Cin- cinnati R. P. O.
Perryville and Memphis, Tenn.	136.67	6	2	85,555	42,778	
Phalanx Station and Bergholz, Ohio.	60.90	6	2	41,503	20,751	Commencing April 15, 1890, double service established be- tween Phalanx Station and Alliance, Ohio, distance 26.60 miles.
Pittsburgh, Pa., and Akron, Ohio.	136.22	6	2	85,274	42,637	
Pittsburgh, Pa., and Chicago, Ill.	468.80	7	28	1,368,896	48,889	
Pittsburgh, Pa., and Cincin- nati, Ohio.	211.14	7	16	908,529	56,783	Day line.
Do.....		7	16	908,529	56,783	Night Line.
Pittsburgh, Pa., and Crestline, Ohio.	188.94	7	7	265,007	37,858	Trains 3 and 10, 4 clerks through; 2 helpers between Crestline, Ohio, and Rochester, Pa., dis- tance 163.30 miles; 1 helper between Pittsburgh and New Castle, Pa., distance 50.40 miles.
Do.....		6	6	91,447	15,241	Trains 1 and 20, service com- menced February 10, 1890.
Pittsburgh, Pa., and St. Louis, Mo.	620.08	7	67	3,838,034	57,293	Trains 6 and 7, 64 clerks and 3 porters.
Do.....		7	30	1,707,243	56,908	Trains 1 and 20, between Pitts- burgh, Pa., and Richmond, Ind., distance 310.70 miles; 28 clerks and 2 porters.
Do.....		7	28	1,652,405	59,014	Trains 1 and 20, between Rich- mond, Ind., and St. Louis, Mo., distance 309.38 miles; 24 clerks, 2 helpers and 2 porters.
Pittsburgh, Pa., Steubenville, Ohio, and Wheeling, W. Va.	60.05	6	1	43,225	43,225	
Portsmouth and Cincinnati, Ohio.	107.96	6	2	67,583	33,791	
Princeton, Ky., and Clarksville, Tenn.	50.62	6	1	35,382	35,382	
Richmond and Stanford, Ky.	31.94	6	1	21,872	21,872	
Sandusky and Columbus, Ohio	176.65	6	3	110,583	36,861	
Sandusky, Ohio, and Peoria, Ill.	418.06	6	7	291,655	41,665	Eastern division, Sandusky, Ohio, to LaFayette, Ind., distance 260.12 miles; 4 clerks and 1 helper; helper running be- tween Sandusky and Celina, Ohio, 120.07 miles, 4 days per week. Western Division, La- Fayette, Ind., to Peoria, Ill., distance 157.94 miles; 2 clerks running between those points.
Sandusky, Ohio, Wheeling, W. Va., and Pittsburgh, Pa.	298.20	7	8	415,403	51,925	Sandusky and Wheeling R. P. O. extended to Pittsburgh, Pa., August 29, 1889, increasing dis- tance 72 miles.
Scottsville, Ky., and Gallatin, Tenn.	35.82	6	1	22,423	22,423	
South Bend and Terre Haute, Ind.	183.85	6	3	115,000	38,363	

## EXHIBIT 1.—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>	
Sparta and Tullahoma, Tenn. .	61.15	6	1	38,280	38,280	
Springfield, Ohio, and Indianapolis, Ind. .	139.48	6	2	87,314	43,657	
Springfield, Ohio, and Richmond, Ind. .	77.40	6	1	48,452	48,452	
Springfield and Wellston, Ohio .	118.54	6	2	74,206	37,103	
Terra Haute, Washington, and Evansville, Ind. .	139.23	6	2	87,158	43,579	
Toledo and Columbus, Ohio . . .	125.59	6	2	78,619	39,309	
Toledo, Ohio, and Frankfort, Ind. .	207.20	6	4	129,707	32,427	
Toledo and Kenton, Ohio . . . . .	73.05	6	1	30,803	30,803	Toledo and Findlay R. P. O. extended to Kenton, Ohio, May 19, 1890, increasing distance 28.47 miles.
Toledo, Ohio, and LaFayette, Ind. .	205.08	6	4	128,380	32,095	
Toledo and Mansfield, Ohio . . .	87.15	6	2	54,556	27,278	
Toledo and Marietta, Ohio . . .	263.21	6	4	164,769	41,192	
Toledo, Ohio, and St. Louis, Mo. .	437.74	7	32	1,738,538	54,329	
Toledo, Thurston, and Columbus, Ohio .	177.43	6	3	111,071	37,024	
Union City, Ind., and Dayton, Ohio .	47.45	6	1	29,704	29,704	
Wellsville and Bellaire, Ohio . .	46.82	12	2	58,618	29,309	
Zanesville and Columbus, Ohio .	67.00	6	1	42,318	42,318	
Zanesville and Marietta, Ohio . .	74.49	12	2	93,149	46,574	

## SIXTH DIVISION.

Albert Lea and Burlington:						
Through run . . . . .	253.14	6	8	316,032	39,616	
Short run (Cedar Falls to Burlington) . . . . .	170.19	0	3	100,539	35,513	
Auburn and Lincoln . . . . .	76.84	7	1	50,093	50,093	
Aurora and Arcadia . . . . .	90.73	6	1	56,797	56,797	
Austin and Ottumwa . . . . .	220.00	6	7	249,711	35,673	3 helpers run 111,901 miles.
Beardstown and Shawneetown .	228.35	6	4	142,947	35,737	
Belle Plaine and Mchakinoek .	62.90	6	1	30,375	30,375	
Bellevue and Cascade . . . . .	36.32	6	1	22,738	22,738	
Bethany Junction and Grant City . . . . .	44.28	6	1	27,719	27,719	
Bloomington and Roodhouse . .	110.75	6	2	69,330	34,665	
Bluffs and Hannibal . . . . .	50.01	6	1	31,800	31,800	
Boone and Des Moines . . . . .	43.30	6	1	27,108	27,108	
Buda and Canton . . . . .	64.49	6	1	40,371	40,371	
Bureau and Peoria . . . . .	47.03	6	1	29,441	29,441	
Burlington and Carrollton . .	220.57	0	4	138,077	34,519	
Burlington and Council Bluffs:						
Fast mail, trains 7, 8, and 4 .	294.00	7	22	1,168,365	53,107	2 helpers run 95,265 miles.
Night line, trains 11 and 12 .	294.00	7	12	643,860	53,655	
Burlington and Oskaloosa . . .	105.00	6	2	65,730	32,865	
Burlington and Quincy . . . .	72.00	6	1	45,072	45,072	
Caledonia and Spring Valley . .	85.74	6	1	53,673	53,673	
Calmar and Davenport . . . .	165.70	6	2	103,728	51,864	
Carroll and Merville . . . . .	100.80	6	2	63,101	31,550	
Cedar Rapids and Council Bluffs:						
Day line . . . . .	270.77	7	9	446,006	49,666	1 helper runs 51,582 miles.
Night line . . . . .	270.77	7	8	395,324	49,415	
Cedar Rapids and Kansas City .	301.51	6	5	188,745	37,749	
Cedar Rapids and Watertown:						
East division, Cedar Rapids to Estherville . . . . .	207.32	6	4	129,782	32,445	
West division, Estherville to Watertown . . . . .	193.01	6	3	120,824	40,275	
Chadron and Glen Rock . . . .	169.88	6	2	106,345	53,172	
Champaign and Havana . . . .	101.07	6	2	63,270	31,635	
Cherokee and Onawa . . . . .	61.18	6	1	38,299	38,299	

## EXHIBIT 1.—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 lines.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Cherokee and Sioux Falls . . . . .	97.07	6	1	60,766	60,766	
Chicago and Burlington:						
Day line, trains 11 and 12 . . . . .	207.50	7	16	605,900	37,859	
Fast mail, trains 7 and 8 . . . . .	207.50	7	31	1,297,575	41,857	4 helpers run 237,250 miles.
Chicago and Cairo:						
Trains 1 and 2 (Chicago to Centralia) . . . . .	252.96	6	10	396,390	39,639	2 helpers run 79,684 miles.
Trains 3 and 4 (Chicago to Centralia) . . . . .	252.96	7	14	654,023	46,716	2 helpers run 100,040 miles.
Trains 5 and 2 (Centralia to Cairo) . . . . .	112.79	6	4	141,212	35,303	
Chicago and Cedar Rapids:						
Day line, trains 3 and 4 . . . . .	220.40	7	12	482,676	40,223	
Night line . . . . .	220.40	7	18	782,122	43,451	2 helpers run 138,554 miles.
Chicago, Decatur, and St. Louis . . . . .	286.80	6	6	276,191	46,032	2 helpers run 93,654 miles.
Chicago, Dunbar, and Dubuque Chicago and Evansville:	168.28	6	3	105,343	35,114	
Day line . . . . .	288.31	6	5	180,482	36,096	
Night line . . . . .	288.31	7	4	210,466	52,616	
Chicago and Forreston . . . . .	119.10	6	2	74,557	37,279	
Chicago and Fort Madison . . . . .	237.41	6	4	148,637	37,159	
Chicago, Freeport, and Du- buque . . . . .	189.72	6	9	356,295	39,588	
Chicago, Irene, and Dubuque . . . . .	184.70	6	6	231,244	38,540	
Chicago and McGregor . . . . .	238.62	6	8	298,752	37,344	
Chicago and Kansas City:						
East division, Chicago to Quincy . . . . .	263.30	7	23	1,130,260	49,142	3 helpers run 169,215 miles.
West division, Quincy to Kansas City . . . . .	226.00	7	8	329,960	41,245	
Short run, Galesburg to Kansas City . . . . .	325.80	7	23	1,105,366	48,059	3 helpers run 154,030 miles.
Chicago and St. Louis:						
Day line . . . . .	284.70	6	12	534,666	44,555	
Night line . . . . .	284.70	7	16	831,324	51,957	
Chicago, Savannah, and Cedar Rapids . . . . .	233.44	6	7	265,005	37,858	3 helpers run 118,872 miles.
Chicago and Streator . . . . .	97.70	6	2	61,100	30,580	
Chicago and West Liberty:						
Day line . . . . .	221.52	7	12	485,130	40,428	
Night line . . . . .	221.52	7	14	557,568	39,826	2 helpers run 72,438 miles.
Clarinda and Corning . . . . .	46.36	6	1	29,021	29,021	
Clinton and Anamosa . . . . .	71.80	6	2	44,947	22,473	
Clinton and Iowa City . . . . .	78.41	6	1	49,085	49,085	
Columbus and Albion . . . . .	43.45	6	1	27,200	27,200	
Columbus and Kansas City . . . . .	272.08	6	4	170,322	42,580	
Creston and Norfolk . . . . .	44.05	6	1	27,575	27,575	
Creston and Cumberland . . . . .	47.29	6	1	29,603	29,603	
Danville and Cairo . . . . .	259.03	6	4	162,153	40,538	
Danville and Tuscola . . . . .	50.49	6	1	31,607	31,607	
Davenport and Atchison . . . . .	337.35	7	8	492,530	61,566	
Decatur and Edgingham . . . . .	83.00	6	1	51,958	51,958	
Decorah and Cedar Rapids . . . . .	122.06	6	2	76,409	38,205	
Des Moines and Albia . . . . .	64.46	7	2	49,976	24,988	
Des Moines and Cainesville . . . . .	112.13	6	2	70,193	35,096	
Des Moines and Keokuk . . . . .	163.08	6	3	102,088	34,029	
Des Moines and Moberly:						
Through run . . . . .	212.52	7	3	155,139	51,713	
Short run, Ottumwa to Mo- berly . . . . .	131.54	6	2	82,344	41,172	
Des Moines and St. Joseph . . . . .	200.06	6	5	184,456	36,891	1 helper runs 59,219 miles.
Des Moines, Savannah and St. Joseph . . . . .	161.34	7	3	117,778	39,259	
Des Moines and Sioux City . . . . .	238.64	6	4	149,389	37,347	
Des Moines and Winterset . . . . .	42.90	6	1	26,855	26,855	
Dubuque and Mendota . . . . .	132.39	6	4	165,752	41,438	
Dubuque and Sioux City:						
Day line . . . . .	326.64	6	8	410,206	51,276	
Night line . . . . .	327.64	6	8	410,206	51,276	
Dwight and Washington . . . . .	70.13	6	1	43,901	43,901	
Falmont and Cheater . . . . .	48.60	6	1	30,048	30,048	
Farley and Cedar Rapids . . . . .	57.81	6	1	36,189	36,189	

## EXHIBIT 1.—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.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Fonda and Des Moines .....	115.17	6	2	72,096	36,048	
Fremont and Lincoln .....	52.67	7	1	38,449	38,449	
Galesburgh and Havana .....	62.03	6	1	38,831	38,831	
Gulva and Burlington .....	85.15	6	1	53,304	53,304	
Gilman and Springfield .....	112.77	6	2	70,594	35,297	
Green River and Huntington ..	571.22	7	12	833,980	69,498	
Humeston and Shenandoah ....	113.91	6	2	71,308	35,654	
Kankakee and Kankakee Junction .....	71.52	6	1	44,771	44,771	
Kankakee and Seneca .....	43.30	6	1	27,106	27,106	
Kansas City and Oxford:						
Through run .....	363.96	7	8	531,882	66,423	
Short run, St. Joseph to Oxford .....	297.26	7	4	217,000	54,250	
Kempton and Bloomington ....	57.77	6	1	36,164	36,164	
Keokuk and Humeston .....	132.05	6	2	82,663	41,331	
Keokuk and Clayton .....	43.09	6	1	26,974	26,974	
Knox and Streator .....	119.65	6	2	74,901	37,450	
La Fayette and Quincy .....	271.00	6	10	438,074	43,807	2 helpers run 98,782 miles.
Lake Geneva and Elgin .....	44.15	6	1	27,638	27,638	
Lake Station and Joliet .....	45.68	6	1	28,596	28,596	
Lincoln and Crawford .....	418.71	6	8	308,561	38,570	2 helpers run 40,449 miles.
Lincoln and Concordia .....	143.12	6	2	89,593	44,796	
Linwood and Superior .....	122.61	6	2	76,754	38,377	
Litchfield and Kampsville .....	58.68	6	1	36,734	36,734	
Logansport and Keokuk:						
East division, Logansport to Peoria .....	171.52	6	6	214,742	35,790	
West division, Peoria to Keokuk .....	111.50	6	2	69,709	38,809	
Long Pine and Whitewood ....	333.17	7	5	243,214	48,643	
Loup City and Grand Island ..	61.20	6	1	38,311	38,311	
Lyle and Waterloo .....	81.91	6	1	51,275	51,275	
McCook and Denver .....	255.53	7	3	186,537	62,179	
McCool Junction and Fair- bury .....	50.61	6	1	31,682	31,682	
McGregor and Chamberlain:						
East division, McGregor to Sanborn, day .....	243.79	6	8	305,224	38,153	
East division, McGregor to Sanborn, night .....	243.79	6	4	152,612	38,153	
West division, Sanborn to Chamberlain .....	198.71	6	6	248,784	41,464	
McLeansborough and Shaw- neetown .....	41.22	6	1	25,804	25,804	
Maquoketa and Davenport ....	43.85	6	1	27,450	27,450	
Marion and Council Bluffs .....	261.90	6	4	163,949	40,987	
Marion and Sioux City .....	290.16	7	4	181,640	45,410	
Marshalltown and Story City ..	39.55	6	1	24,758	24,758	
Mason City and Fort Dodge ....	73.05	6	1	45,729	45,729	
Mendota and Centralia .....	211.99	6	10	326,935	32,693	2 helpers run 61,523 miles.
Mendota and Fulton .....	65.26	6	1	40,853	40,853	
Missouri Valley and Long Pine ..	251.10	7	10	431,795	43,179	2 helpers run 65,189 miles.
Mount Pleasant and Keokuk ....	50.40	6	1	31,550	31,550	
Muscatine and Montezuma .....	96.87	6	2	60,640	30,320	
Nebraska City and Cheyenne ..						
East Division, Nebraska City to Holdrege .....	245.57	6	4	153,727	38,432	
West Division, Holdrege to Cheyenne .....	330.80	7	4	245,864	61,466	
Norfolk and Columbus .....	50.64	6	1	31,700	31,700	
Oelwein and Des Moines .....	132.28	6	2	82,807	41,403	
Omaha and Beatrice .....	132.94	7	2	97,046	48,523	
Omaha and Hastings .....	163.96	7	3	106,444	35,481	Clerks run Sundays between Omaha and Fremont only.
Omaha and McCook .....	284.29	7	8	415,064	51,883	
Omaha and Ogden .....						
East Division, Omaha to Cheyenne .....	519.26	7	36	2,274,360	63,176	
West Division, Cheyenne to Ogden .....	516.35	7	16	1,187,097	74,193	11 helpers run 819,154 miles.
Short run, Omaha to Jules- burgh .....	371.90	7	12	686,784	57,232	2 helpers run 143,810 miles

## EXHIBIT 1.—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.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Ord and Grand Island.....	62.40	6	1	39,062	39,062	
Orleans and St. Francis.....	134.41	6	2	84,141	42,070	
Pacific Junction and McCook..	309.42	7	12	677,628	56,469	
Palmer and Burwell.....	69.38	6	1	43,432	43,432	
Plattsburgh and Schuyler.....	81.09	6	1	50,762	50,762	
Peoria and Evansville.....	250.10	6	4	156,563	39,141	
Peoria and Galesburg.....	52.80	6	1	33,065	33,065	
Peoria and Mount Vernon.....	217.85	6	4	136,374	34,093	
Peoria and Oskaloosa.....	190.82	6	3	119,453	39,818	
Peoria and Springfield.....	89.36	6	2	55,939	27,969	
Quincy and Louisiana.....	44.96	6	1	28,145	28,145	
Red Oak and Lincoln.....	113.57	6	2	71,095	35,547	
Republican City and Oberlin..	78.87	6	1	49,373	49,373	
Rock Island and St. Louis.....	248.99	6	5	238,359	47,668	1 helper runs 56,576 miles.
Rock Island and Peoria.....	92.20	6	2	57,717	28,858	
Rothven and Des Moines.....	137.59	6	2	86,131	43,065	
Scribner and Oakdale.....	115.73	6	2	72,447	36,224	
Shabbona and Sterling.....	47.97	6	1	30,029	30,029	
Sidell and Olney.....	86.31	6	2	54,050	27,015	
Sioux City and Missouri Val- ley.....	76.10	7	2	55,553	27,777	
Sioux City and Norfolk.....	76.09	6	1	47,632	47,632	
Sioux City and Omaha.....	123.96	6	2	77,599	38,799	
Springfield and Alton.....	89.86	6	2	56,252	28,126	
Springfield and Litchfield.....	45.52	6	1	28,495	28,495	
Sterling and Rock Island.....	52.43	6	1	32,821	32,821	
Streator and Fairbury.....	31.98	6	1	20,010	20,010	
Streator and Pekin.....	65.06	6	1	40,727	40,727	
Sumner and Hampton.....	64.08	6	1	40,114	40,114	
Switz City and Effingham.....	90.58	6	1	56,703	56,703	
Talmage and Crete.....	58.43	7	1	42,634	42,634	
Tama and Hawarden.....	243.34	6	5	213,804	42,761	1 helper runs 61,473 miles.
Terre Haute and Peoria.....	176.90	6	3	110,739	36,913	
Turkey River and West Union.	55.34	6	1	36,521	36,521	
Valley and Alma.....	242.00	6	3	151,492	50,298	
Washington and Knoxville.....	77.94	6	1	48,790	48,790	
Wendover and Cheyenne.....	124.67	3	1	38,585	38,585	
West Lebanon and LeRoy.....	75.03	6	1	46,969	46,969	
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	18,592	18,592	
Yates City and Rushville.....	63.95	6	1	40,033	40,033	

## SEVENTH DIVISION.

Albuquerque, N. Mex. and El Paso, Tex.	254.39	7	4	185,705	46,426	
Antonito, Colo., and Santa Fe, N. Mex.	130.00	6	2	65,776	32,887	Three round trips per week Oct. to Dec. 3, 1889, inclusive. Line curtailed to Española, and serv- ice performed but three times per week over Antonito and Española R. P. O. (91.39) miles Dec. 4, 1889 to June 31, 1890.
Arcadia and Cherry Vale, Kans.	81.77	7	1	59,692	43,721	(1) 4 clerks perform all service on this line, the Fort Scott, Kans., and Webb City, Mo., R. P. O. and Sidell and Sedan, Kans., R. P. O.
Atchison and Lenora, Kans.:						
Day line.....	208.10	6	3	170,334	56,778	From July 1, 1889 to Dec. 21, 1889 (inclusive) day line, clerks ran 7 times a week between Atchison and Lenora (204.53 miles).
Night line.....	294.52	7	9	112,507	23,127	Night line re-established Dec. 22, 1889.

## EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

## SEVENTH 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 travel- ed by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Downs to Stockton.....	42.32	7	....	30,894	.....	
Atchison and Topeka, Kans. ...	51.11	7	1	37,310	37,310	
Bellefonte and Junction City, Kans.	80.94	7	1	54,512	54,512	Concordia and Junction City, Kans. R. P. O. (70.77 miles) from July 1, 1839 to Feb. 5, 1890, inclusive.
Beaumont and Anthony, Kans.	117.11	7	3	85,400	42,745	
Bolivar and Springfield, Mo. ....	40.05	7	1	25,071	25,071	
Burlington, Iowa, and St. Louis, Mo.:						
Day line .....	214.19	6	6	225,809	37,635	2 helpers run 89,103 miles. In addition to 6 round trips per week clerks make addi- tional trips on Sundays be- tween Quincy, Ill., and St. Louis, Mo., (131.20 miles) com- mencing April 29, 1890.
Night line .....	214.19	7	5	91,309	18,262	Established Dec. 4, 1889; one helper run 1,777.60 miles.
Butler, Mo., and Madison, Kans.	109.81	6	2	68,741	34,370	
Cairo, Ill., and Elmot, Ark. ....	173.00	8	2	53,676	26,988	Steam-boat service.
Cairo, Ill., and Poplar Bluff, Mo.	74.87	7	1	54,655	40,306	Service on this line is performed in connection with that on Cape Girardeau and Hunter, Mo., R. P. O. three clerks keep- ing up all service.
Caldwell, Kans., and Elreno, Ind. T.	108.52	7	1	9,550	9,550	Service established May 18, 1890.
Cameron, Mo., and Atchison, Kans.	57.44	7	1	41,931	41,931	
Cape Girardeau and Hunter, Mo.	93.89	7	2	66,263	40,306	Service on this line is performed in connection with that on Cairo and Poplar Bluff R. P. O., three clerks keeping up all serv- ice. Sunday trains are between Cape Girardeau and Williams- ville, Mo., only (72 miles.)
Chanute and Longton, Kans. ...	45.13	7	1	32,945	32,945	
Cheyenne, Wyo., and Denver, Colo.	107.39	7	2	78,395	39,198	
Chicopee and Chanute, Kans. ...	57.25	7	1	41,793	41,793	
Colorado Springs and New Cas- tle, Colo.	234.12	7	3	152,972	50,991	Colorado Springs and Leadville, Colo., R. P. O., extended Oct. 1, 1889.
Council Bluffs, Iowa, and Kan- sas City, Mo.:						
Day line .....	196.52	7	7	328,861	46,980	1 helper runs 41,942 miles.
Night line .....	196.52	7	7	332,367	47,481	1 helper runs 45,448 miles.
Creston, Iowa, and St. Joseph, Mo.:						
Day line .....	103.88	7	3	110,320	36,773	1 helper runs 43,214 miles. Six round trips a week, July 1, 1889, to April 26, 1890.
Night line .....	103.88	7	2	7,687	3,844	Established May 25, 1890.
Cuba and Salem, Mo. ....	40.96	6	1	25,641	25,641	
Denver and Aspen, Colo. ....	408.49	7	6	208,198	49,699	
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.	772.56	7	9	570,770	63,419	Clerks act as helpers alternately two days each week between Denver and Castle Rock, Colo. (32.70 miles).
Ellsworth and Burrton, Kans. ...	72.39	7	1	58,320	58,320	Ellsworth and Wichita R. P. O. (106.61 miles) curtailed to end at Burrton in effect Sept. 19, 1889.
Emporia and Moline, Kans. ....	85.31	6	1	61,423	61,423	7 round trips a week up to May 31, 1890.
Fairbury and Nelson, Nebr. ....	51.20	6	1	32,051	32,051	

## EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

## SEVENTH 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.	
Florence and Arkansas City, Kans.	87.49	7	1	62,398	44,858	Florence and Winfield R. P. O. (75.03 miles), March 30 to May 31, 1890. 13 clerks perform all service on this line and Florence and Ellinwood, Kans., R. P. O.
Florence and Ellinwood, Kans.	99.01	7	2	72,277	44,858	3 clerks perform all service on this line and Florence and Arkansas City, Kans., R. P. O.
Fort Madison, Iowa, and Kan- sas City, Mo.	221.28	6	4	159,321	39,830	7 round trips per week up to and including May 31, 1890.
Fort Scott, Kans., and Webb City, Mo.	83.32	7	2	60,824	43,721	4 clerks perform all service on this line, the Arcadia and Cherryville, Kans., and Sidel and Sedan, Kans., R. P. O.
Fort Scott and Kanopolis, Kans.	246.60	7	4	182,467	45,617	Clerks run between Fort Scott and Kanopolis (259.79 miles) from July 1 to Oct. 20, 1889; since that time to Geneseo, only (245.60 miles).
Girard and Galena, Kans. ....	47.68	7	1	34,806	34,806	
Grandin and Willow Springs, Mo.	80.92	6	2	50,655	25,326	
Great Bend and Scott, Kans. ...	121.12	6	2	77,032	38,516	7 round trips per week from Apr. 21 to May 31, 1890.
Greeley and Denver, Colo. ....	98.43	7	2	71,854	35,927	
Hannibal and Gilmore, Mo.:						
Trains 1 and 2 .....	86.41	6	2	54,093	42,773	1 No service on trains 3 and 4 Jan. 18 to June 23, 1890.
Trains 3 and 4 .....	86.41	6	2	131,453		1 helper run 36,769 miles.
Hannibal and Sedalia, Mo. ....	143.35	7	4	141,414	35,353	
Henry, Mo., and Atchison, Kans.:						
Trains 17 and 18 .....	93.36	7	3	68,153	45,038	1 Trains 19 and 20 operated be- tween Henry and St. Joseph, Mo. (73.43 miles), since June 1, 1890.
Trains 19 and 20 .....	93.36	7	3	166,960		
Herington and Dodge City, Kans.	204.39	7	3	149,205	49,735	
Herington and Liberal, Kans.:						
Eastern division .....	127.94	7	2	93,396	46,698	
Western division .....	137.02	7	2	100,025	50,012	
Herington and Salina, Kans. ....	49.82	7	1	36,420	36,420	
Holden, Mo., and Coffeyville, Kans.	201.58	7	3	147,153	49,051	
Hutchinson and Kinsley, Kans.	84.20	6	1	52,709	52,709	
Independence and Cedar Vale, Kans.	56.12	7	1	40,968	40,968	
Jefferson City and Bagnell, Mo.	45.71	6	1	28,614	28,614	
Julesburg and Denver, Colo. ....	187.88	7	3	144,452	48,151	
Junction City and Parsons, Kans.	157.16	7	3	114,720	38,240	
Kansas City and Ash Grove, Mo.	175.14	7	3	122,192	40,731	Olathe, Kans., and Ash Grove, Mo., R. P. O. (153.69 miles) July 1 to Nov. 23, 1889.
Kansas City, Mo., and Beatrice, Nebr.	176.24	7	3	114,359	38,119	Kansas City, Mo., and Sumner- field, Kans., R. P. O. July 1, 1889, to Jan. 19, 1890.
Kansas City, Mo., and Belle- ville, Kans.	204.73	7	3	149,135	49,712	Topeka and Belleville, Kans., R. P. O. (137.20 miles) July 1 to Nov. 12, 1889.
Kansas City, Mo., and Coffey- ville, Kans.	168.34	7	3	108,635	36,212	Paola and Coffeyville, Kans. R. P. O. (125.74 miles), July 1 to Dec. 14, 1889.
Kansas City, Mo., and Denver, Colo.:						
Trains 201 and 202 .....	641.02	7	14	1,098,606	78,472	2 helpers run 162,717 miles.
Trains 203 and 204 .....	641.02	7	14	821,077	58,648	2 helpers run 68,505 miles.
Kansas City and Joplin, Mo. ....	169.25	7	4	198,977	49,744	1 Trains 203 and 204 between Kansas City, Mo., and Wallace, Kans., only, July 1, 1889, to Feb. 14, 1890.
						1 helper run 75,423 miles.

## EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

## SEVENTH 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.
Kansas City, Mo., and Mem- phis, Tenn.:	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Kansas City to Spring- field, Mo.	202.63	7	13	664,012	51,078	1 helper runs 51,078 miles.
Springfield, Mo., to Mem- phis, Tenn.	284.66	7	8	415,094	51,951	
Kansas City and Osceola, Mo.	109.01	7	2	69,188	34,594	6 round trips per week up to May 31, 1890.
Kansas City, Mo., and Pueblo, Colo.:						
Day line .....	636.55	7	19	1,149,094	60,479	5 helpers run 219,730 miles.
Night line .....	636.55	7	19	1,173,928	61,786	5 helpers run 244,505 miles.
Short line .....	368.64	7	8	21,118	2,639	Established June 1, 1890.
Kansas City, Mo., Salina, Kans., and Pueblo, Colo.:						
Kansas City, Mo., to Hois- ington, Kans.	301.77	7	6	318,988	53,165	2 helpers run 98,696 miles.
Hoisington, Kans., to Pueblo, Colo.	339.06	7	4	247,514	61,878	
Kansas City, Mo., and Wellin- ton, Kans.:						
Day line .....	166.74	7	4	178,874	44,718	1 helper run 57,154 miles.
Night line .....	270.09	7	8	366,737	45,842	
La Junta, Colo., and Albu- querque, N. Mex.	348.22	7	10	508,401	50,840	
Larned and Jetmore, Kans. ....	46.84	6	1	29,790	29,790	
Lawrence and Gridley, Kans. ....	63.67	6	2	50,942	25,471	3 round trips per week only, between Burlington and Grid- ley, Dec. 25, 1889, to May 31, 1890.
Leavenworth and Lawrence, Kans.	34.95	7	1	25,514	25,514	
Leavenworth and Miltonvale, Kans.	166.18	6	3	104,629	34,676	
Leavenworth and Topeka, Kans.	57.68	7	1	42,106	42,106	
Lincoln, Nebr., and Manhattan, Kans.	133.54	7	2	97,484	48,742	
McPherson and El Dorado, Kans.	62.17	7	1	45,384	45,384	
Madison and Benedict, Kans. ....	45.65	6	1	28,576	28,576	
Manchester and Barnard, Kans. ....	43.23	7	1	31,558	31,558	
Manhattan and Burlingame, Kans.	57.27	6	1	35,851	35,851	
Mexico and Cedar City, Mo. ....	50.34	6	1	31,513	31,513	
Mulvane and Englewood, Kans. ....	160.59	6	3	101,411	34,804	
Nevada, Mo., and Winfield, Kans.	201.20	7	3	148,457	49,486	Nevada, Mo., and Arkansas City, Kans., R. P. O., (203.80 miles) July 1 to Oct. 12, 1889.
Newton and Kiowa, Kans. ....	127.85	7	4	180,861	40,715	Second clerks run from Newton to Medicine Lodge, Kans., per- forming service on Attica and Medicine Lodge, Kans., R. P. O., July 1, 1889, to Feb. 8, 1890. R. P. O. service on Attica and Medicine Lodge line discon- tinued Feb. 9, 1890, after which date second clerks run through to Kiowa.
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	35,588	35,588	
Prosser, Nebr., and Concordia, Kans.	108.03	7	2	77,862	38,931	Prosser, Nebr., and Yuma, Kans. (n. o.), R. P. O., (102.90 miles) July 1 to Dec. 21, 1889.
Pueblo and Silverton, Colo.:						
Eastern division .....	331.35	7	5	221,918	44,202	Between Alamosa and Durango 6 round trips per week only.
Western division .....	45.95	6	1	28,765	28,765	
Quincy, Ill., and Trenton, Mo. ....	137.10	6	2	85,825	42,913	
Rincon and Silver City, N. Mex. ....	101.12	7	2	73,818	36,909	
St. Joseph, Mo., and Caldwell, Kans.	295.59	7	4	215,781	53,945	

## EXHIBIT 1.—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.
St. Joseph, Mo., and Colorado Springs, Colo.:						
East division:	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Day line.....	284.91	7	4	207,984	51,996	
Night line.....	284.91	7	5	214,216	42,843	1 helper runs 6,232 miles.
Western division.....	326.91	7	4	238,644	59,661	
St. Joseph, Mo., and Grand Island, Nebr.:						
Day line.....	252.54	7	4	184,254	46,089	
Night line.....	252.54	6	3	146,136	48,712	Service on night line temporarily discontinued between Seneca, Kans., and Grand Island, Nebr. May 24 to June 30, 1890.
St. Louis, Mo., and Burton, Kans.:						
East division:						
Day line.....	282.12	7	8	411,896	51,487	
Night line.....	282.12	7	9	461,442	51,271	1 helper runs 49,546 miles.
West division:						
Day line.....	255.97	7	5	227,314	45,463	1 helper runs 40,456 miles.
Night line.....	255.97	7	4	186,858	46,714	
St. Louis, Mo., and Columbus, Ky.	200.48	7	4	177,475	44,369	1 helper runs 31,125 miles.
St. Louis, Mo., and Council Bluffs, Iowa:						
Trains 7 and 8.....	411.50	7	20	1,164,817	58,240	5 helpers run 263,632 miles.
Trains 2 and 3.....	79.99	6	1	16,638	16,638	Established March 1, 1890.
St. Louis, Mo., and El Dorado, Ill.	124.50	6	2	77,937	38,969	
St. Louis, Mo., and Jackson, Tenn.	261.54	6	4	132,306	33,076	St. Louis, Mo., and Cairo, Ill. (153.60 miles), July 1, 1889, to Jan. 14, 1890.
St. Louis and Kansas City, Mo.:						
Fast line.....	283.00	7	29	1,802,401	64,221	9 helpers run 829,451 miles.
Day line.....	283.00	7	18	1,032,950	57,386	2 helpers run 206,590 miles.
Night line.....	283.00	7	18	1,032,950	57,386	Do.
St. Louis, Louisiana, and Kansas City, Mo.	323.39	7	6	325,237	53,873	
St. Louis, Moberly, and Kansas City, Mo.	276.80	7	9	494,448	51,695	1 helper runs 60,320 miles.
St. Louis, Mo., and Paducah, Ky.	170.16	6	3	106,520	35,507	
St. Louis and Union, Mo.	59.91	6	1	37,503	37,503	
Salina and McPherson, Kans.	36.78	7	1	26,849	26,849	
Salina and Oakley, Kans.	225.18	6	3	152,195	50,732	Double daily service between Salina and Plainville (104 miles), July 1 to August 31, 1889, inclusive.
Sedalia, Mo., and Denison, Tex.:						
Trains 1 and 2.....	433.13	7	12	632,370	52,698	
Trains 3 and 4.....	433.13	7	21	1,127,405	53,686	3 helpers run 178,850 miles.
Sedalia and Kansas City, Mo.	99.35	7	3	107,895	35,965	Daily Sedalia to Kansas City and additional daily (except Sunday) Sedalia to Lexington, Mo.
Sedalia and Warsaw, Mo.	43.16	6	1	27,018	27,018	
Sidell and Sedan, Kans.	58.40	7	1	54,367	43,721	Yates Centre and Sedan, Kans., R. P. O. (76.59 miles), July 1, 1889, to May 17, 1890.
Solomon City and Beloit, Kans.	57.86	7	1	42,238	42,238	4 clerks performed all service on this line. Arcadia and Cherry Vale and Fort Scott, Kans., and Webb City, Mo., R. P. O.
Springfield and Chadwick, Mo.	35.63	7	1	26,010	26,010	
Superior, Neb., and Strong, Kans.	137.36	7	2	114,873	57,437	
Tamara and Chester.....	42.90	6	1	26,855	26,855	
Topeka and Fort Scott, Kans.	130.79	6	2	80,085	43,043	4,211 miles of this service was that performed on Topeka and Osawatomie R. P. O., established May 13, 1890.

## EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

## SEVENTH 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>	
Trenton, Mo., and Leaven- worth, Kans.	103.56	7	4	155,928	38,982	2 helpers run 80,320 miles from Trenton to Atchison Junction, Mo., thence over Atchison Junction and Atchison R. P. O.
Versailles and Lexington, Mo.:						
Trains 171 and 172 .....	105.00	6	2	65,730	32,865	
Trains 181 and 182 .....	77.00	6	1	48,202	48,202	
Villisca, Iowa, and St. Joseph, Mo.	108.04	6	2	54,239	27,119	Villisca and Bigelow R. P. O. (69.24 miles), July 1, 1889, to January 10, 1890.
Wichita and Kiowa, Kans. ....	85.85	7	1	62,671	62,671	
Wichita and Mullinville, Kans.	121.58	7	2	88,753	44,377	
Winfield and Larned, Kans. ....	148.72	7	2	108,566	54,283	

## EIGHTH DIVISION.

Albany and Yaquina, Oregon ..	85.16	6	1	53,310	53,310	
Albuquerque, N. Mex., and Los Angeles, Cal.	887.41	7	9	647,809	71,978	9 clerks on through run.
Do .....	62.26	6	1	38,974	38,974	1 clerk short run Los Angeles to San Bernardino, Cal.
Do .....			2	123,078	61,539	2 helpers Albuquerque, N. Mex., to Holbrook, Arizona.
Benson and Nogales, Ariz. ....	88.55	7	2	64,605	32,302	
Burke, Idaho, and Spokane Falls, Wash.	133.00	7	2	97,090	48,545	
Butte City, Mont., and Ogden, Utah.	417.60	7	6	304,410	59,735	
Calistoga and Vallejo Junc- tion, Cal.	44.88	12	1	54,938	54,938	
Cozadero and San Francisco, Cal.	87.25	6	2	54,619	27,309	
El Paso, Tex., and Los An- geles, Cal.	804.47	7	8	587,263	73,408	
Do .....			2	180,023	90,311	2 helpers Los Angeles, Cal., to Yuma, Ariz.
Eureka and Hydesville, Cal. ....	26.70	12	1	33,428	33,428	
Huntington and Portland, Oregon.	405.60	7	6	296,088	49,348	
Do .....			1	64,240	64,240	1 city distributor Portland to Albany, Oregon.
Ketchum and Shoshone, Idaho	70.34	6	1	44,032	44,032	
Los Angeles and National City, Cal.	134.08	7	2	97,878	48,939	
Los Angeles and Santa Bar- bara, Cal.	114.22	7	2	83,381	41,690	
Los Angeles and Tustin City, Cal.	51.15	7	1	37,340	37,340	
Milton and Stockton, Cal.	30.09	6	1	18,836	18,836	
Mound House, Nev., and Keel- er, Cal.	160.72	7	4	117,326	40,329	7 trips per week, Mound House to Candelaria, Nev.
Do .....	141.00	3		43,992		3 round trips per week, Belle- ville Junction, Nev., to Keeler, Cal.
Ogden and Salt Lake City, Utah.	38.73	14	1	56,546	56,546	
Ogden, Utah, and San Francis- co, Cal.	834.65	7	30	609,295	60,929	30 through clerks (10 crews).
Do .....	90.69	7	2	66,204	33,102	2 clerks; short run San Fran- cisco to Sacramento, Cal.
Do .....	110.00	7	1	40,150	40,150	1 clerk; short run Sacramento to Colfax, Cal.
Do .....			7	306,089	76,522	Ogden, Utah, to Winnemucca, Nev.
Do .....			1	57,093	57,093	1 city distributor, Sacramento, Cal.
Pasco and Umatilla, Wash. ....	45.00	7	1	32,850	32,850	
Placerville and Sacramento, Cal.	60.75	6	1	38,030	38,030	
Port Hartford and Los Olivos, Cal.	79.77	6	1	49,936	49,936	

## EXHIBIT 1.—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>	
Portland and Airlie, Oregon...	95.52	6	2	59,796	29,898	
Portland and Astoria, Oregon...	82.00	6	2	51,332	31,594	Steam-boat service (82 miles), six round trips per week.
Do .....	38.00	...	...	11,856	...	3 additional trips (38 miles).
Portland and Corvallis, Oregon...	97.99	6	2	61,342	30,671	
Portland, Oregon, and San Francisco, Cal.	342.58	7	5	250,813	56,162	5 clerks, Portland to Ashland, Oregon.
Do .....	431.58	7	5	314,323	62,864	5 clerks, San Francisco, Cal., to Ashland, Oregon.
Do .....	123.08	7	2	89,848	44,924	2 Portland to Eugene City, Ore- gon.
Do .....	135.96	7	2	99,251	49,625	2 clerks; short run Sacramento to Red Bluff, Cal.
Do .....	...	...	1	64,240	64,240	1 helper, Portland to Albany, Oregon.
Do .....	...	...	1	38,033	38,033	City distributors, Portland, Ore- gon.
Do .....	...	...	2	104,026	52,013	2 helpers, San Francisco to Marysville, Cal.
Port Townsend and Seattle, Wash.	77.00	6	2	48,202	24,101	Steam-boat service.
Redding and Sacramento, Cal.	171.41	7	3	125,129	41,709	
Reno and Virginia City, Nev.	53.08	7	1	38,748	38,748	
Rumsey and Elmira, Cal.	51.75	6	1	32,396	51,458	6 round trips Rumsey to El- mira.
Do .....	...	6	...	19,002	...	6 round trips additional between Elmira and Esparto.
Sacramento and San Francisco, Cal.	140.90	7	3	102,857	34,285	
Salt Lake City and Utah, Utah	105.23	7	2	76,818	38,409	
San Bernardino and Escondido, Cal.	106.57	6	2	66,713	33,356	
San Bernardino and Orange, Cal.	47.19	7	1	34,449	34,449	
San Francisco and Los Angeles, Cal.	482.71	14	12	704,757	58,729	12 clerks, double daily service.
Do .....	...	...	3	229,512	76,504	3 helpers, train 17 and 18, San Francisco to Bakersfield, Cal.
Do .....	...	...	1	23,484	23,484	1 helper, San Francisco to Port Costa.
San Francisco and Santa Cruz, Cal.	83.35	6	1	52,177	52,177	
San Francisco and Santa Mar- garita, Cal.	237.13	7	4	173,134	43,283	
Seattle and Tacoma, Wash.	42.12	14	2	61,495	30,747	
Snoqualmie and Seattle, Wash.	56.37	6	1	35,288	35,288	
Spokane Falls and Almira, Wash.	104.43	7	2	75,504	37,752	
Spokane Falls, Wash., and Genesee, Idaho.	113.50	7	2	82,855	41,427	
Spokane Falls, Wash., and Pen- dleton, Oregon.	252.73	7	4	184,493	46,123	
Spokane Falls, Wash., and Portland, Oregon.	559.92	7	8	402,172	50,271	
Do .....	146.66	7	3	102,930	34,310	Short run Portland, Oregon, to Tacoma, Wash.
Ukiah and San Francisco, Cal.	113.78	7	2	83,059	41,529	
Whatcom and Port Townsend, Wash.	122.50	3	1	32,220	38,220	Steam-boat line.
Whatcom and Seattle, Wash.	128.00	6	2	80,128	40,064	Do.
Woodburn and Coburg, Oregon.	79.67	6	4	49,873	24,936	

## NINTH DIVISION.

Adrian, Mich., and Fayette, Ohio.	33.26	6	1	20,821	20,821	
Alpena and Alger, Mich.	104.50	6	2	63,417	32,709	
Ashley and Muskegon, Mich.	96.24	6	1	45,185	45,185	1 clerk acts as relief clerk to this line and the Toledo and Allegan R. P. O.
Do .....	...	...	1	15,061	15,061	

## EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

## NINTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to receiver.	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>	
Akron and Youngstown, Ohio.	64.70	6	1	40,502	40,502	
Bad Axe and East Saginaw, Mich.	68.23	6	1	42,712	42,712	
Baldwin and Grand Rapids, Mich.	74.70	6	1	46,762	46,762	
Battle Creek, Mich., and Goshen, Ind.	70.77	6	1	44,302	44,302	
Bay City and Jackson, Mich.	115.00	6	4	143,950	35,985	
Bay City, Wayne, and Detroit, Mich.	111.41	6	2	76,003	38,001	
Big Rapids and Detroit, Mich.	100.70	6	3	119,378	39,793	
Big Rapids and Holland, Mich.	91.00	6	2	56,966	28,483	
Cadillac, Mich., and Port Wayne, Ind.	240.76	6	4	150,716	37,679	
Cassville and Pontiac, Mich.	100.73	6	1	47,268	47,268	This clerk has relief every fourth week by clerk appointed to East Saginaw and Port Huron R. P. O.
Do.	..	..	..	15,789	15,789	
Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.	340.50	6	4	213,153	53,288	
Cleveland and Toledo, Ohio.	113.37	6	4	136,709	34,177	
Copemish, Mich., and Toledo, Ohio.	27.12	6	4	162,362	40,590	
Detroit, Mich., and Chicago, Ill.:						
Day line	286.69	6	12	538,404	44,866	
Helpers	..	..	2	88,829	44,415	These clerks act as helpers be- tween Chicago, Ill., and Kala- mazoo, Mich. (141.60) miles, alternately six days each week.
Night line	286.69	7	20	1,016,419	52,321	
Helper	..	..	1	62,712	62,712	This clerk acts as helper between Detroit and Battle Creek, Mich. (120.60 miles), five days each week.
Detroit and Grand Haven, Mich.	188.94	6	6	216,871	36,145	The clerks on this line run around, one day doubling on the short run, the next day on through run, returning on fol- lowing day to Detroit.
Short Run	167.50	..	..	..	..	
Helper	..	5	1	34,840	34,840	This clerk acts as helper between Detroit and Durand, Mich. (67 miles), and return, five days each week.
Detroit and Grand Rapids, Mich.:						
Trains 23 and 101	170.65	6	2	106,827	53,413	
Helper	..	6	1	47,388	47,388	Runs as helper between Detroit and Jackson, Mich. (75.70 miles), and return, daily, ex- cept Sunday.
Trains 15 and 105 and 102 and 14.	170.65	6	3	106,827	35,609	
Detroit, Mich., and Logansport, Ind.	294.30	6	3	127,020	42,643	
Detroit, Three Rivers, Mich., and Chicago, Ill.	274.49	6	4	171,831	42,958	
Detroit, Mich., and Toledo, Ohio:						
Day line	60.50	6	..	25,280	25,280	The clerk on this line is reported with Detroit and Cincinnati R. P. O. Order March 13, 1890, detaching the line from the ninth and assigning to the fifth division, commencing March 1, 1890.
Night line	65.90	6	1	41,253	41,253	
Durand and East Saginaw, Mich.	39.96	6	1	25,015	25,015	

## EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

## NINTH 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>	
East Saginaw and Howard City, Mich.	81.51	6	1	51,025	38,269	One clerk, appointed to the Ludington and Toledo R. P. O., alternates between this line and Manistee and East Saginaw R. P. O.
East Saginaw and Port Huron, Mich.	92.06	6	2	57,029	43,222	One clerk appointed to this line alternates between East Saginaw and Port Huron, Port Austin and Port Huron and Caseville and Pontiac R. P. O's.
Fort Gratiot, Mich., and Chicago, Ill.	337.73	6	4	211,419	52,855	Two clerks assigned as helpers, six days each week, between Fort Gratiot and Schoolcraft, Mich. (188.75 miles) and return, alternating six days on and six off.
Do.....		6	2	118,158	59,079	
Fort Gratiot and Detroit, Mich.	61.34	6	2	38,399	38,399	One clerk appointed to Big Rapids and Detroit R. P. O. detailed to this line as helper five days each week between Detroit and Howell (51.60 miles, and return.
Grand Ledge and Grand Rapids, Mich.	53.95	6	2	33,773	33,773	
Grand Rapids, Mich., and Elkhart, Ind.	115.02	12		144,005	36,001	
Grand Rapids, Mich., and La Crosse, Ind.	154.54	6	3	96,742	32,247	
Howard City and Detroit, Mich.	161.22	6	2	100,924	50,642	One clerk appointed to Big Rapids and Detroit R. P. O. detailed to this line as helper five days each week between Detroit and Howell (51.60 miles, and return.
Howard City and Detroit (helper).		5	1	26,780	26,780	
Jackson and Adrian, Mich.	47.55	6	1	29,766	29,766	Two clerks assigned as helpers between Bay City and Detroit Mich. (108 miles), running six days each week, alternately.
Jackson, Mich., and Fort Wayne, Ind.	99.26	6	2	62,137	31,068	
Kalamazoo and South Haven, Mich.	40.20	6	1	25,165	25,165	
Lansing and Hillsdale, Mich.	65.68	6	1	41,116	41,116	
Lenox and Jackson, Mich.	106.68	6	2	66,782	33,391	
Ludington, Mich., and Toledo, Ohio.	278.59	6	4	174,397	43,599	
Mackinaw City and Detroit, Mich.:						
Day line.....	291.23	6	4	182,310	45,578	
Night line.....	291.23	7	4	212,598	53,149	
Helpers.....		6	2	67,608	33,804	
Mackinaw City and Grand Rapids, Mich.	226.30	6	4	141,664	35,416	Regular crews.
Manistee and East Saginaw, Mich.	148.13	6	3	92,729	30,976	
Monroe and Adrian, Mich.	34.29	6	1	21,465	21,465	
Muskegon and Allegan, Mich.	60.96	6	1	37,597	37,597	
New York, N. Y., and Chicago, Ill.:						
East division:						
Trains 27 and 24, New York to Albany, N. Y.	145.35	6	4	181,978	45,494	
Trains 21 and 26, New York to Albany, N. Y.	145.35	4	2	120,931	60,465	
Trains 21 and 26, New York to Albany, N. Y.	145.35	6	4	181,978	45,494	
Trains 23 and 2, New York to Syracuse, N. Y.	289.50	6	12	542,481	45,207	
Trains 11 and 2, Albany to Syracuse, N. Y.	147.50	6	2	92,335	46,167	

\*This line is divided into three divisions as follows: East division, New York to Syracuse, N. Y., middle division, Syracuse, N. Y., to Cleveland, Ohio; west division, Cleveland, Ohio, to Chicago, Ill.

## EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

## NINTH 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.
New York, N. Y., and Chicago, Ill.—Continued.						
East division—Continued:	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Trains 11 and 16, Albany to Syracuse, N. Y.	147.50	7	4	215,350	53,838	
Trains 11 and 16, Albany to Syracuse, N. Y.	147.50	4	1	61,360	61,360	
Trains 11 and 16, New York to Syracuse, N. Y.	289.50	7	60	3,170,025	52,834	Regular crews.
Trains 21, 1 and 14, New York to Syracuse, N. Y.	289.50	7	44	2,324,685	52,834	Do.
Trains 11 and 14, New York to Dunkirk, N. Y.	484.60	7	4	353,758	88,440	Register clerks.
Middle division:						
Trains 3 and 2, Syracuse, N. Y., to Cleveland, Ohio.	336.26	6	32	1,683,990	52,625	
Trains 3 and 2, Buffalo, N. Y., to Cleveland, Ohio.	183.00	6	2	114,558	57,279	
Trains 11 and 8, Syracuse N. Y., to Cleveland, Ohio.	336.26	7	48	2,945,637	61,367	
Trains 11 and 8, Rochester, N. Y., to Cleveland, Ohio.	252.18	6	6	216,797	39,466	
Trains 1 and 14, Syracuse N. Y., to Cleveland, Ohio.	336.29	7	36	2,209,228	61,367	
Trains 1 and 14, Rochester to Cleveland.	252.18	6	2	157,864	78,932	
Trains 1 and 14, Erie, Pa., to Toledo, Ohio.	209.00	6	2	130,824	65,417	
West division:						
Trains 3 and 14, Cleveland Ohio, to Chicago, Ill.	356.61	7	28	1,822,277	65,081	
Trains 11 and 8, Cleveland Ohio, to Chicago, Ill.	356.61	7	40	2,603,253	65,081	
Trains 1 and 12, Cleveland Ohio, to Chicago, Ill.	356.61	7	32	2,082,602	65,081	
Trains 25 and 2, Cleveland Ohio, to Chicago, Ill.	356.61	6	8	446,475	55,809	
Trains 11 and 14, Buffalo, N. Y., to Chicago, Ill.	540.00	7	4	394,200	98,550	Register clerks.
Oil City, Pa., and Ashtabula, Ohio.	88.10	6	2	55,151	27,575	
Pontwater and Muskegon, Mich.	45.13	6	1	28,251	28,251	
Port Austin and Port Huron, Mich.	87.71	6	1	41,183	41,183	This clerk has relief every fourth week by clerk appointed to the East Saginaw and Port Huron R. P. O.
Toledo, Ohio, and Allegan, Mich.	157.42	6	2	98,545	32,848	One clerk appointed to the Ash- ley and Muskegon alternates between that line and Toledo and Allegan as relief clerk.
Trenton and Adrian, Mich.	49.60	6	1	31,050	31,050	
Ypsilanti and Hillsdale, Mich.	62.14	6	1	38,900	34,900	

## TENTH DIVISION.

Aberdeen and Eureka.....	68.05	6	1	42,599	42,599	
Aberdeen and Sioux City.....	286.16	6	4	166,617	41,654	
Ashland and Abbotsford.....	183.70	6	2	83,606	41,848	
Ashland and Milwaukee:						
North Division, Ashland to Appleton.	370.99	6	5	224,019	44,803	1 helper runs 54,650 miles.
South division, Antigo to Milwaukee.	208.10	6	3	130,271	43,423	
Ashland and St. Paul.....	184.22	6	3	115,332	38,441	
Benson and Huron.....	163.39	6	3	102,283	51,141	

## EXHIBIT 1.—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.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Boundary Line and St. Paul:						
Through run .....	419.67	7	8	420,874	52,609	2 helpers run 114,515 miles.
Short run, St. Paul to Mor- ris .....	158.18	6	2	99,021	49,510	
Brainerd and Morris .....	119.28	6	2	74,609	37,334	
Breckenridge and Aberdeen ..	156.78	6	2	87,624	42,812	
Bristol and Madison .....	103.34	6	2	64,091	32,045	
Brookings and Gettysburg .....	194.00	6	3	121,414	40,481	
Chicago, Abbottsford, and Minneapolis:						
East division, Chicago to Neenah .....	187.21	6	3	117,183	39,061	
West division, Neenah to Minneapolis .....	286.29	6	6	252,220	42,037	2 helpers run 72,092 miles.
Chicago and Minneapolis:						
Fast mail .....	422.15	7	32	1,834,926	57,341	8 helpers run 509,330 miles.
Trains 1 and 6 .....	423.15	7	24	1,235,506	51,481	
Short run, Chicago to La Crosse .....	284.56	7	14	689,631	49,250	2 helpers run 71,613 miles.
Short run, Milwaukee to La Crosse .....	198.48	6	3	124,248	41,416	
Chicago and Prairie du Chien ..	279.21	6	14	577,566	41,254	2 helpers run 53,210 miles.
Chicago and Winona:						
Day line .....	297.70	6	8	372,729	46,590	
Night line .....	294.05	6	8	366,898	45,862	
Dodgeville and Freeport .....	65.97	6	1	35,661	35,661	
Duluth and Eau Claire .....	160.80	6	3	109,661	33,553	
Duluth and Staples .....	144.39	6	2	90,369	45,185	
Duluth and St. Paul .....	151.83	6	3	95,048	31,682	
Eau Claire and Wabasha .....	49.40	6	1	39,924	39,924	
Egan and Sioux City .....	125.38	6	2	78,488	39,244	
Fargo and La Moure .....	88.15	6	1	55,182	55,182	
Fargo, Barnesville, and St. Paul .....	243.38	6	5	199,065	39,811	1 helper runs 46,699 miles.
Fargo and Ortonville .....	119.52	6	2	74,819	37,409	
Fort Howard and Winona .....	215.40	6	3	134,840	44,946	
Fond du Lac and Harvard .....	114.00	6	2	71,264	35,682	
Garrison and Butte City .....	52.14	7	1	38,062	38,062	
Hastings and Cologne .....	55.88	6	1	34,981	34,981	
Hayfield and Mason City .....	58.25	6	1	36,464	36,464	
Helena and Spokane Falls .....	387.00	7	6	282,510	47,085	
Heron Lake and Pipestone .....	55.33	6	1	34,637	34,637	
Horicon and Portage .....	53.17	6	1	33,284	33,284	
Iron Mountain and Milwaukee ..	209.00	6	3	131,210	43,736	
Ishpeming and Chicago:						
Ishpeming to Milwaukee .....	309.00	7	7	356,005	50,943	3 helpers run 131,035 miles.
Menominee to Milwaukee .....	189.37	6	3	112,912	37,037	
Fort Howard to Chicago .....	107.50	6	8	269,256	33,657	2 helpers run 40,189 miles.
Milwaukee to Chicago .....	85.89	6	4	93,954	23,489	
Jamestown and Oakes .....	69.31	6	1	43,388	43,388	
Kenosha and Rockford .....	73.42	6	1	45,961	45,961	
La Crosse and Dubuque .....	122.47	6	2	70,666	38,333	
La Crosse and Woonsocket:						
Through run .....	400.45	6	6	250,682	41,780	
Short run, La Crosse to Wells .....	150.65	6	3	94,307	31,436	
Lake Crystal and Eagle Grove:						
North division, Lake Cry- stal to Elmore .....	44.13	6	1	27,525	27,525	
South division, Elmore to Eagle Grove .....	66.35	6	1	41,535	41,535	
Landon and Larimore .....	76.78	6	1	48,064	48,064	
Larimore and Breckenridge .....	131.40	6	2	82,256	41,128	
Leeds and Jamestown .....	108.44	6	2	68,083	34,041	
Mackinaw City and Houghton ..	252.65	7	4	184,434	40,108	
Madison and Freeport .....	63.16	6	1	39,538	39,538	
Mankato and Wells .....	38.26	6	1	23,951	23,951	
Marion and Running Water .....	62.72	6	1	39,262	39,262	
Milwaukee and Lancaster .....	168.40	6	3	105,418	35,139	
Minneapolis and Dubuque .....	264.62	6	4	165,652	41,413	

## EXHIBIT 1.—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.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Minneapolis and Oakes .....	264.04	6	4	165,852	41,463	
Minneapolis and Oregon .....	344.27	6	4	215,513	53,878	
Minot and Butte City:						
East division, Minot to	409.28	7	3	298,744	99,581	
Chinook .....						
West division, Chinook to	313.45	7	3	228,818	76,273	
Butte City .....						
Mission and Grantsdale .....	51.00	7	1	37,230	37,230	
Montfort and Galena .....	56.08	6	1	35,106	35,106	
Oakes and Hawarden .....	280.67	6	5	235,727	47,145	1 helper runs 60,028 miles.
Oconto and Clintonville .....	56.75	6	1	35,525	35,525	
Oshkosh and Milwaukee .....	104.90	6	2	65,667	32,833	
Pembina and Winnipeg Junc- tion .....	199.61	7	3	143,716	48,572	
Portage and Madison .....	40.51	6	1	25,359	25,359	
Powers and Florence .....	42.00	14	1	61,320	61,320	
Racine and Rock Island .....	197.88	6	4	123,872	30,978	
Red Wing and Mankato .....	94.62	6	1	50,232	50,232	
Reno and Preston .....	57.70	6	1	36,120	36,120	
Rockford and Mineral Point .....	115.60	6	2	72,422	36,211	
St. Cloud and Willmar .....	58.61	6	1	36,689	36,689	
St. Paul and Aberdeen:						
Day line .....	296.32	6	4	186,746	46,687	
Night line .....	296.82	7	5	287,309	57,473	1 helper runs 68,597 miles.
St. Paul and Calmar .....	166.61	6	5	230,904	46,198	2 helpers run 125,200 miles.
St. Paul and Council Bluffs:						
Through run .....	368.67	7	15	807,387	53,825	
Short run, St. Paul to Sioux	270.43	6	5	226,192	45,238	1 helper runs 56,993 miles.
City .....						
St. Paul and Des Moines:						
Through run .....	310.00	6	5	237,781	47,556	1 helper runs 43,721 miles.
Short run, St. Paul to Al- bert Lea .....	121.05	7	3	141,764	47,255	1 helper runs 53,598 miles.
St. Paul and Elroy .....	107.08	7	5	198,017	39,603	1 helper runs 54,149 miles.
St. Paul and Helena:						
East division, St. Paul to	344.40	7	10	500,824	50,082	
Jamestown .....						
Middle division, Jame- stown to Miles City .....	401.04	7	5	292,759	58,562	
West division, Miles City	387.05	7	5	282,446	56,489	
to Helena .....						
Short run, St. Paul to	344.40	7	10	500,824	50,080	
Jamestown .....						
St. Paul and Minot .....	531.83	7	12	776,472	64,706	
St. Paul and Watertown .....	236.23	6	4	147,898	36,949	
St. Vincent and Crookston .....	90.03	6	1	56,359	56,359	
Sault de Ste. Marie and Minne- apolis:						
East division, Sault de Ste.	153.13	7	3	111,785	37,262	
Marie to Gladstone .....						
West division, Gladstone	342.94	7	4	241,076	60,269	
to Minneapolis .....						
Sheboygan and Princeton .....	79.22	6	2	49,591	24,795	
Sparta and Viroqua .....	35.65	6	1	22,316	22,316	
Stevens' Point and Portage .....	73.84	6	1	46,224	46,224	
Tomahawk and Tomah .....	131.06	6	2	81,044	42,022	
Tracy and Pierre .....	255.60	6	6	245,385	40,891	2 helpers run 85,324 miles.
Wabasha and Zumbrota .....	59.20	6	1	37,059	37,059	
Wadena and Fergus Falls .....	63.36	6	1	33,403	33,403	
Watertown and Madison .....	38.97	12	1	48,790	48,790	
Willmar and Sioux Falls .....	148.06	6	2	92,685	46,342	
Winona and Watertown .....	322.21	6	7	283,270	40,469	2 helpers run 81,567 miles.
Worthington and Mitchell:						
East division, Worthing- ton to Sioux Falls .....	62.37	6	1	39,043	39,043	
West division, Sioux Falls	72.70	6	1	45,510	45,510	
to Mitchell .....						

## EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

## ELEVENTH DIVISION.

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>	
Alexandria and La Fayette, La.	85.82	7	2	82,648	81,234	
Arkansas City and Warren, Ark.	56.60	6	1	38,432	35,432	
Bremond and Albany, Tex.	230.80	7	4	168,549	42,187	
Cairo, Ill., and Texarkana, Ark.	423.47	7	6	308,403	51,400	Clerks register at Cairo, Ill., 4.55 miles from Bird's Point, Mo.
Colmesneil and Trinity, Tex.	66.81	7	1	48,771	48,771	
Commerce and Sherman, Tex.	53.00	7	1	38,690	38,690	
Conroe and Navasota, Tex.	43.95	7	1	32,083	32,083	
Corpus Christi and Laredo, Tex.	161.60	7	3	117,908	39,322	
Corsoana and Hillsboro, Tex.	42.00	7	1	30,660	30,660	
Dallas and Kemp, Tex.	49.38	6	1	30,911	30,911	
Denison and Houston, Tex.:						
Day line	387.09	7	8	492,150	61,520	
Night line	387.09	7	5	246,076	49,215	
Denison and Minneola, Tex.	103.19	7	2	75,328	37,664	
Denison and Taylor, Tex.:						
Day line	258.50	7	8	377,410	47,176	
Night line	258.50	7	4	188,705	47,176	
Denver, Colo., and Fort Worth, Tex.	804.00	7	11	643,860	58,538	1 helper runs daily to Bellview, Tex., 78 miles.
Fayetteville and St. Paul, Ark.	35.86	7	1	26,178	26,178	
Fort Smith, Ark., and Leland, Miss.:						
Fort Smith to Little Rock, Ark.	168.00	7	4	160,068	42,267	1 helper daily to Atkins, Ark., 63.60 miles.
Little Rock, Ark., to Le- land, Miss.	137.70	7	3	100,521	33,507	
Fort Smith and Mansfield, Ark.	32.32	13	1	46,187	46,187	Double daily service, except Sun- day, single service.
Fort Smith, Ark., and Wag- oner, Ind. Ter.	89.38	7	2	65,247	32,624	
Fort Worth and Guide, Tex.	53.78	7	1	39,259	39,259	
Gold Dust and Memphis, Tenn.	106.50	3	1	33,228	32,228	
Greenville and Dallas, Tex.	54.64	7	1	39,887	39,887	
Greenville and Vicksburg, Miss.	157.75	3	2	49,376	24,688	
Gurdon and Camden, Ark.	37.07	6	1	23,187	23,187	
Helena and Clarendon, Ark.	48.77	6	1	30,529	30,529	
Hempstead and Austin, Tex.	115.16	7	2	84,066	42,033	
Henrietta and Dallas, Tex.	159.28	7	2	116,218	58,107	
Houston and El Paso, Tex.:						
Houston to San Antonio, Tex.:						
Day line	218.01	7	4	224,117	51,644	Helper runs to Columbus, Tex., 64.97 miles.
Night line	218.01	7	8	159,147	53,049	
San Antonio to El Paso, Tex.	632.93	7	7	462,039	66,006	
Jacksonport and Brinkley, Ark.	60.90	6	1	38,123	38,123	
Jefferson and McKinney, Tex.	153.46	7	3	113,485	37,828	
Kenedy and Corpus Christi, Tex.	89.00	6	1	55,714	55,714	
Kiowa, Kans., and Panhandle, Tex.	217.20	7	3	158,556	52,852	
Knobel and Helena, Ark.	140.65	7	2	102,674	51,237	
Lexington and Yoakum, Tex.	86.81	6	1	54,030	54,030	
Marble Falls and Austin, Tex.	77.65	6	1	48,609	48,609	
Memphis, Tenn., and Arkansas City, Ark.	252.00	2	1	53,520	53,520	
Memphis, Tenn., and Bald Knob, Ark.	93.71	7	1	68,408	68,408	
Memphis, Tenn., and Friars Point, Miss.	111.00	3	1	34,632	34,632	
Memphis, Tenn., and Little Rock, Ark.:						
Day line	138.00	7	2	99,280	49,640	
Night line	138.00	7	2	99,280	49,640	
Minerals and Troup, Tex.	44.54	7	1	32,514	32,514	

EXHIBIT 1.—*Statements 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.
Monett, Mo., and Paris, Tex:	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Day line .....	133.44	7	3	138,080	40,026	Helpers daily to Fayetteville, Ark., 70 miles.
Night line .....	302.07	7	4	220,511	55,128	
Monett, Mo., and Lapulpa, Ind. T.	156.66	7	2	99,509	49,755	
Nashville and Hope, Ark.	27.53	14	1	40,193	40,193	Double daily service.
New Lewisville, Ark., and Shreveport, La.	61.04	6	1	38,210	38,210	
New Orleans, La., Houston, Tex:						
Day line .....	362.74	7	6½	319,550	49,161	3 helpers ran to Lafayette, La., 150 miles.
Night line .....	362.74	7	6½	319,550	49,161	
New Orleans, La., and Marshall, Tex.	369.37	7	5	269,640	53,928	
Newport and Cushman, Ark.	40.57	6	1	25,396	25,396	
Newton, Kans., and Galveston, Tex.	750.31	7	14	748,768	53,483	
Palestine and Galveston, Tex.	201.00	7	4	183,852	45,963	1 helper from Fort Worth to Clifton, Tex., 75.40 miles; double daily service between Houston and Galveston, Tex.; 3 helpers from Newton, Kans., to Oklahoma, Ind. T., 200 miles.
Paris and Weatherford, Tex.	197.25	7	3	140,413	46,805	
Rockland and Beaumont, Tex.	74.52	7	1	53,669	53,669	
Rosenburg and Cuero, Tex.	120.29	7	2	87,811	43,905	
St. Louis, Mo., and Texarkana, Ark.:						
Day line .....	491.72	7	24	1,329,446	55,294	
Night line .....	491.72	7	24	1,251,846	52,160	3 helpers run to Hoxie, Ark., 226 miles.
San Antonio and Kerrville, Tex.	71.75	6	1	44,915	44,915	
Shreveport, La., and Houston, Tex.	234.42	7	4	171,126	42,781	
Spofford and Eagle Pass, Tex.	34.66	7	1	25,302	25,302	
Taylor and Fayetteville, Tex.	83.29	7	1	60,801	60,801	
Temple and San Angelo, Tex.	237.40	7	4	173,302	43,325	
Texarkana, Ark., and El Paso, Tex:						
Texarkana, Ark., to Fort Worth, Tex.:						
Day line .....	254.17	7	8	371,088	46,388	
Night line .....	254.17	7	8	371,088	46,388	
Fort Worth to El Paso, Tex.	615.05	7	8	501,181	62,647	
Texarkana, Ark., and Fort Worth, Tex.	215.00	7	3	156,950	52,316	
Texarkana, Ark., and Gatesville, Tex.	305.39	7	5	222,934	44,587	
Texarkana, Ark., and Laredo, Tex.	597.00	7	18	809,384	48,299	Double daily service between Taylor and San Antonio, Tex., 116.60 miles; 1 helper between Taylor and Austin, Tex., 36 miles.
Texarkana 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.	290.58	7	4	146,423	48,807	

## EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

## 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 324 trips per annum).
	<i>Miles.</i>		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
First .....	10,819.10	403	14,228,315	35,306	108.00
Second .....	15,958.37	616	20,004,504	42,215	129.09
Third .....	9,609.74	309	12,743,472	42,478	108.26
Fourth .....	16,229.48	582	17,240,576	43,133	118.13
Fifth .....	22,757.80	886	42,932,323	47,916	146.53
Sixth .....	28,016.89	789	35,330,704	44,781	136.91
Seventh .....	24,021.68	558	27,115,919	48,595	148.60
Eighth .....	9,616.13	199	8,867,768	44,041	134.61
Ninth .....	13,348.22	533	28,463,374	53,492	163.30
Tenth .....	19,111.04	411	19,162,049	46,623	142.58
Eleventh .....	14,679.72	286	14,096,901	49,293	150.78
Total .....	181,368.17	*5,364	245,685,905	45,802	140.07

\* Including 3 acting clerks additional.

## EXHIBIT 2.—Statement of pieces of mail separated for city delivery for the fiscal year ended June 30, 1890.

City for which separation was made.	Railway post-office making this separation.	Division to which R. P. O. is assigned.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (76 to the package).	Papers distributed.
Boston, Mass. ....	Boston, Springfield, and New York.	First ...	242,316	b167	225	487	18,173,700	.....
	Boston and Albany, train No. 12. a.	... do ...	31,293	b779	.....	.....	2,496,975	.....
New York, N. Y. ...	Boston, Providence, and New York.	... do ...	36,744	b16	816	1,262	2,755,800	.....
	Boston, Springfield and New York.	... do ...	191,854	b217	1,665	2,590	14,351,550	.....
	New York and Chicago.	Ninth ..	314,702	b1,834	5,221	9,602	23,002,650	.....
	New York and Dunkirk.	Second ..	62,126	b2,826	893	1,817	4,659,450	.....
	New York and Pittsburgh.	... do ...	411,006	b3,909	4,003	6,676	30,870,450	.....
	New York and Washington.	... do ...	125,040	b15,081	1,765	2,670	9,378,000	.....
	Philadelphia and Baltimore.	... do ...	1,164	b95	.....	.....	87,300	.....
	Port Jervis and New York.	... do ...	318	.....	.....	.....	23,850	.....
Pittsburgh, Pa. ....	New York and Pittsburgh.	... do ...	12,673	.....	.....	.....	950,475	.....
Philadelphia, Pa. ...	New York and Philadelphia.	... do ...	8,367	b598	.....	.....	627,525	.....
	New York and Pittsburgh.	... do ...	201,519	b2,232	.....	.....	15,113,925	.....
	New York and Washington.	... do ...	22,518	b702	.....	.....	1,688,850	.....
Washington, D. C. ...	Baltimore and Grafton.	Third ...	12,515	.....	92	133	938,625	.....
	Bowling Green and Memphis. c.	Fifth ...	4,013	.....	8	8	300,975	.....
	Chicago and Cincinnati. c.	... do ...	6,806	.....	14	15	510,450	.....
	... do ...	... do ...	12,149	.....	18	18	911,175	.....

a From November 18, 1889.

b Shorthanded and heavy delayed connections.

c Day line.

d Night line.

EXHIBIT 2.—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. P. O. is assigned.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Papers distributed.
Washington, D. C..	Cincinnati and Nashville, c.	Fifth ...	3,363 .....		14	14	253,225 .....	
	do d .....	do .....	7,709 .....		17	20	573,175 .....	
	Cincinnati and St. Louis, c.	do .....	11,815 .....		17	17	886,125 .....	
	do d .....	do .....	12,631 .....		15	15	947,325 .....	
	Elmira and Baltimore.	Second ..	14,087 .....		5	10	1,056,525 .....	
	Grafton and Cincinnati, c.	Fifth .....	14,881 .....		16	16	1,116,075 .....	
	do d .....	do .....	25,915 .....		25	32	1,943,625 .....	
	New York and Washington.	Second ..	14,120 .....	b914	4	5	1,059,000 .....	
	New York and Pittsburgh.	do .....	20,266 .....	b18	4	8	1,519,950 .....	
	Pittsburgh and Cincinnati, d.	Fifth .....	4,461 .....		4	7	334,575 .....	
	Pittsburgh and St. Louis.	do .....	17,494 .....		41	59	1,312,050 .....	
	Washington and Charlotte.	Third .....	32,300 .....		91	130	2,422,500 .....	
	Washington and Wilmington.	do .....	31,430 .....		71	113	2,357,250 .....	
	Chicago and Cincinnati.	Fifth .....	18,982 .....				1,423,650 .....	
	Cincinnati and Nashville.	do .....	11,072 .....				830,400 .....	
	Cincinnati and St. Louis.	do .....	24,446 .....				1,833,450 .....	
	Bowling Green and Memphis.	do .....	4,013 .....				306,975 .....	
	Pittsburgh and Cincinnati.	do .....	4,461 .....				334,575 .....	
	Grafton and Cincinnati.	do .....	40,802 .....				3,060,150 .....	
	Pittsburgh and St. Louis.	do .....	17,617 .....				1,321,275 .....	
Cincinnati, Ohio...	Chicago and Cincinnati.	do .....	47,007 .....				3,593,025 .....	
	Cincinnati and Nashville.	do .....	22,823 .....				1,711,725 .....	
	Cincinnati and St. Louis.	do .....	36,867 .....				2,765,025 .....	
	Cleveland and Cincinnati.	do .....	14,988 .....				1,124,100 .....	
	Pittsburgh and Cincinnati.	do .....	46,854 .....				3,514,050 .....	
Louisville, Ky ....	Cincinnati and Nashville.	do .....	54,379 .....				4,078,425 .....	
	Cincinnati and St. Louis.	do .....	11,244 .....				843,300 .....	
	Bowling Green and Memphis.	do .....	9,009 .....				675,675 .....	
St. Paul, Minn .....	Chicago and Minneapolis, c.	Tenth .....	79,159 .....				5,936,925 .....	
Chicago, Ills .....	do e .....	do .....	71,101 .....				5,332,575 .....	
Minneapolis, Minn .....	do e .....	do .....	81,380 .....				6,103,500 .....	
St. Louis, Mo .....	St. Louis and Kansas City.	Seventh ..	86,712 .....				6,503,400 .....	463,950
	St. Louis and Council Bluffs.	do .....	26,808 .....				2,010,600 .....	116,250
Kansas City, Mo...	St. Louis and Burrton.	do .....	18,647 .....				1,398,525 .....	32,400
	St. Louis and Kansas City.	do .....	71,855 .....				1,639,125 .....	7,050
	Kansas City and Pueblo.	do .....	29,440 .....				2,208,675 .....	2,100
	Kansas City and Denver.	do .....	11,945 .....				895,875 .....	
	Kansas City and Wellington.	do .....	12,795 .....				959,625 .....	

c Day line.

d Night line.

e Distribution made by clerks detailed from the St. Paul, Chicago, and Minneapolis offices.

f From November 20, 1889.

**EXHIBIT 2.—Statement of pieces of mail separated for city delivery, etc.—Continued.**

City for which separation for 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.
Los Angeles, Cal.,	Albuquerque and Los Angeles.	Eighth..	a3,780	.....	.....	.....	283,500	.....
Portland, Oregon..	Huntington and Portland.	...do...	61,656	b525	.....	.....	4,624,200	.....
	Portland and San Francisco.	...do...	26,820	.....	.....	.....	2,011,500	.....
Sacramento, Cal.,	Ogden and San Francisco.	...do...	41,697	.....	.....	.....	3,127,275	.....
San Francisco, Cal.	Ogden and San Francisco.	...do...	161,808	b424	.....	.....	12,135,600	.....
			3,010,771	30,337	15,044	5,715	225,807,825	621,750

a One month.

b Shorthanded and heavy delayed connections.

**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 employed in their stead during the fiscal year ended June 30, 1890.**

Name.	Railway post office line.	Date of injury.	Days on leave of absence.	Days acting clerk was employed.	Amount paid acting clerk.
J. C. Adams.....	Eatonton and Gordon.....	Jan. 30, 1889	180	180	\$175.00
T. D. Armstrong.....	Pittsburg and St. Louis.....	June 19, 1889	270	240	535.16
F. D. Alexander.....	Chattanooga and Atlanta.....	Dec. 23, 1888	171	171	376.20
R. F. Allison.....	.....do.....	Nov. 12, 1888	136	136	299.20
John T. Beach.....	Chicago and Minneapolis.....	Oct. 26, 1889	120	100	220.00
B. W. Boeck.....	Lynchburg and Bristol.....	Feb. 8, 1890	142	131	288.20
J. B. Burkett.....	Albuquerque and Los Angeles.....	Aug. 31, 1889	42	42	92.40
Geo. E. Barnes.....	Larabee and Clermont.....	Oct. 3, 1889	10	10	22.00
E. R. Bicknell.....	Sumner and Hampton.....	Nov. 6, 1889	220	220	484.00
A. C. Boynton.....	New York and Dunkirk.....	Aug. 12, 1888	147	49	107.80
C. M. Brown.....	St. Paul and Mandan.....	Oct. 27, 1888	120	116	256.20
W. H. H. Blaney.....	Oswego and Birmingham.....	Feb. 12, 1890	30	30	66.00
J. W. Bishop.....	Pittsburgh and St. Louis.....	June 19, 1889	270	267	565.40
A. B. Burton.....	Lynchburg and Bristol.....	Feb. 8, 1890	120	117	257.40
E. J. Brown.....	Davenport and Atchison.....	Feb. 8, 1889	30	30	66.00
M. H. Bunn.....	Chattanooga and Atlanta.....	Dec. 28, 1888	141	141	310.20
F. M. Brigham.....	Kansas City and Denver.....	July 12, 1889	30	13	28.60
F. D. Culp.....	Grafton and Chicago.....	Apr. 3, 1890	30	26	57.20
B. W. Cunningham.....	Texarkana and El Paso.....	June 30, 1889	12	12	26.40
James J. Cox.....	New York and Dunkirk.....	Mar. 1, 1890	85	85	187.00
C. H. Craggs.....	Baltimore and Grafton.....	Oct. 26, 1889	30	30	66.00
J. S. Cupp.....	St. Louis and Council Bluffs.....	Apr. 4, 1890	86	86	189.20
J. G. Crooks.....	Denver and Ogden.....	Sept. 25, 1889	30	17	37.40
James R. Dutcher.....	Rochester and Elmira.....	Jan. 17, 1888	25	25	55.00
A. G. Daily.....	St. Jo. and Caldwell.....	Aug. 11, 1889	21	18	39.60
John M. Decker.....	Williamsport and Port Clinton.....	July 3, 1886	60	60	132.00
Samuel Erwin.....	Cincinnati and Chattanooga.....	May 7, 1889	306	306	673.20
R. J. Early.....	New York and Pittsburgh.....	Apr. 4, 1890	44	36	79.20
R. U. D. Evans.....	St. Paul and Mandan.....	May 5, 1889	64	54	118.80
Robert Ellis, jr.....	Pittsburgh and St. Louis.....	June 19, 1889	349	349	567.32
W. R. Fitzsimmons.....	Bristol and Chattanooga.....	Nov. 25, 1889	217	217	477.44
J. J. Gibbs.....	.....do.....	May 25, 1890	36	36	79.20
Wm. A. Gashire.....	Kingston and Goshen.....	.....	0	0	11.00
J. K. Glenn.....	Cincinnati and Nashville.....	Nov. 27, 1889	215	212	466.40
Daniel H. Griffing.....	Greenport and New York.....	June 12, 1889	347	347	760.44
M. A. Gregory.....	Council Bluffs and Moberly.....	July 24, 1889	15	15	32.61
H. H. Holt.....	Murphy and Marietta.....	Aug. 20, 1889	159	159	346.62
F. P. Hargadon.....	Cincinnati and Nashville.....	Mar. 27, 1890	10	10	22.00
J. B. Horton.....	Chicago and Cincinnati.....	Dec. 23, 1888	161	161	354.20
W. H. Henson.....	Washington and Strasburg.....	Dec. 31, 1889	60	50	110.00
J. B. Hays.....	Sacramento and San Francisco.....	Oct. 14, 1889	90	90	200.00
D. H. Hall.....	Cincinnati and Nashville.....	Oct. 22, 1889	33	7	15.22
T. O. Havens.....	New Castle and North Vernon.....	Oct. 21, 1889	21	15	32.61
C. H. Hisle.....	Des Moines and Moberly.....	Mar. 28, 1889	150	150	330.00

EXHIBIT 3.—Statement of leaves of absence, with pay, granted to railway postal clerks, etc.—Continued.

Name.	Railway post-office line.	Date of injury.	Days on leave of absence.	Days acting clerk was employed.	Amount paid acting clerk.
R. J. Jackson	Albuquerque and Los Angeles	Feb. 3, 1889	21	21	\$46.20
S. N. Jackson	Baltimore and Grafton	Oct. 6, 1888	98	97	210.49
Henry Jane	Montfort and Galena	Nov. 26, 1889	24	21	52.08
Alfred Keevil	Fargo, Milwaukee & St. Paul	Oct. 30, 1889	60	45	97.65
C. B. Kingman	Nashville and Montgomery	Nov. 1, 1889	60	53	115.01
C. P. Lindenberg	Baltimore and Grafton	Oct. 4, 1889	90	88	186.62
C. H. Lee	Pittsburgh and Cincinnati	Dec. 27, 1889	20	20	43.40
C. M. Lounsberry	St. Paul and Mandan	May 5, 1889	300	300	651.00
Geo. A. Lester	Denver and Leadville	Jan. 27, 1890	7	7	15.54
J. Seward Lamson	New York, Dover, and Easton	Nov. 12, 1889	240	228	501.60
Robert La Fontaine	Omaha and Ogden	May 11, 1890	54	51	112.20
F. M. Moore	Omaha and McCook	Aug. 11, 1889	60	60	182.00
J. E. Matthews	Pittsburgh and St. Louis	June 19, 1889	30	17	37.40
H. S. Mobley	Baltimore and Grafton	May 17, 1890	30	30	65.93
J. H. McQuaid	Kansas City and Joplin	June 27, 1890	3	3	6.59
E. W. McKean	Cedar Rapids and Council Bluffs	May 24, 1890	20	20	43.96
W. M. McCombs	Omaha and Ogden	Jan. 17, 1890	13	12	28.89
C. J. Miner	Pittsburgh and St. Louis	June 19, 1889	120	108	233.20
B. McNeil	New York and Chicago	Feb. 23, 1890	30	13	28.89
F. H. Maguire	Natches and Bayou Sara	Apr. 8, 1890	84	84	184.80
J. E. Matthews	Pittsburgh and St. Louis	June 19, 1889	180	180	390.60
C. E. Owen	St. Louis and Paducah	June 10, 1890	8	8	17.58
F. D. Parsons	Vanceboro and Bangor	Feb. 18, 1890	90	90	197.79
E. Peron	Burlington and Council Bluffs	Nov. 3, 1889	38	38	83.60
F. W. Patterson	North Anson and Portland	June 10, 1889	335	335	735.88
H. E. Pierce	Denison and Taylor	May 9, 1890	10	10	22.00
S. F. Payne	Lynchburgh and Pocahontas	June 27, 1889	10	2	4.40
W. N. Parrott	Washington and Charlotte	July 12, 1888	5	5	10.87
W. W. Robinson	Nevada and Winfield	Mar. 19, 1890	21	21	46.67
Geo. E. Roberts	Denver and Leadville	Mar. 5, 1890	30	23	51.11
Runyon F. Randolph	Oswego and Oneida	Sept. 23, 1889	15	15	32.61
W. E. Ramsey	Bristol and Chattanooga	Feb. 11, 1890	13	9	20.00
W. H. Randall	Kansas City and Pueblo	Apr. 14, 1890	14	14	31.11
G. M. Sadler	New York and Point Pleasant	Aug. 29, 1889	9	81	178.20
Geo. B. Sterling	Philadelphia and Crisfield	Aug. 28, 1889	9	9	19.57
Chas. F. Singer	Minn. Hay and Waterloo	Aug. 8, 1889	50	50	108.50
W. T. Shoop	St. Louis and Council Bluffs	Apr. 4, 1890	90	90	197.70
W. G. Smith	Cincinnati and Chattanooga	Nov. 27, 1889	15	9	19.57
W. G. Scott	Grafton and Chicago	Nov. 1, 1888	21	21	45.65
M. J. Spear	Skowhegan and Portland	June 1, 1889	70	70	203.30
Edward Simpson	Peoria and Oskaloosa	Apr. 20, 1889	140	140	306.60
J. M. Smith	New York and Chicago	Dec. 24, 1889	30	30	66.07
B. O. Sbipt	Bristol and Chattanooga	Nov. 28, 1889	210	202	444.40
T. R. Smith	Zanesville and Columbus	Mar. 16, 1890	45	45	96.64
P. E. Smith	New York and Chicago	Feb. 23, 1890	13	9	19.78
L. P. Summers	Lynchburgh and Bristol	July 2, 1889	80	30	65.22
D. A. Shumate	Charlotte and Atlanta	Nov. 12, 1888	133	133	289.94
H. Sanguin	Cairo and Texarkana	June 25, 1889	26	26	57.78
W. A. Tilley	Ogden and San Francisco	Jan. 1, 1890	30	30	66.67
J. B. Thornton	Pittsburgh and St. Louis	June 19, 1889	50	50	108.50
John W. Woodruff	Atlanta and Waycross	Aug. 15, 1889	83	83	182.60
J. L. Wilbur	Chicago and Burlington	Apr. 15, 1890	60	60	131.86
Chas. L. Wilkinson	Philadelphia and Atlantic City	Jan. 17, 1890	60	60	131.86
J. H. Walker	Pittsburgh and St. Louis	May 6, 1890	15	11	24.44
G. W. Wilson	Astoria and New Castle	Dec. 23, 1889	111	109	239.80
D. A. Warden	Portsmouth and Cincinnati	June 28, 1889	27	17	37.40
J. L. Walshall	Washington and Charlotte	July 12, 1888	65	5	11.06
J. Q. West	Washington and Charlotte	July 12, 1888	65	5	11.06
Total					17,131.10

## EXHIBIT 4.

## CASUALTIES, 1890.

*July 2, 1889.*—Lynchburg and Bristol R. P. O., train No. 2, ran into a washout near Thaxton, Va., and was wrecked. The postal car immediately took fire, and, with its contents, 60 packages of letters, 15 sacks of papers, and 3 through registered pouches, was consumed. Postal clerk L. P. Summers was badly bruised and severely cut about the head and body. Mr. Rose, an ex mailing clerk in the Wytheville, Va., post-office, was on the car with Clerk Summers and was instantly killed and his body burned.

*July 2, 1889.*—Washington and Wilmington R. P. O., train No. 5, collided with train No. 134, and was wrecked near Lorton Station, Va., and postal car slightly damaged. No mails lost or damaged, nor clerk injured.

*July 4, 1889.*—Washington and Huntington R. P. O., train No. 4, was wrecked by a land-slide near Ona, W. Va., killing both engineer and fireman. The mail-car was completely torn to pieces; mail damaged by water, but none lost. Acting Clerk F. R. Wright slightly injured.

*July 8, 1889.*—Marion and Council Bluffs R. P. O. collided with a working train between Coon Rapids and Dedham, Iowa, totally wrecking postal car. Mails transferred, without loss or damage, to baggage car, arriving at Marion next day. Clerk unhurt.

*July 8, 1889.*—Baltimore and Roanoke R. P. O., train No. 2, was derailed at White Post, Va. Postal car thrown on its side and considerably damaged. A portion of mail saturated with oil and water, but not sufficient to prevent forwarding to destination. Clerk unhurt.

*July 9, 1889.*—St. Albans and Boston R. P. O. ran into a washout one mile north of Brandon, Vt., caused by a cloud-burst during the night, and engine and five cars went down into the ditch bottom side up. The handle of catcher was broken on mail car No. 4. No injury to clerk or loss or damage to mail.

*July 9, 1889.*—Cincinnati and Chattanooga R. P. O., train No. 5, collided with train No. 6 near the station at Oakdale, Tenn., breaking in the front end of postal car and throwing it off its front trucks. No injury to clerk, or loss or damage to mails.

*July 9, 1889.*—Lincoln and Alliance R. P. O., was run into by an engine of the Union Pacific Railroad at Grand Island, Nebr., throwing postal car from the track. No injury to clerk or loss or damage to mails.

*July 12, 1889.*—Litchfield and Kampsville R. P. O., train No. 45, was derailed near Fayette, Ill., and delayed in arrival until 2:15 p. m. the following day. Clerk and mails safe.

*July 17, 1889.*—Danville and Cairo R. P. O., train No. 2, was wrecked two miles south of Mount Carmel, Ill., caused by a freight car—which was in the train just in front of the mail car—leaving the track and overturning the entire train. Mail transferred, without loss or damage, to an old mail car, and trip completed. Clerk unhurt.

*July 18, 1889.*—Chicago and Cincinnati R. P. O. (night line), train No. 3, was wrecked near Newpoint, Ind., caused by the breaking in two of a freight train which was endeavoring to make a siding in order to allow mail train to pass. The postal car was running with the storage end ahead and the crew working near the letter end. Postal Clerk F. G. Ketcham, who had ended his run at Cincinnati, was dead-heading north on this train. The clerks had a large mail and asked him to assist,

which he did, working on the Indiana paper-mail. Clerk Ketcham had just stepped forward to the door when the collision occurred. The shock tore the stove from its fastenings and hurled it with great force against Ketcham, knocking him down, bruising him about the head, limbs, and severely crushing his chest. He was taken to Indianapolis and sent to St. Vincent's hospital. No mail was lost. A few bundles of papers were torn open and soiled with blood and oil. A tramp, riding on forward end of postal car, was instantly killed. The forward end of car was broken in, the tramp thrown inside the car. The long arms of two iron mail-catchers were driven entirely through his body, mauling him in a horrible manner. Immediately after the collision the rear end of the freight ran into the wreck, breaking up a number of cars and obstructing the track for ten hours.

*July 19, 1889.*—Lincoln and Alliance R. P. O., train No. 42, was run into at the crossing of the Union Pacific Railroad at Grand Island, Nebr., throwing mail from cases and scattering it about the car. None lost or damaged and clerk unhurt.

*July 19, 1889.*—Lincoln and Alliance R. P. O. (west bound) collided with a freight train at York, Nebr., delaying train three hours. No injury to clerk or loss or damage to mails.

*July 20, 1889.*—Kansas City and Denver R. P. O., train No. 204, was wrecked at Chapman, Kans., by running into loaded freight-cars which had been blown from siding to main track during a storm. No injury to clerk or loss or damage to mails. Delayed five hours.

*July 24, 1889.*—Council Bluffs and Moberly R. P. O.; while approaching a bridge 2 miles west of Valentine, Mo., the engine left the track, taking with it the mail apartment, and both rolled down an embankment 35 feet, turning over twice. The fastenings in mail apartment were torn loose, the doors broken off, and mail scattered and a small portion slightly damaged by oil. All mail that could be found was loaded into a way-car, brought to Gallatin, Mo., and transferred to mail apartment July 26. Postal Clerk M. A. Gregory was considerably bruised, and incapacitated for duty.

*July 26, 1889.*—Rockford and Pendleton R. P. O., train No. 5, ran into a burnt bridge 3 miles south of Riparia, Wash., wrecking engine and mail-car. Mails transferred, without loss or damage, to box-car, and arrived at Pendleton twelve hours late. Clerk unhurt.

*July 27, 1889.*—Selma and Mobile R. P. O.; the steamer *Carrier* blew out her steam-pipe 12 miles north of Prairie Bluff, Ala. The force of the explosion was downward, and no lives were lost nor mail damaged. Delayed twenty-four hours.

*July 27, 1889.*—Paducah and Memphis R. P. O. ran onto a siding (owing to misplaced switch) at Brighton Station, Tenn., 30 miles north of Memphis, and collided with a car loaded with lumber. The mail apartment was telescoped by tender of engine and completely demolished, and Postal Clerk J. J. Somerville instantly killed. Some mail considerably damaged, but none lost.

*July 28, 1889.*—Portland and San Francisco R. P. O., train No. 16, ran through an open switch at Albany Junction (n. o.), Oregon, derailling entire train. The platforms and trucks of postal car, No. 16, were broken and car otherwise damaged. A portion of mail damaged by oil, but none lost or destroyed. Clerk escaped injury.

*August 1, 1889.*—Denver and Fort Worth R. P. O., train No. 2, was derailed 6 miles north of Folsom, N. Mex., by spreading of track. Mail-car was dragged some distance over the ties and letters knocked out of cases, but none lost or damaged. Clerk unhurt.

*August 4, 1889.*—Denver and Fort Worth R. P. O. was held up by robbers 4 miles north of Tascosa, Tex., who cut loose the mail and express cars and ran them 2 miles up the track. A number of shots were fired through the express car, but none through the mail apartment. Postal Clerk D. E. Walcott was ordered to open the door of his car, which he did, having first secreted all the registered matter except one package, which was found and taken by the robbers.

*August 8, 1889.*—Portland and Island Pond R. P. O. was derailed and postal car entirely demolished at Pownal, Me. Postal Clerks C. I. Kimball and B. L. Watts were violently thrown against the roof of the car, but escaped with slight injuries. All mails were gathered up and forwarded to the Portland office and assorted. The mutilated mails were put in Government envelopes and forwarded to destination.

*August 9, 1889.*—Kane and Callery R. P. O. was derailed three quarters of a mile south of Knox, Pa., caused by failure of air-brakes while approaching a sharp curve. The apartment car was thrown from the track and dragged about 150 feet before train could be stopped. No injury to clerk. Some mail slightly damaged by water.

*August 9, 1889.*—Bremond and Albany R. P. O., train No. 34, was derailed 2 miles north of Ross, Tex. The mail, express, and several freight cars were turned over, demolishing the mail and express. Mail badly scattered, and some damaged by oil, but none lost. No one hurt.

*August 11, 1889.*—St. Joseph and Caldwell R. P. O., train No. 2, collided with a construction train one-half mile south of Topeka, Kans., derailing the combination mail and baggage car, killing the express messenger, and seriously bruising Postal Clerk S. G. Daily and incapacitating him for duty. The registered and letter mail was saved, though the latter was considerably damaged by water and oil. Paper mail also badly damaged.

*August 11, 1889.*—St. Paul and McGregor R. P. O.; on Saturday night, August 11, R. P. Clerk E. P. Phillips, after ending his run at St. Paul, Minn., went into the postal car to sleep, and Sunday morning left the car and started up the track towards the depot for breakfast. Seeing a train coming towards him he stepped aside to allow it to pass. In so doing he stepped in front of a C., St. P. and K. C. train coming from the opposite direction and was struck by the locomotive and thrown under the train he was trying to avoid. His skull was crushed and death resulted in a few minutes. His relatives in Minneapolis were notified, took charge of his body, and accompanied it to his home at Owatonna Sunday night.

*August 13, 1889.*—Bath and Lewiston R. P. O. was wrecked one-half mile west of Brunswick, Me. No injury to clerk or loss or damage to mails.

*August 13, 1889.*—El Paso and Los Angeles R. P. O., train No. 20, was wrecked by spreading of the rails 2 miles west of Benson, Ariz. Mail-car slightly damaged, also some mail by oil and water. Clerk unhurt. Delayed twelve hours.

*August 14, 1889.*—Denver and Ogden R. P. O. ran into an open switch at Farmington, Utah, and was wrecked. Mail-apartment car partially derailed and was disabled. Mail transferred, without loss or damage, to baggage-car, arriving at Ogden four hours late. Clerks uninjured.

*August 16, 1889.*—Butler and Freeport R. P. O., train No. 23, was wrecked near Sarversville, Pa. Two coaches were demolished, two persons killed, and thirty injured. Mail-car derailed, but postal clerk and mails uninjured.

*August 18, 1889.*—Bremond and Albany R. P. O., train No. 33, was

wrecked 5 miles west of Ross, Tex., by a freight-car leaving the track. Mail-car badly damaged and trip completed in baggage-car. No mails lost or damaged, and clerk unhurt.

*August 19, 1889.*—Kansas City and Osceola R. P. O., train No. 2, was derailed  $2\frac{1}{2}$  miles west of Clinton, Mo., caused by a broken rail. No damage to mail apartment, clerk, or mails. Delayed at wreck all night.

*August 20, 1889.*—St. Louis and Halstead R. P. O., train No. 2, ran into an open switch near Stoutland, Mo., and collided with a freight train. Postal Clerks W. L. Tilton and W. W. Dugger jumped from the car and escaped injury. No loss or damage to mails.

*August 20, 1889.*—Murphy and Marietta R. P. O., train No. 1, was wrecked a few miles south of Blue Ridge, Ga. The engine left the track, tearing the trucks from under the mail-car and demolishing it. Postal Clerk H. H. Holt was thrown through the window of his car some distance from the track, receiving severe bruises and sprains incapacitating for duty. All mail recovered and forwarded to destination. Delayed twelve hours.

*August 24, 1889.*—Mount Airy and Bennettsville R. P. O., train No. 2, fell through a trestle 1 mile south of Gerwanton, N. C. Apartment car badly damaged, but no mail lost or destroyed. Postal Clerk T. J. Jackson slightly injured.

*August 26, 1889.*—Indiana and Branch Junction R. P. O. collided with an engine a few rods south of Blairsville, Pa. Mail-car slightly damaged. No injury to clerk or loss or damage to mails.

*August 29, 1889.*—Texarkana and El Paso R. P. O., train No. 1, was run into by freight train while engineer was taking water 3 miles west of Gladewater, Tex. No damage to car or mail. Postal Clerk G. W. Ratliff sustained injury to his foot by jumping from his car.

*August 29, 1889.*—Denver and Leadville R. P. O., train No. 402, was derailed 2 miles east of Estabrook, Colo., and the entire train, consisting of engine, mail, and baggage car, and two coaches, was thrown down a walled embankment 15 feet into the Platte River, instantly killing one person and seriously injuring many others. The mail apartment was badly wrecked and partially filled with water, floating several hundred letters out of the case, which were carried down stream. Postal Clerk E. L. Pippin succeeded in recovering the greater portion of these letters afterwards by wading the river, though he is of the opinion that a great many were lost. Seven hours after the disaster all mail that could be found was placed in a special baggage-car and taken to the Denver post-office, where it was re-worked. It was in a very wet and damaged condition. Clerk Pippin partially saved himself at the time of the accident by grasping hold of the pouch-rack; but, as this gave way, he was thrown against the side of the car, his legs going through the glass in the door window. Aside from slight cuts and bruises and the exposure consequent upon being eleven hours in soaked clothing, he came out of the wreck in a very fortunate condition.

*August 30, 1889.*—Chicago and Cedar Rapids R. P. O., train No. 5, was run into from the rear by a wild engine near Elmhurst, Ill., demolishing platform of mail-car and rendering it unfit for service, and necessitating its detachment. No injury to clerks or loss or damage to mails.

*September 2, 1889.*—Huntington and Portland R. P. O., train No. 4, ran into a lot of cattle 3 miles west of Hillgard, Colo., and was wrecked, and postal car badly damaged. No injury to clerk or mails.

*September 3, 1889.*—Cleveland and Toledo R. P. O., train No. 25, collided with a freight train at Port Clinton, Ohio. Postal Clerk John G.

Waters slightly bruised. The postal car was badly damaged. No loss or damage to mails.

*September 4, 1889.*—Junction City and Parsons R. P. O., train No. 9, was wrecked by a broken rail near Galesburgh, Kans., derailing engine and baggage car. No injury to mail apartment, clerk, or mails.

*September 6, 1889.*—Denver and Leadville R. P. O., train No. 402, was wrecked 7 miles east of Leadville, Colo., near Bird's Eye Station, caused by spreading of the track. The entire train was turned on its side and postal car badly damaged, necessitating its abandonment. No mails lost or damaged. Clerk G. E. Roberts jumped from the car door and escaped injury.

*September 10, 1889.*—Kansas City and Osceola R. P. O., train No. 1, was wrecked by spreading of the track 4 miles south of East Lynne, Mo. Engine, mail-car, and coach left the track. No injury to clerk or loss or damage to the mails. Delayed eleven hours.

*September 12, 1889.*—New York and Washington R. P. O., train No. 40, collided with a freight car near the tunnel, just after leaving Washington, D. C. The postal car was thrown from the track and damaged, necessitating its withdrawal from service. No injury to clerks or loss or damage to the mails.

*September 17, 1889.*—Burnett and Austin R. P. O., train No. 1, was derailed near Liberty, Tex., by box-car in front of mail-car leaving the track. Mail-car turned over on its side. No mail lost or damaged and postal clerk unhurt.

*September 17, 1889.*—Topeka and Fort Scott R. P. O., train No. 284, when approaching Glen Rock, Kans., was wrecked by a freight-car which jumped the track while rounding a curve. Mail apartment partially turned over. Mail transferred, without loss or damage, to another car, and arrived at Topeka four hours and twenty minutes late. Clerk unhurt.

*September 17, 1889.*—St. Louis and Burrton R. P. O., train No. 2, ran into an open switch 3 miles west of Keighley, Kans., derailing a portion of train. Rear trucks of mail apartment left the track. No injury to clerk, car, or mails.

*September 21, 1889.*—Julesburg and Denver R. P. O., train No. 308, ran into an open switch 4 miles from Denver, Colo., and collided with an engine on side-track. The engine was demolished and fireman scalded to death. Front platform of mail-car was knocked off and trucks derailed. No injury to clerk or loss or damage to mails.

*September 22, 1889.*—Chicago and Cedar Rapids R. P. O., train No. 6, collided with a freight train at Flagg Station, Ill., disabling mail car and rendering it unfit for service. Mails transferred without loss or damage, to another car, arriving at Cedar Rapids seven hours late. Clerks uninjured.

*September 24, 1889.*—Asheville and Jarretts R. P. O., train No. 17, was derailed 9 miles east of Bryson City, N. C., considerably damaging mail apartment car. No injury to clerk or loss or damage to mails.

*September 25, 1889.*—Kansas City, Salina, and Pueblo R. P. O. ran into an open switch at Horace, Kans., derailing engine, baggage, and mail car. No injury to clerk or loss or damage to mails. Delayed nine hours.

*September 26, 1889.*—Chicago and Cincinnati R. P. O., train No. 3, was derailed at McCoy, Ind., by an open switch. Postal car was thrown down an embankment and turned over. Six postal clerks were on duty: C. W. Fisher, D. Rosenbaum, A. W. Carnahan, Alfred Smith, H. B. Pruitt, and E. D. Johnson. Fisher and Rosenbaum sustained injuries,

those of the latter being the more severe. Letter mail was thrown from boxes and thoroughly saturated with oil from lamps, but none lost or destroyed.

*September 26, 1889.*—Des Moines and Cainesville R. P. O. was wrecked 1 mile north of Leon, Iowa, causing a delay of fifteen hours. No injury to clerk or loss or damage to mails.

*September 26, 1889.*—Newton and Galveston R. P. O., train No. 2, was wrecked at Duke, Tex., by colliding with a freight train. Mail scattered and a portion saturated with oil, but none lost. Clerk unhurt.

*September 26, 1889.*—Port Harford and Los Olivos R. P. O., train No. 4, left the track near Nipomo, Cal., completely wrecking the first five cars in the train. Mail scattered, but none damaged or lost, nor was clerk injured.

*September 27, 1889.*—Des Moines and Keokuk R. P. O. collided with a freight train one-half mile west of Oskaloosa, Iowa. No injury to clerk or loss or damage to mails. Delayed ten hours.

*September 28, 1889.*—Kansas City and Memphis R. P. O., train No. 3, was wrecked at Broadway street, Memphis, Tenn., by being cut in two by a freight train on the St. Louis, Iron Mountain and Southern Railway, which, at this point, runs at right angles to the Kansas City, Fort Scott and Missouri River Railroad. Three coaches were overturned, but mail apartment uninjured. No injury to clerks or loss or damage to mails.

*September 28, 1889.*—Denver and Ogden R. P. O., train No. 8, ran into a switch engine standing on the main track in the yards at Pueblo, Colo., wrecking engine, baggage-car, and slightly damaging mail-car. Postal Clerks W. H. Baker and E. Mills were on duty. Mills jumped from the car and was thrown down, sustaining a slight scalp wound. Baker remained in the car and was uninjured. No loss or damage to mails.

*September 29, 1889.*—Abbeville and Louvale R. P. O., train No. 2, was wrecked 2 miles east of Preston, Ga. Postal Clerk O. E. Coleman slightly bruised. No mails lost or damaged.

*September 29, 1889.*—Denver and Aspen R. P. O., train No. 203, was wrecked near Edwards, Colo., by a rock-slide which had bent the track on a sharp curve. The engine was totally demolished and engineer and fireman severely injured. The mail apartment was thrown off its trucks and laid on side. The stove was overturned and fire scattered through the car, igniting several sacks of papers and the wood-work. The fire was extinguished by the clerk with the assistance of train men. About one-half sack of papers was burned so as to be valueless. Twenty sacks of canvas and twelve pouches were partially burned. The car was badly damaged. Postal Clerk G. M. McAdams saved himself by clinging to the rack and was considerably bruised but not incapacitated for duty.

*October 3, 1889.*—Larabee and Clermont R. P. O. collided with a freight train 2 miles south of Eldred, Pa., and Postal Clerk G. E. Barnes sustained serious injuries to his left eye and leg, incapacitating him for duty. No mails lost or damaged.

*October 4, 1889.*—Baltimore and Grafton R. P. O., train No. 2, running at a high rate of speed, collided with the engine of a freight train which was taking siding at Boyd's, Md. Postal Clerk Charles F. Lindenburg jumped from his car just as collision occurred, and fell, dislocating his shoulder and incapacitating him for duty. Postal car considerably damaged, but no mails lost or destroyed.

*October 4, 1889.*—Kansas City and Salina R. P. O., train No. 201, col-

lided with a detached portion of a freight train,  $1\frac{1}{2}$  miles east of Colokan, Kans., which had broken loose and was running down grade at the rate of 45 miles an hour. One passenger instantly killed. Mail apartment considerably damaged, but no injury to clerk, or loss or damage to mails. Delayed eight hours.

*October 5, 1889.*—Ashland and Richardson R. P. O., train No. 43, was overturned 1 mile from Richardson, Ky. Mails scattered, but none lost or damaged. Clerk unhurt. Delayed five hours.

*October 7, 1889.*—Dubuque and Sioux City R. P. O., train No. 1, collided with a freight train at the C., M. and St. P. Rwy. crossing about 1 mile south of Dubuque, Iowa, crushing in forward end of postal car, but doing no damage to mails or injury to clerk on duty. Delayed three hours.

*October 7, 1889.*—Des Moines and Cainesville R. P. O., train No. 1, was wrecked, by a broken rail, 2 miles north of Leon, Iowa. The postal car turned completely over, but no injury was sustained by clerk or loss or damage to mails.

*October 8, 1889.*—Portland and San Francisco R. P. O., train No. 16, ran into a drove of cattle, near Harrisburgh, Oregon, and was derailed. Postal car slightly damaged, but no injury to clerk or loss or damage to mails. Delayed sixteen hours.

*October 9, 1889.*—Harrisburg and Martinsburgh R. P. O., train No. 1, was wrecked 4 miles north of Martinsburgh, W. Va., by collision with a freight-car, which projected on the main track from a switch. Mail apartment badly damaged, but no injury to clerk or mails.

*October 9, 1889.*—Harrisburg and Martinsburgh R. P. O., train No. 1, ran into a freight train just before arriving at Hagerstown, Md. No injury to clerk or loss or damage to mails.

*October 10, 1889.*—Pittsburgh and St. Louis R. P. O., train No. 6, ran into a freight train which was standing on siding in yards at East Terre Haute, Ind., owing to switch-bolt being out of position. Two paper cars were thrown from track and considerably damaged. No injury to clerks or loss or damage to mails.

*October 12, 1889.*—Philadelphia, Wilmington and Baltimore express train, No. 92, was derailed near North East, Md., and two pouches badly burned. The letter mail contained in them was not damaged, but twenty-five papers were seriously damaged by fire, and were forwarded to the Philadelphia post-office for disposition.

*October 13, 1889.*—Texarkana and Gatesville R. P. O., train No. 2, was wrecked at Cookville, Tex., caused by the breaking of wheel under the tender of engine. Mail, baggage, and express cars thrown from the track and mail-car badly damaged. Mails transferred, without loss or damage, to box-car, in which trip was completed. Clerk unhurt.

*October 13, 1889.*—Julesburg and Denver R. P. O., train No. 308, ran into a herd of cattle a few miles east of Iliff, Colo., ditching engine, mail, baggage car, and one coach, all being badly damaged. Postal Clerk J. Metz was thrown on his back, the back of his head striking the floor, but escaped serious injury. Mails transferred, without loss or damage, to box-car and arrived at Denver three and one-half hours late.

*October 14, 1889.*—New York and Point Pleasant R. P. O., train No. 306, collided with a coal train between Centerville and Bergen Point, N. J. Postal Clerk A. Mack was thrown down and his right side severely bruised. No mails lost or damaged. Delayed two hours.

*October 14, 1889.*—New Orleans and Houston R. P. O., train No. 20, was wrecked at Orange, Tex., by running into an open switch. Engine

and postal car badly damaged. No injury to clerk or loss or damage to mails. Delayed eight hours.

*October 17, 1889.*—Tyler and Lufkin R. P. O., train No. 102, was wrecked near Tyler, Tex., caused by the breaking of a wheel on tender of engine. Postal car turned over and badly wrecked. No mail lost or damaged. Postal clerk slightly bruised.

*October 18, 1889.*—Portland and San Francisco R. P. O., train No. 16, ran into an open switch at Junction City, Oregon, derailing engine, postal, baggage, and two express cars. Postal car considerably damaged, but no injury to clerk or loss or damage to mails.

*October 19, 1889.*—Toccoa and Elberton R. P. O., Air Line train No. 53; Postal Clerk Ezra Bowers, while endeavoring to cross the railroad track at Toccoa, Ga., was struck by a passing engine, on the above-named line, sustaining serious injuries which incapacitated him for duty.

*October 19, 1889.*—Winfield and Larned R. P. O., train No. 481, was wrecked 4 miles east of Penalosa, Kans., caused by one of the cars in the train leaving the track. No injury to clerk or loss or damage to mails. Delayed four hours.

*October 19, 1889.*—Houston and El Paso R. P. O., train No. 20, collided with a freight train near Alpine, Tex. Mails scattered, but none lost or damaged. Clerk unhurt.

*October 20, 1889.*—Denver and Fort Worth R. P. O., train No. 2, left the track 9 miles north of Folsom, N. Mex. Postal Car was turned over and mail slightly damaged by oil, but none lost. Postal Clerk injured by car door, which flew off its hinges and struck him in the side. Delayed twenty-four hours.

*October 22, 1889.*—Cincinnati and Nashville R. P. O. ran into rear coach of accommodation train, No. 8, at Nolin, Ky., destroying coach and damaging engine of mail train. Postal Clerks D. H. Hall, W. Bradford, and S. J. Hunter were on duty. Hall was, while working at the letter case, thrown forward, his head striking the letter case, which cut a gash over his left eye, from which, and nervous prostration, he was incapacitated for duty. No mails lost or damaged.

*October 23, 1889.*—Meridian and Shreveport R. P. O., train No. 1, ran over a cow 5 miles east of Monroe, La. Postal car was turned over and completely demolished. Some mail damaged by water, but none lost or destroyed. Postal Clerk D. C. McLauren received several severe strains and bruises, incapacitating him for duty.

*October 24, 1889.*—The Wabash express train, No. 44 (east bound), left the track at Keller's Station, Ind., and following express pouches damaged by fire: Grafton and Chicago, and Toledo, Ohio, tie-sack for Washington, D. C., and one for Grafton and Chicago damaged. All mails transferred to Toledo and St. Louis R. P. O., train No. 42, and properly forwarded. Damaged sacks and pouches sent to Post-Office Department. Mail uninjured.

*October 25, 1889.*—Pueblo and Silverton R. P. O.; when approaching Ojo Station, 8 miles south of La Veta, Colo. (on a down grade), the engine became disabled so that the engineer had no control over it. A freight train was standing on the main track at Ojo Station, and when it was found that the passenger train could not be stopped, the danger whistle was sounded and the switch turned so as to throw the train in onto the side track, where it collided with some freight cars, badly wrecking engine, mail, and baggage cars. The engineer, fireman, express messenger, and Postal Clerk H. E. Bell escaped serious injury by jumping from the train, each being slightly bruised. No mail lost or damaged.

*October 28, 1889.*—Marion and Council Bluffs express train No. 4, C., M. and St. P. Rwy., collided with a freight train 5 miles east of Council Bluffs, Iowa. The baggage-car, containing express mails from Council Bluffs and connections at that point, took fire and was entirely consumed, together with all mails contained therein, as follows: One pouch each from Council Bluffs for Persia, Templeton, Earling, Portsmouth, Coon Rapids, and Manning, Iowa, and the Chicago, Savannah, and Cedar Rapids R. P. O.; one pouch from the Council Bluffs and Kansas City R. P. O., to the Chicago, Savanna and Cedar Rapids R. P. O.; one pouch from the Council Bluffs and Kansas City R. P. O. to the Manilla and Mitchell R. P. O., and one pouch from the Omaha and Ogden R. P. O. to the Chicago, Savanna and Cedar Rapids R. P. O.

*October 30, 1889.*—Lynchburgh and Bristol R. P. O., train No. 2, collided with a freight train near Buford's, Va., totally demolishing postal-car and seriously injuring Postal Clerk A. S. Francis. No mail lost. Some canvas sacks damaged by water. Two registered packages somewhat damaged.

*October 30, 1889.*—Fargo, Wilmar and St. Paul R. P. O., train No. 7, left the track at Benson, Minn., and collided with a freight train on side track, owing to misplaced switch. Postal Clerk Alfred Keevil jumped from his car just before collision and was severely injured.

*October 30, 1889.*—New York and Chicago R. P. O., train No. 1, when nearing Wawaka, Ind., and while running at a speed of 40 miles an hour was derailed; caused by breaking of connecting-rod on engine, which struck a switch car in such a manner as to throw the engine and two mail-cars off the track. The trucks were torn from under the mail-cars, but no mails were lost or damaged. Clerks unhurt.

*November 1, 1889.*—Hot Springs and Columbia R. P. O., train No. 55, was wrecked 4 miles east of Asheville, N. C., caused by broken axle under engine. Postal-car and coach turned over and badly damaged, and Postal Clerk T. E. Williams slightly bruised. About 200 letters badly damaged by oil, but none lost or destroyed.

*November 1, 1889.*—Dunkirk and Titusville R. P. O. was wrecked near Cassadaga, N. Y., by breaking of journal under tender of engine. Postal-car thrown across the track. No injury to clerk or loss or damage to mails.

*November 2, 1889.*—Yates Centre and Sedan R. P. O. was wrecked 3 miles east of Sedan, Kans., by the breaking down of a freight-car. Mail apartment car was thrown from the track and considerably damaged. Mails transferred, without loss or damage, to engine. Clerk unhurt.

*November 4, 1889.*—La Junta and Albuquerque R. P. O. postal-car jumped the track in the yard at Raton, N. Mex., and turned over, breaking the lamps, table, letter-case, and paper stanchions. A few letters damaged by oil and coal, but no mail lost. Clerks unhurt.

*November 6, 1889.*—Tyler and Lufkin R. P. O., train No. 101, ran into a wash-out near Lufkin, Tex., derailing engine and postal-car, but no mails lost or damaged. Clerk unhurt.

*November 10, 1889.*—Whatcom and Port Townsend R. P. O., steamer *J. B. Libby*, lost her rudder when about half way across the Straits of San Juan de Fuca. The boat became unmanageable and shipped several heavy seas, which caused her cargo of lime to take fire and steamer was entirely consumed. When passengers and crew had taken to the boats and life-raft there was no room for the mail, which was abandoned; however, Clerk T. D. Allen saved the registered mail.

*November 16, 1889.*—Houston and El Paso R. P. O., train No. 18, was derailed at Stellar Junction, Tex., by a misplaced switch. Postal-car turned over. No injury to clerk or damage to mails.

*November 17, 1889.*—New York and Pittsburgh R. P. O., train No. 13, ran into a land-slide just east of Braddock, Pa., badly crippling newspaper car No. 58, the letter car escaping injury. No mails lost or damaged nor clerks injured. Letter mail forwarded without delay, but paper car and mails delayed twelve hours.

*November 18, 1889.*—Huntington and Portland R. P. O. (fast mail) was derailed 2 miles east of Union, Oregon. Postal-car was badly demolished by coming in contact with snow-sheds. A portion of letter mail damaged by oil. Mail transferred to baggage-car and taken to Pendleton, and again transferred to postal-car, arriving at Portland twenty-two hours late.

*November 21, 1889.*—Cincinnati and Nashville R. P. O., train No. 1, was wrecked near Anchorage, Ky., by the breaking of a wheel under the tender. Postal-car No. 16 was badly crippled and had to be abandoned on arrival at Louisville, where mail was transferred to car No. 27, arriving at Nashville three hours late. No injury to clerks or loss or damage to mails.

*November 23, 1889.*—Bethlehem and Philadelphia R. P. O. As train No. 42 neared the depot at Bethlehem, Pa., the engineer discovered a coal train on the track, its locomotive taking water, and stopped his train to wait until the former pulled out of his way. While waiting, the fast freight was discovered coming up behind at a rapid rate. The conductor of No. 42, seeing that the freight made no effort to stop, shouted to his passengers to jump from the train. In the next instant the freight struck the rear of the passenger train, telescoping two coaches and instantly killing Postal Clerk E. V. Curry, of the above R. P. O., who was a passenger on this train returning from a trip to Easton, Pa.

*November 25, 1889.*—Bristol and Chattanooga R. P. O., train No. 3, while running at a high rate of speed, was derailed  $3\frac{1}{2}$  miles west of Greenville, Tenn. The postal-car was completely demolished and Railway Postal Clerks S. O. Shipe and W. R. Fitzsimmons were considerably cut and bruised. Railroad Postal Clerk T. A. Baker, of the Nashville and Sheffield R. P. O., was also injured in this wreck. Baker was not on duty, but was riding in the car from his home in East Tennessee. No mail lost or damaged.

*November 27, 1889.*—Cincinnati and Chattanooga R. P. O., train ran into a freight train at Sunbright, Tenn. Postal Clerks James K. Glenn and W. G. Smith jumped from the car. Glenn was badly bruised and Smith sustained serious injury to right shoulder and arm, both being incapacitated for duty. Clerk H. J. Miller, who was dead-heading south, took charge of the mail, none of which was damaged or destroyed.

*November 29, 1889.*—Temple and San Angelo R. P. O., train No. 42, was wrecked by a broken rail near Lometa, Tex. Postal-car injured. Mails slightly damaged by oil, but none lost. Clerk unhurt. Delayed twelve hours.

*December 2, 1889.*—Chicago and Cincinnati R. P. O., train No. 2, ran through an open switch between Pullman and Kensington, Ill., turning over engine and derailing postal-car No. 18, badly damaging it. Clerk D. Rosenbaum was bruised about the head and shoulders and incapacitated for duty. A small amount of mail saturated with oil, but none lost. Delayed five hours.

*December 7, 1889.*—Elloree and Pagnalls R. P. O., train was wrecked

near Elloree, S. C., and Postal Clerk A. P. Prioleau internally injured. No mail lost or damaged.

*December 8, 1889.*—Memphis and Grenada R. P. O., train No. 3, was wrecked at Riverdale Station, Tenn. Mail-car badly broken and rendered unfit for service. No mail lost or damaged. Clerk unhurt. Delayed twelve hours.

*December 12, 1889.*—Echo and Long Island City R. P. O. A postal-car of this line was burned in the station at Port Jefferson, N. Y., while standing in the yard. Fifty letters and thirty papers were consumed. This mail had been left in the car at the request of the postmaster at Echo, because the depot building in which the post-office is located was considered unsafe on account of an old stove. There was no postal clerk in the car.

*December 13, 1889.*—Marion and Council Bluffs R. P. O., train collided with a freight train at Madrid, Iowa. The postal-car was telescoped by tender of engine. Clerk W. S. Winter jumped from his car and sustained several severe bruises. No mail lost. One tie-sack of papers damaged by water.

*December 14, 1889.*—Montgomery and New Orleans R. P. O., train No. 4, ran over two horses near Pollard's Station, Ala., throwing engine, postal and baggage cars from the track. No mail lost, but a portion damaged by oil. Clerks unhurt.

*December 15, 1889.*—New York and Dunkirk R. P. O. train, upon arrival at Jersey City, N. J., ran off the track in the yard, a short distance west of the tunnel. Postal-car No. 794 slightly damaged, but clerks and mails escaped injury.

*December 16, 1889.*—Huntington and Portland R. P. O., train No. 3, was wrecked at Encina, Oregon, by spreading of rails. Baggage, express, coach, and postal-car No. 1158 left the track, the latter badly damaged. Postal Clerk C. P. Holloway slightly injured. A few letters damaged by oil from broken lamps. Delayed eighteen hours.

*December 17, 1889.*—New Orleans and Houston R. P. O., trains No. 17 and 18, collided at Scott, La., caused by failure of air-brakes to work. Both postal-cars were completely demolished. The tenders of both engines were forced back through the ends of mail apartments behind them, scattering mails and flooding cars with water. Clerk H. L. Carey, of train 17, jumped from his car before the shock. Clerk H. B. Myers, of train 18, remained in his car, which was running at full speed. Seeing that a collision was about to occur, he got among the storage mail at the back end of the car. His clothing was soaked with water from the tender. Both clerks escaped injury. No mail lost, but a large quantity soaked with water.

*December 19, 1889.*—Brunswick and Albany R. P. O., train No. 1, was badly wrecked near Leliaton, Ga., and Postal Clerk H. B. Steele considerably injured. No mail lost or damaged. Delayed twelve hours.

*December 20, 1889.*—New York and Chicago R. P. O., train No. 2. A 60-foot car of this line was discovered to be on fire at 6 o'clock in the morning while standing in the yard at Chicago, Ill. The car was badly damaged, necessitating its being sent to the shops for repairs. There was no mail in the car and no clerks on duty at the time the fire occurred, nor was there a fire in the stove of the car, as it was heated by steam.

*December 26, 1889.*—Spokane Falls and Portland R. P. O., train No. 1, was wrecked at a switch 1 mile north of Tenino, Wash., the engine, mail, baggage, and three cars jumping the track. Mail damaged by oil, but none lost. Clerk unhurt. Delayed eight hours.

*December 26, 1889.*—Baltimore and Grafton R. P. O., train No. 6, ran over a horse near Dickerson Station, Md., throwing the engine down an embankment and killing the engineer. Postal clerks uninjured. A portion of the mail damaged by water, but none lost or destroyed.

*December 27, 1889.*—Pittsburgh and Cincinnati R. P. O., train No. 2, was run into, near Primrose, Pa., by the second section of the same train. The first section had stopped, but the second did not receive the signal in time to prevent a collision. Postal-car No. 46, of first section, had its vestibule and platform broken off, and Clerk C. H. Lee, of the Pittsburgh and St. Louis R. P. O., was thrown backwards against the end of the paper-case and received a severe bruise over the right eye, incapacitating him for duty. No mail lost or damaged.

*December 27, 1889.*—Washington and Huntington R. P. O., train No. 3, was wrecked by bad track 1 mile west of White Sulphur Springs, W. Va. Mail apartment car considerably damaged. Mails scattered and one registered package lost. Postal Clerk A. G. Brazie was on duty and escaped injury; but Clerk Hale Morrison, who was off duty, was returning to his home at Charlestown, W. Va., riding in the smoking-car, and was instantly killed.

*December 28, 1889.*—Salisbury and Knoxville R. P. O., train No. 53, was wrecked by a misplaced switch near Asheville, N. C. The engine and postal car were completely demolished. Clerk K. W. Robinson slightly injured. No mail lost or damaged.

*December 28, 1889.*—Ashtabula and New Castle R. P. O., train No. 24, was run into by a Pittsburgh and Western freight while crossing the Pittsburgh and Western tracks at Youngstown, Ohio. The postal-car was entirely demolished and Clerk G. W. Wilson thrown violently to the floor, striking on his left shoulder, side, and back, and was seriously injured and incapacitated for duty. Clerk F. O. Gilliland was badly injured about the head and back. Clerks William Jenkinson, of the Pittsburgh and Akron R. P. O.; D. T. Davies, of the Painesville and Youngstown R. P. O., and the postmaster at Youngstown hurried to the wreck, gathered up all the mail, and took it to the post-office. No mail damaged.

*December 31, 1889.*—Washington and Strasburgh R. P. O., train No. 145, was wrecked near Alexandria, Va., by striking a freight-car which projected from siding over main track. Clerk W. H. Henson was rendered insensible by the shock and was badly cut and bruised about the head and shoulders. A portion of mail damaged by oil and water, but none lost or destroyed.

*January 1, 1890.*—Helena and Spokane Falls R. P. O., train No. 2, was wrecked near Thompson's Falls, Mont., caused by postal-car leaving the track and striking a box-car which stood on siding. Postal-car was badly smashed and turned on its side. Some mail damaged by oil, but none lost or destroyed. Postal clerk unhurt.

*January 2, 1890.*—Knoxville and Keathley R. P. O., train No. 9, collided with a freight train at Bull Run, a few miles out from Knoxville, Tenn. The postal-car took fire and burned so fiercely that Clerk J. J. Griffiths barely had time to remove the mail before it was entirely consumed. No injury to clerk or loss or damage to mails.

*January 2, 1890.*—Lyons and Sayre R. P. O., train No. 2, left the track at Geneva, N. Y., on account of misplaced switch. Clerk M. W. Falsey was thrown against the pouch-rack and bruised on the arms. No mail lost or damaged.

*January 2, 1890.*—Macon and Savannah R. P. O., train No. 1, collided with an accommodation train at Eden, Ga., badly damaging mail apartment, but doing no injury to clerk or mails. Delayed six hours.

*January 3, 1890.*—The depot building of the St. Paul, Minneapolis and Manitoba Railway Company, at Morris, Minn., was destroyed by fire, and five sacks of paper mail were consumed, viz : One for Beardsley, Minn.; one for Graceville, Minn.; one for Brown's Valley, Minn.; one for Morris, Minn., and one for the Brainerd and Morris R. P. O. Leather pouch for the latter R. P. O. damaged so as to be worthless, but contents uninjured. Station baggage-man seriously burned while rescuing pouch from the fire.

*January 4, 1890.*—Huntington and Portland R. P. O., train No. 4, while running at a high rate of speed, struck some loose rails 2 miles west of Hood River, Oregon, derailing engine, mail and baggage cars. Postal-car No. 1164 was badly wrecked, the tender of rear engine telescoping the end of the car and forcing the trucks through the floor. The car immediately caught fire from the broken lamps, but was extinguished by the clerks before any of the mail had been burned. Clerks escaped injury. Delayed twenty-four hours.

*January 7, 1890.*—Sumner and Hampton R. P. O. train left the track near Shell Rock, Iowa, caused by the breaking of a flange on car-wheel. No injury to clerk or loss or damage to mails. Delayed eight hours.

*January 7, 1890.*—Kansas City and Coffeyville R. P. O., train No. 3, was wrecked 17 miles north of Coffeyville, Kans. No injury to clerk or loss or damage to mail.

*January 8, 1890.*—Harrisburg and Winchester R. P. O., train No. 1, was wrecked one-half mile north of Martinsburgh, W. Va. No injury to clerk or loss or damage to mails.

*January 8, 1890.*—Switz City and Effingham R. P. O. train was wrecked at a point 1 mile east of Effingham, Ill., throwing entire train from the track and turning the postal car upon its side. The stove was torn from its fastenings and fire scattered about the apartment. All mail and registers secured without damage. Ten empty tie-sacks consumed by fire. Clerk unhurt.

*January 8, 1890.*—St. Louis and Burrton R. P. O., train No. 1, while running through the Chateau avenue yards at St. Louis, Mo., was wrecked, turning over the express and baggage cars, and slightly damaging the postal car. No injury to clerk or loss or damage to mails.

*January 9, 1890.*—St. Louis and Council Bluffs R. P. O., train No. 8, collided with a freight train at Centralia, Mo., badly damaging one end of postal car. Mails transferred to baggage-car without loss or damage. Clerk unhurt. Delayed four hours.

*January 11, 1890.*—Omaha and Ogden R. P. O., train No. 3; when about 10 miles from Omaha, Nebr., the Baker heater, the pipes of which had been only partially thawed out before leaving Union Pacific Transfer, Iowa, exploded with great force, throwing fire directly into the letter case and among the three or four hundred letters on the table, also among the pouches and canvas sacks. The car was immediately filled with smoke and steam. The clerks finally subdued the flames. No mail destroyed, but a great deal more or less damaged. Clerks unhurt.

*January 11, 1890.*—Albuquerque and Los Angeles R. P. O., train No. 3, was wrecked near Ask Forks, Ariz., by spreading of the rails, and engine, postal, and express car left the track. Mails transferred, without loss or damage, to baggage-car of train No. 1, and forwarded to Needles, Cal., and again transferred to postal car, arriving at Los Angeles, Cal., twenty seven hours late. No clerks injured.

*January 12, 1890.*—Spokane Falls and Portland R. P. O., train No. 2, was wrecked 2 miles west of Hot Springs, Wash., caused by a broken rail. Mail-car No. 132 badly wrecked and turned over on its side.

Some letter mail soiled by oil, but none lost or destroyed. Clerk unhurt. Delayed thirty hours.

*January 13, 1890.*—Switz City and Effingham R. P. O. train was wrecked three-fourths of a mile east of Effingham, Ill., caused by breaking of a trestle bridge. Tender of engine and mail apartment went down with the trestle, but as speed of train was under control, no serious damage resulted except to render mail-car temporarily unfit for service. No injury to clerk or loss or damage to mails.

*January 17, 1890.*—Chicago, Monon and Cincinnati R. P. O. train collided with rear end of accommodation train, No. 77, near Winton Place, Ohio, telescoping smoking and baggage apartment. The wreck took fire, burning the Winton Place express pouch for Cincinnati and entire contents; also the Wyoming express pouch, out of which thirty-five letters and two papers were saved. No injury to clerks.

*January 18, 1890.*—Albuquerque and Los Angeles R. P. O., train No. 4, was wrecked at "Horse Curve," 4 miles east of Crookston, Ariz.; caused by spreading of rails. Postal car broke loose from its trucks and slid over an embankment, the forward end jamming itself into the ground, leaving the car standing at an angle of thirty degrees. Coals of fire fell from the stove upon the sacks, but were extinguished before any mails were damaged. Two empty sacks badly burned. Clerk F. W. Shotts slightly injured. Delayed twenty-three hours.

*January 20, 1890.*—Houston and Galveston R. P. O., train No. 6, was derailed at Eagle Grove (n. o.), Texas, and postal car rolled down an embankment and landed in a ditch filled with water. A small amount of mail was probably lost, and a considerable quantity was damaged by oil and water. Postal Clerk E. H. Sieling, jr., was considerably bruised, and incapacitated for duty several days.

*January 22, 1890.*—Grafton and Chicago R. P. O., train No. 5, ran into a freight train at Cambridge, Ohio, damaging postal car, No. 20, necessitating its being shopped at Newark, Ohio, for repairs. Mails transferred, without loss or damage, to car No. 194. No injury to clerks on duty.

*January 22, 1890.*—Harrisburg and Baltimore R. P. O., train No. 15, ran into an overhead coal chute which had blown down. The engine was badly wrecked. A part of roof of postal car was torn off, and the door torn from its hinges. No injury to clerk or loss or damage to mails.

*January 22, 1890.*—Washington and Huntington R. P. O., train No. 3, was derailed near Hinton, W. Va., badly damaging mail apartment. Mails transferred without loss or damage. Clerk uninjured.

*January 22, 1890.*—Knobel and Helena R. P. O.; postal car, No. 412, was destroyed by fire at Knobel, Ark., and the following mails consumed: Two pouches of letters and five tie-sacks of paper mail from train No. 751, St. Louis and Texarkana R. P. O.; also the return paper mail, consisting mostly of Memphis, Tenn., weekly papers and mail from the Knobel, Ark., post-office; one registered package from Iuka to Paragould, Ark., No. 12, and three registered packages from Harrisburgh, Ark.—one to Helena, Ark., one to Little Rock, Ark., and one to Fort Smith, Ark. The postal clerk, C. W. Stedman, who was in charge of this car, was absent at the time obeying instructions to meet train No. 756, of the St. Louis and Texarkana R. P. O., in order to receipt for registered packages; and it is presumed the fire originated from the explosion of a lamp.

*January 23, 1890.*—Omaha and Kansas City R. P. O., train No. 4, was run into at the Santa Fé crossing, Union Depot, Atchison, Kans., by train No. 101, Atchison and Topeka R. P. O., through failure of air

brakes. Engine of the latter line struck postal car of the former near the center, turning it over on side and badly damaging it. Clerks M. P. Pease and George M. Baird, were on duty. Pease escaped injury. Baird was cut on the leg, but after wound was dressed resumed duty. No mails lost or damaged.

*January 26, 1890.*—Kansas City and Joplin R. P. O., train No. 302, was wrecked 4 miles north of Rich Hill, Mo., caused by spreading of rails. The postal car was badly wrecked; engine, mail, and baggage cars having been thrown down a steep embankment. No mail lost, but about 300 letters were soaked with oil. Clerks J. H. McQuaid and P. J. Meany were slightly injured.

*January 26, 1890.*—Denver and Ogden R. P. O., train No. 2, was wrecked at Monument, Colo., by a wind storm. When the train left Colorado Springs the wind was blowing with great force and several times threatened to derail the train. This put the clerks and train men on guard, and the lights and fires were extinguished. When Monument was reached the wind increased to such an extent that the entire train, except the engine, was blown from the track. The postal car was prevented from turning completely over by striking the depot platform. No injury to clerk or loss or damage to mails. Mails transferred to a special car and carried through to Denver the following morning.

*January 27, 1890.*—Denver and Leadville R. P. O., train No. 402, struck a huge bowlder which had fallen on the track near Esterbrook, Colo. The force of the rebound threw the postal clerk, George E. Lester, against the letter case, bruising his head and closing one eye. Lester was incapacitated for duty seven days. No loss or damage to mails. Delayed six hours.

*January 29, 1890.*—Houston and Galveston R. P. O.'s, trains No. 5 and No. 12, collided at Highland Station (n. o.), Texas, derailing both engines. No injury to clerks or loss or damage to mails.

*January 30, 1890.*—Kansas City and Memphis R. P. O., train No. 4, collided with a train of the St. Louis, Iron Mountain and Southern Rwy., 1 mile west of Memphis, Tenn., crushing in one end of postal car. Mails transferred without loss or damage. Clerk unhurt.

*January 31, 1890.*—Sedalia and Deuison R. P. O., train No. 1, collided with a freight train at Atoka, Ind. T. Both engines disabled, but no damage was done to postal car, mails, or clerks on duty.

*February 2, 1890.*—Cairo and Texarkana R. P. O., train No. 2, ran through an open switch at Brookland, Ark., and was derailed. No injury to clerk, car, or mails. Delayed six hours.

*February 3, 1890.*—Cairo and Texarkana R. P. O., train No. 1, was wrecked 2 miles south of Campbell, Mo., and entire train, except engine, was derailed. Postal car slightly damaged. No mail lost, but a few papers damaged by water. The postal clerk, \_\_\_\_\_, was knocked senseless and his right hand and shoulder bruised to such an extent as to incapacitate him for duty several days.

*February 7, 1890.*—Newton and Kiowa R. P. O., train No. 401, was wrecked 8 miles south of Wichita, Kans., caused by the burning of a bridge, of which the railroad officials were not advised; train precipitated into a ditch, completely demolishing two mail and two express cars. Clerks M. J. Davine and W. H. Graybill badly shaken up and considerably bruised, but not sufficient to incapacitate them for duty. Two sacks of paper mail were somewhat damaged by water and one registered package of stamps was damaged by oil. The other mails were saved in good condition.

*February 7, 1890.*—Cumberland and Pittsburgh R. P. O., train No. 5,

was wrecked between Confluence and Ohio Pyle by running against a snow bank. Mail-car was turned over down an embankment and badly wrecked. Considerable mail damaged by fire and water, and some entirely destroyed. Clerk T. H. Bittenger somewhat injured. Registered matter reported all saved.

*February 7, 1890.*—Council Bluffs and Kansas City R. P. O., train No. 1, while standing at local depot, Council Bluffs, was run into by Chicago and Omaha fast mail. The front end of mail-car was considerably injured. Clerk G. F. Gale considerably bruised, but not sufficiently to incapacitate him for duty. No damage to mails.

*February 8, 1890.*—Lynchburgh and Bristol R. P. O., train No. 3, wrecked near Glade Springs, Va. Six cars, postal-car, baggage, express, and first and second class cars, were destroyed. Accident supposed to have been due to the spreading of the rails on a reverse curve. One registered package and one registered case lost. Clerks Burton and Bocock badly injured.

*February 8, 1890.*—Elmira and Baltimore R. P. O., train No. 3, wrecked at a small station named Marsh Run, a short distance below New Cumberland, Pa., by colliding with a freight train, caused by a switch being left open. Postal-car No. 185 badly damaged. Clerks unhurt. No mail destroyed or damaged. Train delayed twelve hours.

*February 10, 1890.*—Asheville and Jarretts R. P. O., train No. 18, derailed 7 miles west of Bryson City, N. C. No mail lost or destroyed. Clerk unhurt.

*February 10, 1890.*—Murphy and Marietta R. P. O., train No. 2, derailed near Canton, Ga. The postal-car was badly damaged. Clerk H. H. Holt was slightly injured in the left shoulder. Mail somewhat damaged by oil. All mail recovered and forwarded to destination with about twelve hours delay.

*February 11, 1890.*—Bristol and Chattanooga R. P. O., train No. 3, wrecked near Jersey City, Tenn. Postal-car No. 285 was entirely demolished. No mail lost, but portion damaged by water. Clerks T. M. Montgomery and W. E. Ramsey bruised, but not seriously injured.

*February 13, 1890.*—Albuquerque and Los Angeles R. P. O., train No. 4, jumped the track near Victor, Cal., and turned over into the Mojave River. No mail lost, but one pouch of lettermail and about forty sacks of paper were soaked with water.

*February 14, 1890.*—Chicago and Louisville R. P. O. collided with freight train 3 miles north of Mitchell, Ind. Clerk C. L. Wright killed, and C. F. Morton, substitute, badly shocked and bruised. The combination mail, baggage, and express car was totally demolished and took fire from stove or lamps. One registered package was lost. Considerable of the ordinary mail was burned and most of the remainder badly torn and soiled.

*February 17, 1890.*—Newton, Kans., and Galveston, Tex., R. P. O., train No. 401, wrecked 6 miles south of Wichita, Kans. The engine, two mail, and two express cars went through a burning bridge. The roadmaster, who was on the engine at the time of the wreck, was killed. Several persons injured. Mail car demolished. Few letters and postal-cards lost, and considerable amount damaged by oil from lamps. Postal Clerk A. W. Jordan was slightly hurt, but not enough to disable him.

*February 18, 1890.*—Pueblo and Silverton R. P. O., train No. 107, wrecked 7 miles south of Amargo, N. Mex. The cause of the wreck was due to a sharp curve in the road, the engine making it safely; but the stock cars were loaded with horses, and the weight of the horses

being thrown to one side threw them from the track. Mail-car was badly damaged. No mail lost or injured. Substitute Clerk H. M. Todd was slightly bruised about the face and left shoulder.

*February 20, 1890.*—Asheville and Jarretts R. P. O., train No. 18, was derailed near Jarretts, N. C., and mail and baggage car thrown down an embankment 20 feet, striking a stump, which was driven through the mail apartment, badly damaging the same. Several pieces of mail were more or less saturated with oil and some few letters and several register receipt cards were lost.

*February 22, 1890.*—Commerce and Fort Worth, Tex., R. P. O., train No. 89, was derailed near Greenville, Tex., by freight-car in front of the mail apartment leaving the track. No damage to mail or car.

*February 24, 1890.*—Des Moines and Moberly R. P. O., train No. 3, wrecked at Cairo, Mo., by collision with a freight train. No part of the mails was lost or damaged.

*February 27, 1890.*—Des Moines and Oainesville R. P. O.; was derailed between Van Wert and Leslie, Iowa, overturning mail-car. Clerk F. P. Lorey slightly bruised, but not sufficient to incapacitate him for duty. No mail matter was lost or injured.

*February 27, 1890.*—Ogden and San Francisco R. P. O., train No. 49, burned at Blue Creek, Utah. About two hundred tie-sacks of paper mail and eight or ten pouches of letters were burned.

*February 28, 1890.*—Wallis Station and San Antonio, Tex., R. P. O., train No. 1, was derailed near Sublime, Tex. The engine and mail-car turned over. Letters badly scattered and a few damaged by oil from the lamps. None lost. Mail car slightly damaged. Train delayed twelve hours.

*February 28, 1890.*—Chicago and Louisville R. P. O., train No. 6, derailed near Putnamville, Ind. Postal-car No. 2 was wrecked. No mails lost or damaged. Delayed eleven hours.

*March 2, 1890.*—Burlington and Council Bluffs R. P. O., train No. 7, car 908 was set on fire by explosion of heater at Mount Pleasant, Iowa. Between seventy-five and one hundred letters were burned by hot coals from stove.

*March 3, 1890.*—Chicago and Burlington R. P. O., train No. 8, ran into train No. 3, Chicago and St. Louis line, at C. and A. R. R. crossing. Forward end of mail-car was badly damaged by the accident, but no injury was done to clerks or mail.

*March 5, 1890.*—Omaha and Ogden R. P. O., train No. 3, was wrecked between Lookout and Rock Creek, Wyo., caused by rails of one side of track overturning. Mail cars were overturned, but no injury to clerks or to the mails resulted. Delayed thirty one hours.

*March 5, 1890.*—Colorado Springs and New Castle R. P. O. was wrecked one half mile east of Leadville by the spreading of the rails, throwing the front trucks of the mail-car off the track, damaging the car considerably. Mail was all saved in good condition, and the clerk on duty, W. A. Ramplin, sustained no injuries.

*March 5, 1890.*—Denver and Leadville R. P. O., train No. 401, became snow-bound in a deep cut about 4 miles east of Wheeler, and before the train could be extricated a snow-slide came down the mountain and caught the apartment, mail, and baggage car, crushing it very badly and burying Postal Clerk G. E. Roberts and the baggageman in snow 5 or 6 feet deep. It was some time before they could be gotten out. The mail was all saved and taken to Leadville on the following day.

*March 5, 1890.*—Memphis and Rolling Fork R. P. O., train No. 9, was

wrecked 2½ miles north of Hampton, Miss., and the mail-car was badly demolished. No mail was lost or destroyed. Delay, twenty-four hours.

*March 6, 1890.*—Sheffield and Jasper R. P. O., train No. 1, collided with a freight train at Isbell, Ala., and the mail-car was badly damaged. No mails were lost or destroyed.

*March 9, 1890.*—Sedalia and Denison R. P. O., train No. 3, was wrecked while crossing a switch at Fort Scott, Kans. The engine left the track and the postal-car was thrown against it with such force that it caved in the entire end of the car, rendering it unfit for further use. No damage to mail. Clerks uninjured.

*March 13, 1890.*—Grafton and Chicago R. P. O., train No. 5, ran into a large rock which had fallen on the track. The engine, tender, and 60-foot postal-car No. 17 were derailed. All letters were thrown out of letter case and soiled by oil and broken glass, but no mail was lost or destroyed.

*March 16, 1890.*—Jacksonville and Pensacola R. P. O., train No. 40, caught fire from a lamp, and several papers for Milton, Fla., Flomaton and Pensacola R. P. O., and De Funiak Springs, were burned. Two or three sacks of paper mail was damaged slightly by water in putting out the fire. No letter or first-class mail was injured or destroyed.

*March 17, 1890.*—Lebanon and Greensburgh R. P. O., train No. 78, was wrecked 1 mile north of Phillipsburgh, Ky. Mail apartment car No. 103 was badly shattered. The stove was thrown on the mail, which had been knocked out of the case, setting it on fire. Most of the letter mail was destroyed and the remainder badly damaged.

*March 18, 1890.*—Chicago and Winona R. P. O., train No. 4, collided with train No. 5 at La Valle, Wis., throwing the smoking-car on No. 4 down a bank into the river, and telescoping one coach and one sleeper, injuring several passengers. The mail-car had passed the switch before the train was struck and escaped injury. No mail lost or damaged and clerks unharmed.

*March 22, 1890.*—Kansas City and Denver R. P. O., train No. 205, was wrecked at Terra Cotta, Kans. The wreck was caused by a defective switch. The postal-car and the four cars following were thrown into a ditch, completely demolishing the postal-car. No mail was lost, but a portion of the letter mail was damaged by dirt and water. The clerk in charge, L. W. Tumans, received slight injuries to left shoulder and back.

*March 23, 1890.*—Pueblo and Silverton R. P. O., train No. 50, caught fire 7 miles west of Walsenburgh, and was entirely consumed. Eighteen sacks of papers for various points in Colorado and New Mexico were burned. There were also forty or fifty letters in the case, eight or ten empty pouches, ten or twelve canvas sacks, and about twelve mail locks burned. No registered mails injured.

*March 24, 1890.*—Huntington and Portland R. P. O., train No. 3, collided with freight 44 at Barn Hardt, Oregon. The mail-car and mails were not damaged; neither was the clerk. Train No. 3 was delayed four hours.

*March 25, 1890.*—Helena and Spokane Falls R. P. O., train No. 2, was wrecked by some defect in the track, 4 miles east of Heron, Mont. The mail-car and several other cars were thrown from the track. The mail-car turned over once or twice, and the clerk, Albert Crockett, escaped through a break in the roof. Crockett was badly bruised, being struck on the hand, arm, shoulder, and head. The mail-car was totally destroyed by fire, as were seven other cars. The mail was all destroyed, excepting a few badly burned letters. Express messenger killed and burned up; five passengers injured.

*March 27, 1890.*—Nashville and St. Louis R. P. O., train No. 54, postal-car No. 5 was wrecked near Kelly, Christian County, Ky. Train ran into tree across track. Windows and doors broken and side of car next to tree broken. No mail damaged or clerks injured. Delayed twelve hours.

*March 28, 1890.*—Kane and Callery R. P. O. was derailed at Tylersburgh, Pa., the engine and mail car leaving the track. No injury to the clerk or mails.

*March 30, 1890.*—Cairo and New Orleans R. P. O., train No. 1, collided with freight train at a point a half mile south of Jackson, Miss. Both engines were demolished; mail-car slightly damaged; clerks were uninjured; no mails were damaged or lost, but were delayed about five hours.

*April 1, 1890.*—Denver and Ogden R. P. O., train No. 1, was wrecked 1 mile south of Palmer Lake, Colo., by the engine and mail-car jumping the track. No mails were lost or damaged, and the clerk on duty, G. N. Berghardt, was uninjured. The train was delayed eleven hours.

*April 3, 1890.*—Grafton and Chicago R. P. O., train No. 6, ran into a land-slide at Lamira, Belmont County, Ohio. Clerk F. D. Culip was thrown violently against the pouch-rack and injured so badly that he had to be sent home. He was hurt in shoulder and arm and severely shocked. Car nor mail injured. Delayed five hours.

*April 4, 1890.*—Cincinnati and St. Louis R. P. O., train No. 1, was wrecked at Huron, Ind. The axle on the tender turned over, breaking draw-bar of postal-car No. 25 and knocking the trucks out of shape. No mail or clerks injured.

*April 4, 1890.*—St. Louis and Council Bluffs R. P. O., train No. 8, was wrecked 1 mile west of St. Charles. The wreck was caused by the postal car jumping the track. Clerk W. T. Sloop was badly injured, having his left leg broken in two places. Clerk J. S. Cupp had his hand badly lacerated and also received a scalp wound. Clerks H. C. Smith and D. L. Zwart sustained some slight cuts and bruises. The Postal car took fire after turning over, but it was extinguished without doing much damage, about half a sack of paper mail all told being burned.

*April 8, 1890.*—Hutchinson and Kinsley R. P. O., train No. 342, ran into a drift of sand. The engine and one freight-car were totally demolished, and the front end of the combination mail and baggage car was damaged to a considerable extent. Clerk W. S. Starr was thrown against the stove and somewhat bruised, but not injured so as to incapacitate him for duty. No mails lost or damaged.

*April 8, 1890.*—St. Joseph and Colorado Springs R. P. O., train No. 16, was wrecked about 10 miles west of Limon Station, Colo. The engine and mail apartment were derailed, the former badly wrecked and the latter somewhat damaged. The clerk escaped uninjured, but Mail Weigher H. E. Hadington was badly shaken up and his right leg somewhat injured. No mail lost or damaged. Delayed five hours.

*April 8, 1890.*—Tyler and Lufkin, Tex., R. P. O., train No. 101, was wrecked near Alto, Tex., caused by a broken truck under the tender. Mail-car derailed and thrown against a large stump, which partially crushed in the baggage end of the car. No mail lost or damaged. Train delayed about eight hours.

*April 11, 1890.*—St. Paul and Mitchell R. P. O., train No. 2, when near Bright, S. Dak., collided with freight-car, disabling and wrecking the mail-car. No mail lost or damaged. Clerk uninjured.

*April 15, 1890.*—Cameron and Atchison R. P. O., train No. 63, ran into

an open switch soon after leaving Cameron, derailling the combination mail and baggage car and the engine, delaying the train one hour and forty minutes. No damage to mail or car and the clerk sustained no injuries.

*April 16, 1890.*—Denver and Ogden R. P. O., train No. 2, was wrecked about 3 miles east of Provo City, Utah. The postal-car was turned over and caught fire. A half dozen canvas sacks were burned, and a dozen pieces of mail matter, including both letters and papers, were slightly damaged by oil and water. Delayed thirteen hours.

*April 21, 1890.*—Cairo and Texarkana R. P. O., train No. 2, was wrecked near East Prairie, Mo., by a defective switch. Mail-car turned over, but not damaged. Some mail slightly damaged by oil and water. None lost. Clerk uninjured. Delayed six hours.

*April 21, 1890.*—Elba and Rocky Mount R. P. O., train 149, was derailed 16 miles east of Rocky Mount, Va. The apartment car was considerably damaged and the mail soiled by dirt and oil. No mail was lost. Clerk uninjured.

*April 21, 1890.*—Philadelphia and Port Deposit R. P. O., train No. 33, collided with freight train east of Lincoln University. No damage to mail-car or mails. Postal clerk uninjured. Delayed ten hours.

*April 25, 1890.*—Denver, Colorado and Fort Worth, Tex., R. P. O., train No. 1, was derailed near Trinidad, Colo. Three coaches left the track. No damage to mail car or mails. Postal clerk uninjured. Train delayed twenty-eight hours.

*April 29, 1890.*—Jefferson and McKinney, Tex., R. P. O., train No. 87, was wrecked near Farmersville, Tex., by a broken bridge. No damage to mail or mail car. Postal clerk uninjured. Train delayed five hours.

*April 30, 1890.*—Knobel and Helena, Ark., R. P. O., train No. 765, was wrecked near Bethel, Ark., by running over a bull. Mail car derailed, and damaged to a considerable extent. No mail lost or damaged. Postal clerk uninjured. Train delayed eight hours.

*April 30, 1890.*—Wilmington and Rutherfordton R. P. O., train No. 41, was wrecked near Cronly, N. C., by the breaking of the wheel under the apartment car. No mail was lost or destroyed. J. Y. Weddington, the clerk on duty at the time, escaped without serious injury.

*May 4, 1890.*—Palestine and Galveston, Tex., R. P. O., train No. 5 was derailed near Willis, Tex. The mail car was turned over, but not badly damaged. No mail lost or injured. Clerk uninjured. Delayed about thirteen hours.

*May 9, 1890.*—St. Louis and Burrton R. P. O., train No. 4, was wrecked at Swedehorg, Mo., by running into some freight cars which had been blown from the switch on to the main track. The engine and postal car were thrown down a 6-foot embankment. Some of the mail was injured by oil and water. Clerks uninjured. Delayed eleven hours.

*May 9, 1890.*—Denison and Taylor, Tex., R. P. O., train No. 4, was wrecked near Holland, Tex., by running into an open switch and colliding with some flat cars. Clerk H. E. Pierce slightly bruised. No damage to mail car or mail. Delayed eleven hours and thirty minutes.

*May 11, 1890.*—Omaha and Ogden R. P. O., train No. 3, was derailed  $2\frac{1}{2}$  miles east of Evanston, Wyo., the accident being caused by a broken rail. The train was being drawn by two engines. The engineer of the second engine was killed by his engine overturning and pinning him to the ground. No mail was lost or damaged beyond the soiling of a few pieces by oil from car lamps. Clerk R. Lafontaine was more or less severely bruised. Delayed eleven hours.

*May 13, 1890.*—Ogden and San Francisco R. P. O., train No. 4, was derailed 6 miles east of Suisun, Contra Costa County, Cal., caused by the air-drum of the locomotive falling to the ground. The mail car, storage car, baggage, express, and several coaches left the track. The mail car was completely wrecked. Clerks escaped with few bruises. No mail was lost or damaged. Delayed nineteen hours and forty-five minutes.

*May 16, 1890.*—Huntington and Portland R. P. O., train No. 4, was wrecked 10 miles west of The Dalles, Oregon, by sand on the track. The mail car was badly demolished. No mail was lost or damaged, except a few letters by oil from the lamps. The clerks were uninjured. Delayed nine hours.

*May 16, 1890.*—Cape Girardeau and Hunter R. P. O. was derailed 2 miles east of Taskee Station, damaging the mail car so that mail had to be transferred to smoking apartment of a passenger coach. Clerks uninjured.

*May 17, 1890.*—Baltimore and Grafton R. P. O., train No. 10, was wrecked at Tuscarora Station, 40 miles west of Washington, D. C., by colliding with a freight train. The postal car was badly wrecked by telescoping with freight car in front. Clerk Mobley was injured to such an extent, by scalp wound and bruise of left arm, as to incapacitate him for duty. No loss or damage to mails.

*May 20, 1890.*—Colorado Springs and New Castle R. P. O. ran off a switch at Arkansas Junction. Train was delayed three hours. No injury to either the clerk or mails.

*May 24, 1890.*—Atlanta, Macon and Montgomery R. P. O., train No. 6, was wrecked 2 miles west of Union Springs, Ala., caused by axle breaking under the tender. Mail car left the track and rolled down the embankment, and was seriously damaged. No mail was lost, damaged, or destroyed. Clerk J. L. Wells was injured in the chest, back, and foot.

*May 19, 1890.*—Chicago and Kansas City R. P. O., train No. 4, ran into an open switch at Liberty, Mo., the train collided with C. R. I. and P. train, No. 5, damaging mail car and rendering it unfit for service. No loss or damage to mails. Clerk uninjured.

*May 21, 1890.*—Des Moines and Keokuk R. P. O., train No. 53, was derailed 4 miles south of Ottumwa, Iowa, caused by the breaking of an axle on engine tender. No mail damaged or destroyed. Clerk uninjured.

*May 23, 1890.*—Cedar Rapids and Council Bluffs R. P. O., train No. 3, collided with express train at Logan, Iowa. Clerk E. McKean was thrown violently across the car, landing on a chair on his back, and was severely injured. No loss or damage to the mails.

*May 25, 1890.*—Bristol and Chattanooga R. P. O., train No. 3, collided with freight train near MacDonald Station, Tenn., completely demolishing the postal car. Clerk J. J. Gibbs had his left leg broken, his arm badly bruised, and also received a severe scalp wound. Acting Clerk J. H. Schroeder was severely bruised and received several bad scalp wounds; also injured internally. The mail was considerably scattered and a portion soiled and slightly damaged by oil and water. No mail lost or destroyed.

*May 25, 1890.*—Cape Girardeau and Hunter R. P. O., train No. 5, collided with freight train 2 miles west of Chaonia, Mo. No mail was damaged and postal clerk was not injured.

*May 26, 1890.*—Florence and Augusta R. P. O., train No. 51, was wrecked about 15 miles east of Columbia, S. C. The mail car went over the embankment and was badly broken up. The mail was spilled from

the boxes, and as the car was immediately flooded with water it became badly damaged. Clerk J. M. Malpass escaped without serious injury. Seven pieces of mail, the addresses on which had become destroyed, were forwarded to the Dead Letter Office.

*May 28, 1890.*—Huntington and Portland R. P. O., train No. 3, was wrecked by sand on the track, 1 mile west of The Dalles, Oregon. Mail and baggage cars were completely demolished and considerable mail damaged. Mail weigher M. M. Block was seriously injured. Clerk E. G. Wetzler escaped with few bruises.

*June 2, 1890.*—St. Joseph and Colorado Springs R. P. O., train No. 13, was derailed and thrown into a ditch at Horton, Kans., caused by a misplaced switch. Mail car was damaged so that the mail had to be transferred to another car. No damage to mail or injury to clerk.

*June 2, 1890.*—Boston, Springfield and New York R. P. O., while running near New Rochelle, N. Y., left the rail. No mail lost or destroyed. Clerks uninjured.

*June 4.*—Knobel and Helena, Ark., R. P. O., train No. 766, was wrecked near Harrisburgh, Ark., by running over an ox. Mail car was turned over and badly damaged. Some mail slightly damaged by water. None lost. Clerk bruised, but not disabled. Delayed twelve hours.

*June 4.*—Texarkana, Ark., and Laredo, Tex., R. P. O., train No. 1, was derailed at Jacksonville, Tex., by running into an open switch. Engine, express, and mail cars left the track. No damage to mail or car. Clerk uninjured. Delayed four hours and thirty minutes.

*June 6.*—Chicago, Freeport and Dubuque R. P. O. was derailed 3 miles west of Rockford, Ill.

*June 7, 1890.*—Butler and Madison R. P. O., train No. 343, was wrecked at Feely, Mo., one-half mile from Monteith, Mo. The mail apartment car was considerably damaged. No damage to mail. Clerk uninjured.

*June 8, 1890.*—Kansas City, Salina and Pueblo R. P. O., train No. 202, was run into by a freight train at Scott, Kans. No damage to mails or injury to clerk. Train delayed three hours.

*June 8, 1890.*—Albuquerque and Los Angeles R. P. O., train No. 4, was wrecked at Bagdad (n. o.), Cal., by running through an open switch. Mail car was badly wrecked and clerk Thos. Hambrook bruised about the head and legs. No mail lost or seriously damaged. Delayed seven hours and forty-five minutes.

*June 9, 1890.*—Bremond and Albany, Tex., R. P. O., train No. 33, was wrecked one-half mile west of Bremond, Tex., by running into an open switch. The engine and two freight cars were derailed. No damage to mail or mail car. Clerk uninjured. Train delayed about nineteen and one-half hours. After leaving the track the engine overturned and engineer was killed. No mail lost or destroyed, although some letters were more or less injured by oil from car lamps. Clerks escaped with a few bruises and a severe shaking up.

*June 10.*—Houston and El Paso, Tex., R. P. O., train No. 17, was wrecked at Cut Off, Tex., by a defective switch. Mail scattered over the car, but none lost or damaged. Clerk uninjured. Delayed eight hours.

*June 10.*—St. Louis and Paducah R. P. O., train No. 20, while crossing the Illinois Central track 1 mile north of Carbondale, Ill., was run into by a train on the Grand Tower and Carbondale R. R., the locomotive striking the mail car about the center, completely demolishing the same, as well as the smoking-car. The mail was all saved. Clerk E.

E. Owen sustained a bad scalp wound, and his arm and legs were slightly bruised.

*June 11.*—Oelwein and Des Moines R. P. O., train No. 3, was run into by a freight train between Berwick and Bondurant, Iowa, while standing. The tank of passenger engine was driven into mail car, flooding the car with water. No mail was lost, but some registered matter and a small amount of paper mail was slightly injured by water. Clerk uninjured.

*June 11.*—Texarkana, Arkansas and Gatesville, Tex., R. P. O., train No. 1, was wrecked near Texarkana, Ark., by robbers who misplaced a switch in order to run the train off the track. The platform at one end of the mail apartment was torn off, and a man who was riding there was killed. Express car robbed, and express messenger shot through the hand. Mail apartment not entered. No mail lost or damaged. Clerk uninjured. Train delayed nine hours.

*June 14.*—St. Joseph and Caldwell R. P. O., train No. 2, collided with an engine between Topeka and Shooey, Kans., smashing in the front of the mail car. No mails were damaged or lost. Clerk L. F. Slayton received but a slight bruise. Delayed forty minutes.

*June 15.*—Kansas City and Memphis R. P. O., train No. 3, was wrecked on the river incline at Memphis, Tenn. No damage to mail or injury to clerk.

*June 15.*—Henrietta and Dallas, Tex., R. P. O. was wrecked at Nacona, Tex., by a special train running into the rear coach. Three passengers badly hurt. No damage to mail or mail car. Clerk uninjured. Delayed three hours.

*June 18.*—Denver and Aspen R. P. O., train No. 3, collided with a freight train near Parkdale, Colo. No damage to mails or injury to clerk. Delayed three hours.

*June 20.*—Sanford and St. Petersburg R. P. O., ran over a cow 12 miles north of Tarpon Springs, Fla., derailing the train. The engineer was killed. Postal car turned over down an embankment, but no mail was lost or destroyed. Postal Clerk R. D. Millholland received painful bruises in the knee joint, incapacitating for duty thirty days.

*June 22.*—St. Louis and Council Bluffs, R. P. O., train No. 7, was wrecked one mile east of Silver City, Iowa. The mail car was turned over and badly damaged. The clerks were shaken up considerably, but not injured. The mail was not damaged. Delayed five hours and thirty minutes.

*June 23.*—Pottsville and Philadelphia R. P. O., train No. 2, was wrecked below Tuckerton, Pa. The mail car was completely demolished. No damage to the mails. Clerk C. F. Snell was injured to such an extent as to incapacitate him for two days. Clerk Dan'l Henis was also incapacitated by injuries for seven days.

*June 25.*—Cincinnati and Chattanooga R. P. O., train No. 5, was wrecked at Williamstown, Ky., by a cow, which was thrown against the switch, knocking it down and derailing the train. Postal car was thrown into a ditch, smashing in the end and sides. No mail lost or damaged. Clerk uninjured. Delayed eight and one-half hours.

*June 28.*—Kansas City and Joplin R. P. O., train No. 302, was wrecked about 5 miles north of Nevada, Mo. Clerk McQuaide had his knee and ankle sprained. No mails were lost or damaged.

*June 29.*—Albuquerque and Los Angeles R. P. O., train No. 2, baggage car No. 660 was burned about 1 mile west of Holbrook, Ariz. Two pouches and two tie-sacks of mail were totally destroyed.

*June 29.*—Cape Girardeau and Hunter R. P. O., train No. 5, was de-

railed  $2\frac{1}{2}$  miles east of Delta (n. o.), Mo. No mail lost or damaged and no injury to clerk.

June 30.—Independence and Cedar Vale R. P. O., train No. 262, was wrecked between Peru and Niotoze, Kans., the engine having been thrown from the track by running over two cows. No mail lost or damaged. Clerk uninjured. Delayed seven hours.

*Recapitulation of casualties in the Railway Mail Service from 1875 to 1890.*

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
1890.....	5,836	261	4	41	53

\* Not reported.



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**REPORT**  
**OF THE**  
**THIRD ASSISTANT POSTMASTER-GENERAL**  
**FOR THE**  
**FISCAL YEAR ENDING JUNE 30, 1890.**

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# REPORT

## OF THE

### THIRD ASSISTANT POSTMASTER-GENERAL.

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POST-OFFICE DEPARTMENT,  
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 30, 1890.*

SIR: I have the honor to submit the following report, with accompanying papers, showing the operations of this office during the fiscal year ending June 30, 1890:

#### 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 of this office is made, to restate the account of the two preceding 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 greater 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 this custom, the accounts for the years 1888 and 1889 are restated as follows:

#### FISCAL YEAR ENDING JUNE 30, 1888.

##### REVENUE.

1. Ordinary postal revenue:	
(a) Letter postage paid in money .....	\$31,903.40
(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
Makes gross revenue collected.....	52,695,176.79

## EXPENDITURES AND LIABILITIES.

## Expenditures:

1. Amount expended from July 1, 1887, to September 30, 1888.....	\$55,795,357.84
2. Amount expended from October 1, 1888, to September 30, 1889.....	490,073.70
3. Amount expended from October 1, 1889, to September 30, 1890.....	38,823.47

Total amount paid out of appropriations from July 1, 1887, to September 30, 1890, on account of the service of the year ending June 30, 1888..... \$56,324,255.01

## Liabilities:

1. Estimated amount of unpaid indebtedness remaining on September 30, 1890, on account of the service of the year ending June 30, 1888.....	1,603.66
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.....	308,504.55
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.....	12,199.17
	<u>322,307.38</u>

Total amount of expenditures and liabilities for the service of the year..... 56,646,562.39

Leaves deficiency in postal revenue..... 3,951,385.60

## COST OF POSTAL SERVICE FOR 1888.

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, 1888, will therefore appear as follows:

Amount of expenditures and liabilities shown in the foregoing statement..... \$56,646,562.39

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 cost of service..... 57,888,670.42

Deduct amount of gross revenue as above..... 52,695,176.79

Leaves excess of cost of the postal service over amount of postal revenue for year ending June 30, 1888..... 5,193,493.66

As compared to the previous year there was an increase of \$14,784.07, or 6 per cent., in revenue from box-rents; of \$150.20, or 0.7 per cent., from fines and penalties; and of \$3,873,288.88, or 8.4 per cent., from the sale of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, making a total increase of \$3,888,223.15. There was a decrease of \$31,874.47, or 3.9 per cent., in letter postage paid in money; of \$1,858.63, or 16.9 per cent., in the income from dead letters; and of \$75,905.03, or 46.1 per cent., in miscellaneous receipts, making a total

decrease of \$109,638.13. The net increase of postal revenue by items was \$3,778,585.02, or 7.8 per cent., over the postal revenue for 1887. The receipts from money-order business showed an increase of \$78,982.38, or 10.9 per cent. The total increase of revenue was \$3,857,567.40.

The increase of expenditures and liabilities was \$3,529,888.72, or 6.6 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 \$3,573,476.92, or 6.5 per cent.

The deficiency of revenue required from the Treasury to meet the expenditures was \$3,951,385.60, being equal to 6.9 per cent. of the total expenditures and liabilities. The total cost of the service (including amounts certified for Pacific railroads) was \$5,193,493.63, 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 .....	12,722.34
(f) Miscellaneous .....	36,890.70
Total ordinary postal revenue .....	\$55,387,806.37
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 total revenue .....	56,148,014.92

## EXPENDITURES AND LIABILITIES.

## Expenditures:

1. Amount expended from July 1, 1888, to September 30, 1889 .....
2. Amount expended from October 1, 1889, to September 30, 1890 .....

## Liabilities:

1. Actual amount of indebtedness not yet reported to Auditor by the Department on account of the transportation of mails by railroads .....
2. Estimated amount of unpaid indebtedness for various objects remaining on September 30, 1890, on account of the service of the year ending June 30, 1889 .....
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 ...
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 .....

Total amount of expenditures and liabilities for the service of the year .....	62,555,447.78
Leaves deficiency in postal revenue .....	6,407,432.86

## COST OF POSTAL SERVICE FOR 1889.

The estimated total cost of the postal service for the year ending June 30, 1889, 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.....	\$62,555,447.78
Amount certified to the Secretary of the Treasury for credit to the Pacific railroad companies for mail transportation:	
From July 1, 1888, to September 30, 1889.....	\$1,253,673.33
From October 1, 1889, to September 30, 1890.....	578.13
Total amount certified.....	1,254,251.46
Gives total estimated cost of service.....	63,809,699.24
Deduct amount of net revenue as above.....	56,148,014.92
Leaves excess of cost of the postal service over amount of postal revenue for year ending June 30, 1889.....	7,661,684.32

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 at \$3,490,947.41, or 6.7 per cent., over the postal revenue for 1888. The receipts from 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 \$5,908,885.39, or 10.4 per cent., over those of the previous 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 \$5,921,028.82, or 10.2 per cent., over that of the previous year.

The estimated deficiency of revenue needed from the Treasury to meet the expenditures and liabilities was \$6,407,432.86, being equivalent to 10.2 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 \$7,661,684.32, or 13.6 per cent., in excess of the net revenue.

#### FISCAL YEAR ENDING JUNE 30, 1890.

##### REVENUE.

1. Ordinary postal revenue:	
(a) Letter postage paid in money.....	\$108,725.41
(b) Box-rents.....	2,257,505.70
(c) Fines and penalties.....	6,810.26
(d) Postage-stamps, stamped envelopes, newspaper wrappers, and postal-cards.....	57,651,724.58
(e) Dead letters.....	12,310.73
(f) Miscellaneous.....	20,801.00
Total ordinary postal revenue.....	\$60,057,877.68
2. Receipts from money-order business.....	824,220.24
Gross revenue.....	60,882,097.92
Less amount charged to bad debts, compromise, and suspense cases.....	23,314.52
Leaves as total net revenue.....	60,858,783.40

## EXPENDITURES AND LIABILITIES.

## Expenditures:

Amount expended from July 1, 1889, to September 30, 1890 ..... \$55,930,717.11

## Liabilities:

1. Estimated amount of unpaid indebtedness for various objects remaining on September 30, 1890, on account of the service of the year .....	\$305,096.39
2. Estimated amount of indebtedness not yet reported to Auditor by the Department on account of the transportation of the mails by railroad..	76,512.40
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.....	320,529.07
4. Amount chargeable for mail transportation on Sioux City and Pacific Railroad, not included in the amount certified to the Secretary of the Treasury, and payment for which is suspended by the Treasury Department .....	12,228.83
	<hr/> 714,368.69

Total amount of expenditures and liabilities for the service of the year ..... 66,645,083.80

Leaves deficiency in postal revenue..... 5,786,300.40

## COST OF POSTAL SERVICE FOR 1890.

The estimated total cost of the service for the year ending June 30, 1890, 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.....	\$66,645,083.80
Amount certified to the Secretary of the Treasury for credit to the Pacific railroad companies for mail transportation.....	1,207,401.80
Gives total estimated cost of service .....	67,852,485.60
Deduct amount of net revenue, as above.....	60,858,783.40
Leaves excess of cost of the postal service over amount of postal revenue for year ending June 30, 1890 .....	6,993,702.20

As compared to the year ending June 30, 1889, there was an increase of \$63,926.72, or 3.1 per cent., in box-rents; and of \$4,693,622.75, or 8.8 per cent., in the amount received from the sale of postage-stamps, stamped envelopes, newspaper wrappers, and postal-cards, making a total of \$4,767,549.47. There was a decrease of \$67,886.87, or 38.4 per cent., in letter postage paid in money; of \$13,089.94, or 65.7 per cent., in the amount received from fines and penalties; of \$411.65, or 3.2 per cent., in the income from dead letters; and of \$16,089.70, or 43.6 per cent., in miscellaneous receipts, making a total of \$97,478.16, and leaving the net increase \$4,670,071.31, or 8.4 per cent., over the postal revenue for 1889. The receipts from money-order business showed an increase of \$36,415.43, or 4.6 per cent., as compared with the business of the previous year.

The gross revenue of the year, \$60,882,007.92, was reduced in the

sum of \$23,314.52 through the adjustment of bad debts, compromise, and suspense accounts, leaving the total revenue \$60,858,783.40. This was an increase of \$4,710,768.48, or 8.37 per cent., over the net revenue for the year ending June 30, 1889, as against an increase of 6.7 per cent. for the year ending June 30, 1889, over the preceding year. The increase of expenditures and estimated liabilities was \$4,089,636.02, or 6.5 per cent., over those of the previous year. The increase of revenue was \$621,132.46 more than the increase of expenditures for the 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 \$4,042,786.36, or 6.3 per cent., over that of the year ending June 30, 1889. The estimated deficiency of revenue needed from the Treasury to meet the expenditures and liabilities was \$5,786,300.40, being equal to 8.6 per cent. of the total expenditures and estimated liabilities for the year. As compared to the previous year, the deficiency of revenue to be supplied from the Treasury was reduced in the sum of \$621,132.46, to correspond with the excess in the increase of revenue over that of expenditures. The total cost of the service, including amount certified on account of the Pacific railroads, was \$6,993,702.20, or 11.4 per cent., in excess of the total revenue.

The appropriations for the service of the year amounted to \$67,326,959.37, including \$141,502.26 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 forty-one items, including that for special-delivery service. The total amount expended up to the 30th September on account of the year ending June 30, 1890, was \$65,930,717.11. In thirty-nine items of appropriation there were unexpended balances remaining on the 30th September to the amount of \$1,549,337.95. In one item, that of compensation to postmasters, the expenditure exceeded the appropriation in the sum of \$153,095.69. The net amount of unexpended balances was, therefore, \$1,396,242.26, which is left available for the discharge of indebtedness on account of the respective items for which appropriation was made.

By quarters the expenditures of the fiscal year ending June 30, 1890, as compared with those for the corresponding periods of the previous fiscal year, were as follows: For the service of the quarter ending September 30, 1889, \$15,992,321.71, being an increase of \$1,282,105.88, or 8.7 per cent.; for service of the quarter ending December 31, 1889, \$16,544,890.20, being an increase of \$1,311,866.10, or 8.6 per cent.; for the service of the quarter ending March 31, 1890, \$16,737,515.30, being an increase of \$1,017,531.28, or 6.4 per cent.; and for the service of the quarter ending June 30, 1890, \$16,655,989.90, being an increase of \$942,366.61, or 6 per cent.

Among the principal items of expenditure for the year, there was an increase as follows over the same items for the year ending June 30, 1889: Of \$584,104.70, or 4.4 per cent., for compensation to postmasters; of \$596,641.54, or 10 per cent., for compensation to clerks in post-offices; of \$185,252.13, or 22.8 per cent., for rent, fuel, and light in post-offices; of \$1,017,945.51, or 14.6 per cent., for free-delivery service; of \$143,536.94, or 2.7 per cent., for transportation on star routes; of \$1,243,916.87, or 6.9 per cent., for inland transportation by railroad; of \$16,456.66, or 3.8 per cent., for steamboat transportation; of \$212,084.40, or 10.6 per cent., for railway postal-car service; of \$47,913.67, or 5.1 per cent., for mail-messenger service; and of \$328,777.26, or 6.2 per cent., for railway post-office clerks.

## ESTIMATES FOR THE FISCAL YEARS ENDING JUNE 30, 1891 AND 1892.

For the four years ending June 30, 1889, the average annual rate of increase in the revenue of the Department was 7.2 per cent. For the year ending June 30, 1889, alone, the increase was only at the rate of 6.7 per cent. A gratifying improvement was shown for the year ending June 30, 1890, by an increase of 8.37 per cent., or 1.67 per cent. more than the increase of 1889 over 1888. The indications since the 1st of July point to a still greater improvement in the revenue, and in the light of these indications it will not be unreasonable to allow for an annual increase of 10 per cent. in estimating the revenue for the present and the next fiscal years. The estimates may, therefore, be stated as follows:

## FISCAL YEAR ENDING JUNE 30, 1891.

Amount of ordinary postal revenue for year ending June 30, 1890....	\$60,057,877.68
Increase by 10 per cent.....	6,005,787.76
Estimated amount of ordinary postal revenue.....	66,463,665.44
Add revenue from money-order business, upon revised estimates of the superintendent of the money-order system, by letter of October 27, 1890.....	835,000.00
Gives gross revenue.....	67,298,665.44

The total amount appropriated for the expenditures of the year is \$72,226,698.99, and this amount will without doubt be sufficient to cover the expenditures, and leave a handsome amount of unexpended balance besides.

Upon the foregoing basis the deficiency of revenue to be supplied out of the general Treasury will not exceed \$5,581,615.19.

## FISCAL YEAR ENDING JUNE 30, 1892.

Estimated amount of ordinary postal revenue for year ending June 30, 1891, as before.....	\$66,463,665.44
Add increase of 10 per cent.....	6,646,366.54
Gives estimated amount of ordinary postal revenue for the year....	73,110,031.98
Amount of estimated revenue from money-order business.....	845,000.00
Gross revenue for the year.....	73,955,031.98
Amount of estimated expenditures shown in table of estimates submitted by the Postmaster-General through the Secretary of the Treasury .....	77,545,894.41
Leaves estimated deficiency of revenue to be supplied out of general Treasury .....	3,590,862.43

## 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 1888, under act approved March 3, 1887 .....	\$700,000.00
For deficiency in the postal revenue for 1889, under act approved July 24, 1888 .....	3,000,000.00
For deficiency in the postal revenue for 1890, under act approved March 2, 1889.....	3,500,000.00
Total drawn during the year.....	7,200,000.00

NOTE.—The discrepancy in amount reported by the Auditor as drawn from the Treasury, and the amount reported by this office (\$1,100,000), is caused by the different periods in which they were reported drawn, the Auditor reporting amounts from October 1, 1889, to September 30, 1890, while the period in which this office reported amounts drawn was from July 1, 1889, to June 30, 1890.

#### 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, 1889.....	\$4,443,892.31
Amount of outstanding warrants, June 30, 1889.....	101,049.15
Deposits :	
On account of postal revenue .....	\$25,325,842.57
On account of grants from the general Treasury ..	7,200,000.00
	<hr/>
	32,525,842.57
Total .....	<hr/>
	37,073,784.03
Amount of warrants paid during the year ending June 30, 1890.....	31,231,064.92
	<hr/>
Balance at depositories, June 30, 1890.....	5,842,719.11
Amount of outstanding warrants, June 30, 1890 .....	98,731.58
	<hr/>
Balance subject to draft, June 30, 1890 .....	5,743,987.53

Of the \$25,325,842.57 deposited on account of postal revenue, \$15,153.79 was through national-bank depositories. The balance remaining in national-bank depositories at the close of the year ending June 30, 1890, was \$3,573.45.

#### APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.

The appropriations for the service of this office during the fiscal year amounted to \$1,412,051, 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 expenditure out of the fixed appropriations was \$1,306,991.67, leaving an unexpended balance of \$105,059.33, or 7.4 per cent. of the amount appropriated.

The increase of the expenditure out of the regular appropriations was \$94,523.13, or 7.8 per cent., over that of the previous year. The increase of expenditure for the compensation of special-delivery messengers was \$19,515.21, or 15.9 per cent.

The estimates of appropriation for the ensuing fiscal year, with explanations thereof, will be found in paper marked No. 1, in the appendix to this report.

#### FINANCE DIVISION.

That portion of the clerical work of this office which was assigned to and performed by the finance division during the fiscal year ending June 30, 1890, may be briefly stated as follows :

New contracts for mail service received, examined, and entered on the books kept in this division, 5,819; orders of the Postmaster-General recognizing mail service not under contract, which curtailed or extended service on mail routes, or modified orders previously made, received, examined, and entered in ledgers, 24,601.

Transcripts were received weekly from the United States Treasury and from nine subtreasuries, and monthly from thirty designated national bank depositories of the United States, comprehending financial transactions which, with the amount on hand subject to draft at

the beginning of the year, aggregated \$4,443,892.31. Accounts with these depositories and with the Treasury and subtreasuries were also kept in the division.

Under the law the original certificates of all deposits made on account of the postal service by postmasters and others are sent to this office, and turned over to the finance division, where they are examined and entered on books kept for that purpose. The number of these certificates received during the year was 274,785.

There were also 103,083 accounts of contractors and other creditors of the Government on account of mail service, and 5,655 accounts, involving balances due present and late postmasters, received, examined, and paid during the year, necessitating the drawing, recording, and mailing of a like number of warrants and drafts. These payments involved the sum of \$31,225,747.35 paid by warrants, and \$1,042,673.22 by drafts, making a total of \$32,268,420.77. With each warrant a circular was sent, instructing the payee as to the proper manner in which to indorse his warrant.

Nearly 21,000 circulars were sent to postmasters containing instructions relative to the deposit of their postal balances, and demanding from delinquent postmasters such amounts as were due by them.

There were, besides, 4,980 letters written on subjects pertaining to the different branches of work assigned to the division; and 97 cases for investigation of the accounts of postmasters and late postmasters were made up and placed in the hands of the chief post-office inspector.

#### 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 on account of defaulting postmasters, from postmasters and others for the purchase of stamps, stamped envelopes, etc., and from bills of exchange covering balances due by foreign postal administrations, amounted to \$79,229.70, which is accounted for as follows:

Amount received.....	\$79,229.70
Amount deposited with the Treasurer of the United States at Washington, D. C.....	\$15,685.71
Amount deposited with the assistant treasurer of the United States at New York, N. Y.....	63,034.70
Amount returned to remitters.....	509.29
	<hr/> 79,229.70

#### 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, aggregated \$12,050.51

This money was disposed of as follows, viz :

Amount received.....	\$12,050.51
Amount in current funds deposited in the Treasury at Washington, D. C.....	\$11,825.00
Amount realized from sale of foreign and uncurrent funds by the postmaster at New York and deposited with the assistant treasurer at New York.....	186.28
Total amount deposited.....	<hr/> 12,011.28
Amount of loss sustained from sale of uncurrent funds, from counterfeits and from mutilated minor coin.....	39.23
	<hr/> 12,050.51

## SPECIAL-DELIVERY SYSTEM.

The following statement shows briefly the operations of the special-delivery system during the year ending June 30, 1890:

(1) The total number of pieces of mail-matter received for special delivery at all the letter-carrier or free-delivery offices was 1,613,567, of which 1,229,939, or 76 per cent., were transmitted through the mails from place to place, and 383,628, or about 24 per cent., were local or drop-letters.

(2) The total number of pieces delivered by special-delivery messengers at letter-carrier offices was 1,537,221, or over 95 per cent. of all the special-delivery pieces received, leaving 76,346, or less than 5 per cent. as the number delivered by letter-carriers or other salaried postal employés, including such pieces as it was found impossible to deliver.

(3) The value of the special-delivery stamps on matter received for delivery at letter-carrier offices was \$161,356.70. The amount of special-delivery stamps sold during the year at the same offices was \$133,737.70.

(4) The average number of special-delivery messengers employed at the letter-carrier offices was 901.

(5) The average time consumed at letter-carrier offices in the delivery of special-delivery matter, after it reached the respective offices of destination, was twenty-one minutes.

From the foregoing statistics and from the report of the Sixth Auditor, the following statement is made up, showing the amount of special-delivery business transacted throughout the whole country:

Total number of special-delivery letters delivered.....	1,769,528
Percentage of increase over number delivered during preceding year....	9.2
Amount of special-delivery stamps on matter received for delivery.....	\$176,952.80
Total amount paid messengers.....	141,562.26
Total profit to the Government on special-delivery business.....	35,390.54

In Table No. 16, attached to this report, will be found statistics in detail of special-delivery matter received and delivered at all letter-carrier offices during the year; as to other offices, statistics in detail can not be given.

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

During the fiscal year ending June 30, 1890, the following postage-stamps, stamped envelopes, and postal cards were issued to postmasters:

Description.	Number.	Value.
Ordinary postage-stamps.....	2,219,787,000	\$48,734,108.00
Special-delivery stamps.....	2,120,890	212,089.00
Newspaper and periodical stamps.....	3,763,398	1,711,444.00
Postage-due stamps.....	12,638,199	324,712.00
Stamped envelopes, plain.....	214,178,280	4,179,002.00
Stamped envelopes, request.....	251,212,000	5,418,262.40
Newspaper wrappers.....	48,444,750	808,871.25
Postal cards.....	*429,516,250	4,295,161.00
Letter-sheet envelopes.....	1,124,800	28,092.00
Total.....	2,128,741,238	\$49,489,064.79

\* The number of cards furnished by the contractor to the distributing agency and subagencies was 403,852,850, thus reducing the stock on hand at the close of the year 25,662,500 cards.

Compared with the issues of the preceding year there was an increase in number of 365,176,017, or 12.9 per cent., and in value of \$6,536,270.62, or 12.3 per cent.

The increase during the year in the issues of each kind of stamped paper was as follows:

Description.	Number.	Per cent.	Value.	Per cent.
Ordinary postage-stamps .....	257,756,220	13.14	\$4,738,081.00	12.47
Special-delivery stamps .....	515,210	34.60	54,524.00	84.00
Newspaper and periodical stamps .....	234,537	6.65	47,713.00	2.87
Postage-due stamps .....	1,748,020	14.70	25,511.00	8.53
Stamped envelopes, plain .....	26,848,000	14.31	518,404.97	14.10
Stamped envelopes, request .....	30,425,750	13.78	659,833.15	13.88
Newspaper wrappers .....	4,734,000	10.83	59,778.00	11.50
Postal cards .....	42,706,850	11.04	427,446.00	11.05
Letter-sheet envelopes .....	216,500	23.58	4,979.50	23.58

The gross value of all the stamped envelopes and wrappers issued (not including letter-sheet envelopes) was \$10,152,697.29, and the postage value thereon was \$9,242,210, leaving \$910,487.29 to represent the cost of manufacture and expense of issue.

The cost of manufacture at contract rates was \$859,180.35, after deducting \$70.76 for special-request envelopes misprinted by the contractors, thus leaving \$51,306.94 for the expenses of issue.

In addition to the foregoing supplies, there were issued for the use of the postal service 13,550,100 registered-package envelopes, 1,543,500 tag envelopes for registered packages, 1,975,000 envelopes for returning dead letters, 38,467,150 official envelopes for the use of postmasters and other postal officials, and 4,903 newspaper and periodical stub-books.

This was an increase of 466,600, or 3.19 per cent., in registered-package and tag envelopes; of 5,583,500, or 16 per cent., in dead-letter and official envelopes; and of 5,950,454, or 11.99 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 was 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, 1889.	Requisitions filled during year ending June 30, 1890.	Increase.	
			Number.	Per cent.
For ordinary postage-stamps .....	176,295	185,918	9,623	5.45
For postage-due stamps .....	14,657	16,732	2,075	14.15
For newspaper and periodical stamps .....	11,535	11,295	*240	*2.08
For stamped envelopes, plain .....	89,493	95,763	6,270	7.00
For stamped envelopes, request .....	145,777	162,813	17,036	11.68
For postal cards .....	76,098	78,514	2,416	3.17
For registered-package envelopes .....	64,652	57,549	*7,103	*10.98
For tag-envelopes .....	18,507	14,391	*4,116	*22.78
For official envelopes .....	29,663	32,309	2,646	8.92
For newspaper and periodical receipt books .....	2,734	2,806	82	3.01
For letter-sheet envelopes .....	272	320	57	20.95
Total .....	629,673	658,419	28,742	4.56

\* Decrease.

While the net increase in the number of requisitions of all kinds filled during the past fiscal year over the number filled during the preceding year was, as is shown by the table, 4.56 per cent., yet it is the number of requisitions for the several kinds of stamped paper, from the sale of which the postal revenues are derived, that represents really the work of the stamp division, and the increase in the number of these requisitions was 37,419, or 7.27 per cent.

### PARCELS.

A comparative statement of the parcels in which the supplies were put up and mailed to postmasters during the past and previous fiscal years is made, as follows:

Articles.	Number of parcels sent in 1889.	Number of parcels sent in 1890.	Increase.	
			Number.	Per cent.
Ordinary postage stamps .....	180,843	192,271	11,428	6.31
Postage-due stamps .....	14,664	17,219	2,555	17.42
Newspaper and periodical stamps .....	11,535	11,333	*202	*1.75
Stamped envelopes, plain .....	128,416	139,406	10,990	8.55
Stamped envelopes request .....	106,770	122,915	16,145	15.12
Postal-cards .....	66,416	90,155	2,739	4.32
Registered package envelopes .....	64,193	59,878	*4,315	*6.71
Tag-envelopes .....	18,305	14,465	*3,840	*20.97
Official envelopes .....	45,870	52,102	6,232	13.58
Newspaper and periodical stub-books .....	2,724	2,806	82	3.00
Letter-sheet envelopes .....	282	343	61	21.63
Total .....	660,018	702,893	42,875	6.49

\* Decrease.

### POSTAGE ON SECOND-CLASS MATTER.

The weight of second-class matter sent in the mails during the past fiscal year (not including matter circulated free within the county of publication) was 174,046,764 pounds, or 87,023<sup>784</sup>/<sub>2000</sub> tons; and the amount of postage collected was \$1,740,467.64. This was an increase of 12,411,637 pounds, or 7.67 per cent., in weight, and of \$124,116.37, or 7.67 per cent., in the amount of postage collected, as compared with the preceding year. As 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 be placed at 30,714,135. Adding this to the number of pounds on which postage was paid, as above, makes the total weight of second-class matter mailed 204,760,899 pounds, or 102,380<sup>899</sup>/<sub>2000</sub> tons.

The number of post-offices at which second-class matter was mailed was 7,825, an increase in number over the preceding year of 207, or 2.72 per cent. Collections amounting to \$3,647.56 were made from publishers and news agents for matter improperly mailed at second-class rates of postage. This is an increase over the amount received from the same source during the preceding year of \$191.40, or 5.53 per cent. In table No. 12, accompanying this report, will be found a comparative statement of the postage collected on second-class matter at all first-class post-offices during the past and the preceding year.

## ENTRIES OF SECOND-CLASS MATTER.

The number of applications for entry of new publications accepted during the past fiscal year was 3,274, the number of applications for re-entry of old publications was 1,711, and the number of foreign publications accepted for entry was 19, making the total number of applications accepted 5,004, while 415 applications were refused, thus making the total number of applications passed upon 5,419. This is an increase in the number of applications accepted the past year over those accepted the preceding year of 53, or 1.07 per cent. The number of jacketed cases received relating to these applications and involving correspondence was 3,722.

## REDEMPTION OF SPOILED STAMPS AND STAMPED ENVELOPES.

The number of cases in which postmasters returned damaged stamps and misdirected stamped envelopes for credit during the past fiscal year was 12,660. Of these cases 392 were adjusted without allowing credit, and 36 are being investigated, leaving 12,232 as the number of cases in which credits were allowed, representing a total value of \$209,923.55. This is an increase in the number of cases received during the past fiscal year over those received the preceding year of 1,754, or 16.08 per cent., and a decrease in the amount of credits allowed of \$1,228.25, or 0.58 per cent.

## REVIEW OF NEW CONTRACTS FOR SUPPLIES.

The expenditures for this office are mainly for procuring postage-stamps, stamped envelopes, postal-cards, and official and registered-package envelopes. The articles are furnished under contract, and by law the contracts for postage-stamps, stamped envelopes, and postal-cards are let for a period of four years, while the contract for official and registered-package envelopes is for one year only.

New contracts have been made within the past year for all the various kinds of supplies mentioned, and these contracts resulted in the aggregate in a handsome saving in the cost of procurement. This saving is the more gratifying from the fact that it follows other large reductions in the past, so that the cost of the articles is now less than one-half the price paid for like quantities scarcely more than a dozen years since. In my last annual report attention was directed to the fact that the estimate of appropriation required for the service of this office for the current fiscal year was somewhat less than the amount appropriated for that year; also to the fact that the amount of the estimates for the present year was only about one-fifth more than the amount appropriated for the year beginning July 1, 1877, although the quantities of supplies needed had nearly trebled during the intervening thirteen years.

Special reference is made to the new contracts as follows

## NEW CONTRACT FOR ADHESIVE POSTAGE-STAMPS.

The old contract for adhesive postage-stamps expired on the 30th of June, 1889. To afford time in which to make needful preparations for the new contract, the old contract was extended for a period of three months, until the 30th of September, under a right reserved to the Department by the terms of the contract.

After a full examination of the subject an advertisement was issued under date of June 17, 1889, calling for sealed proposals to be received until the 17th day of July for furnishing all the stamps which should be called for during the four years commencing October 1, 1889. The specifications furnished to bidders set forth the requirements of the contract with the utmost minuteness. They will be found in full in a copy of the contract in the appendix to this report.

The call was made for bids for ordinary stamps of two different sizes, to wit, those then in use, measuring 1 by 25-32 inch, and a smaller size, measuring  $\frac{3}{4}$  by  $\frac{7}{8}$  inch. The sizes and styles of newspaper and periodical, postage-due, and special-delivery stamps were left unchanged.

An important change was that the color of each of the several denominations of stamps was prescribed by the specifications with the purpose of preventing arbitrary and unnecessary changes during the existence of the contract. Samples of the stamps in the selected colors, appropriately canceled, were attached to the specifications and blank forms of proposal furnished to bidders. Proposals were called for separately for stamps to be printed, first, by hand-presses; second, by steam-power presses in which a portion of the work is to be done by steam and a portion by hand; and third, by steam-power presses on which all the work is done by steam, with the right reserved to the Department to make the award upon any one of the three classes of bids. The classification of the bids will appear fully in the copy of the specifications referred to.

The basis of award was fixed upon the numbers of each of the several kinds of stamps issued during the year ending March 31, 1889, as follows:

1. Ordinary stamps for use of the public .....	1,959,679,445
2. Newspaper and periodical stamps .....	3,381,556
3. Postage-due stamps .....	11,478,048
4. Special-delivery stamps.....	1,468,080
Total.....	1,976,007,129

Each bid was to be accompanied by a guaranty in the sum of \$25,000 that the successful bidder would enter into a contract within ten days upon being called upon to do so, and the amount of the bond for the faithful performance of the contract was placed at \$200,000.

In response to the advertisement two bids were submitted, one by Mr. Charles F. Steel, of Philadelphia, and the other by the American Bank Note Company, of New York, the old contractors for furnishing stamps. The bid of Mr. Steel amounted, upon the basis referred to, to \$155,017.39 for stamps of the larger size, and to \$151,489.96 for stamps of the smaller size printed on hand-roller presses; to \$124,642.36 for stamps of the larger size, and to \$122,094.77 for stamps of the smaller size, printed on steam-power presses on which a part of the work is done by steam and a part by hand; and to \$120,723 for stamps of the larger size, and to \$117,587.51 for stamps of the smaller size printed on all steam-power presses. The bid of the American Bank Note Company was for printing the ordinary stamps on steam-power presses only, and for the remaining kinds of stamps on hand-roller presses only, and the totals were \$158,033.87, comprehending ordinary stamps of the larger size, and \$148,235.47 embracing ordinary stamps of the smaller size. The difference between the amount of this bid and that of Mr. Steel for stamps printed on all steam-power presses was \$37,310.87 for stamps of the larger size, and \$30,647.96 for stamps of the smaller size.

At the opening in public of the bids, a protest was made by the

American Bank Note Company against the award to Mr. Steel, on the ground that he was not eligible as a bidder under the terms of the advertisement restricting the bids to steel-plate engravers and plate-printers. This protest was shortly afterwards withdrawn, and, preliminary to an award, Mr. Steel was, upon the 1st of August, called upon to demonstrate his facilities for carrying out the contract. Though not engaged in the business, and being unprovided with a plant for printing and engraving, he promised to procure all the necessary equipment and material in time to manufacture and begin the delivery of the stamps on the 1st of October, or shortly thereafter. The specifications called for a fire-proof building in which to manufacture and store the stamps, but though called upon repeatedly to do so, Mr. Steel failed to submit for inspection suitable premises for the purpose. He offered only one building, though promising a choice of several different ones, and that building utterly failed to meet the requirement. The award was consequently withheld, and it becoming evident that Mr. Steel was either unwilling or unable to comply with his proposal, the Postmaster-General, under date of September 11, 1889, issued an advertisement calling for new proposals for a contract for the four years commencing December 1, 1889. At the same time provision was made for a temporary supply of stamps for the interval between October 1 and December 1 by calling on the American Bank Note Company to furnish a specified number of stamps under the provision of the contract giving the right to order an extra quantity not exceeding a three months' supply.

At the time appointed for closing the receipt of the new proposals, on the 26th of September, two bids were submitted. One was from the Franklin Bank Note Company and the other was from the American Bank Note Company, both of New York. The bid of the Franklin Bank Note Company amounted, on the basis of the quantities specified in the previous advertisement, to \$163,904.82 for stamps of the larger size and to \$163,904.82 for stamps of the smaller size, printed on all steam-power presses, and the bid of the American Bank Note Company amounted, on the same basis and for the same class of work, to \$157,641.93 for stamps of the larger size and to \$149,215.31 for stamps of the smaller size. The bid of the American Bank Note Company was \$391.94 less than its bid under the former advertisement for the larger stamps and \$979.84 more for the smaller stamps.

Subsequent to the receipt of these proposals another call was made by letter of the Postmaster-General, dated October 8, upon Mr. Steel to comply with the requirements of his bid submitted in July, and he responded on the 12th of October by declining to proceed further in the matter. There appeared to be no alternative but to make a selection from the other bids already received, especially in view of the fact that through the time lost in the endeavor to induce Mr. Steel to comply with his proposal the Department had exhausted its resources for obtaining temporary supplies of stamps. The contract was therefore on the 23d of October awarded to the American Bank Note Company under its bid received on the 17th of July (it being the lowest of all the bids, except that of Mr. Steel, received under both advertisements), the award being made for ordinary stamps of the smaller size. No hesitation was felt in awarding the contract for stamps printed on all steam-power presses, the work having been satisfactorily done by that process during the preceding four years. As already shown, the successful bid amounted, upon the basis of the number of stamps issued during the year ending March 31, 1889, to \$148,235.47.

This amount was \$9,406.46 more than the cost of corresponding kinds and numbers of stamps under the previous contract. It is to be observed, however, that under the terms of the new contract the cost of preparing dies, rolls, and plates for new designs of stamps, or for additional denominations, is to be borne by the Department, while under the previous contract the contractor was required to make these changes at the discretion of the Department and at his own expense; and, moreover, that by the new contract the two-cent stamps, constituting by far the greater portion of all the issues, are printed in a much more expensive color than formerly.

The contract was duly executed, and it being found impracticable to prepare stamps of the new designs prior to December 1, arrangements were made with the American Bank Note Company by which stamps of the old style were to be furnished at the old contract rates until such time as the new stamps should be ready for issue. The issue of the new stamps was begun in time to place them on sale at the leading post-offices on February 22, last.

A more extended reference to the new style of stamps will be found in another portion of this report.

The rates prescribed by the new contract for each of the several kinds of stamps are as follows:

1. Ordinary postage-stamps.....	7.47	cents per thousand
2. Newspaper and periodical stamps.....	18.	Do.
3. Postage-due stamps.....	8.49	Do.
4. Special-delivery stamps.....	18.	Do.

The prices at which the ordinary stamps have been furnished under the various contracts during the preceding twenty years are as follows:

For the four years beginning February 1, 1869, 27.5 cents per thousand (extended by order of the Postmaster-General to April 1, 1873).

For the four years ending April 30, 1877, 14.99 cents per thousand.

For the four years ending April 30 (and extended by order of the Postmaster-General to June 30), 1881, 9.98 cents per thousand.

For the four years ending June 30, 1885, 9.19 cents per thousand.

For the four years ending June 30, 1889 (extended by order of the Postmaster-General to January 1, 1890), 6.99 cents per thousand.

The face value of all the stamps issued during the year ending June 30, 1890, was \$44,982,373.

#### NEW CONTRACT FOR POSTAL-CARDS.

The time fixed for the expiration of the late contract for postal-cards was the 30th of June, 1889, but for like reasons as in the case of postage-stamps the contract was extended for a period of three months until the 30th of September.

In order to give the public greater facilities for correspondence, and for advertising, it was decided by the Postmaster-General, upon careful examination, to provide postal-cards of three different sizes. The first of these was intended for short messages, and it was somewhat smaller than the old standard, its dimensions being  $2\frac{1}{4}$  by  $4\frac{1}{2}$  inches. In the second one, the old size, 3 by  $5\frac{1}{4}$  inches, was retained, and the third size measured  $3\frac{3}{4}$  by  $6\frac{1}{4}$  inches. The standards of paper were determined upon after a thorough and careful examination of the paper market. For the small size the samples were composed of about equal proportions of rag stock and chemical wood pulp. For the medium size, they were made of all wood pulp prepared by the sulphite and sulphate processes; and for the large size, they were composed of jute butts, and

made with special reference to durability, strength, and finish. The weight of the cards of the small size was  $5\frac{1}{4}$  pounds per thousand, of those of the medium size,  $5\frac{1}{2}$  pounds per thousand, and of those of the large size  $9\frac{1}{8}$  pounds per thousand. The samples were prepared by different manufacturers of the highest standing and repute in the trade, and under the personal direction and supervision of a representative of the Department.

Upon the completion of the samples an advertisement was published, under date of June 17, 1889, calling for all the postal-cards which the Department might order during a period of four years, beginning October 1, 1889. The requirements of the contract were prescribed with the greatest particularity in the specifications furnished to bidders, a copy of which will be found in the postal-card contract hereto attached. It will be observed that, in addition to calling for proposals upon the departmental samples, bids were invited from manufacturers based upon such samples of paper as they might desire to submit and as they should consider suitable for use in postal-cards. The sizes were to be the same as those of the departmental samples, and of at least approximate weight.

The basis of award was fixed upon the number of postal-cards—about 400,000,000—issued during the year ending March 31, 1889. For the purpose of determining the total amount of a bid the issues of a year were apportioned among the three different sizes, as follows: Size No. 1, 100,000,000; size No. 2, 200,000,000; size No. 3, 100,000,000. By the advertisement the bids were to be received up to 12 o'clock m. on the 18th of July, at which time ten bids were submitted upon the departmental samples, the names of the bidders, and the amounts of their bids, respectively, being as follows:

Albert Daggett, of New York City.....	\$157,000
The Avil Printing Company, of Philadelphia.....	173,100
The Holyoke Envelope Company, of Holyoke, Mass.....	173,500
C. E. Cornell, of New York City.....	179,000
Bill & Russell, of Springfield, Mass.....	179,400
Weed, Parsons & Company, of Albany, N. Y.....	183,000
Russell Paper Company, of Boston.....	188 170
C. C. Woolworth, of Castleton, N. Y. (the old contractor for furnishing postal-cards).....	189,510
Alexander Balfour, of Philadelphia.....	210,000
Henry Russell, of Penn Yan, N. Y.....	225,380

In addition to the bids upon the departmental samples, proposals were received from three of the parties named in the foregoing (C. C. Woolworth, Albert Daggett, and Alexander Balfour) upon special samples of their own. Two bids upon the special samples were received from parties who were not bidders upon the departmental samples, the bidders being Samuel Bradbury, of Germantown, Pa., and Theodore S. Kingsland, of Holyoke, Mass.

After a thorough examination of all the samples by competent experts selected by the Postmaster-General, the bids upon the departmental samples were pronounced decidedly the best, considering quality and price. On the day of the receipt of the bids, a formal protest was made by the Avil Printing Company, of Philadelphia, against an award to Mr. Albert Daggett, the lowest bidder, on the alleged ground that Mr. Daggett's bid was in the interest of another bidder for the contract. The protest was withdrawn a few days thereafter. On the 31st of July, in pursuance of the custom followed in contracts of this character, Mr. Daggett, the lowest bidder, was notified that he would be required to demonstrate his ability to comply with the terms of his bid, ten days

being given him for the purpose. At the end of the time specified, Mr. Daggett submitted evidence of an arrangement he had made with a prominent paper manufacturer of acknowledged good standing, doing business in Birmingham, Conn., to supply him with all the paper that might be needed to carry out the contract, and also to furnish him with a suitable building in which to manufacture, store, and distribute the cards. This building was found upon inspection to be well adapted to the purposes of the contract. The other facilities needed, such as printing presses, cutting machines, boxes, etc., were such as could be readily procured in the open market and at a comparatively insignificant expense.

Upon the demonstration made the contract was awarded to Mr. Daggett on the 16th of August, 1889, and he duly entered into a contract under a bond of \$100,000.

A small supply of cards was ordered of the new contractor early in October, but the issue was not regularly begun until the 1st of December, postmasters being in the mean while supplied from an extra quantity of 50,000,000 cards which had been ordered from the late contractor, Mr. C. C. Woolworth. The only cards called for from the new contractor were those of the medium size, the necessary arrangements, for reasons which will appear hereafter, not having yet been completed for issuing those of the other sizes. The Department found good reason early in March, 1890, to object to the quality of the paper in the cards then being furnished. The complaint was of such a character as to threaten an annulment of the contract. The difficulty was, however, after a time cured by the supply of cards in substantial conformity to the standard of the contract.

The prices per thousand for each of the three several sizes of cards are as follows: No. 1, 37 cents; No. 2, 35 cents; No. 3, 50 cents.

The Nos. 1 and 3 sizes of cards being entirely new, a comparison of prices between the old and the new contracts can only be made upon the No. 2 or medium size. There is no material variation in the quality of the paper used in this size of cards under the two different contracts. A slight advantage in favor of the present card is that it weighs 1 ounce more per thousand than the corresponding size in the old contract, the present weight being 5 pounds 5 ounces. The cost of the cards under the old contract was 47.71 cents per thousand, while the cost of the present card under the new contract is 35 cents per thousand. This is a reduction of 12.71 cents, or 26.6 per cent., from the price in the old contract, and it amounts, upon the basis of the total number of cards issued during the year ending June 30, 1890, to \$54,591.40.

The prices in the several contracts for postal cards since their introduction in 1873 are as follows:

	Per 1,000.
Contract from 1873 to 1877 .....	\$1.39½
Contract from 1877 to 1881 .....	.6956
Contract from 1881 to 1885 .....	.5443
Contract from 1885 to 1889 .....	.4771
Present contract (No. 2 size) .....	.35

As will be observed, the present price is only an insignificant fraction more than one-fourth of that paid under the first contract, from 1873 to 1877.

In this connection it may be well to note the effect upon the issue of postal cards of the reduction of letter postage from 3 to 2 cents on the 1st of October, 1883. When that measure was proposed, it was claimed that there would be two important compensations for the reduction of

one-third in the letter rate, viz: First, the substitution of sealed for unsealed circulars, and, second, the substitution of sealed inclosures for postal cards. While it may be difficult to ascertain the precise effects of the former cause, the effect of the reduction upon postal cards is susceptible of an almost exact mathematical demonstration.

The number of cards issued the first full fiscal year (ending June 30, 1874) following their introduction was 91,079,000. This number had grown during the year ending June 30, 1883, to 379,516,750. In one year alone—the centennial year of 1876—the increase was 43,199,000 cards, or 40 per cent., over the issue of the previous year. For the six years prior to June 30, 1883, the issue of postal cards had increased from 200,630,000 to 379,516,750. During the same period the number of ordinary postage-stamps and stamped and special-request envelopes, combined, had increased from 900,811,790 to 1,417,574,000. There was thus an increase of 89.16 per cent. in postal cards as against an increase of only 57.37 per cent. in postage-stamps and stamped envelopes. For the six years following the 1st of July, 1883 (and ending June 30, 1889), the issue of postal cards grew from 362,876,750 to only 386,808,500. During the same period the issue of ordinary adhesive postage-stamps and of stamped envelopes, plain and special-request, increased from 1,726,509,760 to 2,370,134,390. This was an increase of 37.28 per cent. in stamps and stamped envelopes and of only 6.62 per cent. in postal-cards. Had the issues of postage-stamps and stamped envelopes and of postal cards continued in the same relative proportions for the six years ending June 30, 1889, as during the six years ending June 30, 1883, the rate of increase in postal cards would have been 57.94 per cent. and the total number of cards issued during the year ending June 30, 1889, would have been 573,127,538, or 186,319,038 cards, valued at \$1,863,190.38, more than the actual issues.

#### NEW CONTRACT FOR OFFICIAL AND REGISTERED-PACKAGE ENVELOPES.

This contract is for registered package, tag, official, and dead-letter envelopes, for use of postmasters, the Department, and postal officials generally. They are all composed of manila or jute papers, the standard having been fully described in my annual report for the year ending June 30, 1885. They are comparatively inexpensive, and a great saving in cost was effected at that time by the substitution of manila for rag papers in envelopes for official correspondence, besides at the same time procuring more serviceable articles. The contract made in June, 1889, for the year ending June 30, 1890, resulted in a small reduction of cost from that in the contract of the previous year. Much better results were secured in the contract made in June last for the service of the present fiscal year.

The advertisement was issued on the 29th of April, and the proposals, submitted up to 12 o'clock m. on the 28th of May, based upon the issues for the year ending March 31, 1890, were as follows:

The Plimpton Manufacturing Company and the Morgan Envelope Company, of Hartford, Conn .....	\$114, 440. 18
The Holyoke Envelope Company, of Holyoke, Mass .....	118, 292. 25
The Whitcomb Envelope Company, of Worcester, Mass .....	122, 832. 23

The Plimpton Manufacturing Company and Morgan Envelope Company were the old contractors, and \$13,000 of the amount of their bid represented an estimated demand for 2,000,000 registered package envelopes of a new and extra large size. The remainder of the bid—\$101,440.18—was \$7,434.71, or 6.8 per cent., less than the cost of correspond-

ing numbers and kinds of envelopes under the preceding contract. The contract was duly awarded to and executed by the Plimpton Manufacturing Company and Morgan Envelope Company. A copy of the contract will be found hereto attached, and will sufficiently explain itself.

The following tabular statement will show the prices paid for the leading kinds of official envelopes during the year ending June 30, 1877, and during the present fiscal year, together with the quantities of the same furnished during the year ending June 30, 1877, and the year ending June 30, 1890, respectively:

Size of envelopes.	Prices per thousand paid year ending June 30, 1877.	Prices paid per thousand in contract for year ending June 30, 1891.	Number furnished year ending June 30, 1877.	Number furnished year ending June 30, 1890.
Letter size, 3½ by 5½ inches .....	\$1. 47	\$0. 73	8, 277, 675	19, 981, 000
Extra letter size, 3½ by 6½ inches .....	1. 77	. 84	110, 175	2, 891, 500
Official size, 3½ by 6½ inches .....	2. 47	1. 20	1, 204, 450	12, 111, 600
Registered package, 5 by 10½ inches .....	7. 67	4. 05	5, 137, 000	13, 550, 100

#### NEW CONTRACT FOR STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

By far the most important of all the contracts in this office is that for stamped envelopes and newspaper wrappers. The cost of these articles issued for the year ending June 30 last was \$859,180.37, while the expenditure for adhesive postage-stamps was only \$161,352.68, and for postal-cards, \$156,056.80. It is well to note, however, that while the cost of manufacturing postage-stamps and postal-cards is at the expense of the postal revenue, the articles being sold at face value, the cost of procuring stamped envelopes and newspaper wrappers is added to the postage value in selling the articles to the public.

The United States of America is by far the largest consumer of stamped envelopes of all the nations of the world, upward of 500,000,000 having been called for during the last fiscal year. The statistics show that in Great Britain the issues for 1888 consisted of 29,000,000 stamped envelopes and 164,000,000 newspaper wrappers (what is known as second-class matter mailed at pound rates in this country is sent under newspaper wrappers in Great Britain). For Germany the issues for the same year were 686,200 large envelopes and 1,861,000 small envelopes, or 2,547,200 in all. In France, the issues of envelopes were 16,178,300; in Russia, 11,000,000; and in Austria, 3,176,000 envelopes and 8,397,500 letter-sheets. The total of envelopes (not including newspaper wrappers and letter-sheets) in the five countries named was about 62,000,000 or less than one-ninth the quantity used in this country.

The old contract for stamped envelopes and newspaper wrappers expired on the 30th of September, 1890, and steps were taken early in the present year towards the procurement of a new contract.

The standards of paper and of the size of the envelopes and wrappers had been substantially the same since 1870, and they were found to be so well adapted to the public wants that no changes were deemed advisable, except one or two unimportant ones in the matter of the size of the envelopes. A desirable improvement, however, was in the addition of 1 inch to the length of the newspaper wrapper.

Proposals for the contract were invited by advertisement of April 22, 1890, to be received until 12 o'clock m., May 21, 1890. At the time last

mentioned the following bids were offered, the amounts being based upon the number of envelopes and wrappers (comprising 501,271,000) issued during the year ending March 31, 1890:

Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Conn.....	\$770,301.43
The White, Corbin and Company, of Rockville, Conn.....	782,352.83
The Holyoke Envelope Company, of Holyoke, Mass.....	788,256.61
P. P. Kellogg & Co., of Springfield, Mass.....	795,458.10
The Wolf Bros., of Philadelphia, Pa.....	807,084.94

The Plimpton Manufacturing Company and Morgan Envelope Company, the lowest bidders, were the old contractors, and their bid was \$12,051.40 less than the next lowest bid, and \$36,783.51 less than the highest bid. Three new items in the schedule amounted, on the estimated quantities to be required for one year, to \$7,602. The remaining twenty-four items in the old schedule amounted, on the actual issues for the year ending March 31, 1890, to \$762,699.43, and this was a reduction of \$70,695.43, or 8.48 per cent., as compared to the cost of like kinds and quantities in the old contract.

Shortly after the receipt of the proposals, the question was raised as to whether the prices offered fairly represented the reduction within the previous four years in the cost of producing the articles. After some preliminary investigation by the Department, it was proposed by the lowest bidders to reduce the price named in the proposal for the kinds of envelopes designated in the specifications and bidders' schedule as item "C," from \$1.59 to \$1.54 per thousand envelopes, and the item designated as "D," from \$1.74 to \$1.70 per thousand envelopes. The aggregate number of envelopes in these two items was 349,246,000 out of a total of 501,271,000 in the basis of award. The discount offered amounted, on the respective quantities of the two kinds specified, to \$15,025.36, upon the issues for one year, making a total reduction of \$85,720.79, or 10.3 per cent., as compared to the cost in the old contract. Subsequent to the offer of the discount, a full and careful examination was made into the relative conditions of the paper markets at the time of the receipt of the proposals and four years previously when the preceding contract was made.

It was estimated, upon the best obtainable information, that about 70 per cent. of the contract was in the cost of procuring the paper, the remaining 30 per cent. representing the expense of manufacturing and distributing the envelopes. In this latter branch the investigation showed that there had been no diminution in the price of labor, and that the reduction in the cost of paper had not been to exceed 10 per cent. during the previous four years. As, however, the paper represented about 70 per cent. of the contract, a reduction of 10 per cent. in the total cost of the envelopes and wrappers would be equivalent to a reduction of upwards of 14 per cent. in the cost of paper alone. No doubt remained, therefore, that if the prices in the contract of 1886 were fair and equitable, the modified bid of the Plimpton Manufacturing Company and Morgan Envelope Company called for fully all the reduction that the change of the market would demand.

The contract was consequently awarded to these companies upon their modified bid, by an order of the Postmaster-General, under date of July 30, 1890, and duly executed with a bond of \$200,000. A copy of the contract is hereto attached.

While the reduction in cost, based upon the issues for the year ending March 31, 1890, has been shown at \$85,720.79, the total saving during the four years of the contract term will amount, upon the increased

issues to be expected, to fully \$400,000, or an average of \$100,000 per annum.

The following table will show the great reduction that has been made in the price of stamped envelopes since 1870 for such items as have been retained in the schedule since that time:

*Prices paid per thousand for stamped envelopes and newspaper wrappers under the various contracts since 1870 of the sizes and kinds then and now in use.*

Size.	Quality.	Contract of 1870.	Contract of 1874.	Contract of 1878.	Contract of 1882.	Contract of 1886.	Contract of 1890.
No. 1: Small note .....	First .....	\$2.58	\$2.10	\$1.00	\$1.50	\$1.30	\$1.13
No. 3: Full letter.....	First .....	3.75	2.47	2.05	1.89	1.50	1.40
Do .....	Second..	3.03	2.37	1.85	1.70	1.20	1.02
Do .....	Third..	2.25	2.00	1.75	1.55	.98	.90
No. 4: For circulars .....		1.79	1.60	1.30	1.17	.83	.75
No. 5: Extra letter.....	First .....	4.10	2.90	2.45	2.35	1.89	1.70
Do .....	Second..	3.46	2.80	2.20	2.00	1.50	1.36
Do .....	Third..	2.79	2.30	2.10	1.78	1.17	1.14
No. 6: Extra letter for circulars.....		2.58	1.90	1.50	1.38	1.12	1.00
No. 7: Official.....	First .....	6.50	4.50	3.80	3.52	2.80	2.50
Do .....	Second..	5.60	4.30	3.40	3.20	2.50	2.30
No. 8: Extra official.....	First .....	9.79	5.00	4.00	3.90	3.30	2.90
No. 12: Newspaper wrappers .....		1.25	1.20	1.10	.90	.88	.70
Average price per thousand.....		3.80	2.72	2.23	2.07	1.63	1.45

The items in the foregoing table are the leading ones in the schedule. It will be observed that the average price has been reduced from \$3.80, in 1870, to \$1.45 under the present contract.

#### RECAPITULATION OF SAVINGS BY NEW CONTRACTS.

From the foregoing it will appear that the amount of saving annually by the several new contracts, based upon the present quantities required, is as follows:

Postal-cards .....	\$54,591.40
Registered-package and official envelopes .....	7,434.71
Stamped envelopes and newspaper wrappers.....	100,000.00
Total.....	162,026.11

From the total of \$162,026.11, as above, there should be made a deduction of \$9,406.46 for the increased cost of procuring postage-stamps, leaving a net annual saving by the new contracts of \$152,619.65, and this amount is equal to a little more than 11 per cent. of the total expenditure (\$1,284,433.35) for postage-stamps, postal-cards, stamped envelopes and newspaper wrappers, and official and registered-package envelopes during the fiscal year ending June 30, 1890.

Inquiries were made during the past year of various leading foreign governments as to the cost of procuring by them the kinds of supplies corresponding to the foregoing. The replies in most cases were given as confidential, and it would, therefore, be improper to repeat them here. It will be sufficient to say that in every case the cost was largely in excess of that incurred by this Department for its supplies.

The estimated gross value of the postage-stamps, stamped envelopes,

newspaper wrappers, and postal-cards to be issued during the ensuing fiscal year is \$71,912,673.16, at an estimated cost of manufacture of \$1,350,000. Of this latter amount, the estimated cost of manufacture of stamped envelopes and newspaper wrappers (\$933,000) will be refunded when the envelopes and wrappers are sold to the public, leaving the estimated net cost of supplies at \$417,000.

#### NEW DESIGNS FOR ORDINARY ADHESIVE POSTAGE STAMPS.

Reference has been made in a previous portion of this report to the award of the postage-stamp contract in October last for ordinary postage-stamps of a somewhat smaller size than those then in use. This change necessitated the engraving of new dies and plates for printing, provision for which was made by the new contract without extra expense to the Department. The work was taken in hand immediately upon the award of the contract and hurried forward as rapidly as possible.

A time-honored custom was followed by selecting as the leading features of the designs the portraits of personages of great eminence in American history. In the main the subjects of the pictures in the old series of stamps were retained, though some changes were made in their arrangement on the several denominations of the stamps. Franklin and Washington continued to keep their positions on the 1 and 2-cent stamps. The head of Jackson was placed on the 3-cent stamp, being substituted for one of Washington. On the 4-cent stamp the profile of Lincoln took the place of that of Jackson transferred to the 3-cent stamp. An appropriate choice for the 5-cent stamp, which is in the main used for foreign correspondence, was the head of General Grant. The picture of Garfield, previously on the 5-cent stamp, was transferred to the 6-cent stamp. On the 10-cent stamp the head of Daniel Webster was substituted for that of Thomas Jefferson, which was transferred to the 30-cent stamp. The head of Henry Clay was placed on the 15-cent stamp in lieu of Webster. On the 90-cent stamp the head of Commodore Oliver H. Perry was retained. A variety of effects was produced by facing some of the portraits to the right, some to the left, and by changing some of the profiles to three-quarters face.

The pictures were in medallion with a heavily shaded background set in an ornamental frame containing the words and figures expressive of the object and value of the stamps. The designs were engraved with the utmost care, and proofs of the dies passed many times between New York and Washington for criticism and revision. At least five different engravings were made of the head of General Grant before the picture was approved.

Preparations for all the new stamps, except the 4 and 5 cent denominations, were completed early in February, and the first order was sent to the contractors from the Department on the 17th of February, 1890, calling for a total of 43,644,600 stamps, valued at \$784,323, to be distributed among one hundred and ten of the leading post-offices. At the same time instructions were sent to the selected offices to place the stamps on sale simultaneously on the 22d of February, and these instructions were carried into effect. The first order for the 4 and 5 cent stamps was issued on the 2d of June, the supply of the old style of these denominations being meanwhile continued.

Of a total of 2,219,737,060 ordinary postage-stamps issued during the year ending June 30, 1890, 1,391,357,960 were of the old designs, and

828,379,100 were of the new designs. The new stamps were received with a marked degree of favor by the public press, and many complimentary expressions regarding the change were received from eminent philatelists.

The following is a description of each stamp in the new series, namely:

*One-cent.*—Profile bust, after Rubrecht, of Benjamin Franklin, looking to the left, on an oval disk, with dark background and narrow white border, immediately above which, set in a panel conforming to the curve of the disk, are the words "United States Postage" in white capitals, and below which, in slightly larger and shaded letters, arranged in a waved line running nearly the whole width of the stamp, are the words "One cent." Just above these latter words, on either side, is a white numeral of denomination—the Arabic figure "1"—in a small oval space, surrounded by an ornate scroll, the upper portion of which is connected with and serves as a support to the panel around the medallion. The whole is placed upon a distinctly lined oblong tablet, seven-eighths of an inch high by three-quarters of an inch wide, with beveled sides and bottom. The color is ultramarine blue.

*Two-cent.*—Profile bust, after Houdon, of George Washington, looking to the left, on an oval disk. The surroundings of the medallion are the same as in the 1-cent stamp, with the necessary change of figures and letters representing the denomination. Color, carmine.

*Three-cent.*—Profile bust, after Powers, of Andrew Jackson, looking to the left, on an oval disk. The surroundings of the medallion are the same as in the 1-cent stamp, with the necessary change of figures and letters representing the denomination. Color, purple.

*Four-cent.*—Portrait of Abraham Lincoln, after a photograph from life, three-quarters face, looking to the right, on an oval disk. The surroundings of the medallion are the same as in the 1-cent stamp, with the necessary change of figures and letters representing the denomination. Color, velvet brown.

*Five-cent.*—Portrait of U. S. Grant, after a photograph from life, three-quarters face, looking to the right, on an oval disk. The surroundings of the medallion are the same as in the 1-cent stamp, with the necessary change of figures and letters representing the denomination. Color, light brown.

*Six-cent.*—Portrait of James A. Garfield, after a photograph from life, three-quarters face, looking to the left, on an oval disk. The surroundings of the medallion are the same as in the 1-cent stamp, with the necessary change of figures and letters representing the denomination. Color, light maroon.

*Ten-cent.*—Portrait of Daniel Webster, after a daguerreotype from life, three-quarters face, looking to the left, on an oval disk, with dark background and narrow white border, around the upper half of which, set in a panel conforming to its curve, are the words "United States Postage," in small white capitals, the words "Ten Cents," in somewhat similar letters, being placed in a like panel below the medallion. Below this again, in the two lower corners of the stamp, are plain Arabic numerals of denomination "10," set in circular spaces, surrounded with ornate scrolls, not unlike those in the 1-cent stamp. The whole is placed upon an oblong tablet, seven-eighths of an inch high by three-fourths of an inch wide, with beveled sides and bottom. The color is millori green.

*Fifteen-cent.*—Portrait of Henry Clay, after a daguerreotype from life, three-quarters face, looking to the left, on an oval disk. The surroundings of the medallion are substantially the same as in the 10-cent stamp, with appropriate changes of figures and letters representing the denomination. Color, deep blue.

*Thirty-cent.*—Profile bust of Thomas Jefferson, after Ceracchi, looking to the left, on an oval disk. The surroundings of the medallion are the same as in the 10-cent stamp, with the necessary change of the letters and figures of denomination, the latter, however, being of block form. Color, black.

*Ninety-cent.*—Profile bust of Commodore O. H. Perry, after Wolcott's statue, looking to the left, on an oval disk. The surroundings of the medallion are substantially the same as in the 30-cent stamp, with the necessary change of the letters and figures of denomination. Color, orange.

No changes were made in the sizes, designs, and colors of the special-delivery, postage-due, and newspaper and periodical stamps.

The stamps of past issues, which are still recognized in payment of postages, consist of three different styles, and are known as the series of 1861, 1869, and 1870, respectively. The two several issues of stamps made before the war of the rebellion, and designated as the 1847 and 1851 series, were long since declared to be valueless.

As no printed description of the obsolete stamps has ever appeared in the official reports, one is hereby appended, to wit:

## OBSOLETE ISSUE OF 1847.

*Five-cent.*—Portrait of Franklin, after painting by John B. Longacre, three-quarters face, looking to the left, on an oval disk, with dark ground, white neckerchief and fur collar to coat, the whole surrounded with a faintly-engraved wreath of leaves, on which in the two upper corners are the letters "U" and "S," and in each of the two lower corners a large figure "5." In a curved line around the upper portion of the medallion are the words "Post Office," and around the lower part the words "Five Cents." A border of fine straight lines goes around the entire stamp. Color, light brown.

*Ten-cent.*—Portrait of Washington, from Stuart's painting, three-quarters face, looking to the right, on an oval disk, with dark ground, white neckerchief and black coat, faint wreath of leaves around all, on which in the upper corners are the letters "U" and "S," and in each of the lower corners a large Roman numeral "X." In a curved line around the upper and lower parts of the medallion, as in the case of the five-cent stamp, are the words "Post Office" and "Ten Cents." Color, black. A border of fine straight lines goes around the whole stamp.

## OBSOLETE ISSUE OF 1851.

*One-cent.*—Profile bust of Franklin, looking to the right, on an oval disk, with dark ground, the words "U. S. Postage" in outline capitals on a curved panel above, and the words "One Cent" in similar letters on a curved panel below. On the corners, and partly surrounding the two panels, are convolute scroll-work ornaments, nearly meeting in points on the sides. Color, indigo blue.

*Three-cent.*—Profile bust of Washington, after Houdon, facing to the left, on an oval disk, with very dark ground, and a white line border. Around this oval is a beautifully tessellated frame, terminating in each of the four corners with a fine lathe-work rosette. At the top of the stamp is a straight panel, with a piece at each end cut off, bearing the words "U. S. Postage" in white capitals; at the bottom of the stamp, in a similar panel and with similar letters, are inscribed the words "Three Cents." A fine line incloses the stamp, forming a rectangle. Color, brick-red.

*Five-cent.*—Portrait of Jefferson, after a painting by Stuart, three-quarters face, looking to the right, on an oval disk, with dark ground, and a distinct white border, on the upper and lower portions of which are four irregular-shaded segmental spaces. Around the whole is a four-sided oblong frame with rounded corners, terminating in slight incisions, the whole filled in with two rows of geometric lathe-work, and bearing in a wavy line at the top the words "U. S. Postage" in white capitals, and at the bottom the words "Five Cents," similarly displayed. Color, brown.

*Ten-cent.*—Portrait of Washington, after the painting by Stuart, three-quarters face, looking to the left, on an oval disk, with very dark ground, and a border, which is white below and slightly shaded above. Around the upper portion of the medallion, on a dark ground, are thirteen white stars, above which again in a white panel are the words, in small solid capitals, "U. S. Postage," connecting two circular spaces on the corners, each containing the Roman numeral "X." Below the medallion, in a wavy panel, are the words "Ten Cents," in large white capitals. The whole is surrounded with shaded scroll-work of a highly ornate character. Color, dark green.

*Twelve-cent.*—Portrait of Washington, after the painting by Stuart, three-quarters face, looking to the left, on an oval disk, with dark ground and a fine shaded line border. Above the medallion, and conforming to its curve, on a light background, are the words "U. S. Postage" in white shaded capitals, and below the medallion, similarly inscribed and displayed, are the words "Twelve Cents." Around the whole, and inclosed in a fine double-lined rectangle, is a beautifully tessellated frame, separated at each of the four corners by a lathe-work rosette. Color, black.

*Twenty-four cent.*—Portrait of Washington, after the painting by Stuart, three-quarters face, looking to the right, on an oval disk, with very dark ground, surrounded by a solid curved border, bearing above the words "U. S. Postage," and below the words "Twenty four cents," in white capitals—the two inscriptions being separated on each side by a small triple rectangle. Around the whole of this is a mass of badly-mixed lathe-work, forming a frame of irregular oblong form, with rounded corners and curved incisions, all inclosed by a fine outer line. Color, very dark lilac.

*Thirty-cent.*—Profile bust of Franklin, looking to the left, on an oval disk, with a very dark ground, and with a slightly-shaded border. In an irregular panel at the top are the words "U. S. Postage" in two lines of white capitals; at the bottom in a panel are the Arabic numerals "30;" on the two sides are the words "Thirty" and "Cents" respectively, in white capitals; at each of the four corners is a shield,

placed obliquely, with fine radiations, and connected with ornate shaded scrolls. The two sides and the top of the stamp are inclosed by a fine double line, ending in six spear-points. Color, orange.

*Ninety-cent.*—Portrait of Washington, in general's uniform, after the painting by Trumbull, three-quarters face, on a very dark oblong ground, with arched top. In a solid panel, conforming to the curve of this arch, are the words "U. S. Postage," in white capitals, while at the bottom of the portrait, in a straight panel, with rounded ends, are the words "Ninety Cents." Connecting these two panels, and forming an oblong frame for the portrait, are scroll-work ornaments, resting on a sort of pedestal. Color, deep indigo blue.

*One-cent carrier-stamp.*—Profile bust of Franklin, looking to the left, on an oval disk, with very dark ground and a distinct white border. Around this disk is a tessellated frame, separated at the four corners by lathe-work rosettes, similar to those in the 12-cent stamp. In straight panels at the top and bottom of this frame are the words "Carriers" and "Stamps" respectively, a white star on a dark circle being at the beginning and end of each word. The whole is inclosed in a fine single-line rectangle. Color, indigo blue, on rose-colored paper.

*One-cent carrier-stamp.*—Picture of an eagle on the branch of a tree, poised for flight, looking to the left, on an oval disk, partly filled with clouds and sun-rays. Around this disk is a solid band, separated on the right and left sides by a lined panel, and bearing above the words "U. S. P. O. Despatch," and below the words "Prepaid. One Cent"—all in white capitals. Above and below the band, and forming corners to the stamp, are laurel and oak leaves—oak to the left and laurel to the right. Color, indigo blue. This stamp, unlike all other stamps in the series, is of less height than width.

The following general statements, in addition to the foregoing technical descriptions, will enable any one to readily distinguish the two obsolete series of stamps from all others:

(1) The 5-cent stamp of the 1847 series bears a portrait of Franklin, in three-quarters face, after a *painting* by Longacre. All other stamps bearing portraits of Franklin are *profiles* from *busts*.

(2) The 10-cent stamps of both the 1847 and 1851 issues bear the Roman numeral "X." No other stamps of any series bear Roman numerals.

(3) The 1, 3, 5, 12, 24, and 90 cent stamps, and the eagle carrier-stamp of the 1851 issue, have the denominations indicated *solely* by *words*. All other stamps have the denominations indicated by *both words and numerals*, except the Franklin carrier-stamp of 1851, which has no indication at all of the denomination.

(4) The 30-cent stamp of 1851 is the only stamp ever issued bearing four shields.

#### PROPOSED NEW DESIGNS OF POSTAL-CARDS.

Following the adoption, in the new contract of 1889, of three different styles of postal-cards, it was determined to change the designs for printing the cards. With the object of securing if possible appropriate and attractive styles proposals were invited by advertisement of September 18, 1889, from artists, designers, and others, for such designs or drawings for printing postal-cards as bidders might wish to submit. The 6th of November was fixed as the time for closing the bids. One hundred and fifty-nine proposals were received, but upon examination by a committee appointed for the purpose none of the designs or drawings submitted were found to be suitable for the purpose, being in most cases too elaborate for practical requirements. The difficulty in the new contract for furnishing cards, to which allusion has been made, suspended preparations for the issue of the new sizes and designs. Later, the work of preparing the new designs was placed in the hands of the Bureau of Engraving and Printing of the Treasury Department, and none of the efforts thus far made have proved fully satisfactory.

Pending the approval of the new designs the issue of the two additional sizes of postal-cards has been deferred.

#### ADDITIONAL CLERICAL FORCE NEEDED.

In concluding the statement of the work of the Division of Postage Stamps for the past fiscal year, I am compelled to call attention to the urgent need of an increase of its clerical force.

The business of the division has increased, and will continue to increase year by year, and is of such a nature that unless it is promptly and rapidly performed postmasters are liable to be subjected to much annoyance and the public to great inconvenience. For the careful and satisfactory, as well as expeditious, performance of the work now devolving upon it, its present force is entirely inadequate. In 1885 the number of clerks in the division was 45, and the number of requisitions filled during the fiscal year ending June 30, 1885, was 505,851. At present its clerical force is 48, and the number of requisitions filled during the past fiscal year was 658,419, an increase of 152,568, or 30 per cent. A corresponding increase of force would have given the division 13 additional clerks. But in addition to this increase in the regular work of the division since the date named, there has been assigned to it the duty of examining the applications of publishers of newspapers and periodicals for the entry of their publications as second-class mail matter, and of passing upon the question whether, according to the Postal Laws and Regulations, these publications are entitled to such entry or not. This work occupies all the time of 4 clerks and a portion of the time of another as type-writer. This makes a total increase of work that would call for an increase in the clerical force of 17 clerks. Deducting from this the increase received during the last five years—3 clerks—and there remains a deficiency of 14.

It is considered desirable that a change should be made in the system of checking the accounts kept with each postmaster of the supplies of postage-stamps, postal-cards, and stamped envelopes sent to his office; and to perform the additional work that will be thus required will take at least 4 clerks, thus making, with this work added, a total increase of clerical force required, to place the division upon the relative basis of five years ago, of 18. In view of this great increase of business, I must earnestly request that the present clerical force may be increased by at least 10 clerkships, which is an actual increase of only 2 for the performance of the class of work that has increased 30 per cent. in five years.

#### DIVISION OF REGISTRATION.

The classification and number of pieces of mail matter registered during the fiscal year ending June 30, 1890, are shown as follows:

Domestic letters, 10,299,902; domestic parcels, 1,065,750; foreign letters, 743,599; foreign parcels, 54,918; and free matter, 2,782,912; or a total of 14,947,081.

As compared with the previous fiscal year there was an increase of 609,265, or 6.28 per cent., in domestic letters; of 54,799, or 7.95 per cent., in foreign letters; of 6,092, or 12.47 per cent., in foreign parcels; of 231,871, or 9.08 per cent., in free matter; and a decrease of 16,812, or 1.55 per cent., in domestic parcels; making a total increase of 885,215, or 6.29 per cent., in the number of pieces registered.

The registry fees collected during the year amounted to \$1,216,416.90,

an increase of \$65,334.40, or 5.67 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 7,369. Of this number 4,714 were investigated, leaving 2,655 outstanding at the close of the year.

Of the 4,714 cases investigated it was found that there was no loss in 2,763 cases, and the ascertained losses were 1,951, which 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.....	769
Losses chargeable to depredations of postal officials.....	420
Losses through postal employes from other causes than theft.....	246
Losses resulting from robbery, etc., by outside parties.....	411
Losses the responsibility for which could not be fixed.....	105

The number of these cases in which recoveries were made and the amounts lost were paid are as follows:

Through the office of the Chief Inspector.....	489
Through the Dead Letter Office.....	173
By outside parties, direct to losers.....	67

Total number of cases of recovery..... 729

It will thus be seen that the total number of cases in which there was no recovery is 1,222, or 1 in every 12,231 pieces registered. Assuming that the proportion of total losses will be as great in the 2,655 cases not yet investigated as in the 4,714 already investigated, the number of absolute losses to the entire 7,369 complaints will reach 1,910, or 1 in every 7,825 pieces registered.

This unusually large percentage of losses is not due to any fault in the registry system, nor to the negligence or dishonesty of postal employes. There have been several exceptional cases—among them the burning of a train on the Union Pacific Railroad and the burglary of the post-office at Albuquerque, N. Mex., in which alone 280 registered pieces were lost—that have tended to greatly increase the number of losses.

The two items "Losses chargeable to burning of post-offices, wrecks of postal cars, etc.," and "Losses resulting from robbery, etc., by outside parties," show 1,180 pieces lost during the past fiscal year, as against 586 pieces lost from the same causes during the preceding year, an increase of 101.4 per cent., while the entire number of ascertained absolute losses in the cases investigated, and the estimated number of absolute losses in the cases yet to be investigated, will show an increase of 67 per cent. for 1890 over the preceding year.

#### THROUGH REGISTERED POUCH, INNER REGISTERED SACK, AND BRASS-LOCK EXCHANGES.

The transmission of registered matter between central points in through registered pouches and inner registered sacks, closed with the rotary or "tell-tale" locks, and in leather pouches closed with special brass locks that can only be opened at the offices supplied with a special key, is still successfully carried on, as heretofore, save that the number

of some of the exchanges has been increased, while that of others has been diminished.

The following table shows the number of each of these exchanges in operation at the close of the past fiscal year:

Through registered pouch exchanges.....	476
Inner registered sack exchanges.....	445
Brass-lock exchanges.....	220
Total number of all exchanges.....	1,141

#### INCREASE IN THE REGISTRY BUSINESS.

The following comparisons have been instituted for the purpose of showing the increase in the registry business done during the past fiscal year over that done during each of the five preceding years:

The increase in the total number of pieces registered during the past fiscal year, as compared with the fiscal year ending June 30, 1885, is 3,903,825, or 35.3 per cent., while in registry fees it is \$287,518.50, or 30.9 per cent.; as compared with the year ending June 30, 1886, the increase in the number of pieces registered is 3,298,854, or 28.3 per cent., and in the amount of registry fees collected it is \$246,464.20, or 25.4 per cent.; as compared with the year ending June 30, 1887, the increase in the number of pieces registered is 2,422,660, or 19.3 per cent., and in fees \$181,740.10, or 17.5 per cent.; as compared with the year ending June 30, 1888, the increase in the number of pieces registered is 1,269,912, or 9.2 per cent., and in fees collected \$91,262.50, or 8.1 per cent.; while as compared with the year ending June 30, 1889, the increase in the number of pieces registered is 885,215, or 6.29 per cent., and in fees collected \$65,334.40, or 5.67 per cent.

*Table showing the annual increase in the total number of pieces of mail-matter registered and the amount of registry fees collected for each year as compared with the preceding year, from the fiscal year ending June 30, 1885, to and including the fiscal year ending June 30, 1890.*

Year.	Pieces registered (increase).		Fees collected (increase).	
	Number.	Per cent.	Amount.	Per cent.
1885.....	203,289	1.8	\$28,180.90	2.9
1886.....	604,971	5.4	41,054.30	4.4
1887.....	876,194	7.5	64,724.10	6.5
1888.....	1,152,748	9.2	90,477.60	8.7
1889.....	384,607	2.8	25,928.10	2.3
1890.....	885,215	6.29	65,334.40	5.67

It is thus evident that the utility and security of the service are commending it to the public, and that its patronage is being increased each year.

#### INTERNATIONAL REGISTERED POUCH EXCHANGES.

The number of registered pouch exchanges between United States post-offices and offices of Canada, Mexico, and Cuba, respectively, remains unchanged. Some improvement with respect to routes and connections has been made for the registered pouch exchange between St. Paul, Minn., and Winnipeg, Canada. Since the system of international registered pouch exchanges has been established, losses have been al-

most unknown, and the confidence of the public on both sides of our borders is shown in a largely increased business. At Buffalo alone 99,830 registered letters were exchanged with Ontario, Canada, during the last fiscal year.

**SPECIAL OFFICE SYSTEM FOR REGISTRY DIVISIONS OF LARGE POST-OFFICES; ALSO PLANS FOR ENCLOSURES AND FIXTURES FOR REGISTRY DIVISIONS.**

Several offices have been added to the list of those in which comprehensive changes have been made for the purpose of unifying the methods of keeping books, of making checks and balances, and of providing for individual responsibility in the different processes of working the registered mails.

A new form of slip receipt, to be attached to registered pieces for carrier delivery, has been successfully introduced at three large post-offices, and dispenses at such offices with any necessity for carriers' registry delivery books. The manifold process is used in entering a description of all registered pieces for carrier delivery, the one entry making an office record and also slip receipts, which are detached on perforated lines and are used in taking the signatures of addressees for registered pieces as delivered.

Many plans and designs for registry spaces and fixtures in old as well as new post-office buildings have been prepared under my direction.

**REGISTERED PACKAGE ENVELOPES OF EXTRA SIZE.**

In the letting of contract on May 28, 1890, for official envelopes, provision was made for a new size of registered package envelope, to measure  $11\frac{1}{2}$  inches in length by  $6\frac{3}{4}$  inches in breadth. Hitherto special wrappers have been hastily made up of paper, twine, and sealing material, furnished at the cost of the Department, to cover registered letters dispatched to one post-office address, which were too numerous or too bulky in their character for enclosure in registered package envelopes of the ordinary size. The large envelopes will furnish a remedy for inconveniences which have for a long time been experienced at post-offices of the first and second class, to which for the present their use has been restricted. They will also be employed in dispatches between small stations and the post-offices to which they are attached.

**SPECIAL FORMS AND SYSTEM FOR REGISTRY BUSINESS AT SMALL OR PARTIAL STATIONS OF POST-OFFICES.**

A large number of partial stations have been established during the past year, and the methods of conducting under varying conditions the registry business and dispatches of such stations have been reduced to a system, and forms and instructions issued accordingly.

**REGISTRATION WITNESSING BOOKS FOR MAILING DIVISIONS OF CERTAIN POST-OFFICES.**

At many of the larger post-offices, clerks of mailing divisions are required to receive and dispatch registered packages and inner sacks which arrive at and leave the post-office with the ordinary mail under cover of iron-lock pouches. After registry divisions have closed business for the day, registered pieces must frequently remain for hours in

charge of mailing clerks, awaiting transfer or dispatch. Hitherto there has been no authorized plan for fixing and limiting individual responsibility in connection with this class of transfers of registered pieces. Consequently a book has been prepared and a system introduced to provide that the deposit of registered matter in or its removal from iron-lock pouches shall be witnessed on the new book with the initials of two clerks of mailing divisions who attend to the locking and unlocking of iron-lock pouches. It is believed that this new record will be of service to post-office inspectors, and that the system itself will be an added safeguard against losses.

#### DIVISION OF FILES, RECORDS, AND MAILS.

The total number of letters and parcels received, opened, and examined in this division during the year was 1,307,680, an increase of 25,220 over the number for the preceding year. Among these letters and parcels 390 contained money; 12,660 contained postage-stamps, stamped envelopes, and postal cards, returned by postmasters for redemption or credit. The number of registered letters and parcels received was 17,845.

Of all the letters received, 19,183 were briefed, recorded, and systematically filed after final action.

The number of letters written, copied, indexed, and mailed by the office was 28,765, exclusive of circular letters and instructions.

#### PAPERS IN APPENDIX TO THIS REPORT.

In connection with this report, I desire to invite attention to the following named tabular statements and other papers forming an appendix to this report, 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, 1892.

No. 2. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1890, 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, 1890, over those of the fiscal year ending June 30, 1889.

No. 4. Statement showing receipts and expenditures by quarters, for the fiscal year ending June 30, 1890, compared with fiscal years ending June 30, 1889, and June 30, 1888.

No. 5. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1890.

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, 1890.

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, 1890.

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, 1890, 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, 1890.

No. 10. Statement by fiscal years of the issues of stamped envelopes from the date of their introduction, June 30, 1853, to June 30, 1890, 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, 1890.

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, 1890.

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, 1890, 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, 1890.

No. 17. Copy of contract for the manufacture and supply of postage-stamps during the four years beginning on January 1, 1890.

No. 18. Copy of contract for the manufacture and supply of postal-cards during the four years beginning October 1, 1890.

No. 19. Copy of contract for the manufacture and supply of stamped envelopes and newspaper wrappers during the four years beginning October 1, 1890.

No. 20. Copy of contract for the manufacture and supply of registered package, tag, official, and dead-letter envelopes during the year beginning July 1, 1890.

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 THE THIRD ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., October 23, 1890.

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, 1892:

1. For manufacture of adhesive postage and special-delivery stamps .....	\$203,000
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 .....	933,000
4. For pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, and letter sheets, and expenses of agency .....	17,800
5. For manufacture of postal-cards .....	214,000
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 .....	127,000
8. For ship, steamboat, and way letters .....	2,500
9. For engraving, printing, and binding drafts and warrants .....	4,000
10. For miscellaneous items .....	1,000
<b>Total .....</b>	<b>1,519,100</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, 1890, are as follows: Ordinary stamps, 2,219,737,060; postage-due stamps, 13,638,190; newspaper and periodical stamps, 3,762,398; special-delivery stamps, 2,120,890. The rate of increase in the principal of these items, that of the ordinary postage-stamps, over the issue of the previous year was about 13 per cent., an unusually large increase, which was due mainly to the stocking up of post-offices with a new series of postage-stamps introduced by the Department during the year. Assuming, however, that the increase in all the several issues of stamps will average 10 per cent. per annum, which is not unreasonable, the numbers to be required during the year ending June 30, 1892, with their cost, calculated at the present contract rates, are as follows:

2,685,881,842 ordinary stamps, at 7.47 cents a thousand .....	\$200,635
16,502,709 postage-due stamps, at 8.49 cents a thousand .....	1,401
4,562,500 newspaper and periodical stamps, at 18 cents a thousand .....	819
2,566,376 special-delivery stamps, at 18 cents a thousand .....	462
<b>Total .....</b>	<b>203,317</b>

The estimate may be fixed in round numbers at \$203,000. The present appropriation is \$173,000.

## STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

The actual cost of these articles issued during the year ending June 30, 1890, (inclusive of \$6,829.37 paid out of the deficiency appropriation act approved September 30, 1890, and not appearing in the report of the Sixth Auditor), aggregated \$859,180.37, which is an increase over the cost of the issues of the previous year of over 14 per cent. This ratio of increase is unusually large and will not probably continue; but it is hardly thought safe to base the estimate for future issues of envelopes on a less rate than 10 per cent., which, making allowance for a general reduction in the contract rates for manufacturing the envelopes, produces (omitting cents in the calculation) the following result:

Cost of stamped envelopes, newspaper wrappers, and letter sheets during the year ending June 30, 1890 .....	\$859,180
Add 10 per cent. for increase .....	85,918
<b>Gives cost, at old contract rates, for year ending June 30, 1891 .....</b>	<b>945,098</b>
Add 10 per cent. again .....	94,509
<b>Gives cost, at old contract rates, for year ending June 30, 1892 .....</b>	<b>1,039,607</b>
Deduct, for reduction in rates of manufacture under new contract (reduction averaging 10.8 per cent.) .....	107,079
<b>Leaves net amount required .....</b>	<b>932,528</b>

The estimate may be fixed at \$933,000. The present appropriation is \$875,000.

#### POSTAL-CARDS.

The number of postal-cards issued to postmasters during the year ending June 30, 1890, was 429,515,350, which is an increase of 11 per cent. over the issue of the preceding year. During the present and coming fiscal years it is quite likely that the ratio of increase in issues will be nearly as great—say 10 per cent.—which will produce an issue during the year ending June 30, 1892, of 519,713,573. Heretofore postal-cards of but one size have been issued; but the present contract for their manufacture provides for three different sizes and qualities, with different prices, and the Department has made arrangements to begin the issue of the new sizes at an early day. The estimated proportions of these three kinds, making up the above total, and the cost of their manufacture at present contract rates, are as follows:

119,713,573 cards of size No. 1, at 27 cents a thousand .....	\$44,294
299,000,000 cards of size No. 2, at 35 cents a thousand .....	70,000
200,000,000 cards of size No. 3, at 50 cents a thousand .....	100,000
<b>Total .....</b>	<b>214,294</b>

The estimate is put in round numbers at \$214,000. The present appropriation is \$180,000.

#### 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, 1890, was \$107,845.50, which is an increase of about 8½ per cent. over the cost of these articles during the preceding year. It is reasonable to suppose that this ratio of increase will continue; it is therefore adopted as the basis of the present estimate:

Cost of envelopes during the year ending June 30, 1890 .....	\$107,845
Add 8½ per cent. for increase .....	9,167
<b>Gives estimated cost for year ending June 30, 1891 .....</b>	<b>117,012</b>
Add 8½ per cent. again .....	9,946
<b>Gives estimated cost for year ending June 30, 1892 .....</b>	<b>126,958</b>

The estimate in round numbers is \$127,000. The present appropriation is \$116,000.

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

The following-named amounts, being the same as provided for by current appropriations, except in the case of the stamped-envelope agency, will be needed by the several distributing agencies, namely:

For the postage-stamp agency .....	\$9,000
For the stamped-envelope agency .....	17,800
For the postal-card agency .....	7,800

The increase of \$1,800 for the stamped-envelope agency contemplates the employment of one additional clerk at \$1,200, and one laborer at \$600. The present appropriation of \$16,000 has not been increased since 1876, since which time the number of stamped envelopes issued has more than trebled. It is desirable that the envelopes be furnished on requisitions with the greatest promptness after their receipt, and the work is now being delayed for want of an adequate force.

#### SHIP, STEAMBOAT, AND WAY LETTERS.

Under the law, owners and 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, \$4,000; the increase being due to the constant 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, 1892.	Increase of estimates for year 1892 over expenditures for year 1890.	
			Amount.	Per cent.
Adhesive postage and special-delivery stamps .....	* \$161,352.68	263,000	41,647.32	25.8
Postage-stamp agency .....	8,117.41	9,000	882.59	10.9
Stamped envelopes, newspaper wrappers, and letter sheets .....	† 852,180.37	933,000	73,819.63	8.6
Stamped-envelope agency .....	15,360.00	17,800	2,440.00	15.9
Postal-cards .....	156,056.80	214,000	57,943.20	37.1
Postal-card agency .....	7,208.47	7,800	591.53	8.2
Registered package, tag, official, and dead letter envelopes .....	107,843.50	127,000	19,156.50	17.7
Ship, steam-boat, and way letters .....	1,211.84	2,500	1,288.16	106.3
Engraving, printing, and binding drafts and warrants .....	2,878.50	4,000	1,121.50	38.6
Miscellaneous items .....	90.15	1,000	909.85	1092.6
Total .....	1,319,299.72	1,519,100	199,800.28	15.1

\* This is inclusive of \$5,478.68 paid out of the deficiency appropriation act approved September 30, 1890, and which does not appear in the report of the Sixth Auditor.

† Inclusive of \$6,829.37 paid out of the deficiency appropriation and not appearing in Auditor's report.

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, 1892.	Increase of estimates for year 1892 over appropriation for 1891.	
			Amount.	Per cent.
Adhesive postage and special-delivery stamps .....	\$173,000	\$203,000	\$30,000	17.3
Postage-stamp agency .....	9,000	9,000	.....	.....
Stamped envelopes, newspaper wrappers, and letter sheets .....	875,000	933,000	58,000	6.6
Stamped-envelope agency .....	16,000	17,800	1,800	11.2
Postal-cards .....	180,000	214,000	34,000	18.9
Postal-card agency .....	7,800	7,800	.....	.....
Registered package, tag, official, and dead-letter envelopes .....	116,000	127,000	11,000	9.5
Ship, steam-boat, and way letters .....	2,500	2,500	.....	.....
Engraving, printing, and binding drafts and warrants .....	3,500	4,000	500	14.3
Miscellaneous items .....	1,000	1,000	.....	.....
Total .....	1,383,800	1,519,100	135,300	9.8

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, 1890.

Items.	Amount of appropriation.	By accounts up to September 30.		
		Amount of expenditures.	Balance unexpended.	Excess of expenditures.
Office of the Postmaster-General:				
For mail depredations and post-office inspectors, and fees to United States marshals, attorneys, etc.	\$200,000.00	\$191,827.86	\$8,172.14	-----
For advertising	18,000.00	17,126.76	873.24	-----
For miscellaneous items	1,500.00	922.93	577.07	-----
Office of the First Assistant Postmaster-General:				
For compensation to postmasters	13,600,000.00	13,753,095.69	-----	\$153,095.69
For compensation to clerks in post-offices	6,550,000.00	6,515,943.23	34,056.77	-----
For rent, light, and fuel for first and second class post-offices	610,000.00	579,069.62	30,930.38	-----
For rent, light, and fuel for third-class post-offices	505,080.00	422,164.15	82,915.85	-----
For miscellaneous and incidental items for first and second class post-offices, including furniture	110,000.00	103,139.61	6,860.39	-----
For free-delivery service	8,000,000.00	7,975,845.35	24,154.65	-----
For stationery in post-offices	57,500.00	51,971.09	5,528.91	-----
For wrapping twine	85,000.00	78,033.88	6,966.12	-----
For wrapping paper	50,000.00	49,898.78	101.22	-----
For letter balances, scales, and test-weights	15,000.00	14,989.20	10.80	-----
For postmarking and rating stamps, and ink, and pads for stamping and canceling purposes	35,000.00	33,294.68	1,705.32	-----
For packing-boxes, saw-dust, paste, and hardware	3,000.00	7,413.48	1,586.52	-----
For printing facingslips, labels, blanks, and books for first and second class post-offices	7,000.00	5,355.26	1,644.74	-----
Office of the Second Assistant Postmaster-General:				
For inland mail transportation—star routes	5,650,000.00	5,320,732.37	329,267.63	-----
For inland mail transportation—steamboat routes	462,689.79	444,343.64	18,346.15	-----
For mail-messenger service	1,000,000.00	974,660.76	25,339.24	-----
For mail bags and mail bag catchers	225,000.00	160,143.80	64,856.20	-----
For mail locks and keys	15,000.00	8,831.42	6,168.58	-----
For repair shop for mail bags and mail locks and keys	10,000.00	9,646.18	353.82	-----
For inland mail transportation—railroad routes	19,646,980.94	19,087,274.57	559,706.37	-----
For railway post-office car service	2,260,000.00	2,203,151.01	56,848.99	-----
For railway post-office clerks	5,600,000.00	5,562,844.35	37,155.65	-----
For necessary and special facilities on trunk lines	295,655.34	292,971.93	2,683.45	-----
For miscellaneous items	1,000.00	519.99	480.01	-----
Office of the Third Assistant Postmaster-General:				
For postage-stamps	165,874.00	155,874.00	10,000.00	-----
For postage-stamp agency	9,000.00	8,117.41	882.59	-----
For stamped envelopes, newspaper wrappers, and letter sheets	868,351.00	852,351.00	16,000.00	-----
For stamp-envelope agency	16,000.00	15,360.00	640.00	-----
For postal-cards	228,781.00	156,056.80	72,724.20	-----
For postal-card agency	7,800.00	7,268.47	531.53	-----
For registered-package, tag, official, and dead-letter envelopes	109,745.00	107,843.50	1,901.50	-----
For ship, steamboat, and way letters	2,500.00	1,211.84	1,288.16	-----
For engraving, printing, and binding drafts and warrants	3,000.00	3,000.00	-----	-----
For special delivery service	141,502.26	141,502.26	-----	-----
For miscellaneous items	1,000.00	90.15	909.85	-----
Office of the Superintendent of Foreign Mails:				
For transportation of foreign mails	655,000.00	563,106.85	91,893.15	-----
For balance due foreign countries	100,000.00	59,904.74	40,095.26	-----
For United States delegates to Vienna	-----	-----	-----	-----
Postal Congress	5,000.00	-----	5,000.00	-----
	67,326,959.37	65,930,838.61	1,549,216.45	153,095.69

THIRD ASSISTANT—ESTIMATES OF APPROPRIATIONS. 877

No. 3.—Statement showing the increase of revenue from various sources during the fiscal year ending June 30, 1890, over receipts during the fiscal year ending June 30, 1889.

Items.	Gross receipts.		Amount of increase over 1889.	Amount of decrease from 1889.	Per cent.
	Year ending June 30, 1890.	Year ending June 30, 1889.			
1. Letter-postage paid in money.....	\$108,725.41	\$176,612.28	.....	\$67,886.87	38.4
2. Box-rents.....	2,257,505.70	2,188,578.98	\$68,926.72	.....	3.1
3. Fines and penalties.....	6,810.28	19,900.20	.....	13,089.94	65.7
4. Sale of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards.....	57,651,724.58	52,953,101.83	4,698,622.75	.....	8.8
5. Amount taken from dead letters, for which no owners could be found....	12,810.73	12,722.38	.....	411.65	3.2
6. Revenue from money-order business...	824,220.24	787,804.81	36,415.43	.....	4.6
7. Miscellaneous collections.....	20,801.00	36,890.70	.....	16,089.70	43.6
Total.....	60,882,097.92	56,175,611.18	4,803,964.90	97,478.16	*8.37
	56,175,611.18	.....	97,478.16	.....	.....
	4,706,486.74	.....	14,706,486.74	.....	.....

\* Per cent. net increase.

† Net increase.

## No. 4.—Statement of receipts and expenditures by quarters for fiscal year ending

REC

	Quarter ending Sep- tember 30, 1889.	Quarter ending De- cember 31, 1889.	Quarter ending March 31, 1890.	Quarter ending June 30, 1890.
Letter-postage paid in money.....	\$23,180.72	\$76,521.76	\$7,113.96	\$1,968.97
Box rents .....	547,159.57	550,147.53	570,782.83	580,415.77
Fines and penalties .....	5,455.44	342.77	492.95	519.10
Postage-stamps, stamped envelopes, news- paper-wrappers, and postal-cards .....	13,096,494.83	14,961,723.01	15,167,827.10	14,405,679.64
Dead letters.....	2,638.07	3,657.81	2,610.39	3,104.46
Revenue from money-order business .....	182,817.69	247,009.99	200,220.70	193,571.96
Miscellaneous.....	6,720.80	5,350.57	4,010.84	4,718.79
	13,864,767.12	15,874,353.44	15,953,056.77	15,180,918.50

## EXPENDITURES.

Office of the Postmaster-General:				
For mail depredations and post-office inspectors and fees to United States marshals, attorneys, etc .....	\$48,595.87	\$50,986.41	\$44,408.50	\$47,837.68
For advertising .....	4,210.34	3,335.67	4,798.57	4,783.18
For miscellaneous items .....	15.18	296.50	541.00	70.25
Office of the First Assistant Postmaster- General:				
For compensation to postmasters .....	3,285,535.26	3,447,089.23	3,546,061.59	3,474,409.61
For compensation to clerks in post-offices .....	1,559,266.26	1,606,068.17	1,663,418.05	1,687,190.75
For rent, light, and fuel for first and second class post-offices .....	130,206.71	138,972.71	157,242.15	152,648.05
For rent, light, and fuel for third class post-offices .....	84,294.30	115,534.68	106,653.06	115,682.11
For miscellaneous and incidental items for first and second class post-offices, including furniture .....	18,161.76	22,349.51	29,279.94	33,408.46
For free-delivery service.....	1,961,209.54	1,983,269.47	2,001,351.03	2,030,075.31
For stationery in post-offices.....	10,354.59	10,128.86	19,914.19	11,573.45
For wrapping-twine.....	11,234.60	25,889.93	20,562.67	22,496.68
For wrapping-paper .....	13,367.08	13,974.20	12,161.09	11,356.56
For letter balances, scales, and test- weights .....	5,134.15	3,273.45	6,039.60	542.00
For postmarking and rating stamps, and ink and pads for stamping and canceling purposes.....	6,603.68	9,036.09	6,551.60	11,103.31
For packing-boxes, saw dust, paste, and hardware .....	302.50	25.00	664.78	421.20
For printing facing slips, labels, blanks, and books for first and second class post-offices .....	715.09	1,139.44	1,571.97	1,928.76
For compensation of postmasters, read- justed act of March 3, 1883 .....				
Office of the Second Assistant Postmaster- General:				
For inland mail transportation, star routes .....	1,312,506.68	1,338,341.76	1,325,875.45	1,344,014.48
For inland mail transportation, steam- boat routes .....	119,288.03	106,090.72	194,804.69	114,160.60
For mail-messenger service .....	237,403.98	241,234.69	244,962.58	251,119.51
For mail bags and mail-bag catchers .....	28,660.40	61,803.54	30,104.38	39,375.48
For mail locks and keys .....	846.17	2,410.92	4,581.76	992.57
For repair shop for mail bags and mail locks and keys .....	5,454.67	1,807.52	750.00	1,633.99
For inland mail transportation, railroad routes .....	4,742,377.33	4,787,604.90	4,841,123.91	4,716,078.43
For railway post-office car service .....	532,006.29	541,797.53	554,967.01	574,386.18
For compensation of railway post-office clerks .....	1,330,203.48	1,385,536.34	1,406,329.41	1,440,175.12
For necessary and special facilities on trunk lines .....	73,865.42	72,987.64	73,855.42	72,273.45
For miscellaneous items .....	93.85	109.56	57.28	259.39

June 30, 1890, compared with fiscal years ending June 30, 1889, and June 30, 1888.

RECEIPTS.

Total for the year ending June 30, 1890.	Total expenditures on account of previous fiscal years.	Total for the year ending June 30, 1889.	Comparison with year ending June 30, 1889.		Total for the year ending June 30, 1888.	Comparison with year ending June 30, 1888.	
			Increase.	Decrease.		Increase.	Decrease.
\$108,725.41	.....	\$176,612.28	.....	\$67,886.87	\$61,903.40	\$46,822.01	.....
2,257,505.70	.....	2,188,578.98	.....	.....	2,173,284.05	84,221.65	.....
6,810.26	.....	19,900.20	.....	13,089.94	19,583.76	.....	\$12,773.50
57,651,724.58	.....	52,953,101.83	4,698,622.75	.....	49,544,272.72	8,107,451.86	.....
17,126.73	.....	12,722.38	.....	411.65	9,117.72	3,193.01	.....
824,220.24	.....	787,804.81	36,415.43	.....	798,317.83	25,902.41	.....
20,801.00	.....	36,890.70	.....	16,089.70	88,697.31	.....	67,896.31
60,882,097.92	.....	56,175,611.18	4,803,964.90	97,478.16	52,695,176.79	8,267,590.94	80,669.81
56,175,611.18	.....	.....	97,478.16	.....	60,882,097.92	80,669.81	.....
4,706,486.74	.....	.....	4,706,486.74	.....	8,186,921.13	8,186,921.13	.....

EXPENDITURES.

\$191,827.86	\$741.02	\$197,031.91	.....	\$5,204.05	\$290,934.35	.....	\$99,106.49
17,126.73	142.17	15,864.88	\$1,261.88	.....	13,058.41	\$4,068.25	.....
922.98	.....	129.18	793.75	.....	192.05	730.88	.....
13,753,095.59	5,720.58	13,168,990.99	584,104.70	.....	12,589,768.66	1,163,327.03	.....
6,515,943.23	5,459.84	5,919,301.69	590,641.54	.....	5,505,519.07	1,010,424.16	.....
579,069.62	9,168.38	529,879.12	49,190.50	.....	.....	579,069.62	.....
422,164.15	28,421.43	286,102.52	136,061.63	.....	503,111.39	.....	80,947.24
103,139.61	2,111.57	85,158.17	17,981.44	.....	76,980.65	26,158.06	.....
7,975,845.35	1,668.91	6,967,899.84	1,017,945.51	.....	5,422,379.42	2,553,465.93	.....
51,971.09	259.80	42,876.76	9,094.33	.....	49,868.55	2,102.54	.....
78,633.88	.....	71,439.23	6,594.65	.....	71,175.77	6,858.11	.....
49,898.78	.....	44,074.00	5,824.78	.....	43,997.55	5,901.23	.....
14,989.20	.....	14,954.80	34.40	.....	16,999.92	.....	2,010.72
33,294.68	.....	36,366.16	.....	3,071.48	29,999.71	3,294.97	.....
1,413.48	.....	.....	1,413.48	.....	.....	1,413.48	.....
5,355.26	.....	.....	5,355.26	.....	.....	5,355.26	.....
.....	16,188.81	.....	.....	.....	.....	.....	.....
5,320,782.37	23,557.85	5,177,196.43	143,536.94	.....	5,015,178.22	305,554.15	.....
444,343.64	769.21	427,868.98	16,456.66	.....	409,872.56	34,471.08	.....
974,690.76	2,451.54	928,747.09	47,913.67	.....	851,709.39	122,951.37	.....
160,143.80	4,491.77	179,965.25	.....	19,821.45	246,592.67	.....	86,445.87
8,831.43	.....	14,827.03	.....	5,995.61	22,500.54	.....	13,699.12
9,646.18	.....	.....	9,646.18	.....	.....	9,646.18	.....
19,087,274.57	198,810.60	17,843,357.70	1,243,916.87	.....	15,780,841.51	3,296,433.06	.....
2,203,161.01	452.54	1,991,066.61	212,084.40	.....	1,823,964.87	380,186.64	.....
5,562,844.35	4,223.27	5,284,067.09	328,777.26	.....	4,967,302.17	595,542.18	.....
292,971.93	.....	293,038.87	.....	66.94	293,299.16	.....	327.23
519.99	.....	496.86	23.13	.....	294.50	225.49	.....

No. 4.—*Statement of receipts and expenditures by quarters for fiscal year ending June 30,***EXPENDITURES**

	Quarter ending Sep- tember 30, 1889.	Quarter ending Do- cember 31, 1889.	Quarter ending March 31, 1890.	Quarter ending June 30, 1890.
<b>Office of the Third Assistant Postmaster-General:</b>				
For postage-stamps .....	\$38,289.24	\$36,771.23	\$44,180.28	\$36,633.25
For postage-stamp agency .....	1,974.95	1,898.90	2,073.56	2,170.00
For stamped envelopes, newspaper-wrappers, and letter-sheets .....	195,471.31	224,657.34	225,124.28	207,066.07
For stamped-envelope agency .....	3,958.00	3,800.00	3,900.00	3,802.09
For postal-cards .....	35,066.43	37,759.85	39,481.68	43,713.84
For postal-card agency .....	1,968.28	1,809.45	1,895.58	1,835.16
For registered package, tag, official, and dead-letter envelopes .....	26,245.49	24,079.07	31,025.40	26,463.54
For ship, steamboat, and way letters ..	426.46	308.82	219.02	257.54
For engraving, printing, and binding drafts and warrants .....	1,068.40	220.50	669.60	.....
For special delivery .....	32,086.75	36,161.13	34,665.05	38,589.33
For miscellaneous items .....	.....	.....	57.30	32.85
<b>Office of the Superintendent of Foreign Mails:</b>				
For transportation of foreign mails .....	132,965.19	151,717.80	142,849.49	135,554.37
For balance due foreign countries .....	.....	57,481.67	2,423.07	.....
For claim of Gardner B. Hubbard as railroad commissioner (act March 3, 1885) .....	.....	.....	.....	.....
For rent of Washington city post-office ..	.....	.....	.....	.....
	15,992,321.71	16,544,890.29	16,737,515.30	16,755,989.90

**Comparison of receipts, including revenue from money-order business:**

Increase over year ending June 30, 1889, \$4,706,486.74, or 8.37+ per cent.

Increase over year ending June 30, 1888, \$8,186,921.13, or 15.53+ per cent.

**Comparison of receipts, excluding revenue from money-order business:**

Increase over year ending June 30, 1889, \$4,670,071.31, or 8.4+ per cent.

Increase over year ending June 30, 1888, \$8,161,018.72, or 15.7+ per cent.

# THIRD ASSISTANT—RECEIPTS AND EXPENDITURES. 881

1890, compared with fiscal years ending June 30, 1889, and June 30, 1888—Continued.

—Continued.

Total for the year ending June 30, 1890.	Total expenditures on account of previous fiscal years.	Total for the year ending June 30, 1889.	Comparison with year ending June 30, 1889.		Total for the year ending June 30, 1888.	Comparison with year ending June 30, 1888.	
			Increase.	Decrease.		Increase.	Decrease.
\$155,874.00	.....	\$139,062.71	\$16,811.29	.....	\$132,411.00	\$23,468.00	.....
8,117.41	.....	7,414.74	702.67	.....	7,558.04	559.37	.....
852,351.00	\$3,477.92	749,203.37	102,147.63	.....	710,884.93	141,469.07	.....
15,360.00	.....	15,747.18	\$387.18	.....	15,859.03	\$499.03	.....
156,056.80	.....	189,159.82	33,103.02	.....	199,828.50	43,769.70	.....
7,208.47	11.60	7,705.09	496.62	.....	8,915.50	1,707.03	.....
107,848.50	.....	99,388.00	8,456.50	.....	87,488.60	20,354.90	.....
1,211.84	.....	1,273.48	61.64	.....	1,428.71	216.87	.....
2,878.50	.....	2,499.60	378.90	.....	2,445.50	433.00	.....
141,502.28	60.00	121,987.05	19,515.21	.....	109,015.64	32,486.62	.....
96.15	.....	14.55	75.60	.....	210.10	119.05	.....
563,106.85	523.67	523,522.97	39,583.88	.....	448,865.51	114,741.34	.....
58,904.74	14,785.95	60,160.52	255.78	.....	31,408.19	28,496.55	.....
.....	5,324.42	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	5,000.00	5,000.00	.....
65,930,717.11	328,821.85	61,376,847.24	4,622,338.64	68,463.77	55,795,357.64	10,469,181.52	333,822.25
61,376,847.24	.....	.....	68,463.77	.....	65,930,717.11	333,822.25	.....
4,553,869.87	.....	.....	4,553,869.87	.....	10,135,359.27	10,135,359.27	.....

## Comparison of expenditures:

Increase over year ending June 30, 1889, \$4,553,869.87, or 7.4+ per cent.

Increase over year ending June 30, 1888, \$10,135,359.27, or 18.1+ per cent.

## Total expenditures for transportation of domestic mails:

For year ending June 30, 1890, \$28,323,134.28.

For year ending June 30, 1889, \$26,659,292.68.

For year ending June 30, 1888, \$24,183,865.21.

Increase over year ending June 30, 1889, \$1,663,841.60, or 6.2+ per cent.

Increase over year ending June 30, 1888, \$4,139,269.07, or 17.1+ per cent.

No. 5.—Statement of receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1890.

Depositories.	Net deposits.	Treasury grants.	Transfer account.		Aggregate accumulation.	Aggregate receipts.	Increase of receipts over 1889.	Decrease of receipts from 1889.
			From—	To—				
Treasurer United States, Washington, D. C.	\$839,402.56	\$6,700,000.00	\$6,375,000.00	\$17,101.34	\$7,556,561.90	\$7,539,402.56	\$139,485.82	
Assistant Treasurer United States, Baltimore, Md.	273,395.36			100,000.00	373,395.36	273,395.36	2,001.14	
Assistant Treasurer United States, Boston, Mass.	2,036,028.27		900,000.00		2,936,028.27	2,036,028.27	103,628.36	
Assistant Treasurer United States, Chicago, Ill.	4,496,173.99			2,300,000.00	6,796,173.99	4,496,173.99	229,393.63	
Assistant Treasurer United States, Cincinnati, Ohio	1,870,274.58		100,000.00	75,000.00	1,945,274.58	1,870,274.58	105,386.40	
Assistant Treasurer United States, New Orleans, La.	747,873.85			400,000.00	1,147,873.85	747,873.85	87,181.84	
Assistant Treasurer United States, New York, N. Y.	9,351,429.31	500,000.00		2,750,000.00	12,601,429.31	9,851,409.38	576,740.58	
Assistant Treasurer United States, Philadelphia, Pa.	2,407,429.31			750,000.00	3,157,429.31	2,407,429.31	223,107.63	
Assistant Treasurer United States, San Francisco, Cal.	1,038,728.32		100,000.00		1,138,728.32	1,038,728.32	17,722.39	
Assistant Treasurer United States, St. Louis, Mo.	1,049,573.16			1,100,000.00	2,149,573.16	1,649,573.16	116,702.94	
People's National Bank, Charleston, S. C.	108.76		228.20		108.76	108.76	\$8.08	
First National Bank, Milwaukee, Wis.	100.00				100.00	100.00		
Omaha National Bank, Omaha, Nebr.	20.00		20.00		20.00	20.00		355.31
First National Bank, Nashville, Tenn.	10.00		10.00		10.00	10.00		
National City Bank, Grand Rapids, Mich.	648.57		711.00		648.57	648.57	323.57	
Merchants' National Bank, Savannah, Ga.			150.00					4,570.04
Second National Bank, Springfield, Ill.	573.61		643.20		573.61	573.61		325.39
State National Bank, St. Paul, Minn.	636.00		936.90		620.00	620.00		438.50
First National Bank, Portland, Oreg.	20.00		175.00		20.00	20.00		330.00
Indianapolis National Bank, Indianapolis, Ind.	136.00		100.00		126.00	126.00		
Merchants' National Bank, Portland, Me.	90.00				90.00	90.00		1,306.28
First National Bank, Leavenworth, Kans.	404.70		718.10		404.70	404.70		8.70
Planters' National Bank, Richmond, Va.	4,615.94		4,894.17		4,615.94	4,615.94		
Charter Oak National Bank, Hartford, Conn.	3,058.15		3,178.15		3,058.15	3,058.15		2,508.15
Commercial National Bank, Detroit, Mich.	350.00		350.00		350.00	350.00		37.25
German National Bank, Little Rock, Ark.	715.07		525.45		715.07	715.07		315.07
East Tennessee National Bank, Knoxville, Tenn.	161.84		161.84		148.90	148.90		12.94
Merchants' National Bank, Burlington, Vt.	148.50		49.50		148.50	148.50		73.25
Colorado National Bank, Denver, Colo.	150.00				150.00	150.00		150.00
Gate City National Bank, Atlanta, Ga.	441.13		441.13		441.13	441.13		441.13
State National Bank, Memphis, Tenn.	251.67		291.67		251.67	251.67		291.67
Union National Bank, Salt Lake City, Utah.	630.70		68.84		630.70	630.70		503.63
First National Bank, Toledo, Ohio.	635.00		350.00		635.00	635.00		503.00
First National Bank, Wilmington, Del.			153.34					153.34
First National Bank, Albuquerque, N. Mex.	231.60		1,697.85		231.60	231.60		1,145.85
First National Bank of Commerce, Cincinnati, Ohio	120.00		845.00		120.00	120.00		615.00
Third National Bank, Buffalo, N. Y.	775.00		275.00		775.00	775.00		125.00
First National Bank, Los Angeles, Cal.	35.00		50.00		35.00	35.00		
First National Bank, Covington, Ky.	250.00		250.00		250.00	250.00		250.00
First National Bank, Birmingham, Ala.	10.00		10.00		10.00	10.00		10.00
First National Bank, Detroit, Mich.								452.51
First National Bank, Madison, Wis.								100.00

**THIRD ASSISTANT—TREASURY DEPOSITORIES.**

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	† Total receipts.	Net deposits.		‡ Net increase.
First National Bank, Portsmouth, N. H.				500.00
First National Bank, Providence, R. I.				300.00
First National Bank, St. Paul, Minn.				1.23
First National Bank, Trenton, N. J.				100.00
American National Bank, Dallas, Tex.				736.46
Citizens' National Bank, Davenport, Iowa				10.00
National Bank of Huntville, Huntville, Ala.				53.79
Assistant Treasurer United States, New Orleans, La. *				
United States depository, Little Rock, Ark. *				
United States depository, Merchants' Bank, Savannah, Ga. *				
United States depository, Galveston, Tex. *				
Total	25,325,842.57 7,200,000.00 † 32,525,842.57	7,492,161.34	39,818,003.91	32,525,842.57 7,200,000.00 25,325,842.57; 1,644,400.12‡
				11,595.04

NO. 5.—Statement of receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1890.—Continued.

Depositories.	Amount of warrants drawn.	Increase in amount of warrants drawn over 1889.	Decrease in amount of warrants drawn from 1889.	Amount of warrants paid.	Amount of warrants outstanding June 30, 1889.	Amount of balances as per transcript June 30, 1890.	Amount of warrants outstanding June 30, 1890.	Amount of balances subject to draft June 30, 1890.
Treasurer United States, Washington, D. C.	\$503,250.96	\$380,817.99	\$182,341.69	\$894,573.07	\$2,836.44	\$220,867.74	\$1,893.97	\$518,908.77
Assistant Treasurer United States, Baltimore, Md.	467,725.37			468,421.48	2,194.04	77,031.79	1,371.42	76,290.37
Assistant Treasurer United States, Boston, Mass.	1,601,127.11			1,601,008.71	2,873.91	656,614.06	3,692.81	653,521.75
Assistant Treasurer United States, Chicago, Ill.	6,422,156.52		177,772.02	6,300,497.48	10,492.12	3,233,265.03	9,095.48	1,224,194.57
Assistant Treasurer United States, Cincinnati, Ohio	1,939,876.08		2,991.04	1,365,833.66	4,492.82	234,197.34	8,278.61	224,918.73
Assistant Treasurer United States, New Orleans, La.	1,133,654.51			1,133,241.82	6,596.20	107,453.92	7,028.89	100,415.03
Assistant Treasurer United States, New York, N. Y.	11,071,323.68	1,695,193.33		12,098,001.90	49,992.62	1,410,183.29	46,329.98	1,365,853.31
Assistant Treasurer United States, Philadelphia, Pa.	2,997,210.51	238,263.22		2,917,706.69	3,621.90	817,200.69	8,181.72	814,128.97
Assistant Treasurer United States, San Francisco, Cal.	1,062,332.07	37,811.31		1,062,716.30	9,591.51	298,787.10	9,197.28	289,886.82
Assistant Treasurer United States, St. Louis, Mo.	2,707,086.74	207,569.94		2,718,106.81	10,376.99	446,667.62	9,296.62	437,370.70
People's National Bank, Charleston, S. C.								
First National Bank, Milwaukee, Wis.						100.00		100.00
Omaha National Bank, Omaha, Neb.								
First National Bank, Nashville, Tenn.								
National City Bank, Grand Rapids, Mich.						162.57		162.57
Merchants' National Bank, Savannah, Ga.								
Second National Bank, St. Paul, Minn.						280.41		280.41
State National Bank, Springfield, Ill.								
First National Bank, Portland, Ore.						20.00		20.00
Indianapolis National Bank, Indianapolis, Ind.						126.00		126.00
Merchants' National Bank, Portland, Me.						20.00		20.00
First National Bank, Leavenworth, Kans.								
Planters' National Bank, Richmond, Va.								
Choctaw National Bank, Hartford, Conn.						430.00		430.00
Commercial National Bank, Detroit, Mich.								
German National Bank, Little Rock, Ark.						589.62		589.62
East Tennessee National Bank, Knoxville, Tenn.						148.90		148.90
Merchants' National Bank, Burlington, Vt.						99.00		99.00
Colorado National Bank, Denver, Colo.						150.00		150.00
Gato City National Bank, Atlanta, Ga.								
State National Bank, Memphis, Tenn.								
Union National Bank, Salt Lake City, Utah						501.95		501.95
First National Bank, Toledo, Ohio						283.00		283.00
First National Bank, Wilmington, Del.								
First National Bank, Albuquerque, N. Mex.								
National Bank of Commerce, Cleveland, Ohio						600.00		600.00
Third National Bank, Buffalo, N. Y.								
First National Bank, Los Angeles, Cal.								
First National Bank, Covington, Ky.								
First National Bank, Birmingham, Ala.								
First National Bank, Detroit, Mich.								

[illegible]

**Old accounts.**

**Net increase.**

No. 5.—*Statement of receipts and disbursements at Treasury depositories, etc.*—Continued.

## COMPARISON BETWEEN FISCAL YEARS ENDING JUNE 30, 1890, AND JUNE 30, 1889.

Deposits for year ending June 30, 1890.....	\$25,325,842.57
Deposits for year ending June 30, 1889.....	23,681,442.46
Increase.....	1,644,400.12
Grants from Treasury for year ending June 30, 1890.....	7,290,000.00
Grants from Treasury for year ending June 30, 1889.....	3,870,639.12
Increase.....	3,419,360.88
Increase of receipts over year ending June 30, 1889.....	1,655,995.16
Decrease of receipts from year ending June 30, 1889.....	11,595.04
Net increase.....	1,644,400.12
Amount of warrants drawn for year ending June 30, 1890.....	31,225,747.35
Amount of warrants drawn for year ending June 30, 1889.....	29,091,906.12
Increase.....	2,133,841.23
Balance subject to draft June 30, 1890.....	5,743,967.53
Balance subject to draft June 30, 1889.....	4,443,892.31
Increase.....	1,300,095.22
Total number warrants issued during year ending June 30, 1889.....	105,812
Total number warrants issued during year ending June 30, 1890.....	103,655
Decrease.....	2,157

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards issued during fiscal year ending June 30, 1890.*

## ORDINARY POSTAGE-STAMPS.

Denomination.	Quarter ending Sept. 30, 1889.	Quarter ending Dec. 31, 1889.	Quarter ending Mar. 31, 1890.	Quarter ending June 30, 1890.	Total.
1-cent.....	164,097,000	88,688,400	154,806,500	143,650,400	551,251,300
2-cent.....	455,168,500	305,910,500	424,057,300	390,981,500	1,576,117,800
3-cent.....	3,588,900	1,085,500	2,805,400	2,606,500	10,146,300
4-cent.....	5,872,150	2,184,050	5,050,800	3,782,200	16,889,200
5-cent.....	12,815,920	6,501,240	10,411,180	9,861,580	39,579,920
6-cent.....	228,500	17,100	612,650	485,950	1,324,200
10-cent.....	6,439,050	4,427,610	6,671,150	4,961,210	22,499,020
15-cent.....	603,560	218,680	334,880	235,700	1,392,820
30-cent.....	168,090	66,860	154,300	90,840	480,090
90-cent.....	15,470	2,150	34,900	15,850	68,430
10-cent special delivery.....	719,130	359,610	526,810	515,340	2,120,890
Total.....	649,704,270	409,461,700	605,465,910	557,226,070	*2,221,857,950
Value.....	\$12,608,501.00	\$7,984,626.00	\$11,720,502.00	\$10,632,568.00	\$42,946,197.00

\* 7,600 of the above were specimens.

## NEWSPAPER AND PERIODICAL STAMPS.

1-cent.....	202,610	168,830	188,200	196,750	756,390
2-cent.....	153,340	141,790	150,150	160,600	605,820
3-cent.....	67,070	63,980	56,600	62,300	249,950
4-cent.....	102,555	86,615	88,000	91,700	368,870
6-cent.....	61,445	59,020	64,800	67,975	253,240
8-cent.....	48,395	45,275	48,125	56,625	198,420
10-cent.....	118,245	101,975	105,180	109,770	435,170
12-cent.....	50,620	49,935	57,850	59,120	217,525
24-cent.....	40,660	38,223	43,525	41,125	163,535
36-cent.....	20,490	17,865	21,710	26,575	86,640
48-cent.....	14,620	12,415	16,450	16,350	59,835
60-cent.....	15,750	13,235	16,945	18,020	63,950
72-cent.....	10,165	8,470	11,250	11,100	40,985
84-cent.....	8,665	6,585	11,435	9,100	35,785
96-cent.....	22,050	18,180	18,900	22,135	80,265
192-cent.....	14,215	12,150	13,950	11,375	51,690
3-dollar.....	10,892	8,128	10,875	12,380	41,275

No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, etc.*—Continued.

## NEWSPAPER AND PERIODICAL STAMPS—Continued.

Denomination.	Quarter ending Sept. 30, 1889.	Quarter ending Dec. 31, 1889.	Quarter ending Mar. 31, 1890.	Quarter ending June 30, 1890.	Total.
6-dollar.....	5,179	5,075	5,025	5,325	20,604
9-dollar.....	3,354	2,544	3,695	2,656	12,249
12-dollar.....	3,978	2,347	3,565	3,010	12,900
24-dollar.....	1,327	1,056	1,530	1,140	5,053
36-dollar.....	635	442	665	695	2,437
48-dollar.....	310	480	456	356	1,602
60-dollar.....	1,085	1,085	1,985	2,515	6,660
Total.....	977,645	865,162	937,966	981,685	3,762,398
Value.....	\$408,515.00	\$351,018.00	\$470,511.00	\$481,425.00	\$1,711,469.00

## POSTAGE-DUE STAMPS.

1-cent.....	1,980,200	1,540,900	1,711,800	1,839,300	7,072,200
2-cent.....	1,261,200	1,059,100	1,051,100	1,253,000	4,624,400
3-cent.....	23,200	77,500	25,250	13,000	138,950
5-cent.....	133,160	100,080	140,370	131,800	505,410
10-cent.....	300,390	282,280	383,020	320,840	1,286,510
30-cent.....	5,450	1,050	1,810	8,100	10,910
50-cent.....	100	.....	180	100	330
Total.....	3,703,700	3,080,870	3,312,980	3,560,640	13,638,190
Value.....	\$84,104.00	\$72,460.00	\$94,676.00	\$88,472.00	\$324,712.00

## STAMPED ENVELOPES (PLAIN) AND NEWSPAPER WRAPPERS.

1-cent.....	11,236,500	12,261,000	13,439,750	12,784,000	49,721,250
2-cent.....	35,978,100	45,162,500	44,835,750	34,691,750	160,668,100
4-cent.....	6,800	17,950	9,000	10,050	43,800
5-cent.....	61,250	47,750	40,000	84,000	233,000
10-cent.....	.....	6,000	500	2,000	8,500
30-cent.....	.....	.....	250	1,000	1,250
50-cent.....	.....	.....	250	250	500
1-cent wrappers.....	10,681,250	10,461,250	12,092,000	11,840,250	45,074,750
2-cent wrappers.....	901,000	663,000	773,250	1,032,750	3,370,000
Total.....	58,864,400	68,619,750	70,690,750	64,446,050	262,620,950
Value.....	\$1,054,147.45	\$1,259,971.08	\$1,274,261.58	\$1,149,053.78	\$4,737,433.89

## STAMPED ENVELOPES BEARING REQUEST TO RETURN.

1-cent.....	2,471,750	2,700,250	2,569,500	2,300,500	10,042,000
2-cent.....	56,065,000	61,930,500	61,541,750	61,443,250	240,980,500
4-cent.....	15,500	21,000	15,500	15,500	67,500
5-cent.....	34,500	41,500	24,500	21,500	122,000
Total.....	58,586,750	64,693,250	64,151,250	63,780,750	251,212,000
Value.....	\$1,261,870.15	\$1,393,837.15	\$1,382,708.20	\$1,377,347.90	\$5,415,263.40

## TWO-CENT LETTER-SHEET ENVELOPES.

2-cent.....	150,500	233,500	193,500	557,000	1,134,500
Value.....	\$3,461.50	\$5,370.50	\$4,450.50	\$12,811.00	\$26,093.50

No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, etc.*—Continued.

## POSTAL-CARDS.\*

Denomination.	Quarter ending Sept. 30, 1890.	Quarter ending Dec. 31, 1890.	Quarter ending Mar. 31, 1890.	Quarter ending June 30, 1890.	Total.
1-cent .....	104, 990, 000	102, 474, 500	96, 951, 500	124, 025, 000	429, 341, 000
2-cent .....	32, 750	46, 750	45, 250	49, 000	173, 750
<b>Total .....</b>	<b>105, 023, 350</b>	<b>102, 531, 250</b>	<b>96, 996, 750</b>	<b>124, 974, 000</b>	<b>429, 515, 350</b>
<b>Value .....</b>	<b>\$1, 050, 561. 00</b>	<b>\$1, 025, 680. 00</b>	<b>\$970, 420. 00</b>	<b>\$1, 250, 230. 00</b>	<b>\$4, 296, 891. 00</b>

## RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps .....	2, 219, 737, 060	\$42, 734, 106. 00
Special-delivery stamps .....	2, 120, 800	212, 089. 00
Newspaper and periodical stamps .....	3, 762, 398	1, 711, 464. 00
Postage-due stamps .....	13, 638, 100	234, 712. 00
Stamped envelopes (plain) .....	214, 176, 200	4, 170, 862. 64
Stamped envelopes (request) .....	251, 212, 000	5, 415, 262. 40
Newspaper wrappers .....	48, 444, 750	506, 571. 25
Letter-sheet envelopes .....	1, 134, 500	26, 063. 50
Postal-cards .....	*429, 515, 350	4, 296, 891. 00
<b>Aggregate .....</b>	<b>3, 183, 741, 338</b>	<b>\$9, 458, 064. 79</b>

No. 7.—*Issue of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards, by denominations, for the fiscal year ending June 30, 1890..*

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 subagencies.	Newspaper and periodical stamps.	Total.
1-cent .....	558, 323, 500	104, 838, 000	429, 341, 000	755, 890	1, 093, 258, 990
2-cent .....	1, 580, 742, 200	409, 653, 400	173, 750	605, 820	1, 991, 173, 170
3-cent .....	10, 285, 250	110, 800	368, 870	249, 950	10, 535, 200
4-cent .....	16, 889, 200	355, 000	252, 740	17, 368, 870	17, 368, 870
5-cent .....	40, 084, 810	197, 420	435, 170	40, 439, 810	40, 439, 810
6-cent .....	1, 324, 200	217, 525	217, 525	1, 570, 940	1, 570, 940
8-cent .....	25, 906, 420	8, 500	197, 420	197, 420	26, 350, 090
10-cent .....	1, 392, 500	163, 535	217, 525	1, 392, 500	1, 392, 500
12-cent .....	479, 000	1, 250	163, 535	163, 535	163, 535
15-cent .....	330	50, 835	480, 250	480, 250	480, 250
24-cent .....	330	80, 640	80, 640	80, 640	80, 640
30-cent .....	50, 835	50, 835	50, 835	50, 835	50, 835
36-cent .....	63, 650	63, 650	63, 650	63, 650	63, 650
48-cent .....	40, 985	40, 985	40, 985	40, 985	40, 985
50-cent .....	35, 785	35, 785	35, 785	35, 785	35, 785
72-cent .....	68, 430	500	68, 930	68, 930	68, 930
84-cent .....	80, 615	80, 615	80, 615	80, 615	80, 615
90-cent .....	50, 690	50, 690	50, 690	50, 690	50, 690
96-cent .....	41, 773	41, 773	41, 773	41, 773	41, 773
192-cent .....	20, 604	20, 604	20, 604	20, 604	20, 604
3-dollar .....	12, 240	12, 240	12, 240	12, 240	12, 240
6-dollar .....	12, 900	12, 900	12, 900	12, 900	12, 900
9-dollar .....	5, 053	5, 053	5, 053	5, 053	5, 053
12-dollar .....	2, 437	2, 437	2, 437	2, 437	2, 437
24-dollar .....	1, 602	1, 602	1, 602	1, 602	1, 602
36-dollar .....	6, 660	6, 660	6, 660	6, 660	6, 660
48-dollar .....					
60-dollar .....					
<b>Aggregate .....</b>	<b>2, 235, 496, 140</b>	<b>514, 967, 450</b>	<b>*429, 515, 350</b>	<b>3, 762, 398</b>	<b>3, 183, 741, 338</b>
<b>Value .....</b>	<b>\$43, 270, 909. 00</b>	<b>\$10, 178, 790. 79</b>	<b>\$4, 296, 891. 00</b>	<b>\$1, 711, 464. 00</b>	<b>\$59, 458, 064. 79</b>

\* See note to table on page 12 of this report.

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, 1890, as compared with the issue of the preceding year.

Articles issued.	1889.		1890.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps .....	1,961,980,840	\$37,996,027.00	2,219,737,660	\$42,734,102.00
Special-delivery stamps .....	1,575,650	157,565.00	3,120,890	212,089.00
Newspaper and periodical stamps .....	3,527,861	1,663,751.00	8,762,398	1,711,464.00
Postage-due stamps .....	11,890,170	299,201.00	15,638,196	324,712.00
Stamped envelopes (plain) .....	187,367,300	3,652,457.67	214,176,200	4,170,862.04
Stamped envelopes (request) .....	220,789,250	4,755,430.25	231,212,000	5,415,263.40
Newspaper wrappers .....	43,710,750	500,793.25	48,444,750	566,571.25
Letter-sheet envelopes .....	918,000	21,114.00	1,134,500	26,093.50
Postal-cards .....	386,808,500	3,869,445.00	*420,515,350	4,290,891.00
Total of all issues .....	2,818,565,321	52,921,784.17	3,183,741,338	59,458,654.79

Articles issued.	Increase.		Percent. of increase.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps .....	257,756,220	\$4,738,081.00	13.14	12.47
Special-delivery stamps .....	545,240	54,524.00	34.60	34.60
Newspaper and periodical stamps .....	234,537	47,713.00	8.65	2.87
Postage-due stamps .....	1,748,020	25,511.00	14.70	8.53
Stamped envelopes (plain) .....	26,808,900	518,404.97	14.31	14.19
Stamped envelopes (request) .....	30,425,750	659,833.15	13.78	13.88
Newspaper wrappers .....	4,734,000	59,778.00	10.83	11.80
Letter-sheet envelopes .....	216,500	4,979.50	23.58	23.58
Postal-cards .....	42,700,850	427,446.00	11.04	11.05
Total of all issues .....	365,176,017	6,536,270.62	12.96	12.35

\* See note to table on page 12 of this report.

No. 9.—*Value of postage-stamps issued, by fiscal years, from their introduction, July 1, 1847, to June 30, 1890.*

Year.	Ordinary.	Official.	Newspaper and periodical.	Postage-due.	Special delivery.	Total.
1847	\$274, 710.00					
1848						
1849						
1850						\$274, 710.00
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, 394.00					9, 683, 394.00
1864	10, 177, 327.00					10, 177, 327.00
1865	12, 099, 987.50					12, 099, 987.50
1866	10, 816, 661.00					10, 816, 661.00
1867	11, 578, 607.00					11, 578, 607.00
1868	11, 751, 014.00					11, 751, 014.00
1869	12, 722, 568.00					12, 722, 568.00
1870	13, 976, 768.00					13, 976, 768.00
1871	14, 630, 715.00					14, 630, 715.00
1872	15, 840, 649.00					15, 840, 649.00
1873	16, 681, 189.00	\$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, 454.00	663, 831.50	945, 254.75			20, 382, 540.25
1877	18, 181, 670.00	614, 107.20	1, 000, 605.10			19, 796, 382.30
1878	19, 468, 618.00	618, 094.60	1, 093, 845.30			21, 180, 557.90
1879	20, 117, 259.00	624, 999.95	1, 088, 412.16	\$365, 937.00		22, 196, 628.11
1880	22, 414, 928.00	140, 190.08	1, 232, 903.30	251, 836.00		24, 059, 866.38
1881	24, 040, 627.00	107, 777.32	1, 398, 074.00	254, 293.00		25, 801, 471.32
1882	28, 679, 528.00	139, 991.75	1, 602, 069.70	352, 170.00		30, 774, 759.45
1883	30, 307, 179.00	125, 859.20	1, 752, 564.50	404, 915.00		32, 590, 498.60
1884	29, 077, 444.00	140, 040.00	1, 923, 217.80	353, 011.00		31, 494, 312.80
1885	28, 429, 628.00		2, 047, 268.50	308, 482.00		30, 785, 388.50
1886	31, 172, 364.00		* 1, 097, 390.00	1159, 989.00	\$309, 956	32, 790, 699.00
1887	33, 774, 156.00		1, 364, 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, 027.00		1, 663, 751.00	299, 201.00	157, 565	40, 116, 544.00
1890	42, 734, 168.00		1, 711, 464.00	324, 712.00	212, 089	44, 982, 373.00

\* 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, 1890, 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		25,456,175	
1866.....	30,386,200	750,000	31,136,200	2.86
1867.....	46,421,400	16,665,250	63,086,650	22.28
1868.....	47,894,900	25,469,750	73,364,650	26.42
1869.....	49,851,000	31,824,100	81,675,100	34.72
1870.....	49,951,500	36,338,000	86,289,500	38.97
1871.....	56,563,625	48,111,650	104,675,275	42.12
1872.....	67,100,750	46,825,000	113,925,750	45.97
1873.....	78,071,350	52,201,250	130,272,600	41.10
1874.....	84,478,250	51,940,250	136,418,500	39.80
1875.....	95,135,400	51,631,000	146,766,400	38.48
1876.....	100,965,750	64,554,500	165,520,250	36.48
1877.....	106,276,950	64,374,500	170,651,450	37.72
1878.....	115,715,100	67,845,250	183,560,350	36.96
1879.....	110,503,700	67,058,250	177,561,950	37.77
1880.....	130,301,500	70,835,500	201,137,000	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.....	158,088,200	100,578,250	258,666,450	38.79
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.....	201,265,350	152,742,250	354,007,600	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	220,780,250	451,858,300	48.86
1890.....	262,620,950	251,212,000	513,832,950	48.89

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, 1890.

Year.	1-cent.	2-cent.	Total.	Year.	1-cent.	2-cent.	Total.
June 30—				June 30—			
1873.....	*31,094,000	.....	31,094,000	1882.....	351,294,500	103,500	351,498,000
1874.....	91,079,000	.....	91,079,000	1883.....	279,424,500	92,250	279,516,750
1875.....	107,616,000	.....	107,616,000	1884.....	362,780,500	87,250	362,867,750
1876.....	150,815,000	.....	150,815,000	1885.....	339,336,500	80,000	339,416,500
1877.....	170,015,500	.....	170,015,500	1886.....	355,499,000	149,000	355,648,000
1878.....	200,630,000	.....	200,630,000	1887.....	356,778,000	161,250	356,939,250
1879.....	221,797,000	.....	221,797,000	1888.....	381,671,500	128,000	381,799,500
1880.....	269,754,000	2,798,500	272,552,500	1889.....	398,672,500	136,000	398,808,500
1881.....	308,412,500	124,000	308,536,500	1890.....	429,341,500	173,750	429,515,250

\* Two months only.

† See note to table on page 12 of this report.

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, 1889.		Year ending June 30, 1890.		Increase for 1890.		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.	38,550,257	\$385,502.57	40,829,764	\$408,297.64	2,279,507	\$22,795.07	5.91	23.45
Chicago, Ill.	18,549,799	185,497.99	19,861,608	198,616.08	1,311,809	13,118.09	7.07	11.41
Boston, Mass.	10,140,173	101,401.73	11,095,338	110,953.38	955,165	9,551.65	9.41	6.37
Philadelphia, Pa.	9,119,204	91,192.04	9,892,845	98,928.45	773,641	7,736.41	8.48	5.84
St. Louis, Mo.	7,562,479	75,624.79	7,979,329	79,793.29	416,850	4,168.50	5.51	4.58
Cincinnati, Ohio	3,726,669	37,266.69	3,794,903	37,949.03	68,234	682.34	1.83	2.18
San Francisco, Cal.	2,954,599	29,545.99	3,369,280	33,692.80	414,681	4,146.81	14.03	1.93
Detroit, Mich.	2,118,711	21,187.11	2,348,304	23,483.04	229,593	2,295.93	10.83	1.34
Milwaukee, Wis.	2,139,211	21,392.11	2,495,709	24,957.09	356,498	3,564.98	16.66	1.43
St. Paul, Minn.	2,051,635	20,516.35	2,030,855	19,308.55	*120,780	*1,207.80	*5.88	1.10
Washington, D. C.	1,825,706	18,257.06	2,282,836	22,828.36	357,130	3,571.30	19.56	1.31
Kansas City, Mo.	1,610,338	16,103.38	1,609,182	16,091.82	*201,156	*2,011.56	*11.11	.92
Louisville, Ky.	1,508,665	15,086.65	1,471,332	14,713.32	*37,333	*373.33	*2.47	.84
Cleveland, Ohio	1,579,411	15,794.11	1,746,858	17,468.58	167,447	1,674.47	10.60	1.09
Augusta, Me.	1,712,522	17,125.22	2,124,643	21,246.43	411,121	4,111.21	23.31	1.22
Rochester, N. Y.	1,262,774	12,627.74	1,129,092	11,290.92	*133,682	*1,336.82	*10.58	.64
Pittsburgh, Pa.	1,653,545	16,535.45	1,780,624	17,806.24	127,079	1,270.79	7.68	1.03
Atlanta, Ga.	1,551,539	15,515.39	1,950,286	19,502.86	398,747	3,987.27	25.65	1.12
Minneapolis, Minn.	1,625,996	16,259.96	1,738,454	17,384.54	112,458	1,124.58	6.91	.90
Omaha, Neb.	1,438,716	14,387.16	1,748,107	17,481.07	309,391	3,093.91	21.50	1.09
Baltimore, Md.	1,237,188	12,371.88	1,351,516	13,515.16	114,328	1,143.28	9.24	.77
Elgin, Ill.	1,078,249	10,782.49	1,171,635	11,715.35	93,386	932.86	8.65	.67
Toledo, Ohio	1,294,390	12,943.90	1,141,707	11,417.07	*152,693	*1,526.93	*11.78	.65
New Orleans, La.	1,125,677	11,256.77	1,228,344	12,283.44	102,667	1,026.67	9.12	.79
Nashville, Tenn.	1,175,870	11,758.70	1,187,372	11,873.72	11,502	115.02	.97	.68
Springfield, Mass.	1,061,545	10,615.45	1,165,165	11,651.65	103,620	1,036.20	9.76	.66
Denver, Colo.	1,146,207	11,462.07	1,421,835	14,218.35	275,628	2,756.28	24.04	.84
Springfield, Ohio	1,174,902	11,749.02	1,296,106	12,961.06	121,204	1,212.04	10.31	.74
Indianapolis, Ind.	879,436	8,794.36	822,028	8,220.28	*57,408	*574.08	*6.52	.47
Des Moines, Iowa.	757,079	7,570.79	881,742	8,817.42	124,663	1,246.63	16.46	.59
Albany, N. Y.	702,410	7,024.10	707,480	7,074.80	65,070	650.70	9.26	.44
Buffalo, N. Y.	627,695	6,276.95	650,656	6,506.56	22,961	229.61	3.65	.37
Richmond, Va.	537,665	5,376.65	543,739	5,437.39	6,074	60.74	1.12	.31
Utica, N. Y.	914,853	9,148.53	1,085,352	10,853.52	170,499	1,704.99	18.64	.62
Columbus, Ohio.	567,733	5,677.33	577,580	5,775.80	9,847	98.47	1.73	.33
Dayton, Ohio	444,899	4,448.99	478,890	4,788.90	33,991	339.91	7.64	.27
Elmira, N. Y.	210,671	2,106.71	367,628	3,676.28	156,957	1,569.57	15.08	.29
Portland, Oregon	364,560	3,645.60	444,098	4,440.98	79,538	795.38	21.81	.25
Portland, Me.	301,478	3,014.78	312,521	3,125.21	11,043	110.43	3.66	.17
Dallas, Tex.	481,263	4,812.63	558,013	5,580.13	76,750	767.50	15.94	.32
Galveston, Tex.	199,432	1,994.32	220,929	2,209.29	21,497	214.97	10.77	.12
Syracuse, N. Y.	299,400	2,994.00	258,905	2,589.05	*40,501	*405.01	*2.89	.14
Topeka, Kan.	324,917	3,249.17	411,304	4,113.04	86,387	863.87	26.58	.23
Providence, R. I.	201,928	2,019.28	223,947	2,239.47	22,019	220.19	10.90	.12
Brooklyn, N. Y.	223,238	2,232.38	241,806	2,418.06	18,573	185.73	8.32	.13
Memphis, Tenn.	544,063	5,440.63	677,490	6,774.90	133,427	1,334.27	24.62	.38
St. Joseph, Mo.	249,074	2,490.74	261,616	2,616.16	12,542	125.42	5.03	.15
Grand Rapids, Mich.	248,081	2,480.81	201,645	2,016.45	*46,436	*464.36	*18.71	.11
Hartford, Conn.	237,489	2,374.89	245,157	2,451.57	7,668	76.68	3.22	.14
Harrisburg, Pa.	219,686	2,196.86	170,093	1,700.93	*49,593	*495.93	*22.57	.09

\* Decrease.

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, 1890.		Increase for 1890.		Increase.	Per cent. of total amount collected in United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.		
	Pounds.		Pounds.		Pounds.		P. ct.	
Charleston, S. C. ....	298,803	\$2,988.03	321,856	\$3,218.56	23,053	\$230.53	7.71	.18
Jabouque, Iowa .....	189,610	1,896.10	193,439	1,934.39	3,829	\$38.29	2.01	.11
Jacksonville, Fla. ....	167,964	1,679.64	194,777	1,947.77	26,813	\$268.13	15.96	.11
Savannah, Ga. ....	173,950	1,739.50	204,277	2,042.77	30,327	\$303.27	17.43	.11
Troy, N. Y. ....	203,087	2,030.87	183,236	1,832.36	*19,851	*\$198.51	*9.77	.10
Lincoln, Nebr. ....	188,917	1,889.17	191,790	1,917.90	2,873	\$28.73	1.52	.11
Peoria, Ill. ....	152,600	1,526.00	144,475	1,444.75	*8,125	*\$81.25	*5.32	.08
Sacramento, Cal. ....	121,600	1,216.00	135,850	1,358.50	14,250	\$142.50	11.71	.07
Burlington, Iowa .....	113,356	1,133.56	104,702	1,047.02	*8,656	*\$86.56	*7.63	.06
Oakland, Cal. ....	144,181	1,441.81	135,290	1,352.90	*8,891	*\$88.91	*6.18	.07
Quincy, Ill. ....	108,051	1,089.51	123,647	1,236.47	14,696	\$146.96	13.48	.07
Los Angeles, Cal. ....	145,592	1,455.92	153,844	1,538.44	8,252	\$82.52	5.69	.08
New Haven, Conn. ....	167,123	1,671.23	220,418	2,204.18	53,295	\$532.95	31.88	.12
Reading, Pa. ....	108,843	1,088.43	112,466	1,124.66	3,623	\$36.23	3.32	.07
Newark, N. J. ....	99,032	990.32	95,180	951.80	*3,852	*\$38.52	*3.88	.05
Bridgeport, Conn. ....	35,655	356.55	38,111	381.11	2,456	\$24.56	6.88	.02
Lynn, Mass. ....	80,402	804.02	301,369	3,013.69	220,967	\$2,209.67	274.82	.17
Wilmington, Del. ....	68,516	685.16	71,954	719.54	3,438	\$34.38	5.01	.04
Trenton, N. J. ....	73,320	733.20	75,753	757.53	2,433	\$24.33	3.31	.04
Worcester, Mass. ....	95,223	952.23	130,660	1,306.60	35,437	\$354.37	37.21	.07
Lowell, Mass. ....	61,390	613.90	67,320	673.20	5,930	\$59.30	9.65	.03
Binghamton, N. Y. ....	56,235	562.35	74,539	745.39	19,304	\$193.04	34.94	.04
Norfolk, Va. ....	44,074	440.74	56,558	565.58	12,484	\$124.84	28.32	.03
New Bedford, Mass. ....	36,938	369.38	42,935	429.35	6,017	\$60.17	10.28	.02
Jersey City, N. J. ....	60,172	601.72	195,660	1,956.00	135,488	\$1,354.88	225.16	.11
Allegheny, Pa. ....	45,760	457.60	56,781	567.81	11,021	\$110.21	24.08	.03
Bangor, Me. ....	117,010	1,170.10	120,004	1,200.04	3,994	\$39.94	3.07	.06
Chattanooga, Tenn. ....	173,859	1,738.59	193,301	1,933.01	19,442	\$194.42	11.18	.11
Davenport, Iowa ....	80,205	802.05	79,485	794.85	*720	*\$7.20	*.89	.04
Erie, Pa. ....	46,383	463.83	52,812	528.12	6,429	\$64.29	13.66	.03
Rockford, Ill. ....	85,431	854.31	90,812	908.12	14,381	\$143.81	16.83	.05
Scranton, Pa. ....	79,896	798.96	76,906	769.06	*2,990	*\$29.90	*3.74	.04
Wheeling, W. Va. ....	122,394	1,223.94	105,705	1,057.05	*16,689	*\$166.89	*13.63	.06
Salt Lake City, Utah .....	262,810	2,628.10	326,729	3,267.29	63,919	\$639.19	24.32	.18
Sioux City, Iowa ....	208,778	2,087.78	256,883	2,568.83	47,105	\$471.05	22.45	.14
Birmingham, Ala. ....	164,929	1,649.29	215,394	2,153.94	70,465	\$704.65	42.72	.13
Akron, Ohio ....	142,691	1,426.91	127,155	1,271.55	*15,536	*\$155.36	*10.85	.07
Cedar Rapids, Ia. ....	122,739	1,227.39	163,140	1,631.40	40,401	\$404.01	32.91	.09
Wichita, Kans. ....	115,672	1,156.72	177,441	1,774.41	61,769	\$617.69	53.48	.10
Council Bluffs, Ia. ....	90,049	900.49	62,265	622.65	*27,784	*\$277.84	*30.85	.03
Knoxville, Tenn. ....	87,056	870.56	96,973	969.73	9,918	\$99.18	11.29	.05
Fort Wayne, Ind. ....	61,859	618.59	65,119	651.19	3,260	\$32.60	5.42	.03
Evansville, Ind. ....	56,118	561.18	70,229	702.29	14,111	\$141.11	25.14	.04
Kalamazoo, Mich. ....	55,813	558.13	48,755	487.55	*7,058	*\$70.58	*12.64	.02
Duluth, Minn. ....	53,926	539.26	52,412	524.12	*1,514	*\$15.14	*2.80	.03
Mobile, Ala. ....	48,308	483.08	56,261	562.61	7,953	\$79.53	16.46	.03
San Diego, Cal. ....	43,689	436.89	33,232	332.32	*10,457	*\$104.57	*23.93	.01
Paterson, N. J. ....	34,936	349.36	30,207	302.07	*4,729	*\$47.29	*13.51	.01
Poughkeepsie, N. Y. ....	28,463	284.63	30,844	308.44	2,381	\$23.81	8.36	.01
Grand total. ....	137,108,267	1,371,082.67	147,724,008	1,477,240.08	10,615,741	\$106,157.41	7.74	84.87

\* Decrease.

No. 13.—Number of registered letters and parcels transmitted through the mails from each

States.	Quarter ending September 30, 1889.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama.....	41,066	1,852	241	24	5,480
Alaska.....	683	73	18	1	31
Arizona.....	8,129	858	348	26	1,115
Arkansas.....	28,573	1,101	152	10	8,312
California.....	57,510	12,084	11,456	863	12,353
Colorado.....	27,212	3,134	1,919	106	5,618
Connecticut.....	35,868	7,285	3,020	151	75,991
Delaware.....	4,668	126	167	2	778
District of Columbia.....	11,828	1,557	536	93	52,720
Florida.....	26,877	1,471	838	84	6,526
Georgia.....	45,923	1,631	324	6	9,317
Idaho.....	12,542	1,061	263	16	1,547
Illinois.....	115,757	20,267	10,974	578	36,118
Indiana.....	64,481	2,390	747	28	19,413
Indian Territory.....	13,471	454	91	1	1,069
Iowa.....	48,739	2,782	1,631	119	25,337
Kansas.....	47,974	2,689	891	26	24,958
Kentucky.....	64,426	7,668	440	30	7,496
Louisiana.....	52,566	3,809	2,375	95	6,482
Maine.....	44,122	1,574	2,900	41	6,461
Maryland.....	28,527	1,714	1,245	127	5,374
Massachusetts.....	86,572	9,382	16,194	891	10,800
Michigan.....	67,251	3,113	6,246	111	21,140
Minnesota.....	36,944	2,215	3,348	172	10,837
Mississippi.....	34,064	1,983	127	10	7,987
Missouri.....	92,827	10,468	2,732	241	23,544
Montana.....	20,080	1,896	1,541	31	2,347
Nebraska.....	34,816	1,718	1,406	63	12,273
Nevada.....	5,092	372	319	20	886
New Hampshire.....	20,932	668	1,922	17	4,137
New Jersey.....	48,912	1,436	5,884	153	5,649
New Mexico.....	9,888	1,004	307	34	1,961
New York.....	256,020	51,870	46,607	5,462	90,575
North Carolina.....	40,947	1,537	111	47	9,009
North Dakota.....	11,560	546	544	12	2,843
Ohio.....	95,827	7,450	4,513	292	29,071
Oregon.....	27,352	2,151	1,790	89	4,327
Pennsylvania.....	206,647	13,679	15,632	796	28,279
Rhode Island.....	14,402	1,459	2,084	117	1,477
South Carolina.....	24,429	915	162	15	5,215
South Dakota.....	17,496	668	527	30	4,832
Tennessee.....	46,817	1,668	375	22	7,644
Texas.....	62,377	3,624	2,756	356	22,207
Utah.....	12,415	1,153	626	63	1,724
Vermont.....	15,719	1,103	1,048	14	3,630
Virginia.....	57,864	3,217	305	44	7,847
Washington.....	32,726	1,791	2,656	131	4,291
West Virginia.....	25,493	810	163	8	4,546
Wisconsin.....	48,509	1,931	2,740	96	15,477
Wyoming.....	7,066	987	213	22	1,044
Total.....	2,278,545	206,451	163,293	11,736	660,922

*State and Territory in the United States during the fiscal year ending June 30, 1890.*

Quarter ending December 31, 1889.					Quarter ending March 31, 1890.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
54,301	2,737	535	27	8,958	58,983	1,988	477	41	8,489
602	131	25	-----	20	482	90	37	6	43
9,490	1,546	349	38	1,260	8,411	945	304	37	1,119
51,415	2,208	234	22	8,670	53,108	1,402	201	5	8,741
68,313	31,122	12,889	1,678	12,288	58,346	14,136	9,334	970	11,923
39,712	10,052	2,762	386	5,715	37,609	3,646	2,334	126	5,599
41,098	9,345	4,180	225	82,699	40,217	8,588	3,287	173	88,404
5,254	243	187	-----	763	4,721	123	182	5	770
14,279	3,671	896	152	56,219	12,117	2,549	736	299	62,708
30,864	3,005	767	61	7,214	34,823	2,549	988	44	7,230
60,126	3,382	591	43	10,686	63,501	2,222	500	60	9,415
16,440	1,706	360	29	1,633	13,299	812	315	11	1,507
143,627	36,113	14,640	1,188	36,469	145,173	25,923	23,869	843	37,938
76,924	4,483	957	71	19,868	81,403	2,937	878	55	19,972
16,502	740	54	4	1,191	18,047	484	139	11	1,284
66,439	6,469	2,382	261	29,862	61,652	3,719	1,929	99	29,890
58,796	6,032	1,229	93	25,945	56,422	3,341	1,064	49	26,616
57,799	10,532	548	70	7,588	65,569	8,982	541	50	7,874
66,617	5,571	2,940	149	6,907	68,835	4,270	3,245	146	6,564
48,264	3,309	2,942	54	6,482	45,759	1,761	2,412	31	6,486
40,408	2,259	1,578	154	5,443	40,439	1,496	1,605	69	5,535
95,246	16,507	19,079	875	11,349	92,715	10,156	15,047	552	12,523
82,432	6,472	7,994	253	21,892	77,876	3,983	7,379	138	21,569
55,864	5,540	5,209	315	13,129	47,675	3,627	4,291	208	12,644
46,488	2,871	199	12	8,838	51,798	2,273	243	4	8,853
111,225	17,607	3,926	540	24,612	115,481	10,652	3,235	289	25,102
23,013	3,787	2,038	150	2,710	21,569	1,737	1,764	75	2,749
41,218	4,287	2,118	129	13,093	40,262	2,153	1,709	80	12,937
6,314	921	439	26	875	5,138	419	275	10	828
22,020	1,120	2,243	37	4,087	22,060	661	1,882	20	4,221
40,362	3,223	6,445	165	5,441	48,102	1,563	5,363	144	6,618
11,100	1,571	374	45	2,003	10,729	1,038	345	34	2,618
283,744	79,570	61,546	6,845	90,731	271,591	53,217	49,444	5,432	101,113
50,629	2,429	180	16	8,751	53,112	1,738	116	8	8,811
17,681	1,147	1,340	36	3,170	12,486	537	933	27	2,902
133,659	13,303	5,403	450	30,295	117,178	7,437	5,044	266	30,842
53,832	5,334	1,951	145	4,822	29,511	2,111	1,409	121	4,258
234,382	20,171	20,907	1,144	29,367	237,348	13,492	19,240	1,016	29,653
13,354	2,387	2,536	151	1,363	13,237	2,208	2,232	139	1,576
37,085	1,568	266	33	5,708	36,281	1,044	215	17	5,516
22,901	1,740	983	66	5,259	18,603	853	859	43	4,779
55,042	3,526	535	44	7,703	59,888	2,237	639	31	7,961
94,083	8,158	2,970	691	23,872	90,197	5,823	3,487	466	23,371
16,271	2,110	628	59	1,749	16,143	1,597	676	55	1,831
18,466	1,523	1,258	31	3,748	17,127	906	1,027	22	3,672
66,043	4,724	3,389	87	7,637	70,651	3,591	363	68	8,177
42,005	4,875	3,456	284	4,448	38,837	2,400	3,112	87	4,381
40,916	1,323	197	9	4,786	41,978	901	208	9	4,733
62,189	4,510	3,635	156	16,209	61,202	2,398	3,257	86	16,068
8,840	1,577	301	27	1,148	7,836	905	223	88	1,023
2,745,465	368,546	299,615	17,516	694,075	2,696,877	232,403	188,394	12,685	718,398

## No. 13.—Number of registered letters and parcels transmitted through the

States.	Quarter ending June 30, 1890.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama.....	52,726	2,510	371	21	9,007	207,076	9,087
Alaska.....	456	85	47	9	63	2,173	378
Arizona.....	7,090	910	336	17	1,117	33,729	4,259
Arkansas.....	48,524	1,751	150	2	8,374	191,619	6,462
California.....	60,335	17,630	0,875	1,121	12,488	244,594	74,922
Colorado.....	39,670	3,833	2,668	152	5,977	154,203	20,065
Connecticut.....	37,022	7,637	3,787	206	83,458	154,805	32,855
Delaware.....	4,827	140	138	7	706	19,470	632
District of Columbia.....	12,513	2,590	697	167	64,660	51,077	10,358
Florida.....	31,347	2,397	935	54	7,349	123,911	9,422
Georgia.....	57,270	2,297	453	70	11,020	226,826	9,532
Idaho.....	14,028	904	279	12	1,760	56,309	4,543
Illinois.....	120,790	25,586	12,892	853	34,444	531,347	107,889
Indiana.....	72,457	2,825	752	41	19,329	295,265	12,635
Indian Territory.....	15,094	370	131	6	1,529	63,114	2,048
Iowa.....	54,482	2,525	1,568	72	28,522	232,312	16,493
Kansas.....	60,358	3,414	992	52	24,981	214,050	15,476
Kentucky.....	65,256	8,869	475	56	8,928	251,041	36,049
Louisiana.....	57,908	4,664	2,825	131	7,002	245,956	18,414
Maine.....	48,329	1,832	2,542	35	6,846	186,474	8,476
Maryland.....	38,656	1,695	1,328	96	5,960	155,010	7,158
Massachusetts.....	91,899	10,431	10,596	474	12,255	366,434	46,476
Michigan.....	75,533	3,672	7,046	141	21,629	303,092	17,240
Minnesota.....	42,465	3,799	3,641	175	12,381	182,948	14,581
Mississippi.....	43,901	2,521	194	4	9,508	176,251	9,518
Missouri.....	100,216	12,055	3,061	380	25,290	419,749	50,200
Montana.....	20,991	1,924	1,815	35	2,320	85,653	9,344
Nebraska.....	31,744	2,412	1,442	57	11,908	151,040	10,570
Nevada.....	5,775	469	321	16	948	22,319	2,181
New Hampshire.....	22,340	617	1,882	4	4,331	87,352	3,066
New Jersey.....	49,885	1,852	6,039	162	6,805	186,261	8,074
New Mexico.....	9,726	1,055	373	60	2,022	41,453	4,668
New York.....	310,279	68,207	56,068	5,470	90,199	1,121,634	252,684
North Carolina.....	49,570	1,838	96	12	9,585	193,658	7,542
North Dakota.....	10,600	528	686	8	2,860	52,363	2,758
Ohio.....	120,670	9,034	4,826	302	29,396	460,834	37,234
Oregon.....	29,324	2,631	1,296	50	4,906	122,019	12,227
Pennsylvania.....	220,915	12,501	17,458	807	29,720	890,292	59,843
Rhode Island.....	12,574	3,305	2,092	197	1,312	53,767	2,359
South Carolina.....	29,872	1,215	147	12	5,497	128,267	4,742
South Dakota.....	17,080	855	646	59	6,144	76,080	4,116
Tennessee.....	56,536	2,511	734	18	8,315	218,283	10,142
Texas.....	73,879	5,954	3,524	732	21,505	320,536	25,539
Utah.....	14,975	1,636	697	66	1,523	59,804	6,507
Vermont.....	17,811	919	1,028	9	2,438	69,123	4,431
Virginia.....	72,658	3,895	3,799	54	8,404	267,246	15,427
Washington.....	40,315	2,624	3,664	138	5,004	153,903	11,690
West Virginia.....	43,618	858	198	15	5,033	162,005	5,592
Wisconsin.....	59,054	2,620	3,042	176	16,437	230,954	11,459
Wyoming.....	7,571	906	225	160	1,249	31,313	4,375
<b>Total.....</b>	<b>2,579,015</b>	<b>258,368</b>	<b>182,297</b>	<b>12,981</b>	<b>709,517</b>	<b>10,299,902</b>	<b>1,065,750</b>

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, 1890.	Fees re- ceived.	Increase.			
Foreign.		Free.			Letters and parcels.	Fees.	Per cent.	
Letters.	Parcels.						Letters and parcels.	Fees.
1,624	113	31,934	240,834	\$21,790.00	37,829	\$3,662.90	17.84	20.20
127	16	147	2,841	269.40	62	2.10	2.23	.78
1,337	118	4,011	44,054	3,944.30	*1,088	*75.90	*2.41	*1.66
40	34,097	233,005	19,890.80	7,686	605.30	3.41	3.13	
43,954	4,632	49,082	417,094	36,801.20	10,542	701.90	2.59	2.11
9,823	770	22,895	208,156	18,526.10	2,883	209.40	1.40	1.14
14,274	755	330,552	553,241	20,268.90	77,009	555.30	17.03	2.81
674	8	8,107	23,801	2,078.40	75	8.20	31	.39
2,835	701	236,307	304,278	6,497.10	25,650	927.10	9.30	16.64
3,528	183	28,329	165,373	13,704.40	18,343	1,327.00	12.47	10.72
1,868	179	39,838	278,243	23,840.50	3,869	2,052.30	1.41	9.41
1,217	68	6,447	68,584	6,213.70	337	*10.00	.49	*.16
62,375	3,462	144,064	850,037	70,507.30	39,860	3,154.60	4.91	4.08
3,334	195	78,582	390,011	31,142.90	29,382	2,202.70	8.14	7.61
415	22	5,163	70,762	6,659.90	16,370	1,470.70	90.09	28.69
7,410	551	116,581	373,349	25,676.80	10,322	144.70	2.84	.68
4,176	220	102,500	336,422	23,392.20	*19,938	*2,391.00	*5.59	*10.22
2,004	206	31,796	321,096	28,930.00	33,781	3,207.30	11.75	12.46
11,385	521	26,955	303,131	27,617.60	24,461	2,263.50	8.77	8.91
10,796	161	28,269	232,176	20,590.70	14,157	1,218.00	6.49	6.22
5,756	446	23,312	190,662	16,837.00	18,009	1,321.60	10.42	8.58
66,916	2,792	47,927	530,543	48,261.60	34,550	2,753.40	6.96	6.05
28,805	643	86,220	436,000	34,978.00	9,810	541.00	2.30	1.58
16,480	870	48,991	263,879	21,488.80	9,640	845.90	3.79	1.63
763	30	35,183	221,748	18,656.20	8,538	598.50	4.00	3.31
12,964	1,450	98,548	583,901	48,435.30	16,535	594.40	2.91	1.24
7,156	201	10,126	112,572	10,244.60	5,462	519.00	5.16	5.33
6,675	329	50,211	218,825	16,861.40	*11,647	*1,791.40	*5.06	*9.60
1,354	72	2,536	29,462	2,592.60	395	55.70	1.35	2.19
7,929	82	16,776	115,205	9,842.90	7,868	699.60	7.43	7.05
23,731	624	23,943	282,633	22,869.00	22,262	2,000.00	9.66	9.58
1,399	173	8,004	55,697	4,769.30	*772	*73.30	*1.71	*1.61
213,665	23,209	378,613	1,989,690	161,137.20	129,799	9,861.80	6.97	6.51
503	83	36,156	237,942	20,178.00	11,571	1,197.80	5.11	6.39
3,503	83	11,624	70,531	5,870.70				
19,768	1,310	119,604	614,758	52,315.40	*23,812	*3,006.70	*3.56	*5.72
6,446	414	18,313	169,419	14,110.60	16,675	1,554.50	11.66	12.98
72,637	3,793	117,018	1,152,583	103,556.50	121,862	11,846.60	11.82	12.91
8,944	604	5,728	78,402	7,267.40	4,960	496.70	6.75	7.33
790	77	21,966	155,842	13,387.60	20,639	1,615.70	15.26	15.68
3,020	196	20,005	103,419	8,341.40				
2,283	115	31,623	262,446	23,082.30	16,129	1,452.70	6.54	6.71
12,737	2,245	90,955	450,032	35,907.70	31,886	3,074.40	8.39	9.86
2,527	243	6,827	75,908	6,908.10	13,696	1,377.70	22.01	24.91
4,361	76	14,488	92,499	7,801.10	3,691	286.20	4.03	3.80
1,436	253	32,064	316,426	28,436.20	18,155	1,602.10	6.08	5.55
12,887	610	18,034	197,154	17,912.00	44,618	3,903.00	29.21	27.96
766	41	19,098	185,802	16,670.40	15,624	1,483.30	9.18	9.74
12,674	514	64,191	319,792	25,560.10	14,305	768.10	4.68	3.09
962	297	4,464	41,411	3,604.70	1,267	52.80	3.15	1.44
743,599	54,918	2,782,912	14,947,081	1,216,416.90	883,215	65,334.40	6.29	5.67

\* Decrease.

RECAPITULATION.

Total domestic letters .....	10,299,902	
Total domestic parcels .....	1,065,750	
		11,365,652
Total foreign letters .....	743,599	
Total foreign parcels .....	54,918	
		798,517
Free .....		2,782,912
Grand total .....		14,947,081
Fees received .....		\$1,216,416.90

No. 14.—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, 1890, and the increase in registry fees collected thereat, over the previous year.

Cities.	Letters registered, paid.	Parcel registered, paid.	Registered letters received.	Registered letters received for delivery.	Registered letters and parcels received for delivery.	Registered parcels received.	Registered parcels received in transit.	Registered parcels made up and dispatched.	Through registered parcels received.	Through registered parcels made up and dispatched.	Through registered parcels in transit.	Official letters and parcels registered.	Total number of registered articles handled.	Total amount of registry fees collected.	Fees.	Per cent.	Increase over 1889.
New York, N. Y.	598,329	214,572	1,497,404	1,044,448	875,944	828,961	45,035	45,035	45,035	45,035	13,386	257,652	6,835,320	\$81,323.10	\$1,977.00	2.48	
Chicago, Ill.	199,963	88,561	70,064	524,883	1,066,335	1,231,479	49,018	49,018	49,018	49,018	5,360	11,943	3,097,954	20,832.60	1,528.60	5.39	
Philadelphia, Pa.	177,807	58,022	3,858	281,787	288,101	124,179	13,154	13,154	13,154	13,154	2,125	6,569	1,351,174	21,282.00	3,474.30	15.50	
Boston, Mass.	136,910	26,371	50,239	311,363	463,207	124,179	13,154	13,154	13,154	13,154	2,125	6,569	1,351,174	21,282.00	3,474.30	15.50	
San Francisco, Cal.	109,362	11,331	24,723	405,354	115,859	110,029	6,662	6,662	6,662	6,662	350	6,387	706,411	12,078.00	1,365.30	2.39	
New Orleans, La.	75,483	33,014	10,932	290,812	859,201	91,103	38,062	38,062	38,062	38,062	318	7,715	1,356,369	12,063.30	1,433.40	13.38	
St. Louis, Mo.	72,439	22,279	2,495	67,296	7,713	61,333	6,139	6,139	6,139	6,139	318	7,715	1,356,369	12,063.30	1,433.40	13.38	
Brooklyn, N. Y.	61,089	5,078	2,034	124,806	165,745	44,894	9,262	9,262	9,262	9,262	1,266	7,250	550,928	9,408.80	849.80	9.85	
Baltimore, Md.	52,673	10,732	3,004	650,270	274,254	203,650	20,432	20,432	20,432	20,432	1,266	238,261	2,198,392	6,616.70	713.30	12.12	
Washington, D. C.	45,878	10,732	5,756	178,479	590,552	43,788	6,932	6,932	6,932	6,932	2,617	3,210	1,117,084	5,661.00	276.30	5.13	
Cincinnati, Ohio	19,272	28,756	5,756	94,604	144,075	41,002	6,932	6,932	6,932	6,932	2,095	7,702	446,839	4,802.80	499.10	11.59	
Louisville, Ky.	34,028	7,437	1,965	93,303	149,598	35,998	5,935	5,935	5,935	5,935	3,702	679	606,739	4,146.50	480.90	13.11	
Denver, Colo.	33,632	5,221	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Cleveland, Ohio.	31,632	5,221	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Buffalo, N. Y.	33,523	7,438	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Pittsburgh, Pa.	27,776	6,413	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Kansas City, Mo.	26,105	5,443	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Detroit, Mich.	22,877	8,448	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Providence, R. I.	23,792	5,816	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Portland, Ore.	24,046	4,562	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Minneapolis, Minn.	24,773	4,336	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Milwaukee, Wis.	23,207	2,090	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
St. Paul, Minn.	23,207	2,090	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Newark, N. J.	23,207	2,090	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
New Haven, Conn.	16,712	6,337	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Los Angeles, Cal.	17,438	4,834	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Waterbury, Conn.	17,438	4,834	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Rochester, N. Y.	20,670	1,404	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Des Moines, Iowa.	18,111	2,049	1,358	93,303	315,716	29,583	11,939	11,939	11,939	11,939	3,702	3,179	606,739	3,865.30	448.10	13.30	
Memphis, Tenn.	2,092,235	614,197	1,913,508	5,198,253	7,482,947	2,518,696	362,773	355,659	355,659	355,659	41,839	577,420	27,529,154	270,645.20	16,309.00	6.41	

† Decrease.

† Includes 221,424 postage-stamp and 19,930 postal-note packages.

\* Includes third and fourth class parcels.

No. 15.—*Statement showing the number and value of registered letters and parcels forwarded during the fiscal year ending June 30, 1890, for the Post-Office and Treasury Departments.*

Description.	Number of packages.	Value.
Postage-stamps from the New York agency.....	221,434	\$45,008,466.50
Stamped envelopes and newspaper wrappers from the Hartford agency..	262,321	10,152,697.29
Postal-cards from the Birmingham agency and the Chicago and St. Louis sub-agencies.....	90,155	6,089,071.00
Registered packages containing paid money-orders and postal-notes.....	487,864	131,357,743.61
Surplus money-order funds remitted for deposit by registered mail.....		97,936,413.57
Money-order funds remitted by draft in the registered mail.....		*17,000,000.00
Total for the Post-Office Department.....	1,061,774	308,144,391.97
Secretary of the Treasury received.....	1,193	56,483,610.83
Secretary of the Treasury sent.....	726	592,155.00
Register of the Treasury received.....	2,692	40,922,728.24
Register of the Treasury sent.....	2,843	48,238,500.00
Commissioner of Internal Revenue received.....	5,266	15,716,254.81
Commissioner of Internal Revenue sent.....	45,201	164,570,241.95
Comptroller of the Currency received.....	720	9,445,230.00
Comptroller of the Currency sent (U. S. bonds, incomplete currency, and national-bank notes).....	1,305	5,688,100.00
United States Treasurer received (bonds and coupons, gold and silver certificates, and currency, including legal-tender national-bank notes, fractional currency, and coins).....	16,783	36,879,314.13
United States Treasurer sent.....	4,094	3,441,491.83
Sixth Auditor of the Treasury received.....	14,635	5,704.22
Sixth Auditor of the Treasury sent.....	836	4,606.22
Assistant treasurers of the United States received.....	61,797	3,460,357.17
Assistant treasurers of the United States sent.....	4,179	420,892,759.70
Internal-revenue collectors sent†.....		
Total for the Treasury Department.....	161,670	806,347,054.10
Aggregate.....	1,223,444	1,114,491,446.07

\* Estimated.

† Impracticable to obtain data for this item.

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, 1890.

Post-offices.	Quarter ending Sept. 30, 1889.						Quarter ending Dec. 31, 1889.						Quarter ending Mar. 31, 1890.						Quarter ending June 30, 1890.					
	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 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 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 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.	18	4	22	27	3	30	37	4	37	46	1	47	128	8	136	47	1	48	129	8	137	128	8	136
Adrian, Mich.	70	3	73	79	3	82	82	51	87	112	7	119	349	18	367	119	7	126	356	18	374	349	18	367
Akron, Ohio.	311	54	365	353	67	420	315	166	370	500	82	582	1,486	254	1,740	582	82	664	1,564	254	1,818	1,486	254	1,740
Albany, N. Y.	1,759	164	1,923	1,917	158	2,075	1,979	166	2,145	2,358	165	2,523	8,053	653	8,706	2,523	165	2,688	8,868	653	9,521	8,053	653	8,706
Albion, Mich.	170	1	171	17	1	18	18	1	19	28	2	29	64	1	65	28	2	30	66	1	67	64	1	65
Alexandria, Va.	2,433	851	3,284	2,996	2	2,998	187	3	190	248	2	250	831	7	838	250	2	252	833	7	840	831	7	838
Allegheny, Pa.	2,236	5	2,241	2,235	11	2,246	3,328	460	3,788	2,528	1,331	3,859	11,283	8,835	15,118	3,857	1,331	5,188	11,283	8,835	15,118	11,283	8,835	15,118
Alton, Ill.	48	5	53	37	1	38	220	8	228	245	14	259	175	38	213	259	14	273	273	38	311	175	38	213
Alton, Pa.	263	105	368	288	130	418	279	122	401	338	124	462	1,168	481	1,649	462	124	1,592	1,649	481	1,649	1,168	481	1,649
Amesbury, Mass.	198	7	205	119	7	126	72	4	76	85	2	87	157	2	159	87	2	161	159	2	161	157	2	159
Amsterdam, N. Y.	53	1	54	108	13	121	93	4	97	120	6	126	440	24	464	126	6	470	464	24	488	440	24	464
Annapolis, Md.	158	2	160	203	13	216	194	16	210	169	9	179	792	40	832	179	9	841	832	40	872	792	40	832
Ann Arbor, Mich.	68	6	74	76	2	78	81	7	88	143	3	146	303	4	307	146	3	310	307	4	311	303	4	307
Ansonia, Conn.	89	3	92	60	3	63	77	5	82	72	3	75	298	18	316	77	3	281	316	18	324	298	18	316
Appleton, Wis.	21	21	42	44	4	48	47	5	52	47	40	87	182	13	195	87	40	127	195	13	208	182	13	195
Arkansas City, Kans.	680	13	693	118	93	211	185	1	186	212	5	221	397	9	400	221	5	406	400	9	415	397	9	400
Asbury Park, N. J.	97	6	103	85	5	90	135	5	140	105	6	111	309	20	329	110	6	335	329	20	349	309	20	329
Asherville, N. C.	133	13	146	59	11	70	43	5	48	42	39	81	140	1	141	40	39	179	141	1	180	140	1	141
Ashland, Wis.	133	13	146	178	11	189	139	1	140	176	6	182	628	22	650	182	6	656	650	22	678	628	22	650
Aspen, Colo.	1,073	60	1,133	1,099	101	1,200	1,083	128	1,211	1,815	148	1,959	6,570	427	7,007	1,959	148	7,219	7,007	427	7,446	6,570	427	7,007
Atchison, Kans.	1,281	11	1,292	1,280	1	1,281	2,904	4	2,905	1,749	9	1,758	5,198	26	5,224	1,758	9	5,233	5,224	26	5,259	5,198	26	5,224
Atlanta, Ga.	80	19	99	80	11	91	96	5	101	129	13	142	398	31	429	142	13	442	429	31	480	398	31	429
Atlantic City, N. J.	297	12	309	300	11	311	320	11	331	320	13	333	1,188	47	1,235	333	13	1,248	1,235	47	1,295	1,188	47	1,235
Auburn, N. Y.	323	17	340	457	20	477	477	12	489	515	38	553	1,451	198	1,649	553	38	1,691	1,649	198	1,839	1,451	198	1,649
Augusta, Ga.	154	23	177	157	48	205	170	39	209	182	14	196	653	55	708	196	14	722	708	55	777	653	55	708
Augusta, Mo.	159	15	174	130	17	147	131	21	152	132	14	146	581	55	636	146	14	650	636	55	685	581	55	636
Aurora, Ill.	234	22	256	280	17	297	239	8	247	345	2,419	2,466	1,123	7,799	3,585	2,419	2,466	3,585	2,419	2,466	3,585	2,419	2,466	3,585
Aurora, N. Y.	234	22	256	280	17	297	239	8	247	345	2,419	2,466	1,123	7,799	3,585	2,419	2,466	3,585	2,419	2,466	3,585	2,419	2,466	3,585
Baltimore, Md.	6,035	1,015	7,050	7,540	1,705	9,245	7,044	1,970	9,014	8,358	2,419	10,777	24,574	7,799	32,373	10,777	2,419	32,796	32,373	7,799	40,575	24,574	7,799	32,373

Banger, Mo.	411	174	585	402	159	561	384	172	556	429	191	620	1,500	696	2,322
Bath, N. Y.	74	11	85	79	16	95	75	8	83	106	9	115	626	44	378
Battle Creek, Mich.	145	10	155	80	3	83	113	8	124	163	11	127	35	35	535
Bay City, Mich.	119	10	129	106	10	116	72	10	82	115	12	127	412	42	454
Bayonne, N. J.	251	10	261	221	21	242	178	16	194	271	18	289	921	65	986
Beatrice, Neb.	94	1	95	90	13	103	105	11	116	126	9	135	415	34	214
Beaver Falls, Pa.	128	133	133	65	3	68	32	3	35	65	2	67	206	8	214
Belleville, Ill.	34	19	53	167	7	174	144	6	150	167	2	169	586	40	616
Bennington, Vt.	108	8	116	148	3	151	117	2	129	151	5	166	56	20	225
Bethlehem, Pa.	185	5	190	158	1	159	141	3	144	141	7	164	520	21	561
Beverly, Mass.	377	31	408	427	36	463	386	2	443	387	33	420	1,692	142	1,734
Birmingham, N. Y.	406	43	539	653	14	697	602	15	617	656	18	644	2,377	90	2,467
Birmingham, Ala.	105	2	107	140	140	144	140	1	144	129	129	129	517	3	520
Bloomington, Conn.	247	47	294	222	47	269	186	41	247	220	220	286	885	191	1,076
Bloomington, Ill.	26,568	3,133	29,641	31,546	6,889	38,135	29,957	7,160	37,117	33,608	7,187	40,793	121,617	24,039	146,686
Bradford, Pa.	172	21	183	150	42	192	142	44	186	142	68	210	606	175	670
Bradford, N. Y.	93	101	99	91	8	99	76	5	81	85	4	89	345	25	370
Brattleborough, Vt.	793	148	941	1,017	152	1,169	923	121	1,044	961	129	1,090	3,694	550	4,244
Bridgeport, Conn.	58	38	383	363	50	413	347	52	399	403	47	466	1,460	185	1,645
Bridgeport, N. J.	347	36	383	363	50	413	347	52	399	403	47	466	1,460	185	1,645
Bridgeport, Mass.	7,548	1,269	8,817	9,217	2,247	11,464	9,404	2,302	11,700	10,270	2,549	12,819	36,439	8,367	44,506
Brooklyn, N. Y.	3,453	997	4,450	3,249	1,168	4,417	3,042	1,000	4,042	2,487	1,038	3,825	12,181	4,203	16,384
Buffalo, N. Y.	3,453	997	4,450	3,249	1,168	4,417	3,042	1,000	4,042	2,487	1,038	3,825	12,181	4,203	16,384
Burlington, Iowa	205	115	329	176	126	131	156	134	287	185	121	306	667	518	1,215
Burlington, Vt.	167	16	183	147	6	153	121	13	134	216	9	225	651	44	1,605
Battle Hill, Mont.	55	63	63	80	61	80	65	1	66	112	3	115	313	4	316
Calto, Ill. N. Y.	53	53	53	63	5	63	62	2	64	66	1	67	244	8	252
Canaan, N. J.	687	575	687	575	27	602	614	41	655	602	49	651	2,400	145	2,545
Canton, Ohio	587	554	587	490	64	554	460	73	533	491	77	548	1,831	261	2,092
Carleton, Pa.	113	126	113	126	61	127	44	44	44	120	77	120	403	1	404
Cartersville, Pa.	38	38	38	49	1	49	33	33	33	60	60	60	180	1	180
Cedar Rapids, Iowa	219	40	219	153	60	213	172	53	221	185	43	228	683	201	884
Chambersburg, Pa.	114	3	114	121	2	123	106	2	109	92	2	94	430	10	440
Champaign, Ill.	53	43	53	43	7	50	36	2	38	54	1	55	177	19	196
Charleston, S. C.	477	562	477	562	33	565	483	26	509	481	31	512	1,978	117	2,093
Charleston, W. Va.	81	89	81	89	8	97	94	2	96	101	101	101	365	10	375
Charlotte, N. C.	89	121	89	121	34	131	107	38	104	107	22	107	421	17	431
Chattanooga, Tenn.	524	524	524	453	18	469	407	18	445	387	27	389	2,608	59	2,708
Chester, Pa.	145	40	155	181	10	190	161	11	175	189	17	179	635	28	663
Chicago, Ill.	16,776	10	16,776	16,883	3,178	20,061	14,175	3,207	17,382	16,001	3,784	19,783	61,238	12,846	74,104
Cincinnati, Ohio	54	54	54	54	1	59	50	30	113	69	2	71	460	26	486
Cincinnati, Ohio	54	54	54	54	1	59	50	30	113	69	2	71	460	26	486
Cincinnati, Ohio	5,009	2,249	7,948	6,352	2,907	9,259	5,420	2,090	8,419	6,986	2,925	9,922	24,470	11,072	35,548
Cincinnati, Ohio	4,044	1,796	5,840	4,201	2,163	6,364	2,779	2,255	6,034	4,513	2,166	6,679	16,337	8,380	24,917
Clinton, Iowa	59	5	64	48	2	59	53	7	60	53	6	59	213	20	213
Clinton, Mass.	57	3	60	75	68	73	68	1	77	82	8	100	166	11	177
Coloosa, N. Y.	172	2	174	165	165	165	156	4	160	164	2	166	637	4	665
Colorado Springs, Colo.															

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, 1889.				Quarter ending Dec. 31, 1889.				Quarter ending Mar. 31, 1890.				Quarter ending June 30, 1890.				Total—12 months ending June 30, 1890.				
	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.			
Columbia, S. C.	149	.....	351	149	.....	351	183	.....	183	157	.....	157	840	.....	840	157	.....	157	1,031	.....	1,031
Columbus, Ga.	238	2	284	238	2	284	215	15	230	270	7	277	1,000	31	1,031	277	31	1,031	938	26	964
Columbus, Ind.	56	11	68	56	8	68	53	3	56	59	.....	59	238	.....	238	63	.....	63	254	.....	254
Columbus, Ohio	2,004	182	2,186	2,041	258	2,299	2,218	267	2,485	2,436	252	2,688	8,699	959	9,658	2,688	959	9,658	9,658	.....	9,658
Concord, N. H.	434	23	457	414	31	445	359	33	392	414	37	431	1,621	114	1,735	441	114	1,735	1,735	.....	1,735
Corry, N. Y.	65	4	69	61	0	61	79	16	95	66	.....	66	271	.....	271	100	.....	100	294	.....	294
Corry, Pa.	.....	.....	.....	76	3	79	88	.....	82	24	1	107	167	.....	167	35	.....	35	168	.....	168
Corsicana, Tex.	37	.....	37	57	.....	57	39	.....	39	24	.....	24	100	.....	100	10	.....	10	116	.....	116
Cortland, N. Y.	94	4	98	102	6	108	90	.....	102	107	4	111	399	.....	399	111	.....	111	419	.....	419
Council Bluffs, Iowa	194	23	217	123	2	125	170	1	171	275	7	282	762	33	795	282	33	795	795	.....	795
Covington, Ky.	408	44	452	371	42	413	364	28	392	519	27	546	1,662	111	1,773	546	111	1,773	1,773	.....	1,773
Crawfordsville, Ind.	75	3	78	72	4	76	75	.....	75	79	6	85	297	.....	297	79	6	85	314	.....	314
Creston, Iowa	.....	.....	.....	.....	.....	.....	25	.....	25	28	.....	28	53	.....	53	25	.....	25	57	.....	57
Cumberland, Md.	176	.....	176	184	.....	184	233	.....	233	238	.....	238	932	.....	932	238	.....	238	936	.....	936
Dallas, Tex.	389	7	396	372	10	382	403	.....	403	461	28	489	1,600	.....	1,600	461	.....	461	1,606	.....	1,606
Danbury, Conn.	157	10	167	156	17	173	142	.....	142	160	.....	160	615	.....	615	160	.....	160	677	.....	677
Danville, Ill.	129	10	139	118	9	127	151	.....	151	160	.....	160	547	.....	547	164	.....	164	580	.....	580
Darvelle, Va.	105	.....	105	107	3	110	98	.....	98	138	.....	138	508	.....	508	138	.....	138	519	.....	519
Davenport, Iowa	136	91	227	135	113	248	121	.....	121	133	.....	133	525	.....	525	133	.....	133	576	.....	576
Dayton, Ohio	827	81	908	805	91	896	810	.....	810	1,023	.....	1,023	3,565	.....	3,565	1,023	.....	1,023	3,960	.....	3,960
DeKalb, Ill.	189	39	228	183	45	228	184	.....	184	188	.....	188	693	.....	693	188	.....	188	794	.....	794
Delaware, Ohio	85	.....	85	89	.....	89	87	.....	87	123	.....	123	392	.....	392	123	.....	123	417	.....	417
Delaware, Tex.	.....	.....	.....	51	.....	51	46	.....	46	49	.....	49	215	.....	215	49	.....	49	239	.....	239
Denison, Tex.	51	.....	51	59	.....	59	46	.....	46	61	.....	61	239	.....	239	61	.....	61	259	.....	259
Denver, Colo.	3,455	1,920	5,375	3,221	1,957	5,178	4,478	.....	4,478	5,889	783	6,672	13,435	.....	13,435	6,672	.....	6,672	17,456	.....	17,456
Des Moines, Iowa	564	62	626	563	64	627	522	.....	522	566	.....	566	2,353	.....	2,353	566	.....	566	2,645	.....	2,645
Des Moines, Mich.	2,916	1,469	4,385	3,183	1,424	4,607	4,572	.....	4,572	4,773	.....	4,773	11,905	.....	11,905	4,773	.....	4,773	17,947	.....	17,947
Dover, N. H.	221	9	230	175	6	181	180	.....	180	177	.....	177	744	.....	744	181	.....	181	781	.....	781
Dubuque, Iowa	238	10	248	243	28	271	240	.....	240	243	.....	243	964	.....	964	243	.....	243	1,060	.....	1,060
Dunlap, Minn.	294	58	352	270	41	311	201	.....	201	303	.....	303	1,070	.....	1,070	303	.....	303	1,314	.....	1,314
Dunkirk, N. Y.	65	2	67	63	2	65	65	.....	65	82	.....	82	276	.....	276	82	.....	82	288	.....	288
East Liverpool, Ohio	.....	.....	.....	126	.....	126	122	.....	122	127	.....	127	375	.....	375	127	.....	127	383	.....	383
Easton, Pa.	310	47	357	351	40	391	335	.....	335	350	.....	350	1,346	.....	1,346	350	.....	350	1,551	.....	1,551
East Orange, N. J.	237	11	248	452	18	470	363	.....	363	391	.....	391	1,443	.....	1,443	391	.....	391	1,616	.....	1,616

East Saginaw, Mich.	368	46	414	384	36	420	330	377	385	42	377	1,417	171
East Chicago, Wis.	147	24	171	202	17	113	221	246	162	22	184	88	88
Elgin, Ill.	118	17	135	104	66	541	91	100	118	125	426	426	478
Elizabeth, N. J.	370	37	407	481	66	541	549	647	549	88	637	289	238
Elkhart, Ind.	85	12	97	93	4	97	98	6	107	79	86	355	383
Elmira, N. Y.	568	71	639	511	54	563	487	63	530	535	580	2,101	252
El Paso, Tex.	35	2	37	46	1	47	41	43	38	4	40	158	8
El Paso, Tex.	35	2	37	46	1	47	41	43	38	4	40	158	8
El Paso, Tex.	35	2	37	46	1	47	41	43	38	4	40	158	8
Emporia, Kans.	64	5	67	89	6	95	62	57	62	7	114	329	239
Emporia, Kans.	64	5	67	89	6	95	62	57	62	7	114	329	239
Englewood, Ill.	189	6	195	229	3	223	168	6	174	240	481	817	350
Erle, Pa.	418	48	468	438	61	497	408	52	460	60	541	1,743	1,964
Evansville, Ind.	438	32	490	435	33	488	410	16	126	14	135	441	495
Fall River, Mass.	490	66	556	500	63	623	583	69	652	67	679	1,716	1,968
Fargo, N. Dak.	134	14	148	106	23	129	84	91	110	67	118	2,245	2,510
Findlay, Ohio	140	5	145	123	10	133	126	7	133	137	151	434	488
Fitchburg, Mass.	248	18	365	318	9	327	288	17	315	343	371	1,305	1,378
Flint, Mich.	100	15	115	96	8	104	87	6	93	101	84	384	416
Flushing, N. Y.	83	4	97	73	2	75	106	64	167	154	156	280	263
Fond du Lac, Wis.	110	1	111	81	1	81	20	2	22	83	83	314	321
Fort Madison, Iowa.	110	1	111	81	1	81	20	2	22	83	83	314	321
Fort Scott, Kans.	96	1	97	129	1	130	64	1	65	84	86	339	343
Fort Smith, Ark.	615	104	719	593	126	719	485	105	583	96	423	2,568	428
Fort Wayne, Ind.	109	42	241	276	56	332	217	284	351	191	794	1,017	2,017
Fort Worth, Tex.	109	42	241	276	56	332	217	284	351	191	794	1,017	2,017
Fostoria, Ohio	83	1	84	135	2	137	183	2	185	191	101	170	161
Frankfort, Ky.	112	9	102	78	3	81	75	6	81	102	112	430	436
Frederick, Md.	112	9	102	78	3	81	75	6	81	102	112	430	436
Freeport, Ill.	93	9	102	78	3	81	75	6	81	102	112	430	436
Fremont, Neb.	78	50	78	50	3	62	53	6	53	54	56	244	328
Fremont, Ohio	88	7	95	76	3	79	69	6	67	83	87	251	328
Fresno, Cal.	127	8	135	137	13	150	128	17	145	125	132	418	502
Galesburg, Ill.	310	63	373	532	90	622	355	63	417	374	448	1,571	1,899
Galveston, Tex.	93	10	103	81	4	85	75	5	78	78	139	251	328
Glens Falls, N. Y.	93	10	103	81	4	85	75	5	78	78	139	251	328
Glocester, Mass.	194	5	199	138	5	143	138	2	82	1	82	282	358
Gloversville, N. Y.	83	4	87	40	4	81	66	4	142	115	3	389	471
Goshen, Ind.	57	1	58	62	40	22	62	4	187	93	22	432	519
Grand Island, Neb.	59	3	62	75	1	76	63	75	71	76	97	22	319
Grand Rapids, Mich.	948	86	1,034	837	91	928	756	84	865	91	866	3,406	3,756
Grand Rapids, Mich.	948	86	1,034	837	91	928	756	84	865	91	866	3,406	3,756
Green Bay, Wisc.	69	6	69	57	2	70	45	4	46	68	60	103	106
Greenville, S. C.	118	4	122	147	12	159	109	1	78	79	8	82	106
Hagerstown, Md.	135	14	139	242	8	250	173	9	107	79	3	282	358
Hamilton, Mo.	96	3	99	102	4	100	88	2	186	145	500	66	63
Hannibal, Mo.	96	3	99	102	4	100	88	2	186	145	500	66	63
Harrisburg, Pa.	741	92	833	794	53	847	687	135	84	83	2	373	384
Hartford, Conn.	1,472	252	1,724	1,794	335	2,125	1,705	353	2,058	376	937	3,079	3,459
Hastings, Neb.	87	3	90	46	1	47	64	5	69	59	2	256	267
Haverhill, Mass.	406	74	570	550	100	659	443	188	681	92	780	2,277	2,690
Hawthorn, Pa.	63	6	67	70	9	88	162	18	107	73	184	413	354
Hudson, Mont.	161	6	167	168	3	171	179	187	179	13	194	690	729

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, 1889.				Quarter ending Dec. 31, 1889.				Quarter ending Mar. 31, 1890.				Quarter ending June 30, 1890.			
	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.	Total—12 months ending June 30, 1890.
Hoboken, N. J.	304	20	324	404	4	408	386	12	398	535	7	542	1,629	53	1,682	
Holyoke, Mass.	232	78	310	376	80	456	377	62	439	414	53	467	1,499	272	1,772	
Bornellville, N. Y.	87	3	90	88	4	92	98	1	99	107	6	113	376	16	394	
Hot Springs, Ark.	109	8	117	152	4	156	177	1	178	299	4	303	647	9	656	
Houston, Tex.	351	39	390	537	62	599	445	50	495	542	47	589	1,805	198	2,003	
Hudson, N. Y.	123	3	126	167	4	171	169	2	171	107	5	112	437	10	447	
Huntingdon, Pa.	64	5	69	50	4	54	47	4	51	71	3	74	232	12	244	
Huron, S. Dak.	52	3	55	45	5	50	29	2	31	29	1	30	155	10	165	
Hutchinson, Kans.	83	8	91	57	1	58	73	1	74	117	14	131	329	2	331	
Hyde Park, Mass.	179	8	187	291	14	305	190	10	200	290	14	304	790	46	836	
Indianapolis, Ind.	2,810	1,350	4,160	2,890	1,233	4,123	2,400	1,196	3,596	2,940	150	4,440	10,950	5,308	16,258	
Ionian, Mich.	36	3	39	48	3	51	47	14	61	42	4	46	173	24	197	
Iowa City, Iowa	116	23	139	193	57	250	165	70	235	230	56	286	709	206	915	
Jackson, N. Y.	159	18	177	293	18	311	220	10	230	241	17	258	807	63	870	
Jackson, Mich.	83	5	88	77	1	78	116	2	118	80	3	83	316	7	323	
Jackson, Miss.	205	5	210	407	12	419	535	32	567	365	25	390	1,512	74	1,586	
Jacksonville, Fla.	127	3	130	115	12	127	103	10	113	109	10	119	453	33	486	
Jamestown, N. Y.	214	9	223	164	14	178	180	12	192	108	18	126	291	53	344	
Janesville, Wis.	77	2	79	66	5	71	77	2	79	78	1	79	290	10	300	
Jefferson City, Mo.	1,315	70	1,385	1,569	187	1,756	1,479	124	1,603	1,713	139	1,852	6,076	329	6,405	
Jefferson City, N. J.	236	18	254	225	8	233	200	0	200	109	15	124	353	32	385	
Johnstown, Pa.	108	18	126	193	17	210	83	12	95	108	11	119	372	58	430	
Joliet, Ill.	210	30	240	198	33	231	213	31	244	196	30	226	817	124	941	
Kalamazoo, Mich.	118	15	133	115	34	149	131	17	148	141	23	164	72	8	80	
Kankakee, Ill.	65	20	85	125	24	149	131	17	148	141	23	164	492	8	500	
Kansas City, Kans.	2,235	378	2,613	2,327	634	2,961	2,443	331	2,774	2,696	363	3,059	9,623	1,698	11,321	
Kansas City, Mo.	109	7	116	98	8	106	111	12	123	122	16	138	440	43	483	
Kearney, Neb.	101	4	105	84	0	84	73	3	76	118	10	128	371	24	395	
Keokuk, Iowa	401	40	441	412	31	443	379	35	414	549	53	602	1,741	159	1,900	
Knoxville, Tenn.																

La Crosse, Wis.	234	35	260	214	35	249	181	45	226	174	41	215	503	156	969
La Fayette, Ind.	278	59	337	255	53	308	234	62	296	312	86	398	1,079	360	2,339
Lancaster, Pa.	403	24	487	675	31	606	234	33	564	626	36	386	2,195	124	2,319
Lansing, Mich.	171	4	175	151	17	168	143	6	148	194	12	206	2,659	38	2,897
Lawrence, Kans.	88	13	101	102	16	118	104	10	114	113	16	159	407	55	462
Lawrence, Mass.	540	84	934	651	104	755	532	104	656	630	126	756	2,372	178	2,791
Leadville, Colo.	225	48	283	223	47	270	176	48	224	210	32	242	2,844	415	1,019
Leadville, Colo.	163	8	171	158	17	205	146	8	154	172	38	175	669	36	705
Leavenworth, Kans.	131	2	133	151	7	158	145	4	149	134	11	145	561	24	585
Lebanon, Pa.	213	16	229	164	7	171	153	18	171	221	15	236	751	56	2,098
Lexington, Me.	503	19	522	505	25	530	531	41	572	545	29	574	2,084	114	2,197
Lima, Ohio	191	39	230	216	60	272	195	28	223	222	33	255	3,680	156	2,603
Litchfield, N. Y.	505	18	613	653	31	664	517	26	513	658	25	683	2,403	100	2,603
Little Falls, N. Y.	65	1	56	63	1	64	45	45	543	65	65	67	2,228	4	1,995
Little Rock, Ark.	323	36	339	415	25	440	354	50	404	422	70	492	1,514	181	1,995
Lockport, N. Y.	184	1	195	297	25	232	78	83	83	93	10	103	1,061	17	2,779
Lockport, N. Y.	210	25	241	178	11	169	190	13	208	190	6	196	771	60	831
Long Island City, N. Y.	146	5	151	157	1	158	139	139	182	194	12	208	757	61	810
Los Angeles, Cal.	670	110	780	821	40	871	653	165	818	701	205	956	2,555	520	3,375
Louisville, Ky.	2,581	607	3,188	2,750	697	3,471	2,584	654	3,238	2,987	772	3,768	10,902	2,730	13,632
Lowell, Mass.	1,100	278	1,378	1,234	344	1,578	1,187	354	1,541	1,377	400	1,737	4,858	6,254	6,254
Lynchburg, Va.	372	15	385	424	15	436	377	16	383	522	19	541	1,892	63	1,775
Lynn, Mass.	1,405	205	1,700	1,577	290	1,872	1,252	278	1,520	1,325	275	1,600	5,849	1,054	6,903
Lyons, N. Y.	197	10	207	157	25	212	214	23	237	205	32	277	1,003	60	2,093
McKeesport, Pa.	673	37	710	811	50	867	648	47	693	678	49	724	2,810	186	2,996
Madison, Wis.	256	22	278	180	43	210	46	9	48	230	40	51	1,138	6	1,144
Madison, Wis.	438	24	457	503	45	555	534	11	62	631	4	254	777	66	893
Malden, Mass.	631	60	691	697	74	721	630	82	702	676	68	689	2,046	223	2,321
Manchester, N. H.	43	3	45	45	3	45	16	16	702	762	76	762	2,574	292	2,866
Manitowish, Mich.	67	8	75	71	3	76	54	9	63	10	3	19	93	25	83
Manitowish, Mich.	830	4	843	207	6	212	186	10	206	232	6	253	1,494	25	286
Mansfield, Ohio	74	5	79	76	6	82	72	2	74	97	3	97	1,494	13	1,619
Marion, Ind.	133	2	135	123	2	125	145	5	50	151	2	153	552	11	712
Marion, Ind.	46	2	48	56	5	65	23	1	23	38	38	38	162	3	185
Marquette, Mich.	60	7	57	50	5	55	41	11	52	46	10	56	187	33	220
Marshalltown, Iowa	123	31	133	123	7	130	106	4	110	141	3	144	493	24	517
Massillon, Ohio	154	10	185	164	36	200	121	53	174	179	44	223	618	164	782
McAuliffe, Pa.	177	20	197	177	20	197	168	18	184	204	11	215	547	49	596
Medford, Mass.	795	99	868	1,056	155	1,311	1,025	159	1,181	1,068	159	1,247	3,968	572	4,540
Memphis, Tenn.	38	38	38	38	38	38	19	19	19	42	42	42	99	90	1,090
Menominee, Mich.	242	10	252	209	6	303	230	4	234	308	18	326	1,079	38	1,117
Meriden, Conn.	57	57	57	69	69	69	59	59	59	72	72	72	257	24	257
Meridian, Miss.	167	5	172	220	6	225	220	6	226	235	8	243	842	24	866
Middleton, N. Y.	118	14	132	113	13	128	154	18	172	152	16	168	539	61	600
Middleton, N. Y.	34	34	34	63	1	54	47	1	48	58	58	58	192	2	194
Middleton, Ohio	2,426	727	3,153	2,311	722	3,033	1,919	683	2,602	2,361	640	3,031	9,047	2,772	11,819
Millwaukee, Wis.	2,934	1,207	4,141	3,159	1,311	4,470	2,686	1,264	3,950	3,338	1,386	4,674	12,117	5,118	17,235
Minneapolis, Minn.	326	80	406	304	18	412	2,370	97	367	274	133	407	1,174	418	1,592
Mobile, Ala.	26	26	26	28	2	30	31	2	33	35	1	36	1,120	5	1,125
Moline, Ill.	26	26	26	28	2	30	31	2	33	35	1	36	1,120	5	1,125

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, 1899.				Quarter ending Dec. 31, 1899.				Quarter ending Mar. 31, 1899.				Quarter ending June 30, 1899.				Total—12 months ending June 30, 1899.			
	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.		
Monmouth, Ill.	41	2	43	31	33	26	26	7	33	49	0	58	147	29	167	155	301	456	756	
Montclair, N. J.	316	1	317	417	420	146	146	5	151	155	5	155	301	18	306	375	375	375	375	
Montgomery, Ala.	50	1	51	50	51	48	48	2	49	47	5	52	99	1	100	97	97	97	97	
Morristown, N. J.	209	6	215	251	258	226	226	15	240	258	5	253	273	34	307	253	253	253	253	
Mount Vernon, N. Y.	81	6	87	82	84	72	72	2	79	80	2	82	158	17	174	158	158	158	158	
Muncie, Ind.	33	3	36	35	36	33	33	3	36	38	5	43	77	11	88	77	77	77	77	
Muscatine, Iowa	94	4	98	94	94	87	87	7	94	97	0	97	194	11	205	194	194	194	194	
Muskegon, Mich.	220	6	226	276	284	107	107	10	117	127	16	143	1,005	48	1,053	1,005	1,005	1,005	1,005	
Nashua, N. H.	1,853	59	1,912	1,328	1,428	1,204	1,204	18	1,226	1,244	112	1,356	1,607	352	1,958	1,740	1,740	1,740	1,740	
Nashville, Tenn.	77	4	81	94	94	65	65	0	65	62	1	66	130	1	167	130	130	130	130	
Natchez, Miss.	42	0	42	40	41	51	51	0	51	47	2	49	189	3	192	189	189	189	189	
Nebraha, City, Neb.	130	6	136	132	139	114	114	11	125	136	7	143	314	15	329	300	300	300	300	
New Albany, Ind.	2,240	512	2,752	2,520	2,802	2,640	2,640	732	3,372	2,811	706	4,000	2,221	720	6,921	4,000	4,000	4,000	4,000	
Newark, N. J.	128	3	131	131	132	135	135	4	139	143	9	148	313	13	161	148	148	148	148	
New Bedford, Mass.	181	63	244	183	246	226	226	8	234	240	10	250	360	307	381	250	250	250	250	
New Britain, Conn.	203	17	220	235	250	226	226	26	256	280	20	300	360	88	448	300	300	300	300	
New Brunswick, N. J.	280	11	291	261	272	213	213	4	217	221	12	239	269	38	307	239	239	239	239	
Newburgh, N. Y.	362	23	385	270	297	233	233	24	257	274	17	291	309	85	394	291	291	291	291	
Newburyport, Mass.	172	17	189	171	186	158	158	28	186	210	29	216	226	49	265	216	216	216	216	
New Castle, Pa.	1,880	266	2,146	1,906	2,300	1,916	1,916	438	2,354	2,354	451	2,805	2,354	49	3,296	2,805	2,805	2,805	2,805	
New Haven, Conn.	291	34	325	307	341	276	276	27	303	330	23	353	387	100	483	353	353	353	353	
New London, Conn.	5,604	2,316	7,920	6,230	8,546	4,980	4,980	8	5,000	5,000	3,708	8,708	4,193	120	13,901	8,708	8,708	8,708	8,708	
New Orleans, La.	139	7	146	152	158	155	155	3	158	160	3	163	160	19	181	163	163	163	163	
Newport, Ky.	1,035	160	1,195	516	668	376	376	15	391	406	23	419	406	229	1,044	419	419	419	419	
Newport, R. I.	68	2	70	63	65	43	43	0	43	43	0	43	51	3	54	43	43	43	43	
Newton, Kans.	208	8	216	203	211	214	214	22	236	258	36	321	270	83	394	321	321	321	321	
Newton, Mass.	32,520	14,341	47,861	41,840	52,300	38,854	38,854	24,450	63,304	44,789	25,889	90,188	160,000	80,960	245,960	90,188	90,188	90,188	90,188	
Niagara Falls, N. Y.	421	50	471	547	65	510	510	50	560	610	57	617	106	218	835	617	617	617	617	
Norfolk, Va.	154	102	256	140	152	142	142	10	152	168	12	170	200	136	306	170	170	170	170	
Northampton, Pa.	154	102	256	140	152	142	142	10	152	168	12	170	200	136	306	170	170	170	170	

North Adams, Mass.	118	4	122	138	12	150	116	8	124	147	7	154	519	81	550
Northampton, Mass.	187	11	106	284	23	307	284	34	318	362	29	391	1,117	97	1,214
Norwalk, Conn.	90	8	96	84	9	87	100	4	104	104	7	111	374	22	400
Norwalk, Ohio	82	3	85	79	1	80	88	102	89	96		86	236	5	340
Norwich, Conn.	284	76	360	319	91	410	287		389	316	112	427	1,205	381	1,586
Norwich, N. Y.							29	1	90	46		48	7	8	78
Oakland, Cal.	1,869	453	2,354	1,911	571	2,482	1,665	639	2,804	1,926	626	2,552	7,401	2,291	9,692
Oak Park, Ill.	42						00	2	62	62		62	223	2	217
Oberlin, Ohio	64		64	61	65	67	59	46	66	92	3	94	209	8	239
Ogdenburgh, N. Y.	67		68	71	2	67	52		66	68		68	239		265
Olean, N. Y.	1,033	115	1,748	1,789	145	1,934	1,443	130	1,578	1,616	144	1,760	6,481	534	7,015
Omaha, Neb.	6		61	71	4	76	101		46	111		118	860	15	865
Oneida, N. Y.	3,033		1,789	1,789	145	1,934	1,443	130	1,578	1,616	144	1,760	6,481	534	7,015
Onondaga, N. Y.	44	9	43	40	1	41	47	4	51	52	1	53	182	6	188
Orange, N. J.	218	2	220	318	11	320	282	9	291	367	10	33	152	29	161
Oakbrook, Wis.	190	78	268	207	87	294	182	62	245	229	86	315	880	85	1,220
Oskaloosa, Iowa.	52	3	55	52	3	55	43	8	51	44	7	51	191	21	1,121
Oswego, N. Y.	177	4	181	169	3	171	148	9	157	202	2	206	600	18	714
Ottawa, Ill.	64	8	72	69	8	77	53	6	69	62	8	70	248	80	278
Ottawa, Kans.	43		43	41	1	42	46		46	45		45	175	1	176
Ottumwa, Iowa.	88	68	146	77	47	124	98	45	141	108	41	149	869	191	560
Owego, N. Y.	39	4	43	43		43	35		35	38	1	39	155	5	160
Painesville, Ohio	106	3	100	100	3	103	109		109	115	4	119	430	10	440
Painesville, N. J.	52		52	65	1	66	46		46	80		80	243	1	244
Painesville, Cal.	143	11	156	157	13	170	166		166	193	15	210	663	59	722
Painesville, W. Va.	135		135	135	6	135	76	5	81	86	1	87	151	39	180
Painesville, N. J.	61		61	75		75	76		76	86		87	298	6	304
Painesville, N. J.	511	64	575	585	45	630	559	74	633	609	67	676	2,264	250	2,514
Painesville, R. I.	227	0	236	263	19	282	300	24	333	348	16	364	1,147	68	1,215
Painesville, N. Y.							92	3	95	118	4	122	210	7	217
Painesville, N. Y.							25	7	32	31	5	36	122	80	152
Painesville, Fla.	39	11	50	27	7	34	59		66	73	2	76	206	14	220
Painesville, Ill.	36		37	38	4	42	59		66	73	2	76	206	14	220
Painesville, Va.	671	110	760	568	156	734	567	149	716	733	132	865	2,539	556	3,086
Painesville, Pa.	252	10	242	243	10	253	205	5	290	290	9	290	970	34	1,004
Philadelphia, Pa.	15,314	5,850	21,170	17,758	8,574	29,322	17,116	8,734	25,650	21,125	8,253	29,379	71,813	31,417	102,730
Pine Bluff, Ark.	95		95	101	7	111	110	129	110	129	10	139	433	22	465
Piquette, Ohio	64	6	69	107	10	114	74	7	81	71		78	316	26	342
Pittsburgh, Pa.	6,769	5,331	12,100	6,547	6,920	13,497	5,990	7,066	13,056	8,051	6,150	14,291	27,337	25,467	52,894
Pittsfield, Mass.	243	19	252	255	20	245	208	16	222	238	10	248	912	65	977
Pittsfield, N. Y.	76	5	81	61	2	63	67		71	79		81	283	13	296
Pittsfield, N. J.	250	8	258	260	11	311	290	11	310	377	9	386	1,226	39	1,265
Plattsburgh, N. Y.	61	1	62	48		48	38	5	43	40	4	44	137	10	137
Port Huron, Mich.	93	3	96	94	2	61	60		64	68	7	96	356	19	374
Port Jervis, N. Y.	89		92	57	4	61	59		59	59	3	59	262	14	276
Portland, Me.	1,156	313	1,449	1,154	334	1,518	1,063	818	1,411	1,324	387	1,711	4,737	1,352	6,080
Portland, Oregon	1,522	183	1,705	1,301	197	1,498	1,034	191	1,227	1,623	199	1,821	5,481	770	6,251
Portsmouth, N. H.	125	2	132	104	6	210	137	2	137	201		205	685	19	684
Portsmouth, Ohio	122	2	124	108		108	86		90	114	1	115	400	19	470
Portsmouth, Va.	64		64	106		106	75		76	85		85	321	6	330
Portsmouth, N. Y.	162	37	199	154	17	171	171	27	108	233	20	253	720	101	821
Portville, Pa.	448	21	460	421	20	447	434	43	477	568	57	625	1,871	147	2,018
Providence, R. I.	2,632	598	3,230	2,701	550	3,200	2,657	651	3,308	3,090	692	3,782	11,080	2,500	13,580



San Francisco, Cal.	5,948	6,411	12,359	5,064	6,631	12,328	4,344	5,511	9,855	6,503	5,102	11,695	22,489	28,658	48,147
San José, Cal.	473		514	428	25	453	409	62	491	565	50	555	1,815	28,198	2,013
Santa Rosa, Cal.															
Saratoga Springs, N. Y.	901	23	964	227	14	241	238	33	136	336	82	383	1,135	28,198	48,147
Savannah, Ga.	620	109	629	738	120	838	638	176	814	719	192	883	2,078	28,198	1,728
Schenectady, N. Y.	115	2	117	122	1	123	123	123	126	136	136	136	2,016	28,198	3,143
Schenectady, N. Y.	609	65	674	827	97	624	507	118	620	439	89	538	2,016	28,198	2,456
Seattle, Wash.	240	21	261	325	35	300	312	39	361	459	40	499	1,336	28,198	1,471
Sedalia, Mo.	127	10	137	134	11	145	107	127	79	103	4	143	511	28,198	344
St. John, Ala.	60	60	60	67	67	67	67	67	67	67	67	67	367	28,198	309
Seneca Falls, N. Y.	41	3	44	59	4	63	46	1	49	63	2	65	188	28,198	204
Shoboygan, Wis.	38	1	39	44	2	46	51		52	63		65	196	28,198	202
Shonandoah, Pa.															
Shreveport, La.	39	39	39	61	51	61	51	1	62	60	2	62	211	28,198	214
Shreveport, La.	48	48	48	53	5	58	58	4	62	38		62	211	28,198	214
Sing Sing, N. Y.	74	74	74	78		78	78		72	113		118	337	28,198	342
Siox City, Iowa	229	0	235	232	6	238	211	6	217	294	9	303	966	28,198	993
Siox Falls, S. Dak.	119	4	123	83	2	85	47	3	50	99	5	104	348	28,198	14
South Bend, Ind.	164	7	171	167	10	183	124	12	136	147	19	166	602	28,198	54
South Norwalk, Conn.	63			61	3	65	56	3	59	66		68	248	28,198	8
South Omaha, Neb.	44		44	69	1	70	60	4	72	72		72	245	28,198	248
Spokane Falls, Wash.	110	7	117	148	8	156	91	2	163	163		167	612	28,198	633
Springfield, Ill.	327	57	384	298	65	364	243	55	298	309	48	357	1,177	28,198	1,403
Springfield, Mass.	1,406	333	1,739	1,584	364	1,948	1,147	461	2,054	1,792	368	2,180	6,375	28,198	7,921
Springfield, Mo.	186	1	187	192	4	196	147	4	151	210	6	210	735	28,198	750
Springfield, Ohio	509	30	530	504	28	532	422	34	456	561	41	602	1,967	28,198	2,120
Stamford, Conn.	184	4	188	224	5	229	214	1	215	252		253	874	28,198	885
Stanton, Va.	87	1	88	146	1	147	96	2	98	116	2	118	445	28,198	451
Stanton, Va.	14	1	15	14	2	16	19	2	21	27	1	28	74	28,198	80
Stenboyle, Ohio	191	21	212	173	28	211	172	35	207	181	26	207	717	28,198	837
Stillwater, Minn.	121		121	107		107	96		96	112		112	436	28,198	436
Stockton, Cal.	81		81	83	2	85	79	5	84	158		160	401	28,198	410
Stockton, Cal.	69	2	71	69	4	73	44		53	65	3	68	247	28,198	265
Syracuse, N. Y.	1,545	534	2,079	1,510	683	2,193	1,403	675	2,076	1,630	727	2,357	6,088	28,198	8,705
Tacoma, Wash.	219	40	259	210	25	233	203	16	275	339	8	347	1,027	28,198	1,114
Taunton, Mass.	435	69	495	448	78	526	439	68	488	627	57	684	272	28,198	2,163
Terre Haute, Ind.	509	48	557	538	63	631	532	55	587	642	89	731	2,271	28,198	2,626
Tiffin, Ohio	107	11	118	105	11	119	103	11	114	95	9	104	419	28,198	455
Tinneyville, Pa.	51	3	54	54	3	57	84		88	84	6	83	306	28,198	322
Toledo, Ohio	1,410	185	1,595	1,360	251	1,611	1,170	192	1,362	1,616	188	1,734	5,486	28,198	6,302
Topeka, Kan.	301	30	331	411	55	466	362	42	404	464	33	497	1,538	28,198	1,698
Trouton, N. J.	764	46	810	832	60	1,001	937	76	1,013	971	61	1,032	3,604	28,198	3,856
Trinidad, Colo.	58	1	59	61	2	63	23		62	62	4	66	207	28,198	214
Troy, N. Y.	807	62	959	1,001	78	1,079	806	61	967	984	67	1,051	3,688	28,198	3,956
Union, N. Y.	64	11	75	75	21	95	79	1	80	46	3	49	284	28,198	300
Union, N. Y.	514	21	535	547	32	579	579	33	612	612	58	670	2,262	28,198	2,396
Vicksburg, Miss.	205	1	206	285	4	289	230	6	226	239	7	236	339	28,198	357
Vicksburg, Miss.	75	10	83	82	1	94	52	10	62	118	5	118	331	28,198	348
Waco, Tex.	60	2	68	111	9	120	131	12	134	126		126	434	28,198	448
Walla Walla, Wash.	397	14	410	382	2	40	21	3	24	83		83	129	28,198	137
Watson, Mass.	146	11	150	421	21	444	409	1	411	432	32	464	1,652	28,198	1,730
Warren, Ohio				156	8	164	123	2	130	137	10	147	569	28,198	600

No. 16.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

Post-office.	Quarter ending Dec. 31, 1889. Quarter ending Mar. 31, 1890. Quarter ending June 30, 1890.										Total—12 months ending June 30, 1890.	
	Special-delivery letters and parcels arriving 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 for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving 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 for local delivery.	Total special-delivery letters and parcels.
Warren, Pa.	51	2	73	77	81	81	105	1	105	334	3	337
Washington, D. C.	6,631	3,775	10,406	13,402	9,619	14,064	10,890	5,214	16,064	35,324	19,182	54,506
Washington, Pa.	278	4	282	374	373	381	400	11	256	404	30	434
Waterbury, Conn.	50	1	51	59	38	41	56	3	450	1,422	35	1,457
Waterloo, Iowa.	147	32	179	186	143	166	143	25	168	501	9	510
Watertown, N. Y.												
Wauson, Wis.												
Wellington, Kans.	32	1	33	28	23	24	25	3	28	48	4	52
West Chester, Pa.	126	2	128	150	122	125	167	8	175	553	10	563
Westley, R. I.	60	13	103	83	74	82	102	11	113	340	35	375
Westfield, Mass.				107	161	175	193	9	202	528	46	574
West Troy, N. Y.	67		67	88	43	43	70		70	268		268
Wheeling, W. Va.	769	75	844	791	598	636	752	57	809	2,508	272	2,780
Wichita, Kans.	359	20	379	387	315	345	400	34	434	1,494	111	1,605
Wichita Falls, Pa.	335	22	357	418	370	397	421	21	442	1,874	85	1,959
Williamsport, Pa.	278	15	293	360	295	320	322	26	348	1,023	91	1,114
Williamsport, Del.	624	72	696	774	679	742	800	73	873	2,887	283	3,170
Wilmington, N. C.	116		120	193	186	191	197		204	679	28	707
Winfield, Kans.	28	1	29	35	34	40	53		53	162	18	180
Winona, Minn.	133	22	155	166	131	155	172		172	546	110	656
Winthrop, Mass.	140		143	165	145	168	172		170	548	14	562
Woonsocket, R. I.	131	9	140	133	116	118	164		164	541	22	563
Worcester, Ohio.	2,072	727	2,799	3,066	2,120	3,124	2,435	10	3,033	8,784	27	8,811
Worcester, Mass.												
Xenia, Ohio.	74	2	76	86	70	83	93		93	283	18	301
Yonkers, N. Y.	235	42	277	349	328	372	394	31	425	1,506	165	1,671
York, Pa.	138	8	146	218	211	227	275		297	854	54	908
Youngstown, Ohio.	403	85	488	438	391	467	481	38	539	1,047	295	1,342
Ypsilanti, Mich.	82		82	77	53	54	81		81	292	10	302
Zanesville, Ohio.	387	54	441	401	236	295	362	72	434	1,427	344	1,771
	280,908	76,369	356,277	414,056	266,179	305,837	341,890	105,537	447,397	1,229,939	386,628	1,616,567

No. 17.—*Copy of contract for the manufacture and supply of postage-stamps during the four years beginning on the 1st day of January, 1890.*

This article of contract and agreement, made this seventh day of November, one thousand eight hundred and eighty-nine, between the United States of America (acting in this behalf by John Wanamaker, Postmaster-General), of the first part, and the American Bank Note Company, of the city of New York, by James Macdonough, president, and A. D. Shepard, vice-president, as principals, and Phineas C. Lounsbury, of Connecticut, and William J. Arkell, Joseph S. Stont, and Elliot F. Shepard, of New York, as sureties, of the second part, witnesseth:

That whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 17th day of June, 1889, to be published in certain newspapers in the United States, inviting proposals for furnishing, in accordance with specifications therein referred to, adhesive postage-stamps in such quantities as might be called for during a period of four years commencing on the 1st day of October, 1889, a printed copy of which advertisement and specifications is hereto annexed and made part hereof, as follows:

**" PROPOSALS FOR FURNISHING ADHESIVE POSTAGE-STAMPS.**

[ " Advertisement. ]

" POST-OFFICE DEPARTMENT,  
" Washington, D. C., June 17, 1889.

" Sealed proposals are invited from steel-plate engravers and plate-printers, and will be received at this Department until 12 m. on Wednesday, the 17th day of July, 1889, for furnishing adhesive postage-stamps, in such quantities as may be called for by the Department during a period of four years commencing on the 1st day of October, 1889, viz:

1. Ordinary postage-stamps for use of the public.
2. Newspaper and periodical stamps.
3. Postage-due stamps.
4. Special-delivery stamps.

" Blank forms of proposal, with full specifications, will be furnished upon application to the Third Assistant Postmaster-General.

" JOHN WANAMAKER,  
" Postmaster-General.

*" Specifications.—Furnishing adhesive postage-stamps.*

**" KINDS OF STAMPS.**

" Bids are invited for each of the several kinds of stamps, as follows:

1. Ordinary stamps for use of the public.
2. Newspaper and periodical stamps.
3. Postage-due stamps.
4. Special-delivery stamps.

**" TWO SIZES OF ORDINARY STAMPS.**

" For the purpose of giving the Postmaster-General the opportunity, if he shall think it desirable, to change the size of the stamps for use of the public, separate bids are invited for two different sizes of stamps of that kind, viz:

" A (present size), one inch by twenty-five thirty-seconds ( $1 \times \frac{3}{32}$ ) of an inch for the engraving of each stamp, exclusive of necessary margin or border.

" B (reduced size), three-fourths by seven-eighths ( $\frac{3}{4} \times \frac{7}{8}$ ) of an inch for the engraving of each stamp, exclusive of necessary margin or border.

" Bids for the newspaper and periodical, the postage-due, and the special-delivery stamps, will be for the sizes, respectively, in which such stamps are now furnished.

" To admit of proper perforation, the blank space or margin between the different stamps on a sheet shall be of equal width to that on the corresponding kinds now issued.

**" NEW DESIGNS.**

" If the Postmaster-General shall award the contract for the ordinary stamps of the smaller size specified in the foregoing, the contractor shall prepare and furnish the necessary new designs, dies, rolls, and plates with which to properly do the work, the cost of preparing and furnishing such new designs, dies, rolls, and plates to be included in the price for furnishing the stamps.

"Since it may be found expedient by the Postmaster-General to change the designs of any or all of the several kinds of stamps, or to add new denominations, at any time during the existence of the contract, separate bids are invited, as follows :

"(a)—For furnishing the stamps at a specified price per thousand, 'with the right reserved for the Postmaster-General to change designs and to add new denominations when and as often as he may desire, without extra compensation for designs, dies, rolls, and plates.'

"(b)—For furnishing the stamps at a specified price per thousand, 'with the right reserved to the Postmaster-General to change designs and to add new denominations when and as often as he may desire, with extra compensation' therefor, as indicated in the succeeding item, except, however, as to the smaller size of ordinary stamps, the cost of preparing the first or original series of designs, dies, rolls, and plates for which shall, as above stated, be included in the price for furnishing the stamps.

"(c)—For furnishing, at a specified amount for each single denomination, 'new designs, dies, rolls, and plates required by a change of design or the addition of new denominations of stamps, when called for by the Postmaster-General.'

"The amount named for furnishing new designs, dies, rolls, and plates shall include all the dies, rolls, and plates that may be required so long as that particular design shall remain in use during the contract term. All new designs, dies, rolls, and plates required under the contract shall be prepared to the satisfaction of the Postmaster-General, and shall be subject to his approval.

#### "DIES, ROLLS, AND PLATES.

"The dies and rolls now in use for furnishing postage-stamps, being the property of the Government, will be turned over to the contractor as soon after the execution and approval of the contract as he may require them; and from such dies and rolls he must produce the necessary working plates with which to provide a sufficient supply of stamps of the several kinds and denominations, to make deliveries promptly as called for from the beginning of the contract term. The working plates from which stamps are now being furnished will be turned over to the new contractor just as soon as their use can be dispensed with under the present contract, either before or after the beginning of the new contract term.

"Should the contract be awarded for ordinary stamps of the smaller size, the contractor shall begin the preparation of the new designs, dies, and rolls therefore immediately upon the execution and approval of his contract, in order that he may be ready to deliver the stamps of that size in the quantities required promptly at the commencement of the contract term.

"The contractor will be required to keep in repair all dies, rolls, and plates from which stamps may be produced, and to renew them whenever required.

"All dies, rolls, and plates made or used at any time in filling the contract shall immediately become the absolute property of the United States, and, together with those that may be turned over to the contractor, shall be delivered in good working order to the Postmaster-General or his authorized agent whenever demanded.

"Worn-out or discontinued plates may be required to be canceled or destroyed at the discretion of the Postmaster-General, under such regulations as he may prescribe.

#### "COLORS.

"The colors selected for the several denominations of the two sizes of ordinary stamps for which proposals are invited are respectively as follows :

"For ordinary stamps of the larger size (A) :

1-cent, ultramarine blue.	6-cent, dark red.
2-cent, metallic red	10-cent, light brown.
3-cent, vermilion.	15-cent, orange.
4-cent, milori green.	30-cent, black.
5-cent, chocolate.	90-cent, carmine.

"The colors adopted for this size of stamps are shown on the specimens herewith, each being surcharged with the word 'Sample.'

"For ordinary stamps of the smaller size (B) :

1-cent, ultramarine blue.	6-cent, vermilion.
2-cent, carmine.	10-cent, milori green.
3-cent, royal purple.	15-cent, steel blue.
4-cent, chocolate.	30-cent, black.
5-cent, light brown.	90-cent, orange.

"The colors adopted for this size are shown on the specimens herewith, each designated as 'Sample A'.

"The inks to be used in printing the stamps must be of the colors shown on the samples for the corresponding kinds and denominations, and be fully equal in quality

thereto. The use of aniline inks will not be allowed. The colors to be used for printing the newspaper and periodical, the postage-due, and the special-delivery stamps will be the same as those in the corresponding kinds and denominations now furnished. Samples of these stamps will not accompany the specifications, but they may be inspected at any time at the Post-Office Department.

"The Postmaster-General reserves the right to change the colors of any or all of the several kinds or denominations of stamps at any time during the existence of the contract, provided that in any such changes the contractor shall be compensated for any extra expense thereby involved; and also provided that if less expensive colors be selected the Department shall be credited with the reduction in cost, the amount of such increase or reduction to be determined by the Postmaster-General.

#### "MODE AND QUALITY OF PRINTING.

"Proposals should comprehend the furnishing of stamps printed on both hand-roller and steam-power presses, as follows:

"No. 1. For stamps printed on hand-roller presses.

"No. 2. For stamps printed by steam-power presses which require a portion of the work, such as wiping and polishing, to be done by hand.

"No. 3. For stamps printed by presses upon which all the work is done by steam-power.

"No. 4. For stamps furnished by steam-power presses which require a portion of the work, such as wiping and polishing, to be done by hand, with the right reserved to the Postmaster-General to require the work to be done on hand-roller presses in case he shall not be satisfied with the work done by steam-printing.

"No. 5. For stamps furnished by presses upon which all the work is done by steam-power, with the right reserved to the Postmaster-General to require the work to be done on hand-roller presses in case he shall not be satisfied with the work done by steam-printing.

"The printing shall be done from hardened steel plates engraved in the highest style of the art of steel engraving, and shall be equal to that on the samples accompanying these specifications, and be subject in every respect to the approval of the Postmaster-General or his duly authorized agent.

#### "PAPER, GUMMING, PERFORATIONS, ETC.

"The paper from which the stamps are to be printed must be run and calendered to a uniform thickness, each sheet to be fair, perfect, and free from creases and folds, and it shall be equal in quality, sizing, finish, and tensile strength to that of the samples attached to these specifications. The paper shall be subject to the inspection of the Postmaster-General or his duly authorized agent, before and after being printed on. The stamps shall be well gummed with the best quality of adhesive gum, uniformly laid on, the gumming to be equal in all respects to that on the samples herewith. The stamps shall be perforated in the best manner, so that every stamp may be readily detached for use. The sheets shall be well pressed and suitably packed or put up, so as to prevent them from adhering together, each sheet of the finished work to contain not more than 100 stamps. The stamps shall be subject in every respect to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final. The contractor will be required to have on hand at the beginning of the contract term a sufficient stock of the several kinds and denominations of stamps with which to meet the requirements of the Department, and the stamps shall thereafter be furnished in such quantities as may be ordered by the Department daily or otherwise to fill requisitions from postmasters, each lot to be put up separately for mailing. All spoiled and rejected stamps shall be effectually canceled by and at the expense of the contractor, in such manner as the Postmaster-General may direct, and shall then be turned over to the Postmaster-General or his duly authorized agent for destruction.

#### "BUILDING, PLACE OF MANUFACTURE, ETC.

"The stamps will be required to be manufactured in a fire-proof building, and in separate apartments, distinct from those in which any other work is done, and the premises shall be fitted up with a fire and burglar-proof safe or vault, to be specially provided for storing the finished stamps; the said building, apartments, and safe or vault to be subject to the approval of the Postmaster-General. Suitable provision will also be made by the contractor for the safe-keeping on the premises of the stamps while in course of preparation, under such regulations as may be prescribed by the Postmaster-General, or his duly authorized agent, and subject to his approval.

"The contractor, his employes and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

**"AGENT—OFFICE ROOMS—INSPECTION.**

"A resident agent and inspector of the Department will have anpervision of the manufacture, storage, and issue of the stamps, and he shall at all times have full and free access to the apartments, safes, and vaults where the stamps are manufactured and stored, for the purpose of inspecting the same. The Postmaster-General shall also have the right at any time to cause an inspection to be made, by any agent or agents whom he may specially designate for the purpose, of the apartments, safes, and vaults used for the manufacture and storage of stamps, and of the stamps in course of manufacture or in stock.

"The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms, connected with the premises on which the stamps are made, for the transaction of the business of the agency, without cost to the Government.

**"STOCK ON HAND.**

"The contractor shall at all times keep on hand a stock of the several kinds and denominations of finished stamps sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract; and said stamps shall be held subject to the control of the Postmaster-General, or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of stamps, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of stamps with which to promptly meet all just requirements of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any stamps which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior stamps any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such stamps.

**"PACKING—BLANKS.**

"When fifty or more sheets of stamps are required to be sent to any address, they must be packed in strong binder's-board boxes, bound on the edges and corners with muslin, and enveloped in two thicknesses of strong manilla paper; but when less than that number are required to fill an order, they shall be inclosed in strong manilla envelopes equal to those now in use for the same purpose, such envelopes as well as blank labels of direction for the wrapped packages to be furnished by the contractor and addressed by the agent. All the wrapped packages and the envelopes inclosing stamps shall be securely sealed with wax and impressed with a stamp of special device, or securely fastened with a paper seal of special design, subject to the approval of the Postmaster-General or his duly authorized agent. The contractor shall also furnish all blanks required to be inclosed with the stamps.

**"DELIVERY.**

"The stamps may be required to be delivered by the contractor in separate packages, as above provided for, at the post-office in the place where the same are manufactured, or at such other post-office in the immediate vicinity of the place of manufacture as the Postmaster-General may direct, and under such regulations as he may prescribe.

**"STOCK ON HAND AT EXPIRATION OF CONTRACT.**

"The Department will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of stamps that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such stamps until they shall be exhausted, subject to all conditions of the contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of one-half of one-quarter of a year. Any surplus over that quantity may be destroyed at the discretion of the Postmaster-General, without any compensation therefor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractors of

such stamps as may remain in their hands at the close of their contract term (September 30, 1889), and the new contractor shall not be entitled to damages on account of such issue.

#### "REPORTS.

"The contractor will be required to report weekly or otherwise, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number, denomination, and kind of stamps manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

#### "AWARD—FORM OF BIDS.

"The contract will be awarded on the basis of the number of the several kinds of stamps issued during the year ending March 31, 1889, as follows:

1. Ordinary stamps for use of the public.....	1,959,679,445
2. Newspaper and periodical stamps.....	3,381,556
3. Postage-due stamps.....	11,478,048
4. Special-delivery stamps.....	1,468,080

"The contract will be awarded as a whole to the lowest responsible bidder, the total amount of a bid to be ascertained by multiplying the foregoing issues by the prices bid respectively for the several items upon which the Postmaster-General shall decide to make the award, and then aggregating the results. It must be understood, however, that the above-stated issues are given merely as a basis for making the award, and that the contractor will be required to furnish all the stamps of the several kinds and denominations that may be called for by the Department during the contract term. Should the use of any kind or denomination be discontinued during the contract term, the contractor will not be entitled to compensation on account of such discontinuance.

"Each bidder should submit a proposal for furnishing stamps of all the above kinds, including the two different sizes of ordinary stamps. Each proposal should comprehend also the furnishing of stamps printed by one or more of the several modes of printing hereinbefore set forth, and described in the form of proposal. Bids should be made also for furnishing stamps with and without the reservation of the right to the Postmaster-General to change the design and to add new denominations at the expense of the contractor; also for furnishing the necessary designs, dies, rolls, and plates (the price named to cover a single denomination) involved by a change of style or the addition of new denominations, the object in calling for the latter proposal being to enable the Postmaster-General to make desired changes in the event that he should award the contract without the reservation of the right to do so at the expense of the contractor. The prices named in the proposal shall include everything required to be done and furnished as set forth in these specifications. In determining upon the award, the Postmaster-General reserves the right to make a selection from among the several classes of bids specified.

"In case it should be decided by the Secretary of the Treasury to submit bids or estimates for doing the work and furnishing the stamps under these specifications by the Bureau of Engraving and Printing, the Postmaster-General reserves the right to make award under said bids or estimates, if they should be found to be lower or more advantageous to the Government than the bids submitted by private bidders; the work to be performed in such event, in general conformity to these specifications, under such regulations as may be adopted by the Postmaster-General with the concurrence of the Secretary of the Treasury.

#### "PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the individual or partnership making it, and when made by a partnership, the name of each partner thereof must be disclosed; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, that the bidder shall, within ten days after being called upon to do so, execute a contract, with at least two good and sufficient sureties of the character and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by a district or circuit judge of the United States; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his

sureties shall forfeit and pay to the United States of America the sum of two hundred thousand dollars, for which said forfeiture the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$400,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

"If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled, and the contract let to the next lowest responsible bidder, if not deemed too high by the Postmaster-General, and so on until the required contract is executed; and such next lowest bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof, the contract may be annulled.

#### "RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Department stamps inferior to those required by the contract.

"The contract can not in any case be lawfully transferred or assigned.

#### "EXTENSION.

"Should the interest of the Government require, the contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

#### "ADDRESS OF PROPOSALS.

"Proposals must be made on the blank form hereto annexed, securely enveloped and sealed, indorsed 'Proposals for Furnishing Adhesive Postage Stamps,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"JOHN WANAMAKER,  
Postmaster-General.

"POST OFFICE DEPARTMENT,  
Washington, D. C., June 21, 1889."

And whereas, on the 17th day of July, 1889, between the hours of 12 noon and 1 p. m., upon the public opening and examination of the proposals submitted in pursuance of said advertisement, it appeared that Charles F. Steel, of Philadelphia, Pa., was the lowest bidder, both in the aggregate and in detail, for furnishing all of the several kinds of stamps called for, by any of the processes or under any of the conditions specified:

And whereas the said Charles F. Steel, after the allowance of ample time and opportunity, failed to satisfy the Postmaster-General of his purpose or ability to carry out the requirements of such a contract as it might have been found expedient to enter into with him, and thereafter declined to comply with his proposal, which was thereupon rejected by the Postmaster-General on the 23d of October, 1889, by order No. 240, which is duly entered on the Official Journal of the Department:

And whereas, prior to the rejection of said bid, namely, by advertisement dated September 11, 1889, the Postmaster-General had again called for proposals for furnishing the Department with adhesive postage-stamps, the new call being intended to provide for a period of four years, beginning December 1, 1889, and had failed to receive any bid as advantageous to the Government as that of the American Bank Note Company, which was next to the lowest bid received under the first advertisement:

And whereas the Postmaster-General, being satisfied of the competency of the said American Bank Note Company to perform the work to be required of it, and also of the reasonableness of its said bid, by an order dated the 23d of October, 1889, awarded to it the contract for furnishing the said adhesive stamps during a period of four years

beginning January 1, 1890, which order numbered 241, and duly recorded in the Official Journal of the Department, is as follows:

"POST OFFICE DEPARTMENT,  
"Washington, D. C., October 23, 1889.

"Ordered, No. 241]—

"That a contract for furnishing such adhesive postage stamps as may be called for by the Post-Office Department during a period of four years beginning on the 1st day of January, 1890, be awarded to the American Bank Note Company of New York, at the following prices and under all the conditions comprehended in its proposal submitted to the Department on the 17th day of July, 1889, in compliance with a public advertisement dated June 17, 1889, inviting proposals for furnishing such stamps, to wit:

*"Ordinary stamps for the use of the public:*

"For every thousand stamps, three-quarters by seven-eighths of an inch in size, and of the colors shown in the samples marked Sample A attached to the proposal—the printing to be done wholly by steam power—with the right reserved to the Postmaster-General to change designs and to add new denominations, with extra compensation on account thereof, when and as often as he may desire .....	cents..	7.75
"Furnishing new designs, dies, rolls, and plates required by a change of design or the addition of new denominations, when called for by the Postmaster-General—		
For the two-cent stamp.....	dollars..	1,200
For other denominations, each.....	do.....	500

*"Newspaper and periodical stamps:*

"For every thousand stamps of the size and colors now in use—the printing to be done on hand-roller presses with the right reserved to the Postmaster-General to change designs and to add new denominations, with extra compensation on account thereof, when and as often as he may desire .....	cents..	18
"Furnishing new designs, dies, rolls, and plates required by a change of design or the addition of new denominations, when called for by the Postmaster-General—for each denomination.....	dollars..	450

*"Postage-due stamps:*

"For every thousand stamps of the size and color now in use—the printing to be done on hand-roller presses—with the right reserved to the Postmaster-General to change designs and to add new denominations with extra compensation on account thereof, when and as often as he may desire. cents..		8.40
"Furnishing new designs, dies, rolls, and plates required by a change of design or the addition of new denominations when called for by the Postmaster-General—for each denomination.....	dollars..	400

*"Special-delivery stamps:*

"For every thousand stamps of the size and color now in use—the printing to be done on hand-roller presses—with the right reserved to the Postmaster-General to change designs and to add new denominations, with extra compensation on account thereof, when and as often as he may desire. cents..		18
"Furnishing new designs, dies, rolls, and plates required by a change of design or the addition of new denominations, when called for by the Postmaster-General—for each denomination.....	dollars..	750

"JNO WANAMAKER,  
"Postmaster-General."

Now, therefore, in consideration of the premises, and of the stipulations hereinafter set forth, the said American Bank Note Company, contractor, and its sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves in the manner following, to wit:

First. That the said contractor shall furnish and deliver all the adhesive postage-stamps that may be called for by the Post-Office Department during a period of four years beginning on the 1st day of January, 1890, of the following kinds, to wit: (1)

ordinary stamps for the use of the public; (2) newspaper and periodical stamps; (3) postage-due stamps; (4) special-delivery stamps.

Second. That the sizes and colors of the newspaper and periodical, the postage-due, and the special-delivery stamps, shall be the same as those of the corresponding kinds and denominations now in use; but the size of the ordinary stamps for the use of the public shall be three-fourths by seven-eighths of an inch each, the several denominations and colors to be such as are shown on the samples hereto attached, and which are as follows:

1-cent, ultramarine blue.	6-cent, vermilion.
2-cent, carmine.	10-cent, milori green
3-cent, royal purple.	15-cent, steel-blue.
4-cent, chocolate.	30-cent, black.
5-cent, light brown.	90-cent, orange.

To admit of proper perforation, the blank space or margin between the different stamps on a sheet shall be of equal width to that on the ordinary stamp now in use.

Third. That the stamps shall be furnished subject in all respects to the approval of the Postmaster-General or his designated agent; that they shall be printed from hardened steel plates engraved in the highest style of the art of engraving—the printing of the ordinary stamps to be done on steam-power presses, and that of the other kinds on hand-roller presses; and the character of the printing and the quality of the ink to be used must be fully up to that shown on the samples hereinabove referred to. It is understood that no aniline inks shall be used.

Fourth. That the contractor shall at its own expense immediately prepare all the necessary designs, dies, rolls, and plates from which the ordinary stamps are to be manufactured, subject to the approval of the Postmaster-General, so that the delivery of the stamps, in the quantities required, may be begun promptly at the commencement of the contract term; but should the contractor not be prepared at that time, (or as soon thereafter as the extra quantity of stamps called for by the Postmaster-General on the 7th of September, 1889, in order No. 227, shall have been exhausted), to begin the issue of the ordinary stamps as required above, it may until its preparations are completed, but not later than the 1st of April, 1890, issue such stamps of the sizes and colors, and from the dies, rolls, or plates now in use, subject to the condition as to price hereinafter stated; that the said contractor shall also, from the dies and rolls now in use, produce the necessary working plates with which to provide a supply of the other stamps of the several kinds and denominations herein contracted for, sufficient to make deliveries promptly as called for from the beginning of the contract term; but the working plates from which such stamps are now being furnished may, if in suitable condition, be used by the contractor until new plates are needed; that the contractor shall keep in repair all dies, rolls, and plates from which stamps of every kind may be produced, and shall renew them whenever required; and all dies, rolls, and plates made or used at any time in filling this contract shall immediately become the property of the United States, and, together with those that may be turned over to the contractor, shall be delivered in good working order to the Postmaster-General or his authorized agent whenever demanded. Worn-out or discontinued plates shall be cancelled or destroyed at the discretion of the Postmaster-General under such regulations as he may prescribe. It is understood that if the Postmaster-General shall at any time during the continuance of this contract decide to change the design or designs of any of the several series of stamps herein described, or to add thereto new denominations, the contractor shall prepare, to the satisfaction of the Postmaster-General, all the necessary dies, rolls, and plates therefor, subject to the foregoing provisions, and to the further provision as to extra compensation for such work hereinafter stated.

Fifth. That all the work in connection with the preparation, renewal, and repair of the dies, rolls, and plates shall be done under the immediate supervision of the contractor and of the Government agent, and in accordance with such regulations as the Postmaster-General may prescribe. And the contractor shall not manufacture or permit to be manufactured by any person in its employ, any dies, rolls, or plates for producing postage-stamps, except such as may be required for its use in carrying out the contract, and it shall be liable in damages for the unauthorized manufacture of such dies, rolls, and plates, and for the production of stamps therefrom. It shall also be responsible for the safe-keeping of the dies, rolls, and plates while in its use or custody; when not in use they shall be safely stored and kept in such manner and under such regulations as the Postmaster-General may prescribe.

Sixth. That the paper from which the stamps are to be printed shall be run and calendered to a uniform thickness, each sheet to be fair, perfect, and free from creases and folds, and it shall be equal in quality, sizing, finish, and tensile strength to that of the sample hereto attached, and be subject to the inspection of the Postmaster-General or his duly authorized agent, before and after being printed on.

Seventh. That the stamps shall be well gummed with the best quality of adhesive gum, uniformly laid on, the gumming to be equal in all respects to that on the samples herewith; that the stamps shall be perforated in the best manner, so that every stamp may be readily detached for use; that the sheets shall be well pressed and suitably packed or put up, so as to prevent them from adhering together—each sheet of the finished work to contain not more than one hundred stamps; that the stamps shall be subject in every respect to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final; that the contractor shall have on hand at the beginning of the contract term a sufficient stock of the several kinds and denominations of stamps with which to meet the requirements of the Department, and that the stamps shall thereafter be furnished in such quantities as may be ordered by the Department daily or otherwise to fill requisitions from postmasters—each lot to be put up separately for mailing; and that all spoiled and rejected stamps shall be effectually canceled by and at the expense of the contractor, in such manner as the Postmaster-General may direct, and shall then be turned over to the Postmaster-General or his duly authorized agent for destruction.

Eighth. That the stamps shall be manufactured in a fire-proof building, and in separate apartments, distinct from those in which any other work is done, and the premises shall be fitted up with a fire and burglar proof safe or vault, to be specially provided for storing the finished stamps—the said building, apartments, and safe or vault to be subject to the approval of the Postmaster-General; that suitable provision shall be made by the contractor for the safe-keeping on the premises of the stamps while in course of preparation, under such regulations as may be prescribed by the Postmaster-General, or his duly authorized agent, and subject to his approval; that the building shall be policed or guarded at all hours of the day and night, in such manner as the Postmaster-General may require; and that the contractor, its employés, and agents shall conform to such regulations as the Department may from time to time adopt for the security of the Government. And the contractor shall furnish the resident agent of the Department, appointed for supervising the execution of the contract, and his clerks, suitable and properly furnished office rooms, connected with the premises on which the stamps are made, for the transaction of the business of the agency, without cost to the Government.

Ninth. That the contractor shall at all times keep on hand a stock of the several kinds and denominations of finished stamps sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract, and said stamps shall be held subject to the control of the Postmaster-General, or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of stamps, not exceeding a supply for three months—such extra quantity to be comprehended in one or more orders, to be given at such time or times as the Postmaster-General may decide upon, but the total not to exceed the estimated quantity needed to meet the demand for three months.

Tenth. That when fifty or more sheets of stamps are required to be sent to any address, they shall be packed in strong binder's board boxes, bound on the edges and corners with muslin, and enveloped in two thicknesses of strong manilla paper; that when less than that number are required to fill an order, they shall be inclosed in strong manilla envelopes, equal to those now in use for the same purpose; that such envelopes, as well as blank labels of direction for the wrapped packages, shall be furnished by the contractor and addressed by the agent; that all the wrapped packages and the envelopes inclosing stamps shall be securely sealed with wax and impressed with a stamp of special device, or securely fastened with a paper seal of special design, subject to the approval of the Postmaster-General or his duly authorized agent; and that the contractor shall furnish all blanks required to be inclosed with the stamps.

Eleventh. That the stamps shall be delivered by the contractor in separate packages, as above provided for, at the post-office in the place where the same are manufactured, or at such other post-office in the immediate vicinity of the place of manufacture as the Postmaster-General may direct, and under such regulations as he may prescribe. And the contractor shall continue to issue, after the close of the contract term, all stamps ordered during the existence of the contract, in case it shall be required by the Postmaster-General.

Twelfth. That should the Postmaster-General require it, the contractor shall continue the issue, until they shall be exhausted, of all the stock of stamps that may remain on hand at the end of the contract term, subject to all conditions of the contract, provided that the stock shall not exceed in quantity the average requirements of the Department for a period of one-half of one-quarter of a year; and any surplus over that quantity may be destroyed at the discretion of the Postmaster-General, without any compensation therefor.

Thirteenth. That the contractor shall report weekly or otherwise, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number, denomination, and kind of stamps manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

And the United States of America, party of the first part, hereby covenants and agrees to pay to the said American Bank Note Company, contractor, for the stamps manufactured, accepted, and delivered, under this contract, at the following rates, that is to say:

For ordinary postage-stamps for the use of the public, seven cents and forty-seven hundredths of a cent ( $7\frac{47}{100}$  c.) for every thousand stamps.

For newspaper and periodical stamps, eighteen cents (18 c.) for every thousand stamps.

For postage-due stamps, eight cents and forty-nine hundredths of a cent ( $8\frac{49}{100}$  cents) for every thousand stamps.

For special-delivery stamps, eighteen cents (18 c.) for every thousand stamps.

And for the furnishing of new designs, dies, rolls, and plates when required by a change of design or the addition of new denominations, at the following rates:

For the two-cent denomination of ordinary stamps, twelve hundred dollars (\$1,200).

For all other ordinary stamps, five hundred dollars (\$500) for each denomination.

For the newspaper and periodical stamps, four hundred and fifty dollars (\$450) for each denomination.

For the postage-due stamps, four hundred dollars (\$400) for each denomination.

For the special-delivery stamps, seven hundred and fifty dollars (\$750) for each denomination.

And the said prices shall include everything required to be done and furnished as set forth in these specifications—payments to be made monthly after proper examination and verification of accounts.

It is to be understood that all the new designs, dies, rolls, and plates necessary for the series of ordinary stamps of the sizes and denominations hereinbefore detailed, and with the issue of which, on the 1st of January, 1890, the contractor is expected to begin its contract, shall be made at its own expense; and that should it not be ready by that date with the said designs, dies, rolls, and plates, or as soon thereafter as the extra quantity of stamps called for by the order of the Postmaster-General of September 7, 1889 (No. 227), shall have been exhausted, then such quantity of stamps of the old designs and sizes as shall be required up to the time when stamps of the new designs shall be ready—provision for which issue is made in the fourth stipulation of this contract—shall be paid for under the terms of the old contract, that is to say, at the rate of six cents and ninety-nine hundredths of a cent ( $6\frac{99}{100}$  c.) for every thousand stamps.

It is also to be understood that the United States will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of stamps that may remain on hand after the close of the contract term, subject to the limitation as to the extent of such stock hereinbefore prescribed.

It is likewise to be understood that the several prices stated above for the furnishing of new designs, dies, rolls, and plates, when called for by changes of design or the adoption of new denominations, shall include in every case all the dies, rolls, and plates required so long as that particular design shall remain in use during the contract term.

And the United States of America also agrees to turn over to the said American Bank Note Company, as soon as they may be needed and called for, all the dies, rolls, and working plates belonging to the Government not already in the custody of said company, from which stamps are now made.

It is further stipulated and agreed by and between the contracting parties as follows:

1. That a resident agent and inspector of the Department shall have supervision of the manufacture, storage, and issue of the stamps, who shall at all times have full and free access to the apartments, safes, and vaults where the stamps are manufactured and stored, for the purpose of inspecting them; and that the Postmaster-General shall also have the right at any time to cause an inspection to be made by any agent or agents whom he may specially designate for the purpose, of the apartments, safes, and vaults used for the manufacture and storage of stamps, and of the stamps in course of manufacture or in stock.

2. That the Postmaster-General shall have the right to change the colors of any or all of the several kinds or denominations of stamps at any time during the existence of the contract, provided that in any such changes the contractor shall be compensated for any extra expense thereby involved; and also provided that if less expensive colors be selected the Department shall be credited with the reduction in cost, the amount of such increase or reduction to be determined by the Postmaster-General.

3. That in case the said American Bank Note Company shall fail to furnish

promptly and in quantities as ordered the article or articles to be furnished by it under this contract, and to faithfully and diligently keep, perform, and abide by each and every of the requirements, provisions, and terms thereof, and of the specifications hereto attached, the said parties of the second part shall forfeit and pay to the United States of America the sum of two hundred thousand dollars, for which said forfeiture the said parties shall be jointly and severally liable as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States.

4. That in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, the Postmaster-General shall have the right to annul this contract if in his opinion there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a wilful attempt to impose upon the Department stamps inferior to those herein required.

5. That the Postmaster-General shall also have the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of stamps with which to promptly meet all just requirements of the Department; also to fine the contractor in the same way for errors made in the count of stamps, whereby either a greater or less number or a greater or less value of stamps is issued than called for on the orders of the Department.

6. That in the event that the exigencies of the public service shall require the acceptance by the Department of any stamps which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior stamps any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such stamps.

7. That should the use of any kind or denomination of postage-stamps herein contracted for be discontinued during the contract term, the contractor will not be entitled to compensation on account of such discontinuance.

8. That on failure of the contractor to promptly furnish, when called for, any article or articles specified in this contract, the Postmaster-General shall have the right to cause the same to be manufactured and furnished by such parties as he may select; and if a greater price be paid than that fixed by the contract for like articles, the difference shall be charged to the contractor in the settlement of accounts. Failure to furnish any article promptly after the same shall have been ordered may be regarded by the Postmaster-General as a sufficient cause for the annulment of the contract.

9. That should the contractor, in the performance of work under this contract, make unauthorized use of any machinery or material, or other thing on which a patent has been granted by the United States, the Government shall be made free of all liability for infringement.

10. That payments for any stamps furnished or work done by the contractor may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

11. That the contractor shall faithfully account to the Postmaster-General, or his duly authorized agent, for all stamps printed or produced, and shall be liable in damages for the theft or misappropriation of any stamps that may be manufactured by it or come into its custody as contractor.

12. That should the interest of the Government require, this contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extension.

13. That if at any time during the continuance of this contract the sureties herein or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

14. That this contract shall not be transferred or assigned.

15. That no member of Congress shall be admitted to any share or part of this contract, or any benefit to arise therefrom, as provided by Sect. 3741 of the Revised Statutes of the United States.

And for the faithful performance of this contract, and each and every of its covenants, stipulations, and agreements on their part to be performed, the said parties of the second part bind themselves and each of them, their and each of their heirs, executors, and administrators.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has

attested the same by his signature; and the said parties of the second part have hereunto set their hands and seals on the day and date hereinbefore written.

JNO. WANAMAKER,  
*Postmaster-General.*

Attest:

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

AMERICAN BANK NOTE COMPANY,  
By J. MACDONOUGH, *President.*  
A. D. SHEPARD, *Vice-President.*

Attest:

THEO. H. FREERLAND,  
*Secretary.*

PHINEAS C. LOUNSBURY,  
W. J. ARKELL.  
JOS. S. STOUT.  
ELLIOTT F. SHEPARD.

Approved as to form.

JAS. N. TYNER.  
*Asst. Atty. General for P. O. Dept.*

STATE OF NEW YORK, *County of New York, ss:*

Phineas C. Lounsbury, one of the sureties in the foregoing contract of the American Bank Note Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Connecticut; and that he is worth the sum of one hundred thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

PHINEAS C. LOUNSBURY.

Subscribed and sworn to before me, this seventh day of November, one thousand eight hundred and eighty-nine, and by me approved.

ADDISON BROWN, *U. S. D. J.*

I certify to the best of my knowledge and belief, ———, one of the sureties in the foregoing contract between the United States of America and the American Bank Note Company, of New York, for furnishing adhesive postage stamps during a period of four years, beginning January 1, 1890, is worth the sum of ——— thousand dollars, over and above all liabilities and encumbrances whatever.

\_\_\_\_\_,  
*Postmaster at ———.*

STATE OF NEW YORK, *County of New York, ss:*

William J. Arkell, one of the sureties in the foregoing contract of the American Bank Note Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York; and that he is worth the sum of one hundred thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

W. J. ARKELL.

Subscribed and sworn to before me, this seventh day of November, one thousand eight hundred and eighty-nine, and by me approved.

ADDISON BROWN, *U. S. D. J.*

I certify that to the best of my knowledge and belief, ———, one of the sureties in the foregoing contract between the United States of America and the American Bank Note Company, of New York, for furnishing adhesive postage stamps during a period of four years beginning January 1, 1890, is worth the sum of ——— thousand dollars over and above all liabilities and incumbrances whatever.

\_\_\_\_\_,  
*Postmaster at ———.*

STATE OF NEW YORK, *County of New York, ss:*

Joseph S. Stout, one of the sureties in the foregoing contract of the American Bank Note Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York; and that he is worth the sum of one hundred thousand dollars over and above all his debts and liabilities and exclusive of property exempt from execution.

JOS. S. STOUT.

Subscribed and sworn to before me this seventh day of November, one thousand eight hundred and eighty-nine, and by me approved.

ADDISON BROWN, U. S. D. J.

STATE OF NEW YORK, County of New York, ss :

Elliott F. Shepard, one of the sureties in the foregoing contract of the American Bank Note Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of one hundred thousand dollars over and above all his debts and liabilities and exclusive of property exempt from execution.

ELLIOTT F. SHEPARD.

Subscribed and sworn to before me this seventh day of November, one thousand eight hundred and eighty-nine, and by me approved.

ADDISON BROWN, U. S. D. J.

AMERICAN BANK NOTE COMPANY,  
New York, 7th November, 1889.

[Extract from by-laws of the American Bank Note Company.]

#### ARTICLE VI.—Contracts.

SECTION 1. All contracts in writing entered into by the company shall be signed by the president and attested by the secretary, and shall have the seal of the company affixed; and all instruments so executed shall bind the company.

I hereby certify that the above is a true extract from by-laws of this company.

THEO. H. FREKLAND,  
Secretary.

No. 18.—Copy of contract for the manufacture and supply of postal-cards during the four years beginning on the 1st day of October, 1890.

This article of contract and agreement, made this fourth day of September, one thousand eight hundred and eighty-nine, between the United States of America, acting in this behalf, by John Wanamaker, Postmaster-General, of the first part, and Albert Daggett, of the city of New York, N. Y., principal, and Andrew D. Baird, Franklin Woodruff, and James W. Birkett, all of the city of Brooklyn and county of Kings and State of New York, as sureties, of the second part, witnesseth :

That whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the seventeenth day of June, one thousand eight hundred and eighty-nine, to be published in certain newspapers in the United States, inviting proposals for furnishing all the postal-cards which the Department might call for during the four years beginning on the first day of October, one thousand eight hundred and eighty-nine, a printed copy of which advertisement, together with the specifications therein referred to, is hereto annexed and made part hereof as follows :

#### "PROPOSALS FOR FURNISHING POSTAL-CARDS.

"[Advertisement.]

"POST-OFFICE DEPARTMENT,  
"Washington, D. C., June 17, 1889.

"Sealed proposals will be received at this Department until 12 m. on Thursday, the 18th day of July, 1889, for furnishing all the postal cards which the Department may call for during a period of four years beginning October 1st, 1889.

"Blank forms of bids, with samples and full specifications, will be furnished upon application to the Third Assistant Postmaster-General, Washington, D. C.

"The specifications call for bids on samples furnished by the Department, and also on such other samples that bidders desire to submit.

"JOHN WANAMAKER,  
"Postmaster-General.

"Specifications.—Furnishing postal-cards.

"SIZES AND STYLES.

"Bids are invited, upon samples submitted herewith, for each of three different sizes and kinds of postal-cards, as follows :

"1. Measuring two and fifteen-sixteenths by four and five-eighths ( $2\frac{15}{16} \times 4\frac{5}{8}$ ) inches, and weighing 5 pounds 12 ounces per thousand cards, as per sample herewith, marked 'Departmental Sample A' (color of cards furnished to be pearl gray).

"2. Measuring three by five and one-eighth ( $3 \times 5\frac{1}{8}$ ) inches, and weighing 5 pounds 5 ounces per thousand cards, as per sample herewith, marked 'Departmental Sample B.'

"3. Measuring three and three-fourths by six and one-eighth ( $3\frac{3}{4} \times 6\frac{1}{8}$ ) inches, and weighing nine pounds one ounce per thousand cards, as per sample herewith, marked 'Departmental Sample C.'

"If the contract shall be awarded upon these samples, or any of them, the papers from which the cards shall be made must be clean and free from imperfections, run and calendered to a uniform weight and thickness, and finished on both sides suitable for printing and for writing with ink and pencil; and they shall be of the same colors (except the No. 1) and general appearance as the respective samples, and be equal thereto in quality, tensile strength, finish, and all other respects. The color of the cards to be furnished of the kind marked 'Departmental Sample A' shall be pearl gray, of such shade as may be acceptable to the Postmaster-General.

"The right is reserved to the Postmaster-General to change the color of the paper of any or all the standards at any time during the existence of the contract; but in any such change as he may see fit to make no more expensive color shall be selected than that in the contract standard, unless the contractor shall be compensated therefor; and if a less expensive color be selected, credit shall be taken by the Department in the settlement of accounts for the difference in cost. The Postmaster-General also reserves the right to increase or diminish the standard weight of any or all of the cards at any time during the contract term upon the condition that he shall pay the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change. All the paper furnished or used shall be subject to the supervision and approval of the Postmaster-General, or his duly authorized agent, before and after being printed. The amount of difference in cost involved by changes in the color or weight of the paper shall be determined by the Postmaster-General, and the allowance or deduction made at his discretion.

#### "SAMPLES SUBMITTED BY BIDDERS.

"In addition to proposals upon the departmental samples, bids are invited for furnishing cards of all the above sizes, upon such samples of paper as bidders may desire to submit and as they shall consider suitable for postal-card use. As the contract will be awarded as a whole to one bidder, such bids should include all three sizes of cards called for; and the bidder may submit one or more distinct samples of paper for each size. Such samples must be of the same size as the departmental samples, and they should be, approximately, at least, of the same weight for corresponding sizes—the exact weight of each sample per thousand cards to be stated in the proposal. If the award should be made upon the samples, or any of them, to be submitted by bidders, the paper in the cards to be furnished under the contract must conform strictly to the accepted sample or samples in weight, quality, finish, tensile strength, and all other respects, and shall be subject to the conditions and reservations hereinbefore prescribed with respect to the paper in the departmental samples, so far as they may, in the opinion of the Postmaster-General, be applicable.

#### "EXTRA QUANTITY OF SAMPLES.

"In addition to the samples (other than departmental samples) inclosed with the bid (one sample of each size and kind), the bidder will be required to submit separately an extra quantity of the paper of which his samples are made—such extra quantity to consist in each case of not less than five hundred cards cut to the proper size, and not less than one hundred sheets of paper, of the width in which it has been run on the machine and of about equal length; and they should be securely boxed and sent to the Third Assistant Postmaster-General, Washington, D. C., in time to reach the Department on or before the day fixed for the receipt of bids. To afford the means of identification, each sample inclosed with a bid should be marked by the bidder on the upper left-hand corner with his initials or other distinguishing sign; and the sample cards and sheets of paper embraced in the extra quantity to be submitted should all be initialed or marked in the same way.

#### "PRINTING, DIES, ROLLS, AND PLATES.

"The cards must be surface-printed on one side only from hardened steel plates, and with ink of such quality and colors as may from time to time be approved by the Postmaster-General. The use of aniline inks will not be allowed. The cards may be required to be printed with a border, the design to be selected by the Postmaster-General; bidders should, therefore, submit bids for printing the cards both with and without border.

"The dies and rolls required to produce the working plates from which the cards are to be printed will be furnished by and wholly at the expense of the Government, and from such designs as the Postmaster-General may see fit to adopt; but all the necessary working plates must be furnished, kept in repair, and renewed at the cost of the contractor; and any expense which the Government may incur in connection therewith shall be charged to him and deducted in the settlement of accounts for cards furnished. All such plates made or used at any time during the contract shall immediately become the absolute property of the United States, and shall be turned over to the Postmaster-General, or his duly-authorized agent, whenever demanded. Should it become necessary or expedient, in the opinion of the Postmaster-General, to turn over to the contractor the dies and rolls for the preparation of working plates, he shall be held responsible for the safe custody and proper use of such dies and rolls, and shall return them whenever demanded by the Postmaster-General or his agent. A sufficient supply of working plates will be provided in time to properly begin work under the contract, subject to the provisions above.

"The Postmaster-General reserves the right to change the design or designs of the cards at any time during the existence of the contract under the conditions stated in the foregoing.

"The cards as they are manufactured shall be subject in every respect to the approval of the Postmaster-General or his duly-authorized agent, and his right of rejection shall be absolute and final.

"All spoiled cards shall be destroyed by the agent of the Department in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct. Payment will not be made for cards spoiled in the process of manufacture or rejected upon inspection.

#### "BUILDING, PLACE OF MANUFACTURE, ETC.

"The postal-cards will be required to be manufactured in a strictly first-class building of such construction as to give security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done; and the premises shall be fitted up with a fire and burglar-proof safe or vault to be specially provided for storing the finished cards; the said building, apartments, and safe or vault to be subject to the approval of the Postmaster-General or his duly-authorized agent. Special provisions will also be made by the contractor for the safe-keeping on the premises of the cards while in course of preparation, under such regulations as may be prescribed by the Postmaster-General or his duly-authorized agent, and subject to his approval.

#### "AGENT—OFFICE-ROOMS—INSPECTION.

"A resident agent and inspector of the Department will have supervision of the manufacture, storage, and issue of the cards, and he shall at all times have full and free access to the apartments and vaults where the cards are manufactured and stored, for the purpose of inspecting the same. The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office-rooms, connected with the premises on which the cards are manufactured, for the transaction of the business of the agency, without cost to the Government. The contractor may also be required to furnish, without charge, suitable and properly furnished rooms for the use of the post-office in registering and mailing packages of postal-cards to be forwarded through the mails. The apartments, safe, or vault, and rooms for manufacturing, storing, and registering cards shall be immediately connected with each other by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General or his duly-authorized agent.

"The Postmaster-General shall also have the right to cause inspection to be made at any time by any agent or agents whom he may specially designate for the purpose of the rooms, apartments, and vaults used for the manufacture and storage of cards and of the cards in course of manufacture or in stock.

"The contractor, his employes and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

#### "STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of finished cards sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract; and

said cards shall be held subject to the control of the Postmaster-General or his duly-authorized agent or agents. And the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of cards, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of cards with which to promptly meet all just requirements of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any cards which, in the opinion of the Postmaster-General or of his duly-authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior cards any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such cards.

#### "PACKING.

"The cards must be banded in parcels of twenty-five (25), and packed in strong pasteboard or straw boxes bound on the corners and edges with cotton cloth, and of such construction as shall be approved by the Postmaster-General; each box to contain not less than five hundred (500) of the one-cent or two hundred and fifty (250) of the two-cent cards. When less than 2,000 cards are required to fill the order of a postmaster the boxes shall be wrapped in one package, securely fastened, in strong manilla paper, and sealed so as to safely bear transportation by mail; and when 2,000 or more cards are required, the pasteboard or straw boxes containing the same must be packed in strong wooden cases well strapped with hoop-iron; but no case shall contain to exceed 25,000 cards. Said cases shall be addressed by the contractor under the direction of an agent of the Department. The labels for packages are to be prepared by the agent, but attached by the contractor. The cotton cloth required, as above, to be put on the corners and edges of boxes may be omitted when the cards are to be shipped in wooden cases. When, however, cards are required to be sent to any of the Department's distributing sub-agencies, they shall all be put up in wooden cases of such sizes, and containing such proportions of wrapped packages, as may be indicated by the Department when the orders for the cards are given.

"All address labels and other official blanks required for use in the fulfillment of the contract will be furnished by the Department.

#### "STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, upon satisfactory inspection, accept and pay for, at the regular contract prices, the stock of postal-cards that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such cards until they shall be exhausted, subject to all the conditions prevailing while the contract is in force; but provided that such stock shall not exceed the average supply for a period of one month. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor to the contractor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractor of such cards as may remain in his hands at the close of his contract term (September 30, 1889), and the new contractor shall not be entitled to damages on account of such issues.

"The Department now has in the custody of the present contractor, subject to issue, 3,103,001 2-cent postal-cards, which were purchased at the close of a former contract; the new contractor may be required to receive and store such of these cards as shall remain on hand at the close of the present contract, and to issue them as required, without cost to the Government for wrapping, packing, and handling.

#### "DELIVERY.

"The contractor must be ready to commence the delivery of the cards on the first day of October, 1889, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the daily orders of the Department. The cards may be required to be delivered in separate packages, as above provided for, at the post-office or the agency at the place where they are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing them, or into a railway post-office, in the discretion of the Postmaster-General.

## "REPORTS.

"The contractor will be required to report weekly, or at other stated periods, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number and kind of cards manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

## "SCOPE OF BIDS—AWARD.

"Bids must be made upon the blank forms, copy of which is hereto annexed. The contract will be awarded as a whole, and each bidder should therefore include in his proposal all three sizes called for. But the proposal may be made on the departmental samples, or any of them, as well as on such samples of the respective sizes, or any of them, as the bidder may desire to submit. The bidder will not be confined to one sample of paper for any prescribed size of cards, but may submit offers on as many different kinds of paper for each size as he may choose. The Postmaster-General reserves the right to award the contract, at his discretion, upon any of the samples for which proposals may be submitted; that is, he may award it wholly upon the departmental samples or wholly upon the samples submitted by the bidder, or partly upon the departmental samples and partly upon the samples offered by the bidder, or he may reject all bids.

"The total number of postal-cards issued to postmasters during the year ending March 31, 1889, was as follows:

One-cent cards.....	392, 646, 500
Two-cent cards.....	139, 750
Total.....	392, 786, 250

"But for the purpose of determining the total amount of a bid, calculations will be made on the basis of a supposed issue of 400,000,000 cards for one year, apportioned as follows:

Size No. 1.....	100, 000, 000
Size No. 2.....	200, 000, 000
Size No. 3.....	100, 000, 000

"These numbers will be multiplied by the prices bid, respectively, and the results aggregated. The Postmaster-General, however, reserves the right to make the award for only one size of card, or for two sizes, or for three sizes, as he may deem proper, after the receipt of the proposals. If he shall decide not to make the award for all three sizes, then only the number above given of the other size or sizes will be taken into account in determining the aggregate of the bid. It must be understood, however, that the contractor will be required to furnish all the cards of the adopted size or sizes that may be called for by the Department. The quantities in which the different sizes of cards will be called for can not, of course, be now stated. The total number of cards to be required during the contract term will probably be not less than 2,000,000,000.

"As hereinbefore stated, the Postmaster-General may decide to have the cards printed with a border. Bids should therefore include propositions to furnish the cards with and without a border.

"In case it should be decided by the Secretary of the Treasury to submit bids or estimates for doing the work and furnishing the cards under these specifications by the Bureau of Engraving and Printing, the Postmaster-General reserves the right to make award under said bids or estimates if they should be found to be lower or more advantageous to the Government than the bids submitted by private bidders; the work to be performed in such event, in general conformity to these specifications, under such regulations as may be adopted by the Postmaster-General with the concurrence of the Secretary of the Treasury.

## "PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the individual or partnership making it, and when made by a partnership the name of each partner thereof must be disclosed; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, that the bidder shall, within ten days after being called upon to do so, execute a contract, with at least two good and sufficient sureties of the character and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and

sufficiency of the signers to such guaranty to be certified to by the postmaster or United States attorney where the bidder resides; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the sum of one hundred thousand dollars, for which said forfeiture the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they *severally* own and possess property of the clear value in the aggregate of \$200,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

"If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled, and the contract let to the next lowest responsible bidder, if not deemed too high by the Postmaster-General, and so on until the required contract is executed; and such next lowest bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and, in default thereof, the contract may be annulled.

#### "RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract when made if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Department cards inferior to those required by the contract.

#### "PAYMENTS.

"Payments for cards actually issued and delivered will be made monthly, after proper examination and adjustment of accounts.

Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

#### "CONTRACT NOT ASSIGNABLE.

"The contract can not in any case be lawfully transferred or assigned.

#### "EXTENSION.

"Should the interest of the Government require, the contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

#### "ADDRESS OF PROPOSALS.

"All proposals must be made on the blank form hereto annexed, securely enveloped and sealed, indorsed 'Proposals for furnishing postal-cards,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"JOHN WANAMAKER,  
"Postmaster-General.

"POST-OFFICE DEPARTMENT,  
"Washington, D. C., June 21, 1889."

And whereas, on the eighteenth day of July, one thousand eight hundred and eighty-nine, between the hours of twelve o'clock m. and two o'clock p. m., upon the public opening and examination of the proposals submitted in pursuance of said advertisement, it appeared that the proposal submitted by the said Albert Daggett was the lowest in the aggregate for the three sizes of cards, of the Department's samples, for which proposals were invited—the prices proposed by him being thirty-seven

cents a thousand, with or without border, for size No. 1; thirty-five cents a thousand cards, with or without border, for size No. 2; and fifty cents a thousand cards, with or without border, for size No. 3;

And whereas the Acting Postmaster-General, by an order dated the 16th day of August, eighteen hundred and eighty-nine, awarded the contract for furnishing all three sizes of cards to the said Albert Daggett, the order being in the following words, namely:

"Ordered, No. 203.]

"That the contract for furnishing postal-cards for the four years beginning October 1, 1889, be and the same is hereby awarded to Albert Daggett, of New York, N. Y., upon the terms and conditions contained in his proposal dated July 17, 1889, in pursuance of public advertisement and specifications bearing date of June 17, 1889—the prices in the said proposal and the kinds of cards upon which this award is made being as follows:

"For size No. 1, departmental sample 'A'—size  $2\frac{1}{2}$  by  $4\frac{1}{2}$  inches, with or without border—thirty-seven cents a thousand cards.

"For size No. 2, departmental sample 'B'—size 3 by  $5\frac{1}{2}$  inches, with or without border—thirty-five (35) cents a thousand cards.

"For size No. 3, departmental sample 'C'—size  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, with or without border—fifty (50) cents a thousand cards.

"JAMES S. CLARKSON,  
"Acting Postmaster-General."

Now, therefore, in consideration of the premises, the said Albert Daggett, contractor, and his sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves, in manner and to the effect following, that is to say:

First. That the said contractor shall furnish and deliver promptly and in quantities as ordered, and subject to the approval of the Postmaster-General in all respects, all the postal-cards that the Post-Office Department may call for during the four years beginning on the first day of October, one thousand eight hundred and eighty-nine, of any or all the sizes and kinds hereinafter specified.

Second. That the dimensions, and weights, and colors of the cards shall be as follows:

No. 1, size two and fifteen-sixteenths by four and five-eighths inches; weight, five pounds twelve ounces a thousand cards; color, pearl gray, of such shade as may be acceptable to the Postmaster-General.

No. 2, size three by five and one-eighth inches; weight, five pounds five ounces a thousand cards; color, same as that in the sample No. 2, hereto attached.

No. 3, size three and three-fourths by six and one-eighth inches; weight, nine pounds one ounce a thousand cards; color, same as that in the sample No. 3, hereto attached.

That the papers from which the cards are made shall be clean and free from imperfections, run and calendered to a uniform weight and thickness, and finished on both sides suitable for printing and for writing with either pen or pencil; that the cards shall be of the same general appearance as the respective samples, and shall be equal thereto in quality, tensile strength, finish, and all other respects—the said samples being hereto attached and made a part of this contract, and being the same as those furnished to bidders under the advertisement and specifications hereinbefore recited; that all the paper furnished or used shall be subject to the supervision and approval of the Postmaster-General, or his duly authorized agent, before and after being printed. And the right is reserved to the Postmaster-General to change the color of the paper of any or all the standards at any time during the existence of the contract; but in any such change as he may see fit to make no more expensive color shall be selected than that in the contract standard, unless the contractor shall be compensated therefor; and if a less expensive color be selected, credit shall be taken by the Department in the settlement of accounts for the difference in cost. The Postmaster-General also reserves the right to increase or diminish the standard weight of any or all of the cards at any time during the contract term, upon the condition that he shall pay the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change. The amount of difference in cost involved by changes in the color or weight of the paper shall be determined by the Postmaster-General, and the allowance or deduction made at his discretion.

Third. That the cards shall be surface-printed on one side only, from hardened steel plates, and with ink of such quality and colors as may from time to time be approved by the Postmaster-General—the use of aniline inks, however, being not allowable; that the cards shall be printed either with or without a border, as the Postmaster-General may at any time decide—the design to be such as he may select; that the cards as they are manufactured shall be subject in every respect to the approval

of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final; that all spoiled cards shall be destroyed by the agent of the Department, in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct, it being understood that payment will not be made for cards that are spoiled in the process of manufacture or rejected upon inspection; that the dies and rolls required to produce the working plates from which the cards are to be printed will be furnished by and wholly at the expense of the Government, and from such designs as the Postmaster-General may see fit to adopt, but all the necessary working plates shall be furnished, kept in repair, and renewed at the cost of the contractor, and any expense which the Government may incur in connection therewith shall be charged to him, and deducted in the settlement of accounts for cards furnished; that all such plates made or used at any time during the contract shall immediately become the absolute property of the United States, and shall be turned over to the Postmaster-General or his duly authorized agent whenever demanded; and should it become necessary or expedient, in the opinion of the Postmaster-General, to turn over to the contractor the dies and rolls for the preparation of working plates, he, the said contractor, shall be held responsible for the safe custody and proper use of such dies and rolls, and shall return them whenever demanded by the Postmaster-General or his agent. A sufficient supply of working plates will be provided in time to properly begin work under this contract, subject to the provisions above. The Postmaster-General reserves the right to change the design or designs of the cards at any time during the existence of the contract under the foregoing conditions.

Fourth. That the cards shall be manufactured in a strictly first-class building, of such construction as to give security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done; that the premises shall be fitted up with a fire and burglar proof safe or vault to be specially provided for storing the finished cards—the said building, apartments, and safe or vault to be subject to the approval of the Postmaster-General, or his duly authorized agent; that special provision shall be made by the contractor for the safe-keeping on the premises of the cards while in course of preparation, under such regulations as may be prescribed by the Postmaster-General, or his duly authorized agent, and subject to his approval; that suitable and properly furnished office rooms connected with the premises on which the cards are manufactured shall be furnished for the use of the resident agent of the Department and his clerks without cost to the Government; that if it should be required by the Postmaster-General, suitable and properly furnished rooms shall also be provided for the use of the post-office in registering and mailing packages of cards to be forwarded through the mails; that the apartments, safe, or vault, and rooms for manufacturing, storing, and registering cards, shall be immediately connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General, or his duly authorized agent. And the contractor, his employees and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

Fifth. That there shall be kept on hand at all times during the existence of the contract a stock of finished cards sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur—said cards to be held subject to the control of the Postmaster-General, or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of cards, not exceeding a supply for three months.

Sixth. That the cards shall be banded in parcels of twenty-five, and packed in strong pasteboard or straw boxes bound on the corners and edges with cotton cloth, and of such construction as shall be approved by the Postmaster-General—each box to contain not less than five hundred of the one-cent or two hundred and fifty of the two-cent cards; that when less than 2,000 cards are required to fill the order of a postmaster, the boxes shall be wrapped in one package, securely fastened, in strong manilla paper, and sealed so as to safely bear transportation by mail; and when 2,000 or more cards are required, the pasteboard or straw boxes containing the same must be packed in strong wooden cases well strapped with hoop-iron, no case to contain in excess of 25,000 cards; that said cases shall be addressed by the contractor under the direction of an agent of the Department; that the labels for packages are to be prepared by the agent, but attached by the contractor. It is to be understood that the cotton cloth required, as above, to be put on the corners and edges of boxes, may be omitted when the cards are to be shipped in wooden cases; but when cards are required to be sent to any of the Department's distributing sub-agencies, they shall all be put up in wooden cases of such sizes, and containing such proportions of wrapped packages, as may be indicated by the Department when the orders for the cards are given. It is also to be understood that all address labels and other official blanks

required for use in the fulfillment of the contract, will be furnished by the Department.

Seventh. That the contractor shall be ready to commence the delivery of cards on the first day of October, 1889, when the contract term begins, and shall thereafter promptly furnish and deliver them, complete in all respects, in such quantities as may be required to fill the daily orders of the Department, the delivery in separate quantities, as above provided for, to be made at the post-office or the agency at the place where they are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing them, or into a railway post-office, in the discretion of the Postmaster-General.

Eighth. That the contractor shall receive and store such of the two-cent cards now belonging to the Government and stored in the vault at the postal card manufactory at Castleton, New York, as shall remain on hand when the contract term begins, and to issue them as required, without cost to the Government for wrapping, packing, and handling.

Ninth. That the contractor shall report weekly, or at other stated periods, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number and kind of cards manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

And the said party of the first part hereby contracts and agrees:

First. To pay the said contractor for the postal-cards manufactured and delivered in pursuance of this contract and agreement, at the following rates:

For cards of size No. 1— $2\frac{1}{2}$  by  $4\frac{1}{2}$  inches—thirty-seven cents a thousand.

For cards of size No. 2—3 by  $5\frac{1}{4}$  inches—thirty-five cents a thousand.

For cards of size No. 3— $3\frac{1}{4}$  by  $6\frac{1}{4}$  inches—fifty cents a thousand.

And payments at these prices shall be full compensation for everything required to be done or furnished as herein set forth—payments to be made monthly, after proper examination and adjustment of accounts.

Second. To deliver to the said contractor a sufficient supply of working plates within three weeks from date of approval of the contract by the Postmaster-General—the said plates to be paid for by said contractor, as hereinbefore stated.

It is further stipulated and agreed by and between the contracting parties as follows:

1. That a resident agent and inspector of the Department shall have supervision of the manufacture, storage, and issue of the cards, and he shall at all times have full and free access to the apartments and vaults where the cards are manufactured and stored, for the purpose of inspecting the same; and the contractor shall conform to such regulations as the Department through its agent may at any time adopt for the security of the Government.

2. That the Postmaster-General shall also have the right to cause inspection to be made at any time by any agent or agents whom he may specially designate for the purpose, of the rooms, apartments, and vaults used for the manufacture and storage of cards, and of the cards in course of manufacture or in stock.

3. That the Postmaster-General shall have the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of cards with which to promptly meet all just requirements of the Department; also the right to withhold payment for cards delivered if it shall appear to his satisfaction that the contract has not been complied with in any particular. And in the event that the exigencies of the public service shall require the acceptance by the Department of any cards which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior cards any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such cards.

4. That the Department will, upon satisfactory inspection, accept and pay for, at the regular contract prices, the stock of postal-cards that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such cards until they shall be exhausted, subject to all the conditions prevailing while the contract is in force; but provided that such stock shall not exceed the average supply for a period of one month, and any surplus over that quantity may be destroyed at the discretion of the Postmaster-General, without compensation therefor to the contractor. The right is also reserved to the Postmaster-General to authorize the issue by the contractor under the existing contract, which expires on the 30th of September, 1889, of such cards as may remain in his hands on that date, or as may have been ordered by the Department up to that time; and should this right be exercised, the contractor hereunder shall not thereby become entitled to any compensation for damages.

5. That if at any time during the continuance of this contract the sureties, or

either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General, within ten days after notice; and in default thereof the contract may be annulled.

6. That in case of failure of the contractor to furnish promptly and in quantities as ordered the postal cards to be furnished under this contract, and faithfully and diligently to keep, perform, and abide by each and every of its requirements, provisions, and terms, and of the specifications hereto annexed and made part hereof, the said contractor and his sureties shall forfeit and pay to the United States of America the sum of one hundred thousand dollars, for which said forfeiture the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty to be sued for in the name of the United States.

7. That in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, the Postmaster-General shall have the right to annul this contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of an attempt to impose upon the Department cards inferior to those required by the contract.

8. That this contract shall not in any case be transferred or assigned.

9. That should the interest of the Government require it, this contract may be extended beyond the time hereinbefore provided for its duration, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contracts.

10. That no member of or Delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful performance of this contract, and each and every of its covenants, stipulations, and agreements on their part to be performed, the said parties of the second part do hereby bind themselves and each of them, their and his heirs, executors, and administrators.

In witness whereof, the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals on and as of the day hereinbefore written.

JNO. WANAMAKER,  
*Postmaster-General.*

Attest:

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

ALBERT DAGGETT.

Attest:

RICHARD P. MORLE.

ANDREW D. BAIRD.

Attest:

RICHARD P. MORLE.

FRANKLIN WOODRUFF.

Attest:

RICHARD P. MORLE.

JAMES W. BIRKETT.

Attest:

RICHARD P. MORLE.

STATE OF NEW YORK,

*County of Kings, Eastern District of New York, ss:*

Andrew D. Baird, one of the sureties in the foregoing contract of Albert Daggett with the United States, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York and that he is worth the sum of one hundred thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

ANDREW D. BAIRD.

Subscribed and sworn to before me, this fourth day of September, one thousand eight hundred and eighty-nine, and by me approved.

RICHARD P. MORLE,  
*U. S. Commissioner, E. District of New York.*

Sworn to before me this 11th day of September, one thousand eight hundred and eighty-nine, and by me approved.

E. HENRY LACOMBE,  
*U. S. Circuit Judge.*

## STATE OF NEW YORK,

*County of Kings, Eastern District of New York, ss :*

Franklin Woodruff, one of the sureties in the foregoing contract of Albert Daggett with the United States, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of fifty thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

FRANKLIN WOODRUFF.

Subscribed and sworn to before me, this 4th day of September, one thousand eight hundred and eighty-nine, and by me approved.

RICHARD P. MORLE,

*U. S. Commissioner, E. Dist. of New York.*

Sworn to before me this 11th day of September, one thousand eight hundred and eighty-nine, and by me approved.

E. HENRY LACOMBE,

*U. S. Circuit Judge.*

## STATE OF NEW YORK,

*County of Kings, Eastern District of New York, ss :*

James W. Birkett, one of the sureties in the foregoing contract of Albert Daggett with the United States, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of fifty thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

JAMES W. BIRKETT.

Subscribed and sworn to before me this 4th day of September, one thousand eight hundred and eighty-nine, and by me approved.

RICHARD P. MORLE,

*U. S. Commissioner, E. Dist. of New York.*

Sworn to before me this 11th day of September, one thousand eight hundred and eighty-nine, and by me approved.

E. HENRY LACOMBE,

*U. S. Circuit Judge.*

Approved as to form.

R. W. HAYNES,

*Acting Asst. Atty. General for the P. O. Dept.*

No. 19.—*Copy of contract for the manufacture and supply of stamped envelopes and newspaper wrappers during the four years beginning on the 1st day of October, 1890.*

This contract, made this 28th day of August, eighteen hundred and ninety, and executed in quadruplicate, between the United States of America, acting by John Wanamaker, Postmaster General, of the first part, and the Plimpton Manufacturing Company (a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Connecticut), by L. B. Plimpton, its president, and the Morgan Envelope Company (also a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Massachusetts), by E. Morgan, its president, as principals (said corporations being jointly engaged in the manufacture of envelopes at Hartford, Connecticut), and Aaron Bagg, jr., of West Springfield, Mass., and William Whiting, of Holyoke, Mass., as sureties, of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 22d day of April, 1890, to be published in certain newspapers in the United States, inviting proposals for furnishing, in accordance with specifications prepared under his directions, all the stamped envelopes and newspaper wrappers that the Department might call for during the four years beginning on the first day of October, eighteen hundred and ninety, a printed copy of which advertisement and specifications is hereto annexed and made part hereof, as follows:

**"PROPOSALS FOR FURNISHING STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.**

" [Advertisement.]

**" POST-OFFICE DEPARTMENT,***" Washington, D. C., April 22, 1890.*

" Sealed proposals are invited from parties engaged in the manufacture of envelopes or of envelope papers, and will be received at this Department until 12 m. on Wednesday, the 21st of May, 1890, for furnishing stamped envelopes and newspaper wrappers in such quantities as may be called for by the Department during a period of four years, beginning on the 1st day of October, 1890. Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed 'Proposals for furnishing stamped envelopes and newspaper wrappers,' and addressed to the Third Assistant Postmaster-General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt thereof; otherwise they will not be considered.

" Blank forms of proposal, with full specifications and samples of the envelopes and wrappers, will be furnished upon application to the Third Assistant Postmaster-General.

**" JOHN WANAMAKER,***" Postmaster-General.***"Specifications.—Furnishing stamped envelopes and newspaper wrappers.**

"The following are the different sizes and qualities of stamped envelopes and newspaper wrappers referred to in the foregoing advertisement :

**"SIZES AND DESIGNATIONS.**

- A. Full letter size,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, white and amber.
- Aa. Full letter size,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, oriental buff and blue.
- Aaa. Full letter size,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, manila, plain and amber.
- B. Full letter size, ungummed, for circulars,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, plain manila.
- C. Commercial size,  $3\frac{3}{4}$  by  $5\frac{1}{2}$  inches, white and amber.
- Cc. Commercial size,  $3\frac{3}{4}$  by  $5\frac{1}{2}$  inches, oriental buff and blue.
- Ccc. Commercial size,  $3\frac{3}{4}$  by  $5\frac{1}{2}$  inches, manila, plain and amber.
- D. Extra letter size,  $3\frac{3}{4}$  by  $6\frac{1}{2}$  inches, white and amber.
- Dd. Extra letter size,  $3\frac{3}{4}$  by  $6\frac{1}{2}$  inches, oriental buff and blue.
- Ddd. Extra letter size,  $3\frac{3}{4}$  by  $6\frac{1}{2}$  inches, manila, plain and amber.
- E. Extra letter size, ungummed, for circulars,  $3\frac{3}{4}$  by  $6\frac{1}{2}$  inches, plain manila.
- F. Legal size,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, white and amber.
- Ff. Legal size,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, oriental buff and blue.
- Fff. Legal size,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, manila, plain and amber.
- G. Official size,  $3\frac{1}{2}$  by  $8\frac{1}{2}$  inches, white and amber.
- Gg. Official size,  $3\frac{1}{2}$  by  $8\frac{1}{2}$  inches, oriental buff and blue.
- Ggg. Official size,  $3\frac{1}{2}$  by  $8\frac{1}{2}$  inches, manila, plain and amber.
- H. Large official size,  $4\frac{1}{2}$  by  $9\frac{1}{2}$  inches, white and amber.
- Hh. Large official size,  $4\frac{1}{2}$  by  $9\frac{1}{2}$  inches, oriental buff and blue.
- Hhh. Large official size,  $4\frac{1}{2}$  by  $9\frac{1}{2}$  inches, manila, plain and amber.
- I. Extra large official,  $4\frac{3}{4}$  by  $10\frac{1}{2}$  inches, white and amber.
- Ii. Extra large official,  $4\frac{3}{4}$  by  $10\frac{1}{2}$  inches, oriental buff and blue.
- Iii. Extra large official,  $4\frac{3}{4}$  by  $10\frac{1}{2}$  inches, manila, plain and amber.
- K. Newspaper wrappers,  $5\frac{1}{2}$  by  $10\frac{1}{2}$  inches, plain manila.
- L. Small note size,  $2\frac{1}{2}$  by  $5\frac{1}{2}$  inches, white.
- M. Small baronial size,  $3\frac{1}{2}$  by  $4\frac{3}{4}$  inches, white.
- N. Large baronial size,  $4\frac{1}{2}$  by  $5\frac{1}{2}$  inches, white.

**"COMPOSITION AND QUALITY OF PAPER.**

"The paper from which envelopes designated A, C, D, F, G, H, I, L, M, and N are to be manufactured must be made specially for the purpose, of the best grade of white linen and the best grade of white domestic cotton rags, in the proportion of 35 per cent. of linen and 65 per cent. of cotton, excluding all other material except the necessary coloring matter, and must weigh not less than 50 pounds per ream of 500 sheets, measuring  $22\frac{1}{2}$  by 30 inches, or in that proportion.

"The paper from which envelopes Aa, Cc, Dd, Ff, Gg, Hh, and Ii are to be manufactured must be made specially for the purpose of rag stock made from what are known as 'No. 2 country rags,' composed of about one-half soiled whites and one-half blues

(except that other rags of an equivalent character and quality may be used instead, after having been approved by the Postmaster-General in writing before being used), excluding all other material except the necessary coloring matter, and must weigh not less than 40 pounds per ream of 500 sheets, measuring  $22\frac{1}{2}$  by 30 inches, or in that proportion.

"In the process of manufacture the rags for both the foregoing described papers must be washed and beaten in the washing and beating engines not less than a total of 16 hours. The paper must be made in a Fourdrinier machine, and be sized by being run through a tub of animal sizing of the best quality, and must be loft-dried.

"The paper from which envelopes Aaa, Ccc, Ddd, Fff, Ggg, Hhh, Iii, and K are to be manufactured must be composed in the proportion of 95 per cent. of jute butts and 5 per cent. of South Carolina clay, excluding all other material except the necessary coloring matter, and must weigh  $34\frac{1}{2}$  pounds per ream of 500 sheets, measuring  $22\frac{1}{2}$  by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing engines and beaten ten hours in the beating engines, and the stock passed through a Jordan engine, and the paper must be rosin-sized in the engine and made on a Fourdrinier machine.

"The paper from which envelopes B and E (for circulars) are to be manufactured must be composed of the same materials, in the same proportions, made in the same manner, and subject to the same conditions as the paper for envelopes Aaa, Ccc, Ddd, Fff, Ggg, Hhh, Iii, and K, described in the foregoing, except that it must weigh not less than  $29\frac{1}{2}$  pounds per ream of 500 sheets measuring  $22\frac{1}{2}$  by 30 inches, or in that proportion.

"All the paper must be clean and free from imperfections, run and calendered to a uniform weight and thickness, and the same in color, quality, material, tensile strength, and in all other respects as the samples furnished to bidders, and to be made a part of the contract. The paper may also be required to be water-marked with such design as may be approved by the Postmaster-General, without expense to the Government. The right is also reserved to the Postmaster-General to change the color of any or all of the papers at any time during the existence of the contract; but in such changes as he may see fit to make no more expensive colors shall be selected than those in the contract samples. All papers furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes and wrappers.

"The Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

"Water-marked paper that may be spoiled in the process of manufacture, or condemned as unfit for use in stamped envelopes and wrappers, shall not be used or sold by the contractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed, under such regulations as the Postmaster-General may prescribe, and without cost to the Government. Such spoiled and rejected paper shall not be made over for use in stamped envelopes or wrappers, and clippings and shavings from stamped envelopes or other papers shall not be again used in the manufacture of paper for stamped envelopes or wrappers.

"The water-marked designs in the dandy-rolls shall be destroyed, under the supervision of the Postmaster General or his authorized agent, when no longer required for use in the manufacture of paper for stamped envelopes or wrappers.

"The Postmaster-General reserves the right to increase or diminish the standard weights of any of the different qualities of paper at any time during the contract term, upon the condition that he shall pay to the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change.

#### "STYLE OF MANUFACTURE—PRINTING—EMBOSSING.

"All the envelopes and wrappers must be embossed with postage-stamps of such denominations, styles, and colors as the Postmaster-General may require, the embossing to be done in the highest style of the art, and all the impressions to be clear, distinct, and perfect. They must bear such printing as the Postmaster-General may direct, of any desired style of type, the execution of which shall be clear and distinct, without smear or set-off, and otherwise free from imperfections.

"The ink used for embossing and printing shall be of such colors and quality as may from time to time be approved by the Postmaster-General, and the right is reserved to the Postmaster-General to change the colors of the ink at any time during the existence of the contract.

"The envelopes must be made in the most thorough and workmanlike manner after

the styles and of the cuts shown by the samples furnished to bidders; the cuts, however, of envelopes H, Hh, and Hhh to be the same as those of envelopes G, Gg, Ggg, I, Ii, and Iii, and the cut of envelope N to be like that of envelope M; the joints to be well and securely fastened with the best quality of adhesive gum, and the gumming on the flap (except for circulars) to be not less than half an inch in width for the length shown by the samples. The wrappers must be gummed not less than three-quarters of an inch in width across the end. For envelopes Aaa, Ccc, Ddd, Fff, Ggg, Hhh, and Iii, the best quality of fish-glue, or other equally suitable material, free from offensive odor shall be used for gumming.

"The envelopes and wrappers shall be subject in all respects to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final.

"All envelopes and wrappers spoiled in process of manufacture or rejected shall be destroyed by the agent of the Department, in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct. Payment will not be made for envelopes or wrappers spoiled in the process of manufacture, or rejected upon inspection.

"Should the use of any of the above sizes or qualities be discontinued during the contract term, the contractor shall not be entitled to any compensation for damages on account of such discontinuance.

"Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material, or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

#### "DESIGNS AND DIES.

"The original dies and hubs now in use for furnishing stamped envelopes, being the property of the Government, will be turned over to the contractor as soon after the execution and approval of the contract as he may require them; and from such dies and hubs he must produce the necessary working dies with which to provide a sufficient supply of stamped envelopes and wrappers of the several kinds and denominations to make deliveries promptly as called for from the beginning of the contract term. The working dies from which stamped envelopes and wrappers are now being furnished will be turned over to the new contractor just as soon as their use can be dispensed with under the present contract, either before or after the beginning of the new contract term.

"The contractor will be further required, at his own expense, to keep in repair and to renew when necessary, or when it shall be directed by the Postmaster-General, all dies from which stamped envelopes and wrappers are embossed; and should additional denominations be required at any time, they shall be prepared and furnished in a reasonable time at the expense of the contractor, and subject to the approval of the Postmaster-General. All the work in connection with the preparation, renewal, and repair of the dies and plates shall be done under the immediate supervision of the contractor and of the Government agent, by such parties as may be approved by the Postmaster-General, and in accordance with such regulations as he may prescribe. The right is also reserved to change the designs at any time during the existence of the contract, under the conditions stated in the foregoing. No dies, either original or working, shall be made, procured, or used without the approval of the Postmaster-General or his duly authorized agent. The contractor shall not manufacture or permit to be manufactured by any person in his employ any dies for producing stamped envelopes, except such as may be required for his use in carrying out the contract; and he shall be liable in damages for the unauthorized manufacture of such dies, and for the production of stamped envelopes therefrom. He shall be responsible for the safe-keeping of the dies while in his use or custody. When not in use, the dies shall be safely stored and kept in such manner and under such regulations as the Postmaster-General may prescribe. All dies or hubs made or used at any time in filling the contract shall immediately become the absolute property of the United States, and together with those that may be turned over to the contractor shall be delivered in good working order to the Postmaster-General or his authorized agent whenever demanded. Worn out or discontinued dies may be required to be canceled or destroyed, at the discretion of the Postmaster-General, under such regulations as he may prescribe.

"The contractor shall also faithfully account to the Post-Office Department for all stamped envelopes and wrappers printed or produced from the regularly authorized dies and paper, and shall be liable in damages for the theft or misappropriation of any stamped envelopes and wrappers that may be manufactured by him or come into his custody as contractor.

"BUILDING—PLACE OF MANUFACTURE.

"The envelopes and wrappers will be required to be manufactured in a strictly first-class building of such construction as to afford security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done, and when finished and awaiting issue they shall be stored in a fire and burglar-proof vault or room, on or immediately connected with the premises, and specially fitted up for the purpose; the said building, apartments, and vault to be subject to the approval of the Postmaster-General or his duly authorized agent. Special provision will also be made by the contractor for the safe-keeping on the premises of the envelopes and wrappers, while in course of preparation, under such regulations as may be prescribed by the Postmaster-General or his duly authorized agent, and subject to his approval. The building must at all hours of the day and night be policed or guarded in such manner as the Postmaster-General shall require.

"The bidder will be required to designate in his proposal the building in which he proposes to manufacture the envelopes and wrappers, and the quantity of space to be devoted to the purpose; or if he designs to erect a building the fact must be stated in the proposal.

"AGENT—OFFICE ROOMS—INSPECTION.

"A resident agent and inspector of the Department will have supervision of the manufacture, storage, and issue of the envelopes and wrappers, and he shall at all times have full and free access to the building, apartments, and vault where the envelopes and wrappers are manufactured and stored, for the purpose of inspecting the same. The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes and wrappers are manufactured, stored, and issued for the transaction of the business of the agency, without cost to the Government. The contractor may also be required to furnish, without charge, suitable and properly furnished office rooms for the use of the Post-Office in registering and otherwise preparing packages of envelopes and wrappers to be forwarded through the mails. The apartments and rooms for manufacturing, storing, and registering envelopes and wrappers shall be immediately connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General or his duly authorized agent.

"The Postmaster-General shall also have the right to cause inspection to be made at any time by any agent or agents whom he may specially designate for the purpose, of the building, rooms, and apartments used for the manufacture and storage of envelopes and wrappers, and of the envelopes and wrappers in course of manufacture or in stock.

"The contractor, his employes and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

"STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of the several kinds and denominations of finished envelopes and wrappers sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract—such stock to be always equal to an average ten days' supply of ordinary envelopes of the several denominations and sizes (not including special-request envelopes); and said envelopes and wrappers shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents. And the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes and wrappers, not exceeding a supply for six months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes and wrappers with which to promptly meet all requisitions of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes or wrappers which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes and wrappers any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes and wrappers.

"On failure to promptly furnish any article or articles specified in the contract, the Postmaster-General reserves the right to purchase such article or articles in the open

market; and if a greater price be paid than that prescribed by the contract for like articles, the difference shall be charged to the contractor. Failure to furnish any articles within a reasonable time after the same shall have been ordered may be regarded by the Postmaster-General as a sufficient cause for the annulment of the contract.

"The Postmaster-General also reserves the right to impose a fine or fines upon the contractor for errors made by him in the count of envelopes and wrappers when issued to postmasters, whereby either a greater or a less number of envelopes and wrappers are issued than called for on the orders of the Department.

#### "PACKING—BLANKS.

"All envelopes and wrappers must be banded in parcels of 25 and packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined Western straw board), securely bound on the corners and edges with cotton cloth, and to be of such quality, weight, and construction as shall be approved by the Postmaster-General or his authorized agent; each box to contain not more than 500 and not less than 250 each of envelopes A, Aa, Aaa, B, C, Cc, Ccc, D, Dd, Ddd, E, F, Ff, Fff, K, L, M, and N, and not more than 500 and not less than 100 of envelopes G, Gg, Ggg, H, Hh, Hhh, I, II, and III. Each box shall bear a label specifying the number, size, quality, and denomination of contents. When less than 4,000 envelopes or wrappers are required to fill the order of a postmaster, the boxes containing the same shall be put up in suitable packages, or in one package, securely wrapped with strong manila paper, and sealed so as to safely bear transportation by mail. When 4,000 or more envelopes or wrappers are required, the pasteboard or straw boxes containing the same must be packed in strong wooden cases, well strapped with hoop-iron or wire, each to contain any number of envelopes not exceeding 25,000, in the discretion of the Postmaster-General. Said cases shall be addressed by the contractor, under the direction of the agent of the Department. Labels of direction, to be furnished and addressed by the agent, shall be affixed to the sealed packages by the contractor. All blanks that may be necessary in sending out envelopes shall also be furnished and filled out by the agent.

#### "DELIVERY.

"The contractor must be ready to commence the delivery of the envelopes and wrappers on the 1st day of October, 1890, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department. The envelopes and wrappers may be required to be delivered in separate packages, as above provided for, at the post-office or at the agency at the place where the same are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing the envelopes and wrappers, or at a railway post-office, in the discretion of the Postmaster-General.

#### "STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of stamped envelopes and wrappers that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes and wrappers until they shall be exhausted, subject to all conditions of the contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without any compensation therefor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractors of such envelopes and wrappers as may remain in their hands at the close of their contract, and the new contractor shall not be entitled to damages on account of such issue.

#### "REPORTS.

"The contractor may be required to report weekly, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number, denomination, size, and quality of envelopes and wrappers manufactured (finished, unfinished, and spoiled), the number issued during the week, and the number available for issue.

“BASIS AND MANNER OF AWARD.

“The contract will be awarded on the basis of the actual and estimated issues for one year. The following will show the actual issues for the year ending March 31, 1890, of the sizes and qualities now in use and the estimated quantities of the new sizes and qualities required for one year, viz:

A. Corresponding to No. 3, 1st quality of present designations .....	30,493,000
Aa. Corresponding to No. 3, 2d quality .....	1,018,250
Aaa. Corresponding to No. 3, 3d quality .....	425,750
B. Corresponding to No. 4 (ungummed, for circulars) .....	1,250,250
C. Corresponding to No. 4½, 1st quality .....	105,552,000
Cc. Corresponding to No. 4½, 2d quality .....	4,720,500
Ccc. Corresponding to No. 4½, 3d quality .....	4,330,250
D. Corresponding to No. 5, 1st quality .....	243,694,000
Dd. Corresponding to No. 5, 2d quality .....	6,797,000
Ddd. Corresponding to No. 5, 3d quality .....	2,127,250
E. Corresponding to No. 6 (ungummed, for circulars) .....	33,521,750
F. Corresponding to No. 9, 1st quality .....	5,305,750
Ff. Corresponding to No. 9, 2d quality .....	350,000
Fff. Corresponding to No. 9, 3d quality .....	156,750
G. Corresponding to No. 7, 1st quality .....	4,186,700
Gg. Corresponding to No. 7, 2d quality .....	882,400
Ggg. Corresponding to No. 7, 3d quality .....	291,400
H. New size, large official, 4½ by 9½ inches (estimated) .....	2,000,000
Hh. New size, large official, 4½ by 9½ inches (estimated) .....	600,000
Hhh. New size, large official, 4½ by 9½ inches (estimated) .....	200,000
I. Corresponding to No. 8, 1st quality .....	1,735,600
Ii. Corresponding to No. 8, 2d quality .....	104,200
Iii. Corresponding to No. 8, 3d quality .....	217,200
K. Corresponding to No. 12, newspaper-wrapper, with size increased to 5½ by 10½ inches .....	46,776,750
L. Corresponding to No. 1, 1st quality .....	2,204,750
M. Corresponding to No. 10, 1st quality .....	1,155,750
N. Corresponding to No. 11, 1st quality, with size increased to 4½ by 5½ inches .....	1,173,750

“The denominations of stamped envelopes now in use are 1, 2, 4, 5, 10, 30, and 90 cent, and of newspaper-wrappers 1 and 2 cent.

“Of the 499,864,250 stamped envelopes and wrappers issued during the year ending March 31, 1890, 257,136,250 were plain or printed with a blank request, and 242,728,000 were printed with special return requests, the latter being furnished in lots of not less than 500 in any case. The number of different forms of such special requests was 157,748. The newspaper wrappers were without other printing than the embossed stamp. By law the Department is not allowed to cause any printing to be done on stamped envelopes beyond a simple request to return to the sender if not delivered within a given time.

“Bids must be made separately for each size and quality of stamped envelopes and wrappers in the foregoing list, the bidder stating in his proposal the price per thousand envelopes and wrappers, including everything required to be done or furnished, as set forth in these specifications, and the contract will be awarded as a whole to the lowest responsible bidder in the aggregate—the total amount of the bid to be ascertained by extending the above numbers at the prices bid respectively, and then aggregating the amounts of these several items. It must be understood, however, that the proposals made under the advertisement and these specifications shall impose the obligation to furnish at the prices bid all the envelopes and wrappers that may be ordered by the Department during the contract term, without regard to the quantities above given, subject to the provision as to those on hand at the termination of the present contract. Each bid must include all the different items designated in the foregoing; but only one price must be named for each size and quality of envelopes, regardless of the color of the paper.

“Preliminary to an award the bidder will be required to demonstrate to the satisfaction of the Postmaster-General, within ten days from the date of notice given him to do so, that he either has in his possession, or is able to procure, within a reasonable period, all suitable and necessary facilities with which to properly commence and carry on the contract. If the Postmaster-General shall be satisfied of the inability of a bidder to perform the contract in accordance with the requirements set forth in these specifications, he may in his discretion decline to accept the bid, and without notice.

## "PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the person, partnership, or corporation making it, and when made by a partnership the name of each partner thereof must be disclosed; and if the proposal be made by a corporation, the Department must be informed of its name, place of business, object of organization and business, and the name of the officer authorized to bind it by contract; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, and based upon a penalty of twenty-five thousand dollars, that the bidder shall, within ten days after being called upon to do so, execute a contract, with at least two good and sufficient sureties, of the character, and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by a United States circuit or district judge, or the United States district attorney for the district in which the bidder resides; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the full and absolute sum of two hundred thousand dollars, for which sum the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$400,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States and to be approved by him.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

"If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled, and the contract let to the next lowest responsible bidder under these specifications, and so on until the required contract is executed; and such next-accepted bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract may be required to be executed in quadruplicate.

## "RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if in his judgment the interest of the Government shall require it; also the right to annul the contract if in his opinion there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempted imposition upon the Department of envelopes or wrappers inferior to those required by the contract.

## "PAYMENTS.

"Payments for envelopes and wrappers actually issued and delivered will be made monthly, and not at irregular periods, after proper examination and verification of accounts.

"Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

## "CONTRACT NOT ASSIGNABLE.

"The contract shall not, in any case, be transferred or assigned.

## "EXTENSION.

"Should the interest of the Government require, the contract may be extended for any period or periods beyond the time named, not exceeding six months in all, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

## "BLANK FORMS—SAMPLES—ADDRESS OF PROPOSALS.

"Blank forms for bids, with sample envelopes and wrappers attached, showing sizes and style of manufacture and of the quality of the paper, will be furnished upon application; and all proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope 'Proposals for stamped envelopes and wrappers,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"JOHN WANAMAKER,  
"Postmaster-General.

"POST-OFFICE DEPARTMENT,  
"Washington, D. C., April 22, 1890."

And whereas upon the opening in public, on the 21st day of May, 1890, of the proposals received in answer to said advertisement of April 22, 1890, it appeared that there were five proposals, the names of the bidders and the amounts of their respective bids, based on the actual number of envelopes issued during the year ending March 31, 1890, and on the estimated number to be required for one year of certain new kinds of envelopes called for, being as follows:

1. Wolf Brothers, of Philadelphia, Pennsylvania.....	\$807,084.94
2. The White, Corbin & Company, of Rockville, Conn.....	782,352.83
3. The Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Connecticut.....	770,301.43
4. P. P. Kellogg & Co., of Springfield, Mass.....	795,458.10
5. The Holyoke Envelope Company, of Holyoke Mass.....	788,256.61

And whereas it appeared that the proposal of the Plimpton Manufacturing Company and Morgan Envelope Company was the lowest in the aggregate for all the stamped envelopes and newspaper wrappers called for;

And whereas the said proposal was subsequently modified, through a letter from the parties making it, by reducing the prices for two of the several kinds of envelopes called for, which modification is fully stated in an order of the Postmaster-General, dated the 30th of July, 1890, and numbered 262, awarding the contract to the said Plimpton Manufacturing Company and Morgan Envelope Company, such order being in the words and figures following:

"Order No. 262.]

"Whereas in compliance with law sealed proposals were invited by advertisement, dated April 22, 1890, and published in sundry newspapers in the United States, for furnishing the Post-Office Department with stamped envelopes and newspaper wrappers in such quantities as may be called for by the Department for and during a period of four years beginning October 1, 1890;

"Whereas upon the receipt and opening in public, on the 21st day of May, 1890, of the proposals submitted in response to said advertisement, the names of the bidders and the amounts of their respective bids, upon the basis of the actual issues for the year ending March 31, 1890, of the sizes and qualities now in use, and of the estimated quantities of certain new sizes and qualities to be required for one year (and consisting of 501,271,000 envelopes and wrappers in all), were found to be as follows, namely:

The Plimpton Mfg. Co. & Morgan Env. Co., of Hartford, Ct.....	\$770,301.43
The White, Corbin & Co., of Rockville, Ct.....	782,352.83
The Holyoke Envelope Co., of Holyoke, Mass.....	788,256.61
P. P. Kellogg & Co., of Springfield, Mass.....	795,458.10
The Wolf Bros., of Philadelphia, Pa.....	807,084.94

"Whereas the proposal of the Plimpton Manufacturing Company and the Morgan Envelope Company was the lowest in the aggregate, being \$12,051.40 less than the next lowest bid and \$36,783.51 less than the highest bid, and for the three new items in the schedule it amounted, on the estimated quantities to be required for one year, to \$7,602, and for the remaining twenty-four items in the schedule it amounted, on the actual issues for the year ending March 31, 1890, to \$762,699.43, this amount being \$70,695.43, or 8.48 per cent. less than the cost of like numbers and kinds of envelopes and wrappers at existing contract prices;

"Whereas shortly after the receipt of the proposals the question was raised as to whether the prices offered fairly represented the decrease within the past four years in the cost of producing the articles, and it appeared upon an investigation of this question by the Department that the Government had not received the full benefit of the reduction in the market;

"Whereas by a letter dated July 14, 1890, addressed to the Postmaster-General, and signed by E. Morgan as president of the Morgan Envelope Company and by M.

S. Chapman as attorney for the Plimpton Manufacturing Company, it was offered to reduce the price named in the proposal of the said companies for the kind of envelope designated in the specifications and bidders' schedule as item "C" from \$1.59 to \$1.54 per thousand envelopes, and the price named for the kind of envelope designated as item "D" from \$1.74 to \$1.70 per thousand envelopes—the said reductions in price amounting for the former item, on the basis of the number (105,552,000) issued during the year ending March 31, 1890, to \$5,277.60, and for the latter item, on the basis of the number (243,694,000) issued for the same period, to \$9,747.76, or a total of \$15,025.36 for both items, and also reducing the total amount of the bid, as originally submitted, from \$770,301.43 to \$755,276.07, or 1.95 per cent., as modified, the said proposal was \$27,076.76 less than the next lowest bid and \$51,808.87 less than the highest bid; and for the twenty-four items in the existing schedule it amounts, on the basis of the number issued for the year ending March 31, 1890, to \$747,674.07 (the three new items amounting to \$7,602) and the said amount of \$747,674.07 being \$85,720.79, or 10.3 per cent. less than the cost of corresponding numbers and kinds of envelopes and wrappers under the existing contract;

"And whereas it appeared, upon investigation made by the Department subsequent to the receipt of the letter of July 14, already referred to, that the prices in the proposal of the Plimpton Manufacturing Company and Morgan Envelope Company, as modified by the said letter, were fair and equitable to the Government: It is therefore,

"Ordered, that the contract for furnishing the Post-Office Department with stamped envelopes and newspaper wrappers, in such quantities as may be called for by the Department during the four years beginning October 1, 1890, be and the same is hereby awarded to the Plimpton Manufacturing Company and Morgan Envelope Company, doing business as envelope manufacturers in the city of Hartford, Connecticut, the lowest bidder in the aggregate for all the envelopes and wrappers called for by the advertisement of April 22, 1890, and the specifications therein referred to, upon the terms and conditions contained in the proposal of the said Plimpton Manufacturing Company and Morgan Envelope Company received at the Post-Office Department on the 21st day of May, 1890, in pursuance of said advertisement; subject, however, to the modifications in price proposed by the letter of July 14, 1890, hereinbefore referred to, the prices named in the said proposal as changed by the said letter, including everything required to be done and furnished, being as follows, namely:

"For A, full letter size, first quality, white or amber, gummed envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and forty cents per 1,000.

"For Aa, full letter size, second quality, oriental buff or blue, gummed envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and two cents per 1,000.

"For Aaa, full letter size, third quality, manila, plain or amber, gummed envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, ninety cents per 1,000.

"For B, full letter size, plain manila, ungummed envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, seventy-five cents per 1,000.

"For C, commercial size, first quality, white or amber, gummed envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and fifty-four cents per 1,000.

"For Cc, commercial size, second quality, oriental buff or blue, gummed envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and twenty-five cents per 1,000.

"For Ccc, commercial size, third quality, manila, plain or amber, gummed envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, ninety-seven cents per 1,000.

"For D, extra letter size, first quality, white or amber, gummed envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and seventy cents per 1,000.

"For Dd, extra letter size, second quality, oriental buff or blue, gummed envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and thirty-six cents per 1,000.

"For Ddd, extra letter size, third quality, manila, plain or amber, gummed envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and fourteen cents per 1,000.

"For E, extra letter size, plain manila, ungummed envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and nine cents per 1,000.

"For F, legal size, first quality, white or amber, gummed envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and eighty cents per 1,000.

"For Ff, legal size, oriental buff or blue, gummed envelopes, second quality,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and fifty-two cents per 1,000.

"For Fff, legal size, third quality, manila, plain or amber, gummed envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and twenty-seven cents per 1,000.

"For G, official size, first quality, white or amber, gummed envelopes,  $3\frac{1}{2}$  by  $8\frac{1}{2}$  inches, two dollars and fifty cents per 1,000.

"For Gg, official size, second quality, oriental buff or blue, gummed envelopes,  $3\frac{1}{2}$  by  $8\frac{1}{2}$  inches, two dollars and thirty cents per 1,000.

"For Ggg, official size, third quality, manila, plain or amber, gummed envelopes,  $3\frac{1}{2}$  by  $8\frac{1}{2}$  inches, one dollar and twenty-five cents per 1,000.

"For H, large official size, first quality, white or amber, gummed envelopes,  $4\frac{1}{2}$  by  $9\frac{1}{2}$  inches, two dollars and eighty-eight cents per 1,000.

"For Hh, large official size, second quality, oriental buff or blue, gummed envelopes, 4½ by 9½ inches, two dollars and fifty-six cents per 1,000.

"For Hhh, large official size, third quality, manila, plain or amber, gummed envelopes, 4½ by 9½ inches, one dollar and fifty-three cents per 1,000.

"For I, extra large official size, first quality, white or amber, gummed envelopes, 4½ by 10½ inches, two dollars and ninety cents per 1,000.

"For Ii, extra large official size, second quality, oriental buff or blue, gummed envelopes, 4½ by 10½ inches, two dollars and thirty-six cents per 1,000.

"For Iii, extra large official size, third quality, manila, plain or amber, gummed envelopes, 4½ by 10½ inches, one dollar and fifty-four cents per 1,000.

"For K, plain manila, gummed newspaper wrappers, 5½ by 10½ inches, seventy cents per 1,000.

"For L, small note size, white, gummed envelopes, 2½ by 5½ inches, one dollar and thirteen cents per 1,000.

"For M, small baronial size, white, gummed envelopes, 3½ by 4½ inches, one dollar forty-five cents per 1,000.

"For N, large baronial size, white, gummed envelopes, 4½ by 5½ inches, one dollar and fifty-five cents per 1,000."

Now, therefore, in consideration of the premises and of the stipulations hereinafter set forth, the said Plimpton Manufacturing Company and Morgan Envelope Company, contractors, and their sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree, to and with the United States of America, and do bind themselves, in manner following, that is to say:

First. That the said contractors shall furnish and deliver promptly and in quantities as ordered, and subject to the approval of the Postmaster-General in all respects, all the stamped envelopes and newspaper wrappers that they may be called upon by the Department to furnish during the four years beginning on the 1st day of October, 1890, of any denominations and of the sizes, qualities, and descriptions stated in the following printed list:

Post-Office designation	Description of envelopes and wrappers.	Color.	Size (inches).	Bidder's price per thousand.	
				Dollars.	Cts.
A	Full letter size ..... gummed..	*White or amber..	3½ by 5½	.....	.....
Aa	Full letter size ..... "	*Oriental buff or blue.	" "	.....	.....
Aaa	Full letter size ..... "	*Manila, plain or amber.	" "	.....	.....
B	Full letter size ..... ungummed..	Plain manila.....	3½ by 5½	.....	.....
C	Commercial size ..... gummed..	*White or amber..	3½ by 5½	.....	.....
Cc	Commercial size ..... "	*Oriental buff or blue.	" "	.....	.....
Ccc	Commercial size ..... "	*Manila, plain or amber.	" "	.....	.....
D	Extra letter size ..... "	*White or amber..	3½ by 6½	.....	.....
Dd	Extra letter size ..... "	*Oriental buff or blue.	" "	.....	.....
Ddd	Extra letter size ..... "	*Manila, plain or amber.	" "	.....	.....
E	Extra letter size ..... ungummed..	Plain manila.....	" "	.....	.....
F	Legal size ..... gummed..	*White or amber..	3½ by 6½	.....	.....
Ff	Legal size ..... "	*Oriental buff or blue.	" "	.....	.....
Fff	Legal size ..... "	*Manila, plain or amber.	" "	.....	.....
G	Official size ..... "	*White or amber..	3½ by 8½	.....	.....
Gg	Official size ..... "	*Oriental buff or blue.	" "	.....	.....
Ggg	Official size ..... "	*Manila, plain or amber.	" "	.....	.....
H	Large official size ..... "	*White or amber..	4½ by 9½	.....	.....
Hh	Large official size ..... "	*Oriental buff or blue.	" "	.....	.....
Hhh	Large official size ..... "	*Manila, plain or amber.	" "	.....	.....
I	Extra large official size ..... "	*White or amber..	4½ by 10½	.....	.....
Ii	Extra large official size ..... "	*Oriental buff or blue.	" "	.....	.....
Iii	Extra large official size ..... "	*Manila, plain or amber.	" "	.....	.....
K	Newspaper wrappers..... "	Plain manila.....	5½ by 10½	.....	.....
L	Small note size ..... "	White.....	2½ by 5½	.....	.....
M	Small baronial size ..... "	White.....	3½ by 4½	.....	.....
N	Large baronial size ..... "	White.....	4½ by 5½	.....	.....

Second. That the paper from which envelopes designated A, C, D, F, G, H, I, L, M, and N are to be manufactured, shall be made specially for the purpose, of the best grade of white linen and the best grade of white domestic cotton rags, in the proportion of 35 per cent. of linen and 65 per cent. of cotton, excluding all other material except the necessary coloring matter, and shall weigh not less than 50 pounds per ream of 500 sheets, measuring  $22\frac{1}{2}$  by 30 inches, or in that proportion.

That the paper from which envelopes Aa, Cc, Dd, Ff, Gg, Hh, and Ii are to be manufactured shall be made specially for the purpose, of rag stock, made from what are known as "No. 2 country rags," composed of about one-half soiled whites and one-half blues (except that other rags of an equivalent character and quality may be used instead, after having been approved by the Postmaster-General in writing before being used), excluding all other material except the necessary coloring matter, and shall weigh not less than 40 pounds per ream of 500 sheets, measuring  $22\frac{1}{2}$  by 30 inches, or in that proportion.

That in the process of manufacture, the rags for both the foregoing described papers shall be washed and beaten in the washing and beating engines not less than a total of sixteen hours; and the paper shall be made in a Fourdrinier machine, and be sized by being run through a tub of animal sizing of the best quality, and shall be loft-dried.

That the paper from which envelopes Aaa, Ccc, Ddd, Fff, Ggg, Hhh, Iii, and K are to be manufactured shall be composed in the proportions of 95 per cent. of jute butts and 5 per cent. of South Carolina clay, excluding all other material, except the necessary coloring matter, and shall weigh  $34\frac{1}{2}$  pounds per ream of 500 sheets, measuring  $22\frac{1}{2}$  by 30 inches, or in that proportion. In the process of manufacture the jute butts shall be washed six hours in the washing-engines and beaten ten hours in the beating-engines and the stock passed through a Jordan engine, and the paper shall be rosin-sized in the engine and made on a Fourdrinier machine.

That the paper from which envelopes B and E (for circulars) are to be manufactured shall be composed of the same materials, in the same proportions, made in the same manner, and subject to the same conditions as the paper for envelopes Aaa, Ccc, Ddd, Fff, Ggg, Hhh, Iii, and K, described in the foregoing, except that it shall weigh not less than  $29\frac{1}{2}$  pounds per ream of 500 sheets, measuring  $22\frac{1}{2}$  by 30 inches, or in that proportion.

That all the paper shall be clean and free from imperfections, run and calendered to a uniform weight and thickness, and the same in color, quality, material, tensile strength, and in all other respects as the samples furnished to the bidders, and to be made a part of this contract. That the paper may also be required to be water-marked with such design as may be approved by the Postmaster-General, without expense to the Government; and that all papers furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes and wrappers.

That water-marked paper that may be spoiled in the process of manufacture, or condemned as unfit for use in stamped envelopes and wrappers, shall not be used or sold by the contractors in its manufactured state, but shall be reduced to pulp or otherwise destroyed, under such regulations as the Postmaster-General may prescribe, and without cost to the Government; and such spoiled and rejected paper shall not be made over for use in stamped envelopes or wrappers, and clippings and shavings from stamped envelopes or other papers shall not be again used in the manufacture of paper for stamped envelopes or wrappers.

That the water-marked designs in the dandy-rolls shall be destroyed, under the supervision of the Postmaster-General or his authorized agent, when no longer required for use in the manufacture of paper for stamped envelopes or wrappers.

Third. That all the envelopes and wrappers shall be embossed with postage-stamps of such denominations, styles, and colors as the Postmaster-General may require—the embossing to be done in the highest style of the art, and all the impressions to be clear, distinct, and perfect—and they shall bear such printing as the Postmaster-General may direct, of any desired styled of type, the execution of which shall be clear and distinct, without smear or set-off, and otherwise free from imperfections; that the ink used for embossing and printing shall be of such colors and quality as may from time to time be approved by the Postmaster-General, the right being reserved to the Postmaster-General to change the colors of the ink at any time during the existence of this contract; that the envelopes shall be made in the most thorough and workmanlike manner after the styles and of the cuts shown by the samples furnished to bidders; the cuts, however, of envelopes H, Hh, Hhh to be the same as those of envelopes G, Gg, Ggg, I, Ii, and Iii, and the cut of envelope N to be like that of envelope M, the joints to be well and securely fastened with the best quality of adhesive gum, and the gumming on the flap (except for circulars) to be not less than half an inch in width for the length shown by the samples; that the wrappers shall be gummed not less than three-quarters of an inch in width across the end; that for envelopes Aaa, Ccc, Ddd, Fff, Ggg, Hhh, and Iii, the best quality of fish-glue, or other

equally suitable material, free from offensive odor, shall be used for gumming; that the envelopes and wrappers shall be subject in all respects to the approval of the Postmaster-General, or his duly authorized agent, and his right of rejection shall be absolute and final.

Fourth. That the said contractors shall hold, subject to the order and control of the Postmaster-General, all dies, original and working, from which stamped envelopes and wrappers are to be embossed, and which may at any time be turned over to them, or be made or procured by them, or be in their possession; that they shall begin work under this contract with the dies now in use, unless a renewal of them be necessary, or unless the Postmaster-General shall determine to adopt new designs of stamps before the term of this contract begins, in which event the necessary dies of the new designs shall be at once prepared, so that envelopes and wrappers bearing such new designs shall be issued immediately upon the beginning of the contract term; that the work of preparing such new designs, if determined on by the Postmaster-General, and of the necessary dies, shall be done under his direction, and subject to his approval, and by such persons as may be approved by him—all expenses connected therewith to be borne by the contractors; that the contractors shall, at their own expense, keep in repair and renew when necessary, or when it shall be directed by the Postmaster-General, all dies from which stamped envelopes and wrappers are embossed, and should additional denominations be required at any time, they shall be prepared and furnished in a reasonable time at the expense of the contractors, and subject to the approval of the Postmaster-General—all the work in connection with the preparation, renewal, and repair of the dies, or with any change of designs (the right to make such changes at pleasure during the existence of this contract being reserved to the Postmaster-General), to be done under the immediate supervision of the contractors and the Government agent, by such parties as may be approved by the Postmaster-General, and in accordance with such regulations as he may prescribe; that no dies, either original or working, shall be made, procured, or used without the approval of the Postmaster-General or his duly authorized agent; that the contractors shall not manufacture or permit to be manufactured by any person in their employ any dies for producing stamped envelopes, except such as may be required for their use in carrying out this contract, and they shall be liable in damages for the unauthorized manufacture of such dies, and for the production of stamped envelopes therefrom; that the contractors shall be responsible for the safe-keeping of the dies while in their use or custody, and when not in use the dies shall be safely stored and kept in such manner and under such regulations as the Postmaster-General may prescribe; that all dies or hubs made or used at any time in filling this contract shall immediately become the absolute property of the United States, and together with those that may be turned over to the contractors, shall be delivered in good working order to the Postmaster-General or his authorized agent whenever demanded, and all worn-out or discontinued dies may be required to be canceled or destroyed, at the discretion of the Postmaster-General, under such regulations as he may prescribe.

Fifth. That the contractors shall faithfully account to the Post-Office Department for all stamped envelopes and wrappers printed or produced from the regularly authorized dies and paper, and shall be liable in damages for the theft or misappropriation of any stamped envelopes and wrappers that may be manufactured by them or come into their custody as contractors.

Sixth. That the contractors shall not prepare, or knowingly allow to be prepared, in the stamped-envelope manufactory or in any other establishment or place under their control, any dies, paper, or other materials from which stamped envelopes or wrappers similar to those supplied for the Post-Office Department can be made or produced, except such as are required to be furnished under this contract; but they shall use every possible means to prevent the issue by any one not duly authorized of stamped envelopes or wrappers, or parts thereof, from the dies or paper made and used for the Post-Office Department, or of any other envelopes or wrappers in any way resembling them; and they shall also faithfully account to the Post-Office Department for all stamped envelopes and wrappers printed or produced from the regularly authorized dies and paper, and use every endeavor to prevent the appropriation or abstraction by any person in their employ or connected with them or by any other person of any stamped envelopes or wrappers so printed or produced.

Seventh. That the envelopes and wrappers shall be manufactured in a strictly first-class building of such construction as to afford security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done, and when finished and awaiting issue they shall be stored in a fire and burglar proof vault or room on or immediately connected with the premises and specially fitted up for the purpose, the said building, apartments, and vault to be subject to the approval of the Postmaster-General or his duly authorized agent; that special provision shall also be made by the contractors for the safe-keeping on the premises of the envelopes and wrappers while in course of preparation under such regulations as may be prescribed by the Postmaster-General or his duly authorized agent, and

subject to his approval; the building to be at all hours of the day and night policed or guarded in such manner as the Postmaster-General shall require.

Eighth. That the contractors shall at all times keep on hand a stock of the several kinds and denominations of finished envelopes and wrappers sufficient to promptly meet all orders of the Department and to provide against any and all contingencies that may be likely to occur during the existence of this contract; such stock to be always equal to an average ten days' supply of ordinary envelopes of the several denominations and sizes (not including special-request envelopes); that said envelopes and wrappers shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractors, at any time during the existence of this contract, to provide an extra quantity of envelopes and wrappers, not exceeding a supply for six months.

Ninth. That all the envelopes and wrappers shall be banded in parcels of 25 and packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined Western straw board), securely bound on the corners and edges with cotton cloth, and to be of such quality, weight, and construction as shall be approved by the Postmaster-General or his authorized agent—each box to contain not more than 500 and not less than 250 each of envelopes A, Aa, Aaa, B, C, Cc, Ccc, D, Dd, Ddd, E, F, Ff, Fff, K, L, M, and N, and not more than 500 and not less than 100 of envelopes G, Gg, Ggg, H, Hh, Hhh, I, Ii, and Iii; that each box shall bear a label specifying the number, size, quality, and denomination of contents; that when less than 4,000 envelopes or wrappers are required to fill the order of a postmaster, the boxes containing the same shall be put up in suitable packages, or in one package, securely wrapped with strong manila paper, and sealed so as to safely bear transportation by mail; that when 4,000 or more envelopes or wrappers are required, the pasteboard or straw boxes containing the same must be packed in strong wooden cases, well strapped with hoop iron or wire, each to contain any number of envelopes not exceeding 25,000, in the discretion of the Postmaster-General—said cases to be addressed by the contractors, under the direction of the agent of the Department; that labels of direction, to be furnished and addressed by the agent, shall be affixed to the sealed packages by the contractors; and all blanks that may be necessary in sending out envelopes shall also be furnished and filled out by the agent.

Tenth. That the contractors shall be ready to commence the delivery of the envelopes and wrappers on the 1st day of October, 1890, when the contract term begins, and thereafter they shall be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department; and the envelopes and wrappers may be required to be delivered in separate packages, as above provided for, at the post-office or at the agency at the place where the same are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing the envelopes and wrappers, or at a railway post-office, in the discretion of the Postmaster-General.

Eleventh. That the contractors shall report weekly, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number, denomination, size, and quality of envelopes and wrappers manufactured (finished, unfinished, and spoiled), the number issued during the week, and the number available for issue.

And the United States of America, party of the first part, hereby contracts and agrees:

First. To pay the said contractors, for the stamped envelopes and newspaper wrappers accepted and delivered in pursuance of this contract, subject to the reservation hereinafter stated, at the following rates, which shall be full compensation for everything required to be done or furnished, as herein set forth, payments to be made monthly after proper examination and verification of accounts:

For A envelopes, full letter size, first quality, white or amber,  $3\frac{1}{2}$  by  $5\frac{1}{4}$  inches, one dollar and forty cents a thousand.

For Aa envelopes, full letter size, second quality, oriental buff or blue,  $3\frac{1}{2}$  by  $5\frac{1}{4}$  inches, one dollar and two cents a thousand.

For Aaa envelopes, full letter size, third quality, manila, plain or amber,  $3\frac{1}{2}$  by  $5\frac{1}{4}$  inches, ninety cents a thousand.

For B envelopes, full letter size, plain manila,  $3\frac{1}{2}$  by  $5\frac{1}{4}$  inches, seventy-five cents a thousand.

For C envelopes, commercial size, first quality, white or amber,  $3\frac{3}{4}$  by  $5\frac{1}{2}$  inches, one dollar and fifty-four cents a thousand.

For Cc envelopes, commercial size, second quality, oriental buff or blue,  $3\frac{3}{4}$  by  $5\frac{1}{2}$  inches, one dollar and twenty-five cents a thousand.

For Ccc envelopes, commercial size, third quality, manila, plain or amber,  $3\frac{3}{4}$  by  $5\frac{1}{2}$  inches, ninety-seven cents a thousand.

For D envelopes, extra letter size, first quality, white or amber,  $3\frac{1}{2}$  by  $6\frac{1}{8}$  inches, one dollar and seventy cents a thousand.

For Dd envelopes, extra letter size, second quality, oriental buff or blue,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and thirty-six cents a thousand.

For Ddd envelopes, extra letter size, third quality, manila, plain or amber,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and fourteen cents a thousand.

For E envelopes, extra letter size, plain manila,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and nine cents a thousand.

For F envelopes, legal size, first quality, white or amber,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and eighty cents a thousand.

For Ff envelopes, legal size, second quality, oriental buff or blue,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and fifty-two cents a thousand.

For Fff envelopes, legal size, third quality, manila, plain or amber,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and twenty-seven cents a thousand.

For G envelopes, official size, first quality, white or amber,  $3\frac{1}{2}$  by  $8\frac{1}{2}$  inches, two dollars and fifty cents a thousand.

For Gg envelopes, official size, second quality, oriental buff or blue,  $3\frac{1}{2}$  by  $8\frac{1}{2}$  inches, two dollars and thirty cents a thousand.

For Ggg envelopes, official size, third quality, manila, plain or amber,  $3\frac{1}{2}$  by  $8\frac{1}{2}$  inches, one dollar and twenty-five cents a thousand.

For H envelopes, large official size, first quality, white or amber,  $4\frac{1}{2}$  by  $9\frac{1}{2}$  inches, two dollars and eighty-eight cents a thousand.

For Hh envelopes, large official size, second quality, oriental buff or blue,  $4\frac{1}{2}$  by  $9\frac{1}{2}$  inches, two dollars and fifty-six cents a thousand.

For Hh—envelopes, large official size, third quality, manila, plain or amber,  $4\frac{1}{2}$  by  $9\frac{1}{2}$  inches, one dollar and fifty-three cents a thousand.

For I envelopes, extra large official size, first quality, white or amber,  $4\frac{1}{2}$  by  $10\frac{1}{2}$  inches, two dollars and ninety cents a thousand.

For Ii envelopes, extra large official size, second quality, oriental buff or blue,  $4\frac{1}{2}$  by  $10\frac{1}{2}$  inches, two dollars and thirty-six cents a thousand.

For Iii envelopes, extra large official size, third quality, manila, plain or amber,  $4\frac{1}{2}$  by  $10\frac{1}{2}$  inches, one dollar and fifty-four cents a thousand.

For K newspaper wrappers, plain manila,  $5\frac{1}{2}$  by  $10\frac{1}{2}$  inches, seventy cents a thousand.

For L envelopes, small note size, white,  $2\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and thirteen cents a thousand.

For M envelopes, small baronial size, white,  $3\frac{1}{2}$  by  $4\frac{1}{2}$  inches, one dollar and forty-five cents a thousand.

For N envelopes, large baronial size, white,  $4\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and fifty-five cents a thousand.

Second. To place at the service of the contractors, on or before the 1st of October next, if required, or in time to properly begin work under this contract, the original and working dies from which stamped envelopes and wrappers are now being embossed, unless the Postmaster-General, as hereinbefore prescribed, shall require new designs of stamps to be used when the contract begins.

It is further stipulated and agreed by and between the contracting parties:

1. That a resident agent and inspector of the Department shall have supervision of the manufacture, storage, and issue of the envelopes and wrappers, and he shall at all times have full and free access to the building, apartments, and vault where the envelopes and wrappers are manufactured and stored, for the purpose of inspecting the same; that the contractors shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes and wrappers are manufactured, stored, and issued for the transaction of the business of the agency, without cost to the Government; that the contractors shall also furnish, without charge, suitable and properly furnished office rooms for the use of the post-office in registering and otherwise preparing packages of envelopes and wrappers to be forwarded through the mails; that the apartments and rooms for manufacturing, storing, and registering envelopes and wrappers shall be immediately connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General or his duly authorized agent.

2. That the Postmaster-General shall also have the right to cause inspection to be made at any time by any agent or agents whom he may specially designate for the purpose, of the building, rooms, and apartments used for the manufacture and storage of envelopes and wrappers, and of the envelopes and wrappers in course of manufacture, or in stock; and the contractors, their employees, and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

3. That the Postmaster-General shall also have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the con-

tractors will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

4. That the right is also reserved to the Postmaster-General to increase or diminish the standard weights of any of the different qualities of paper at any time during this contract term, upon the condition that he shall pay to the contractors a proportionate increase or decrease of price, to be determined upon the actual cost to the contractors of the paper in use at the time of the change.

5. That the right is also reserved to the Postmaster-General to change the color of any or all of the papers at any time during the existence of this contract; but in such changes as he may see fit to make no more expensive colors shall be selected than those in the contract samples.

6. That all envelopes and wrappers spoiled in process of manufacture or rejected shall be destroyed by the agent of the Department, in the presence of the contractors or their representative, or otherwise disposed of as the Postmaster-General may direct; and payment will not be made for envelopes or wrappers spoiled in the process of manufacture or rejected upon inspection.

7. That, should the use of any of the above sizes or qualities be discontinued during the contract term, the contractors shall not be entitled to any compensation for damages on account of such discontinuance.

8. That should the contractors, in the performance of work under this contract, make unauthorized use of any machinery or material, or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

9. That the Postmaster-General shall have the right to impose a fine upon the contractors, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes and wrappers with which to promptly meet all requisitions of the Department.

10. That in the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes or wrappers which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of this contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes and wrappers any compensation less than the regular price fixed by this contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes and wrappers.

11. That on failure to promptly furnish any article or articles specified in this contract, the Postmaster-General shall have the right to purchase such article or articles in the open market; and if a greater price be paid than that prescribed by this contract for like articles, the difference shall be charged to the contractors; and a failure to furnish any article within a reasonable time after the same shall have been ordered may be regarded by the Postmaster-General as a sufficient cause for the annulment of this contract.

12. That the Postmaster-General also reserves the right to impose a fine or fines upon the contractors for errors made by them in the count of envelopes and wrappers when issued to postmasters, whereby either a greater or a less number of envelopes and wrappers are issued than called for on the orders of the Department.

13. That the Department shall, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of stamped envelopes and wrappers that may remain on hand at the close of the contract term; and the contractors may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes and wrappers until they shall be exhausted, subject to all conditions of this contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days; and any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without any compensation therefor.

14. That, if at any time during the continuance of this contract the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractors shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof this contract may be annulled.

15. That the Postmaster-General shall have the right to annul this contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempted imposition upon the Department of envelopes or wrappers inferior to those required by the contract.

16. That payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that this contract has not been complied with in any particular.

17. That this contract shall not, in any case, be transferred or assigned.

18. That should the interest of the Government require, this contract may be extended for any period or periods beyond the time named in it, not exceeding six

months in all, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

19. That no member of or delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in said sections shall be deemed a part of this contract.

20. That in case the said contractors shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on their part to be performed, as therein set forth, the said contractors and their sureties shall forfeit and pay to the United States of America the full and absolute sum of two hundred thousand dollars, for which sum the said contractors and their sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and the specifications hereto attached and made a part hereof, the said parties of the second part do hereby bind themselves, and each of them, their and his heirs, executors, and administrators.

In witness whereof, the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part, the said corporations, have hereunto set their corporate seals by the hands of their respective presidents and caused these presents to be subscribed by said presidents, and said sureties of the parties of the second part have hereunto set their hands and seals on and as of the day hereinbefore written.

JNO. WANAMAKER, [SEAL]  
Postmaster-General.

Attest:  
A. D. HAZEN,  
Third Assistant Postmaster-General.

THE PLIMPTON MANUFACTURING COMPANY,  
By L. B. PLIMPTON, President. [SEAL.]

Attest:  
F. PLIMPTON.

THE MORGAN ENVELOPE COMPANY,  
By E. MORGAN, President. [SEAL.]

Attest:  
R. W. DAY.

(Surety) AARON BAGG, JR. [SEAL.]

Attest:  
EDWARD P. BAGG.

(Surety) WM. WHITING. [SEAL.]

Attest:  
WM. F. WHITING.

STATE OF CONNECTICUT, County of Hartford, ss :

Aaron Bagg, jr., one of the sureties in the foregoing contract of the Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of two hundred thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

AARON BAGG, JR.

Subscribed and sworn to before me, this 18th day of August, one thousand eight hundred and ninety, and by me approved.

N. SHIPMAN,  
U. S. District Judge.

I certify that, to the best of my knowledge and belief, Aaron Bagg, jr., of West Springfield, Mass., one of the sureties to the foregoing contract between the United States of America and the Plimpton Manufacturing Company and the Morgan Envelope Company, of Hartford, Connecticut, for furnishing stamped envelopes and newspaper wrappers during the four years beginning on October 1st, 1890, is worth the sum of two hundred thousand dollars over and above all liabilities and encumbrances whatever.

C. B. PRESCOTT,  
Postmaster at Holyoke, Mass.

STATE OF CONNECTICUT, *County of Hartford, ss :*

William Whiting, one of the sureties in the foregoing contract of the Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of two hundred thousand dollars, over and above all his debts and liabilities, and exclusive of property and exempt from execution.

WILLIAM WHITING.

Subscribed and sworn to before me this 18th day of August, one thousand eight hundred and ninety, and by me approved.

N. SHIPMAN,  
*U. S. District Judge.*

I certify that to the best of my knowledge and belief William Whiting, of Holyoke, Massachusetts, one of the sureties to the foregoing contract between the United States of America and the Plimpton Manufacturing Company and the Morgan Envelope Company, of Hartford, Connecticut, for furnishing stamped envelopes and newspaper wrappers during the four years beginning on the 1st of October, 1890, is worth the sum of two hundred thousand dollars, over and above all liabilities and encumbrances whatever.

C. B. PRESCOTT,  
*Postmaster at Holyoke, Mass.*

Approved as to form.

R. W. HAYNES,  
*Act'g Ass't. Att'y. Gen'l for P. O. Dept.*

No. 20.—*Copy of contract for the manufacture and supply of registered-package, tag, official and dead-letter envelopes during the year beginning July 1, 1890.*

This contract, made this 28th day of June, one thousand eight hundred and ninety, between the United States of America, acting by John Wanamaker, Postmaster-General, of the first part, and the Plimpton Manufacturing Company (a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Connecticut), by L. B. Plimpton, its president, and the Morgan Envelope Company (also a corporation duly created, organized, and doing business under and by virtue of the laws of Massachusetts), by Elisha Morgan, its president, as principals (said corporations being jointly engaged in the manufacture of envelopes), and M. S. Chapman, of South Manchester, Conn., and Robert W. Day, of Springfield, Mass., as sureties of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 29th day of April, 1890, to be published in certain newspapers in the United States, inviting proposals for furnishing, in accordance with specifications prepared under his directions, such registered-package, tag, official, and dead-letter envelopes as might be ordered for the use of the Department, postmasters, and the postal service during the fiscal year beginning on the 1st day of July, 1890, a printed copy of which advertisement and specifications is hereunto annexed and made part hereof, as follows:

**"PROPOSALS FOR FURNISHING REGISTERED PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.**

["Advertisement.]"

"POST-OFFICE DEPARTMENT,  
"Washington, D. C., April 29, 1890.

"Sealed proposals are invited from parties engaged in the manufacture of envelopes or of envelope papers, and will be received at this Department until 12 m. on Wednesday, the 28th of May, 1890, for furnishing such registered package, tag, official and dead-letter envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year, beginning on the 1st day of July, 1890. Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed 'Proposals for furnishing registered package, tag, official, and dead-letter envelopes,' and addressed to the Third Assistant Postmaster-General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt therefor; otherwise they will not be considered.

"Blank forms of proposal, with full specifications and samples of the envelopes, will be furnished upon application to the Third Assistant Postmaster-General.

"JOHN WANAMAKER,  
"Postmaster-General.

*"Specifications for furnishing registered package, tag, official, and dead-letter envelopes.*

"DESIGNATIONS AND SIZES OF ENVELOPES.

"The designations and sizes of the envelopes referred to in the foregoing advertisement are as follows:

- A.— $3\frac{1}{2}$  by  $5\frac{1}{4}$  inches.
- B.— $3\frac{1}{2}$  by  $6\frac{1}{4}$  inches.
- C.— $3\frac{1}{2}$  by  $8\frac{1}{4}$  inches.
- D.— $4\frac{1}{4}$  by  $6\frac{1}{4}$  inches.
- E.— $4\frac{1}{4}$  by  $9\frac{1}{4}$  inches.
- F.— $4\frac{1}{4}$  by  $9\frac{3}{8}$  inches.
- G.—5 by  $10\frac{1}{4}$  inches (for registered packages).
- H.— $6\frac{1}{4}$  by  $11\frac{1}{4}$  inches (for large registered packages).
- I.— $3\frac{1}{2}$  by  $5\frac{1}{4}$  inches (tag envelopes).
- K.— $5\frac{1}{4}$  by  $7\frac{1}{4}$  inches.
- L.—6 by 9 inches.
- M.— $6\frac{1}{4}$  by  $10\frac{1}{4}$  inches.
- N.— $7\frac{1}{4}$  by 10 inches.
- O.— $7\frac{1}{4}$  by 11 inches.
- P.—9 by  $13\frac{1}{4}$  inches.
- Q.—12 by 15 inches.

"Sizes may be slightly larger than called for above, but no smaller.

"COMPOSITION AND QUALITY OF PAPER.

"The paper from which envelopes A, B, C, and D are manufactured must be composed in the proportion of 95 per cent. of jute butts and 5 per cent. of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh  $34\frac{1}{4}$  lbs. per ream of 500 sheets, measuring  $22\frac{1}{4}$  by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing-engines and beaten nine hours in the beating-engines, and the stock passed through a Jordan engine. The paper must be rosin-sized in the engine and made on a Fourdrinier machine. It must also be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the paper in the sample envelopes furnished to bidders, and to be made a part of the contract.

"The paper from which envelopes E, F, G, H, K, L, M, N, O, P, and Q are manufactured must be composed in the proportion of 30 per cent. of No. 1 rope manila, 30 per cent. of No. 2 rope (consisting of about equal parts of manila, hemp, and sisal), 30 per cent. of jute butts, and 10 per cent. of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 47 pounds per ream of 500 sheets, measuring  $22\frac{1}{4}$  by 30 inches, or in that proportion. In the process of manufacture the rope and jute butts must be washed six hours in the washing-engines and beaten nine hours in the beating-engines, and the ingredients passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Fourdrinier machine. It must be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

"The paper from which the tag envelopes for registered packages (I) are to be manufactured must be composed wholly of jute butts (except the necessary coloring matter), and must weigh 90 pounds per ream of 500 sheets, measuring  $22\frac{1}{4}$  by 30 inches, or in that proportion. In the process of manufacture the jute must be washed four hours in the washing-engines and beaten five hours in the beating-engines, and passed through a Jordan engine. The paper must be rosin-sized in the engine. It must be well calendered and finished, and the same in color, quality, tensile strength, and all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

"All or any of the different papers used may be required to be water-marked with such designs as may be approved by the Postmaster-General. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

"The Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

"Water-marked paper for any of the envelopes that may be spoiled in process of manufacture, or condemned as unfit for use, shall not be used or sold by the con-

tractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed, without cost to the Government.

"Such spoiled or rejected paper shall not be made over for use in registered package or official envelopes.

#### "STYLE OF MANUFACTURE.

"The envelopes must be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples furnished to bidders; the joints to be well and securely fastened, and with such quality of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps to be thoroughly gummed with the same or other equally suitable material. The envelopes shall be in all respects subject to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final.

"Among the samples furnished to bidders it has not been convenient for the Department to include a made-up specimen of envelope Q—a sheet of paper showing size and quality of the envelope being substituted; but in furnishing this envelope under the contract, it must conform in cut, gumming, and general style of manufacture to the other envelopes of the series immediately preceding it.

"Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

#### "PRINTING.

"The envelopes must bear such printing as the Postmaster-General may direct, and the registered package and tag envelopes (G, H, and I) will be required to be printed in vermilion or some other approved brilliant color, equal to that on the samples. All of the other envelopes must have printed on them the name of the Department, the words "Official Business," and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. When ordered in separate quantities of 500 of envelopes A, B, and D, or of 250 of envelopes C, E, and F, or in larger quantities, for the use of postmasters, they will, in addition to the foregoing printing, bear also the name of the post-office for whose use they are intended; when ordered in less quantities, they will bear, in addition to the other printing, the words 'Post-office at' with a blank space for the name of the post-office to be written in. The printing on the samples is intended to show in a general way some of the forms that will be required.

#### "PACKING, ETC.

"The envelopes must be banded in parcels of twenty-five, packed in strong paste-board or straw boxes (not inferior to No. 50 unlined western straw-board), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General; and when intended to be sent direct to postmasters, each box shall contain not less than 100 of envelopes G, H, and I, and not less than 250 of envelopes A, B, C, D, E, and F, or larger quantities as may be ordered for the principal post-offices; the boxes, when sent in lots not requiring wooden cases, to be well and securely wrapped in strong manila paper and properly sealed, so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department, each box may contain not less than 500 of any one size and style of printing.

"When 4,000 or more envelopes of the A, B, C, and D kinds, and 2,000 or more of the other kinds, are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 envelopes A, B, C, and D, nor more than 10,000 of the other sizes; but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractor without additional charge.

"The sizes designated as A, C, D, E, F, G, H, and I are used mainly by postmasters, and envelopes B, K, L, M, N, O, P, and Q mainly in the Post-Office Department; but the right is reserved to order any or all of the different sizes for use of the Post-Office Department, of postmasters, and of postal officers generally.

#### "STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department, and to provide

against any and all contingencies that may be likely to occur during the existence of the contract—such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly-authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or of his duly-authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

"On failure to promptly furnish any article or articles specified in the contract, the Postmaster General reserves the right to purchase such article or articles in the open market; and if a greater price be paid than that prescribed by the contract for like articles, the difference shall be charged to the contractor. Failure to furnish any articles within a reasonable time after the same shall have been ordered may be regarded by the Postmaster General as a sufficient cause for the annulment of the contract.

#### "AGENT—OFFICE ROOM—INSPECTION.

"An agent of the Department will have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same.

"The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes are made, for the transaction of the business of the agency, without cost to the Government; also a properly furnished room for the use of the post-office in mailing the envelopes, if the same should be required by the Postmaster-General.

"The contractor, his employes and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

#### "DELIVERY.

"The contractor must be ready to commence the delivery of the envelopes on the 1st day of July, 1890, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department. The envelopes may be required to be delivered in separate packages, as above provided for, at the post-office or at the agency at the place where the same are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing the envelopes, or at a railway post-office, or at the Post-Office Department at Washington, D. C., in the discretion of the Postmaster-General; or deliveries may be required to be made at any of the places mentioned in the foregoing, and also at the Post-Office Department at Washington, D. C., as may be directed by the Postmaster-General.

#### "STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of envelopes that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster General, to continue the issue of such envelopes until they shall be exhausted, subject to all conditions of the contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster General, without compensation therefor. The right is also reserved to the Postmaster General to authorize the issue by the present contractors of such envelopes as may remain in their hands at the close of their contract, and the new contractor shall not be entitled to damages on account of such issue.

## "AWARD.

"The contract will be awarded on the basis of the probable number of each of the several kinds of envelopes to be required, as determined by the issues for the year ending March 31, 1890, as follows:

A, corresponding to No. 1 of the present series .....	19, 159, 250
B, corresponding to No. 2.....	3, 082, 000
C, corresponding to No. 3.....	12, 244, 450
D, corresponding to No. 4 .....	429, 000
E, corresponding to No. 5.....	1, 979, 000
F, corresponding to No. 6.....	2, 761, 000
G, corresponding to No. 7 (for registered packages).....	14, 001, 600
H, (new size, for large registered packages) estimated .....	2, 000, 000
I, corresponding to No. 8 (tag envelopes).....	1, 348, 300
K, corresponding to No. 9 .....	20, 000
L, corresponding to No. 10.....	75, 500
M, corresponding to No. 11 .....	74, 000
N, corresponding to No. 12.....	48, 000
O, corresponding to No. 13 (year ending March 31, 1889) .....	16, 000
P, corresponding to No. 14.....	14, 000
Q, corresponding to No. 16.....	5, 000

"Bids should be made separately for each item in the foregoing list, the bidders stating in their proposals the price per thousand envelopes, including everything to be done or furnished, as set forth in these specifications; and the contract will be awarded as a whole to the lowest responsible bidder in the aggregate, the amount of a bid to be ascertained by extending the above issues at the prices bid respectively, and then aggregating the amounts of the several items.

"It must be understood, however, that the proposals made under the advertisement and these specifications shall impose the obligation to furnish at the prices bid all the envelopes ordered by the Department during the contract term, without reference to the numbers above stated, subject to the provision as to those on hand at the termination of the present contract. Should the use of any of the above kinds of envelopes be discontinued during the contract term, the contractor will not be entitled to any compensation for damages on account of such discontinuance.

"Each bid must include all the different items designated in the foregoing.

"Preliminary to an award, the bidder may be required to demonstrate to the satisfaction of the Postmaster-General, within ten days from the date of notice given him to do so, that he either has in his possession, or is able to procure within a reasonable period, all suitable and necessary facilities with which to properly commence and carry on the contract. If the Postmaster-General shall be satisfied of the inability of a bidder to perform the contract in accordance with the requirements set forth in the specifications, he may in his discretion decline to accept the bid without notice.

"The design of the two sizes of registered package envelopes—G and H—is patented, but the right to use it has been assigned without limitation to the United States. The contractor will, therefore, not be required to pay any royalty on envelopes manufactured according to this design.

## "PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the person, partnership, or corporation making it, and when made by a partnership the name of each partner thereof must be disclosed; and if the proposal be made by a corporation, the Department must be informed of its name, place of business, object of organization, and business, and the names of the officers authorized to bind it by contract; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, and based upon a penalty of ten thousand dollars, that the bidder shall, within ten days after being called upon to do so, execute a contract with at least two good and sufficient sureties of the character, and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by a United States circuit or district judge, or by the United States district attorney for the district in which the bidder resides; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the sum

of twenty thousand dollars, for which full and absolute sum the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$40,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States and to be approved by him.

"If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled, and the contract let to the next lowest bidder under these specifications, and so on until the required contract is executed; and such next-accepted bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

"The contract may be required to be executed in quadruplicate.

#### "RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempt at imposition upon the Department of envelopes inferior to those required by the contract.

#### "PAYMENTS.

"Payments for envelopes actually issued and delivered to postmasters will be made monthly, after proper examination and verification of accounts, and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department. Accounts shall be kept and rendered in such manner and form as the Postmaster-General may prescribe.

"Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

#### "CONTRACT NOT ASSIGNABLE.

"The contract shall not, in any case, be transferred or assigned.

#### "EXTENSION.

"Should the interest of the Government require, the contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

#### "BLANK FORMS—SAMPLES—ADDRESS OF PROPOSALS.

"Blank forms for bids, with samples attached, showing sizes, style of manufacture, and quality of the paper, will be furnished upon application; and all proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope 'Proposals for Registered Package and Official Envelopes,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"JOHN WANAMAKER,  
Postmaster General.

"POST-OFFICE DEPARTMENT,  
Washington, D. C., April 29, 1890."

Whereas, upon the opening in public, on the 28th day of May, 1890, of the proposals received in answer to said advertisement of April 29, 1890, it appeared that there were three proposals, the names of the bidders, and the amounts of their respective bids, based on the actual numbers of envelopes issued during the year ending March

31, 1890, and of the estimated number of a new size of registered-package envelope to be required for one year, being as follows:

1. The Whitcomb Envelope Company, of Worcester, Mass.....	\$122,852.23
2. The Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Conn.....	114,440.18
3. The Holyoke Envelope Company, of Holyoke, Mass.....	118,292.15

Whereas it appeared that the proposal of the Plimpton Manufacturing Company and Morgan Envelope Company was the lowest in the aggregate for all the envelopes called for, being \$3,851.97 less than the next lowest bid, and apparently a bid favorable to the interests of the Government;

And whereas, the Postmaster-General, by an order dated the 5th day of June, 1890, awarded the contract for furnishing said envelopes to the said Plimpton Manufacturing Company and Morgan Envelope Company, which order, duly recorded in the official journal of the Post-Office Department, and numbered 225, is in the following words, to wit:

"POST-OFFICE DEPARTMENT,  
"OFFICE OF THE POSTMASTER-GENERAL,  
"Washington, D. C., June 5, 1890.

"Order No. 225.]

"Whereas, in compliance with law, sealed proposals were invited by advertisement dated April 29, 1890, and published in sundry newspapers in the United States, for furnishing such registered package, tag, official, and dead-letter envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year beginning on the 1st day of July, 1890;

"Whereas, upon the receipt and opening in public on the 28th day of May, 1890, of the proposals submitted in response to said advertisement, the names of the bidders and the amounts of their respective bids, upon the basis of the actual issues for the year ending March 31, 1890, of the sizes and qualities now in use, and of the estimated quantity of a new size of registered-package envelopes to be required for one year were found to be as follows:

The Whitcomb Envelope Company, of Worcester, Mass., \$122,852.23.

The Plimpton Manufacturing Company and Morgan Envelope Company, Hartford, Conn., \$114,440.18.

The Holyoke Envelope Company, of Holyoke, Mass., \$118,292.15.

"Whereas it appeared that the proposal of the Plimpton Manufacturing Company and Morgan Envelope Company was the lowest in the aggregate, being \$3,851.97 less than the next lowest bid, and \$3,412.05 less than the highest bid; also, that for fifteen items in the present schedule it amounted, on the basis of the issues during the year ending March 31, 1890, to \$101,440.18 (the additional item for a new size of registered-package envelopes amounting on the estimated quantity to be required for one year to \$13,000), and that the said amount, \$101,440.18, is \$7,434.71, or 6.8 per cent. less than the cost of corresponding numbers and kinds of envelopes under the existing contract.

"And whereas the said proposal of the Plimpton Manufacturing Company and Morgan Envelope Company appears to be the most advantageous of all the proposals submitted and to be favorable to the interests of the Government: It is therefore,

"Ordered, That the contract for furnishing the Post-Office Department with such registered package, tag, official, and dead-letter envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year beginning on the 1st day of July, 1890, be, and the same is hereby, awarded to the Plimpton Manufacturing Company and Morgan Envelope Company, doing business as envelope manufacturers in the city of Hartford, Conn., the lowest bidder in the aggregate for all the envelopes called for by the advertisement of April 29, 1890, and the specifications therein referred to, upon the terms and conditions contained in the proposal of the said Plimpton Manufacturing Company and Morgan Envelope Company, received at the Post-Office Department on the 28th day of May, 1890, in pursuance of said advertisement, the prices named in the said proposal, including everything required to be done and furnished, being as follows, namely:

For A, size 3 $\frac{1}{2}$  by 5 $\frac{1}{2}$  inches, seventy-three cents per 1,000.

For B, size 3 $\frac{1}{2}$  by 6 $\frac{1}{2}$  inches, eighty-four cents per 1,000.

For C, size 3 $\frac{1}{2}$  by 8 $\frac{1}{2}$  inches, one dollar and twenty cents per 1,000.

For D, size 4 $\frac{1}{2}$  by 6 $\frac{1}{2}$  inches, one dollar and fifty cents per 1,000.

For E, size 4 $\frac{1}{2}$  by 9 $\frac{1}{2}$  inches, one dollar and eighty-two cents per 1,000.

For F, size 4 $\frac{1}{2}$  by 9 $\frac{1}{2}$  inches, two dollars per 1,000.

For G, size 5 by 10 $\frac{1}{2}$  inches, four dollars and five cents per 1,000.

For H, size 6 $\frac{1}{2}$  by 11 $\frac{1}{2}$  inches, six dollars and fifty cents per 1,000.

For I, size 3 $\frac{1}{2}$  by 5 $\frac{1}{2}$  inches, two dollars per 1,000.

For K, size 5½ by 7½ inches, two dollars and sixty cents per 1,000.

For L, size 6 by 9 inches, three dollars and fifty cents per 1,000.

For M, size 6½ by 10½ inches, four dollars per 1,000.

For N, size 7½ by 10 inches, four dollars and twenty-five cents per 1,000.

For O, size 7½ by 11 inches, four dollars and fifty cents per 1,000.

For P, size 9 by 13½ inches, five dollars and forty cents per 1,000.

For Q, size 12 by 15 inches, seven dollars and fifty cents per 1,000.

“JOHN WANAMAKER,  
“Postmaster-General.”

Now, therefore, in consideration of the premises, and of the stipulations hereinafter set forth, the said Plimpton Manufacturing Company and Morgan Envelope Company, contractors, and their sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves in manner following, to wit:

First. That the said contractors shall furnish and deliver promptly and in quantities as ordered, and subject to the approval of the Postmaster-General in all respects, all the registered package, tag, official, and dead-letter envelopes, of the sizes and kinds called for in the specifications, that they may be called upon to furnish during the fiscal year beginning on the 1st day of July, 1890.

Second. That the paper for the several kinds of envelopes to be furnished, as designated in the specifications, shall be made of the materials, in the manner, and according to the conditions following, that is to say:

The paper from which envelopes A, B, C, and D are manufactured must be composed in the proportion of 95 per cent. of jute butts and 5 per cent. of South Carolina clay (excluding all other material, except the necessary coloring matter), and must weigh 34½ pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing-engines and beaten nine hours in the beating-engines, and the stock passed through a Jordan engine. The paper must be rosin-sized in the engine and made on a Fourdrinier machine. It must also be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the paper in the sample envelopes furnished to bidders, and to be made a part of the contract.

The paper from which envelopes E, F, G, H, K, L, M, N, O, P, and Q are manufactured must be composed in the proportion of 30 per cent. of No. 1 rope manila, 30 per cent. of No. 2 rope (consisting of about equal parts of manila, hemp, and sisal), 30 per cent. of jute butts, and 10 per cent. of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 47 pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the rope and jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the ingredients passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Fourdrinier machine. It must be well calendered and finished, and the same in color, quality, and tensile strength, and in all other respects, as the sample envelope furnished to bidders, and to be made a part of the contract.

The paper from which the tag envelopes for registered packages (I) are to be manufactured must be composed wholly of jute butts (except the necessary coloring matter), and must weigh 90 pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute must be washed four hours in the washing engines and beaten five hours in the beating engines, and passed through a Jordan engine. The paper must be rosin-sized in the engine. It must be well calendered and finished, and the same in color, quality, tensile strength, and all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

All or any of the different papers used may be required to be water-marked with such designs as may be approved by the Postmaster-General. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

Water-marked paper for any of the envelopes that may be spoiled in process of manufacture or condemned as unfit for use shall not be used or sold by the contractors in its manufactured state, but shall be reduced to pulp or otherwise destroyed, without cost to the Government. Such spoiled or rejected paper shall not be made over for use in registered-package or official envelopes.

Third. That the envelopes shall be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples furnished to bidders; the joints to be well and securely fastened, and with such quality of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps to be thoroughly gummed with the same or other equally suitable material. The envelopes shall be in all respects subject to the approval of the Postmaster-General.

eral or his duly authorized agent; and his right of rejection shall be absolute and final.

Should the contractors, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

Fourth. That the envelopes shall bear such printing as the Postmaster-General may direct, and the registered-package and tag envelopes (G, H, and I) shall be printed in vermilion or some other approved brilliant color equal to that on the samples. All of the other envelopes must have printed on them the name of the Department, the words "Official Business," and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. When ordered in separate quantities of 500 of envelopes A, B, and D, or of 250 of envelopes C, E, and F, or in larger quantities, for the use of postmasters they will, in addition to the foregoing printing, bear also the name of the post-office for whose use they are intended; when ordered in less quantities, they will bear, in addition to the other printing, the words "Post-Office at," with a blank space for the name of the post-office to be written in. The printing on the samples is intended to show in a general way some of the forms that will be required.

Fifth. That the envelopes shall be banded in parcels of twenty-five, packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined western straw-board), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality and construction as shall be approved by the Postmaster-General; and when intended to be sent direct to postmasters, each box shall contain not less than 100 of envelopes G, H, and I, and not less than 250 of envelopes A, B, C, D, E, and F, or larger quantities as may be ordered for the principal post-offices; the boxes, when sent in lots not requiring wooden cases, to be well and securely wrapped in strong manila paper and properly sealed so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department, each box may contain not less than 500 of any one size and style of printing.

When 4,000 or more envelopes of the A, B, C, and D kinds and 2,000 or more of the other kinds are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 of envelopes A, B, C, and D, nor more than 10,000 of the other sizes; but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractors without additional charge.

The sizes designated as A, C, D, E, F, G, H, and I, are used mainly by postmasters, and envelopes B, K, L, M, N, O, P, and Q, mainly in the Post-Office Department; but the right is reserved to order any or all of the different sizes for use of the Post-Office Department, of postmasters, and of postal officers generally.

Sixth. That the contractors shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract, such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractors, at any time during the existence of the contract, to provide an extra quantity of envelopes, not exceeding a supply for three months.

Seventh. That the contractors shall be ready to commence the delivery of the envelopes on the 1st day of July, 1890, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department; that the envelopes, after being inspected and prepared for mailing under the direction of the agent of the Department, shall be delivered to the railway post-offices or postal cars in the city of Hartford, Connecticut, in such manner, in such quantities, at such times, and under such regulations as may be prescribed at any time by the Postmaster-General or his duly authorized agent; and that the Postmaster-General shall have the right, at any time during the existence of this contract, to require the delivery of the envelopes, or any portion of them, to be made either at the post-office, or at the agency in the city of Hartford, Connecticut, or at the nearest large adjacent post-office with adequate facilities for handling and mailing them, or at the Post-Office Department at Washington, D. C., in such quantities as he may prescribe.

Eighth. That this contract shall not be transferred or assigned.

Ninth. That accounts of envelopes furnished and delivered shall be kept and rendered in such manner and form as the Postmaster-General may prescribe.

And the United States of America, party of the first part, hereby contracts and agrees:

First. To pay the said Plimpton Manufacturing Company and Morgan Envelope

Company, for envelopes delivered and accepted in pursuance of this contract, and subject to all its conditions, at the following rates specified in their proposal, namely:

- For A (or No. 1),  $3\frac{3}{4}$  by  $5\frac{1}{4}$  inches, seventy-three cents a thousand.
- For B (or No. 2),  $3\frac{3}{4}$  by  $6\frac{1}{4}$  inches, eighty-four cents a thousand.
- For C (or No. 3),  $3\frac{3}{4}$  by  $8\frac{1}{4}$  inches, one dollar and twenty cents a thousand.
- For D (or No. 4),  $4\frac{1}{4}$  by  $6\frac{1}{4}$  inches, one dollar and fifty cents a thousand.
- For E (or No. 5),  $4\frac{1}{4}$  by  $9\frac{1}{4}$  inches, one dollar and eighty-two cents a thousand.
- For F (or No. 6),  $4\frac{1}{8}$  by  $9\frac{3}{8}$  inches, two dollars a thousand.
- For G (or No. 7), 5 by  $10\frac{1}{4}$  inches (for registered packages), four dollars and five cents a thousand.
- For H (or No. 8),  $6\frac{1}{4}$  by  $11\frac{1}{4}$  inches (for large registered packages), six dollars and fifty cents a thousand.
- For I (or No. 9)  $3\frac{3}{4}$  by  $5\frac{1}{4}$  inches (tag envelopes), two dollars a thousand.
- For K (or No. 10),  $5\frac{1}{4}$  by  $7\frac{1}{4}$  inches, two dollars and sixty cents a thousand.
- For L (or No. 11), 6 by 9 inches, three dollars and fifty cents a thousand.
- For M (or No. 12),  $6\frac{1}{4}$  by  $10\frac{1}{4}$  inches, four dollars a thousand.
- For N (or No. 13),  $7\frac{1}{4}$  by 10 inches, four dollars and twenty-five cents a thousand.
- For O (or No. 14),  $7\frac{1}{4}$  by 11 inches, four dollars and fifty cents a thousand.
- For P (or No. 15), 9 by  $13\frac{1}{4}$  inches, five dollars and forty cents a thousand.
- For Q (or No. 16), 12 by 15 inches, seven dollars and fifty cents a thousand.

Second. That said prices shall be full compensation for everything required to be done or furnished as herein set forth, payments for envelopes actually issued and delivered to postmasters to be made monthly after proper examination and adjustment of accounts and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department.

Third. That the contractors shall not be required to pay royalty on envelopes manufactured and furnished under this contract.

It is further stipulated and agreed by and between the contracting parties:

First. That a resident agent of the Department shall have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same; that such agent and his clerks shall be provided by the contractors with suitable and properly furnished office rooms connected with the premises on which the envelopes are made, for the transaction of the business of the agency, without cost to the Government; also, with a properly furnished room for the use of the post-office in mailing the envelopes, if the same shall be required by the Postmaster-General; and that the contractors, their employes and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

Second. That the Postmaster-General shall have the right to impose a fine upon the contractors in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to properly meet all just requirements of the Department.

Third. That in the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General, absolutely, to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

Fourth. That on failure to promptly furnish any article or articles specified in the contract the Postmaster-General shall have the right to purchase such article or articles in the open market, and if a greater price be paid than that prescribed by the contract for like articles the difference shall be charged to the contractors; and if there shall be a failure to furnish any articles within a reasonable time after the same shall have been ordered, it may be regarded by the Postmaster-General as a sufficient cause for the annulment of the contract.

Fifth. That if at any time during the continuance of this contract the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof this contract may be annulled.

Sixth. That in case of failure by the contractors to do or perform all or any of the covenants, stipulations, and agreements of this contract on the part of the said contractors to be performed, as herein set forth, the said parties of the second part shall forfeit and pay to the United States of America the sum of twenty thousand dollars, for which full and absolute sum they shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States.

Seventh. That in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, the Postmaster-General shall have the right to annul this contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempt at imposition upon the Department of envelopes inferior to those required by this contract. He shall also have the right to withhold payments for envelopes furnished, if it shall appear to his satisfaction that the contract has not been complied with in any particular.

Eighth. That should the interest of the Government require, this contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

Ninth. That should the use of any of the kinds of envelopes herein provided for be discontinued during the contract term, the contractors shall not be entitled to any compensation for damages on account of such discontinuance.

Tenth. That the Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper for the envelopes herein provided for in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractors will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

Eleventh. That the Department shall, after satisfactory inspection, accept and pay for, at the prices hereinbefore stated, the stock of envelopes that may remain on hand at the close of the contract term; and the contractors may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes until they shall be exhausted, subject to all the conditions of this contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days; and any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor.

Twelfth. That no Member of or Delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and of the specifications hereto annexed and made part hereof, the said parties of the second part do hereby bind themselves, and each of them, their successors in office and the officers and agents of said corporations, and their and his heirs, executors, and administrators.

In witness whereof, the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part—the said corporations—have hereunto set their corporate seals by the hands of their respective presidents and caused these presents to be subscribed by said presidents, and said sureties of the parties of the second part have hereunto set their hands and seals, on and as of the day hereinbefore written.

[SEAL.]

JNO. WANAMAKER,  
Postmaster-General.

Attest:

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

THE PLIMPTON MANUFACTURING COMPANY, [SEAL.]  
By L. B. PLIMPTON, President.

Attest:

FRED'K PLIMPTON.

THE MORGAN ENVELOPE COMPANY, [SEAL.]  
By E. MORGAN, President.

Attest:

W. M. WHARFIELD.

(Surety) M. S. CHAPMAN. [SEAL.]

Attest:

FRED'K PLIMPTON.

(Surety) ROBERT W. DAY. [SEAL.]

Attest:

W. M. WHARFIELD.

STATE OF CONNECTICUT, County of Hartford, ss:

Robert W. Day, one of the sureties in the foregoing contract of the Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and that

he is worth the sum of forty thousand dollars over and above all his debts and liabilities, and exclusive of property exempt from execution.

ROBERT W. DAY.

Subscribed and sworn to before me this 25th day of June, one thousand eight hundred and ninety, and by me approved.

N. SHIPMAN,

*District Judge for the District of Connecticut.*

I certify that to the best of my knowledge and belief Robert W. Day, of Springfield, Mass., one of the sureties in the foregoing contract between the United States of America and the Plimpton Manufacturing Company and Morgan Envelope Company of Hartford, Conn., for furnishing registered package, tag, official, and dead-letter envelopes during the fiscal year beginning July 1st, 1890, is worth the sum of forty thousand dollars, over and above all liabilities and encumbrances whatever.

H. M. PHILLIPS,

*Postmaster at Springfield, Mass.*

STATE OF CONNECTICUT, *County of Hartford, ss :*

M. S. Chapman, one of the sureties in the foregoing contract of the Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Connecticut, and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities, and exclusive of property exempt from execution.

M. S. CHAPMAN.

Subscribed and sworn to before me this 28th day of June, one thousand eight hundred and ninety, and by me approved.

N. SHIPMAN,

*District Judge for the District of Connecticut.*

I certify that to the best of my knowledge and belief M. S. Chapman, of South Manchester, Conn., one of the sureties in the foregoing contract between the United States of America and the Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, for furnishing registered package, tag, official, and dead-letter envelopes during the fiscal year beginning July 1st, 1890, is worth the sum of forty thousand dollars over and above all liabilities and encumbrances whatever.

JOHN C. KINNEY,

*Postmaster at Hartford, Conn.*

Approved as to form.

R. W. HAYNES,

*For Asst. Atty. Genl. for P. O. Dept.*

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**REPORT**  
**OF THE**  
**SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1890.**

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# 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 7, 1890.*

SIR: I have the honor to submit herewith the twenty-sixth annual report of the operations of the Postal Money-Order System of the United States, the same being for the fiscal year ended June 30, 1890.

Table A, annexed hereto, shows the number of post-offices authorized to issue and to pay domestic money-orders, the amount of such orders issued, paid, and repaid, the amount of fees received therefor, and the attendant expenses, as reported by the Auditor, year by year, from the inauguration of the system to the 30th of June last.

#### NUMBER OF MONEY-ORDER OFFICES.

The number of money-order offices in operation June 30, 1889, was 8,727. During the year ended June 30, 1890, the domestic money-order business was put into operation at 674 additional offices, and was discontinued at 19 offices at which it was no longer required, so that at the close of the last fiscal year the total number of money-order offices in operation was 9,382. Since June 30, 1890, 460 names have been added to the list of offices authorized to transact domestic money-order business, while at 6 other offices that business has been discontinued, leaving 9,836 offices authorized to issue and to pay domestic money-orders and postal notes at the present time.

#### NUMBER OF OFFICES AUTHORIZED TO ISSUE, BUT NOT TO PAY, POSTAL NOTES.

At the close of the year ended June 30, 1889, there were in operation 557 small offices authorized under the act of Congress approved January 3, 1887, to issue postal notes, but not to pay them. Additional offices of this kind (known as "postal-note offices") to the number of 223 were made during the past year, while 52 were discontinued as such, leaving 728 in operation on June 30, 1890. Of the number mentioned as discontinued, however, 36, by reason of their growth and the demand for additional facilities thereat, were made money-order offices, and in this category authorized to issue and to pay postal notes as well as money-orders. To the number of "postal note offices," 80 have

been added since June 30, 1890. The names of 121 such offices since that date have been transferred to the list of money-order offices, while from 10 others the privilege of issuing postal notes has been withdrawn, leaving the whole number of "postal-note offices" at present in operation 677.

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

The number of domestic money-orders issued during the year was 10,624,727, aggregating in amount.....	\$114,362,757.12
The number of such orders paid during the same period was 10,514,548, of the value of.....	\$113,513,300.06
And the number repaid 82,060, amounting to.....	834,331.29
Making the total amount of payments and repayments.....	114,347,631.35
And the excess of issues over payments and repayments.....	15,125.77
The gross amount of the fees received by postmasters from the public for the issue of domestic money-orders was.....	\$950,755.57

The above, compared with the like transactions for the preceding year shows:

(1) An increase of 494,587, or 4.88 per cent., in the number of orders issued; of 462,639, or 4.60 per cent., in the number of orders paid, and of 5,426, or 7.08 per cent., in the number of orders repaid.

(2) A decrease of \$719,088.67, or 0.62 per cent., in the amount of orders issued; of \$934,568.84, or 0.81 per cent., in the amount of orders paid, and an increase of \$293.25, or 0.03 per cent., in the amount of orders repaid.

(3) An increase of \$17,148.07, or 1.83 per cent., in the gross amount of fees received.

The average amount of the orders issued was \$10.76, or 60 cents less than the average amount of the orders issued in the previous year.

The average fee received was 8.94 cents, being 0.28 of a cent less than the average fee received in 1888-'89.

#### ISSUES AND PAYMENTS OF POSTAL NOTES.

The number of postal notes issued during the year was 6,927,825, of the total value of.....	\$12,160,489.60
And the number of notes paid during the same time was 6,831,206, amounting to.....	\$12,063,005.09
While the number repaid at the offices of issue was 34,705, aggregating in amount.....	65,569.35
	12,128,574.44
The excess in the amount of issues over payments and repayments being.....	31,915.16

The gross amount of fees received from the public (including fees received for duplicates of invalid notes) was..... \$208,123.23

A comparison of the above with the statement for the previous year shows:

(1) An increase of 125,105, or 1.83 per cent., in the number of postal notes issued; of 124,100, or 1.85 per cent., in the number of notes paid; and a decrease of 45,643, or 56.80 per cent., in the number repaid at the offices of issue.

(2) An increase of \$78,298.87, or 0.64 per cent., in the amount of postal notes issued; of \$137,346.83, or 1.15 per cent., in the amount of notes paid; and a decrease of \$86,850.09, or 56.98 per cent., in the amount of notes repaid.

(3) An increase of \$3,745.41, or 1.83 per cent., in the gross amount of fees received.

The average amount of the postal notes issued was \$1.75, or 3 cents less than the average amount of the notes issued the preceding year.

#### DUPLICATE MONEY-ORDERS AND POSTAL NOTES.

There were issued by this office during the last fiscal year 24,060 duplicates of domestic money-orders, or 2,725 more than during the previous year, and 7,404 duplicates of postal notes, or 679 less than during the year 1898-'89.

The duplicate money-orders were issued, in accordance with law, upon applications setting forth the loss or destruction of the originals; upon applications accompanied by the originals when the latter had become invalid by reason of age (being more than a year old), or had received, contrary to law, more than one indorsement, or upon applications made by the remitters in cases where payment of the originals drawn in favor of lotteries, gift enterprises, or similar concerns had been forbidden by the Postmaster-General under the authority conferred by section 4041 of the Revised Statutes.

The duplicate postal notes were all issued upon applications accompanied by original notes which had not been paid within a period of three months from the last day of the month of issue, the term of validity fixed by law for postal notes.

Table B, in the Appendix, exhibits separately the number of duplicate money-orders and duplicate postal notes issued, and classifies the causes which rendered necessary the issue of the former.

#### DRAFTS AND TRANSFERS.

Payment of money-orders presented when the amount thereof exceeds that of the money-order funds in the possession of the postmaster drawn upon is provided for by means of transfers of funds from the postage to the money-order account, and by drafts upon the postmaster at New York City. The postmaster who is called upon to pay money-orders exceeding in amount the funds in his hands derived from the sale of orders is required to transfer such sum as may be necessary and available from the postage to the money-order account, or if the money-order and postage funds together are insufficient, or the postage funds are not available for transfer in such emergency, he must make application to this office for a draft on the postmaster at New York for the requisite amount. If the receipts of the post-office ordinarily suffice for the payment of money-orders drawn thereon, the postmaster is furnished, upon such application, with a single draft only for the occasion. But if the current of business at any post-office is such that the postmaster is continuously or often called upon to pay orders for amounts exceeding the receipts of the office, he is furnished with a book of blank drafts, fifteen in number, and a letter of credit for a suitable sum upon the postmaster at New York, against which he may draw as occasion requires. The postmaster's bond, if not already large enough, when a letter of credit is granted, is increased in an amount sufficient to protect the Government on account of this additional trust; and the credit is renewed from time to time, when necessary, as is also the supply of blank drafts.

Many of the smaller money-order offices on the Pacific slope, however, have been supplied with such additional amounts as they required for the payment of money-orders, from time to time, by the postmasters at the large offices of San Francisco, Cal., and Portland, Oregon.

The total amount of drafts paid by the postmaster at New York during the last fiscal year was \$12,001,993.59. During the same period the postmaster at San Francisco furnished funds to the amount of \$140,440, and the postmaster at Portland funds to the amount of \$73,695, to money-order offices in the extreme western States and Territories, upon applications made therefor.

The total amount of the transfers from the postage to the money-order account during the past year was \$738,843.09.

Occasionally the Department finds it convenient to direct transfers of money-order funds to the postal account. The amount of transfers of this kind during the same period was \$28,094.96. As soon as practicable after the close of each quarter, upon receipt of a statement of the account from the auditor, the balance arising from the excess of transfers from the postal to the money-order account is repaid to the former 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 of both kinds for each of 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, 1889.....	\$155,787.24	\$3,748.42	\$152,038.82	Apr. 14, 1890
December 31, 1889.....	197,582.04	1,648.38	195,933.66	June 9, 1890
March 31, 1890.....	178,531.24	18,606.12	159,925.12	Aug. 12, 1890
June 30, 1890.....	206,942.57	4,092.04	202,850.53	Oct. 23, 1890
Total.....	738,843.09	28,094.96	710,748.13	

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

The postmaster at every money-order office, excepting that at New York, is required by the regulations to transmit daily to some other post-office, designated as the depository therefor, his surplus money-order funds, comprising all money-order funds in his possession in excess of the sum of the unpaid money-order advices on hand not more than two weeks, or in excess of the fixed sum which he is authorized to retain for the payment of orders drawn upon him, and of postal notes, and which is termed his "reserve." Postmasters at postal-note offices (*i. e.* offices which issue but do not pay postal notes) are likewise required to remit 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 offices designated as depositories, being located at paying centers, usually need more funds than they receive from the issue of money-orders and postal notes. But should a surplus accrue at any one of these offices from sales and deposits in excess of payments, it is transmitted to another depository; and thus, by transfer from one postmaster to another, the actual surplus of all the offices at which the receipts exceed the payments eventually reaches the postmaster at New York, upon whom drafts are drawn by postmasters at offices where the receipts from sales, or from deposits and sales, are less than the amount of orders presented.

The total amount of remittances of surplus money-order and postal note funds made during the year ended June 30, 1890, was \$115,536,413.57.

#### LOST REMITTANCES.

The Assistant Attorney-General for the Post-Office Department reports that seventy-two cases of alleged loss, in transit by mail, of money-order funds were disposed of during the past fiscal year, pursuant to the provisions of the act of Congress approved March 17, 1882, by which the Postmaster-General is empowered to allow credit for losses of this nature incurred without fault or negligence on the part of the postmaster. In thirty of these cases the postmasters were allowed credit for the amounts, aggregating \$2,635; in twenty-four cases, the total amount of which was \$2,195, the claims were disallowed; and in eighteen cases, wherein the amounts named aggregated \$710, the applications for allowance were withdrawn or dismissed, it having been ascertained, after the filing of the claims, that no loss had actually occurred.

#### ERRONEOUS PAYMENTS OF MONEY-ORDERS.

During the year claims for re-imbursement on account of the alleged wrong payment of money-orders were investigated and disposed of to the number of 121, involving the aggregate sum of \$2,921.25. Ninety-nine other cases of alleged improper payment were undergoing investigation at the hands of post-office inspectors at the close of the year. One hundred and forty-one of the orders in the 220 cases above mentioned (all of which are included in Table C of the Appendix) were issued prior to July 1, 1889. The cases disposed of during the year were settled as follows: Post-office inspectors recovered the amounts of 15 orders, \$274.17 in all, from the persons to whom payment had been improperly made, and paid the same over to the true payees or owners; in 53 cases, involving \$1,180.23, it was ascertained upon investigation that the claims were not well founded, the orders having been properly paid in the first place; in 42 cases where the orders amounted to \$979.43, the paying postmasters, for failure to exercise the precaution enjoined by the regulations as to identification, were required to make the amounts good to the owners; in one case of an order drawn for \$5 it was found that the issuing postmaster was mainly at fault, and he, therefore, was required to make the amount good; in 1 case, where the amount was \$70, the payee, being at fault, was made to sustain the loss, and in 9 cases, where the aggregate amount involved was \$412.52, the Department assumed the loss, the evidence not being sufficient to fix the responsibility upon either the postmaster, the payee, or the remitter.

The number of cases of alleged improper payments brought to the notice of the Department for the first time within the past year was 156, being in the ratio of 1 to every 113,676 of the payments and repayments of domestic and international money-orders.

#### REVENUES AND EXPENSES.

The revenues and expenses of the domestic money-order business for the last fiscal year, as reported by the Auditor of the Treasury for the Post Office Department, were as follows:

## RECEIPTS.

Amount received for fees on orders issued .....	\$950,755.57
Amount received from the sale of waste paper and from other miscellaneous sources .....	538.06
<b>Total</b> .....	<b>951,293.63</b>

## EXPENDITURES.

Amount allowed postmasters for commissions .....	\$324,743.00
Incidental expenses .....	97,017.54
Lost remittances, burglaries, etc .....	5,158.89
	<b>426,919.43</b>
<b>Excess of receipts over expenditures</b> .....	<b>524,374.20</b>

Under the head of "incidental expenses" is embraced the cost of all printed matter, viz; blanks, blank books, etc., used in the domestic money-order business (not including postal-note business) by postmasters and by this office; the cost of stationery for use exclusively in this business at post-offices; of blank engraved money-order drafts; of money-order dating-stamps, stamp-ribbons, numbering stamps, etc.

During the past year the total expenditure for blanks, blank books, and other printed and engraved matter, purchased under contract, by authority of law, for domestic and international money-order business and for postal-note business (excepting the cost of blank engraved postal notes) was \$48,238.69, and of this sum \$6,497.08 were paid for work ordered on requisitions of the previous year. The cost of such blanks and books and printed and engraved matter for domestic money-order business alone was \$42,242.30, including \$5,389.67 paid on account of requisitions of the preceding year.

The receipts and expenditures in the postal-note business for the year are stated by the auditor as follows:

## RECEIPTS.

Amount received for fees on postal notes issued .....	\$208,123.23
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## EXPENDITURES.

Amount allowed postmasters—	
For commissions .....	\$55,797.37
Incidental expenses .....	22,652.24
	<b>78,449.61</b>
<b>Excess of receipts over expenditures, making a revenue of</b> .....	<b>129,673.62</b>

The item of "incidental expenses" in this statement includes the cost of blank engraved postal notes, amounting to \$15,907.60, and of postal-note punches amounting to \$913.50.

## THE INTERNATIONAL MONEY-ORDER BUSINESS.

The number of money-order offices in the United States authorized to transact international money-order business on June 30, 1889, was 1,776. To this number of offices 95 were added during the year, while at one office the business was discontinued, leaving 1,870 in operation June 30, 1890. Since the latter date the international money-order business has been extended to 127 additional offices and withdrawn from 1 office, so that at the present time the total number of offices for the transaction of such business in this country is 1,996.

The two tables immediately following exhibit in detail the number and amount of the money-order transactions between the United States on the one hand and each of twenty-four foreign countries on the other, and (except in the case of Newfoundland, with which direct exchange did not begin until July 1, 1889) contain a comparison thereof with the number and amount of like transactions of the previous year, showing both the amount and percentage of increase or decrease in each case.

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.....	79,184	\$1,360,751.18	129,055	\$1,475,691.03	503	\$7,149.13	\$16,516.25
British.....	402,775	5,211,262.47	59,090	903,197.98	921	10,004.41	60,923.65
German.....	198,068	2,790,739.62	42,297	1,473,787.80	502	8,700.63	35,000.80
Swiss.....	58,855	678,483.60	6,204	221,663.43	128	2,381.43	8,180.70
Italian.....	32,358	1,005,279.37	1,508	54,539.97	130	3,739.09	10,730.30
French.....	20,317	308,451.65	5,130	108,399.04	226	3,058.77	3,892.70
Jamaican.....	247	3,900.60	1,931	44,345.05	1	5.01	49.95
New Zealand.....	505	9,970.58	1,653	20,410.09	4	24.23	118.30
New South Wales.....	503	12,115.21	1,322	22,404.11	9	402.49	137.60
Victorian.....	378	10,037.80	1,287	21,831.90	6	46.76	112.75
Belgian.....	3,777	73,749.01	1,170	37,612.26	22	470.82	858.10
Portuguese.....	620	16,451.41	215	7,830.61	5	140.00	180.30
Swedish.....	45,801	999,987.78	2,571	105,029.39	51	943.29	11,506.00
Tasmanian.....	21	432.75	223	2,710.90	.....	.....	5.20
Windward Islands.....	231	4,801.15	1,822	85,263.94	5	58.62	58.80
Japanese.....	840	23,597.01	1,109	28,090.12	5	10.30	260.90
Cape Colony.....	50	1,044.57	352	5,843.82	2	24.35	12.40
Hawaiian.....	237	4,801.67	2,721	39,010.11	8	208.80	58.40
Queensland.....	107	3,358.24	446	7,681.24	1	9.74	30.10
Leeward Islands.....	101	1,486.57	352	11,753.14	.....	.....	19.60
Norwegian.....	21,236	513,038.71	1,302	40,687.13	19	355.77	5,798.95
Netherlands.....	3,313	38,218.70	1,483	29,387.24	9	99.01	544.10
Danish.....	7,430	137,292.97	1,705	51,598.35	26	501.98	1,630.65
Newfoundland.....	1,110	20,742.10	1,657	42,537.55	4	77.00	238.00
Total.....	839,054	13,230,135.71	268,405	4,842,396.20	2,677	39,141.53	163,618.90

Country.	Amount of increase or decrease in orders issued as compared with 1888-'89.	Percent- age of in- crease or decrease in issues.	Amount of increase or decrease in orders paid as compared with 1888-'89.	Percent- age of in- crease or decrease in payments.	Amount of in- crease or decrease in fees received as compared with 1888-'89.	Percent- age of in- crease or decrease in fees.
Canada.....	\$78,853.49	6.15	\$50,419.61	3.97	\$1,051.20	6.79
Great Britain.....	94,003.42	1.83	43,132.18	5.01	1,363.30	2.07
Germany.....	103,759.77	3.86	95,315.60	6.18	1,559.80	4.57
Switzerland.....	82,630.20	13.75	15,794.88	7.66	1,027.30	14.36
Italy.....	85,123.87	9.25	1,441.31	2.71	895.20	9.09
France.....	42,367.52	15.92	25,448.12	30.67	579.00	17.47
Jamaica.....	1,413.50	54.82	*38,311.69	*46.35	17.65	54.64
New Zealand.....	*2,690.31	*21.24	1,380.23	7.25	*24.90	*17.38
New South Wales.....	2,902.45	31.50	*6,455.13	*22.36	34.50	33.46
Victoria.....	2,962.16	41.86	1,310.02	6.38	33.55	42.36
Belgium.....	18,235.49	32.84	6,887.66	22.41	198.50	30.09
Portugal.....	6,100.69	58.93	*3,480.94	*30.80	63.25	54.63
Sweden.....	256,082.71	34.42	30,608.28	41.12	2,924.20	33.83
Tasmania.....	*369.03	*44.96	*218.68	*7.46	*3.70	*41.57
Windward Islands.....	*513.51	*9.66	1,718.80	3.33	*1.60	*2.64
Japan.....	12,349.96	109.80	5,872.23	26.43	131.55	101.70
Cape Colony.....	355.59	51.61	1,608.45	37.97	3.30	30.25
Hawaii.....	157.39	3.32	10,243.72	34.52	1.55	2.72
Queensland.....	2,069.46	160.57	312.11	4.23	21.70	50.69
Leeward Islands.....	52.52	3.60	3,001.33	34.29	.90	4.97
Norway.....	91,334.77	21.65	11,952.44	41.63	1,013.00	21.18
Netherlands.....	6,655.83	21.08	3,832.64	14.99	103.10	23.37
Denmark.....	45,549.90	49.68	11,328.64	28.13	537.05	48.84

\* Decrease. Each amount not marked with an asterisk (\*) represents an increase.  
Newfoundland exchange did not go into operation until July 1, 1889.

These tables exhibit an increase over the showing of the previous year of 34,627, or 4.20 per cent., in the number of international orders issued; of \$949,619.04, or 7.73 per cent., in the amount of such orders issued; of 6,882, or 2.60 per cent., in the number of orders paid and repaid; and of \$357,289.55, or 7.89 per cent., in the amount paid and repaid; also an increase of \$11,768.30, or 7.75 per cent., in the amount of fees received.

The average amount of the international orders issued in the United States during the year ended June 30, 1890, was \$15.40, or 51 cents greater than the average amount of such orders issued the preceding year; and the average fee received therefor was 19.04 cents, being 0.62 of a cent greater than the average fee received in 1888-'89. The average amount of the international orders paid in the United States during the past year was \$18.04, being 88 cents greater than the average amount of the orders paid the previous year.

The increase in the total amount of international money-order business—orders issued, paid, and repaid—as compared with the total amount of the year 1888-'89, was \$1,306,908.59, or 7.77 per cent. The total number of transactions was increased by 23,509, or 2.12 per cent.

The foregoing tables further show that the money-orders issued in the United States for payment in Europe greatly exceed, as in former years, in number and aggregate amount, those issued in European countries for payment here. This excess is due to the well known fact that emigrants from those countries residing here frequently send a portion of their earnings to their relatives at home. In this international exchange of money-orders the balances accruing against the United States are liquidated by bankers' bills of exchange, drawn to the order of the Postmaster-General of the United States, and by him indorsed to the chief of the foreign postal administration to which payment is to be made.

The total amount paid by this Department for bills of exchange bought for this purpose from bankers in the city of New York during the last fiscal year was \$8,353,561.50.

In addition to this sum there were transmitted, on money-order account, during the last fiscal year, to the British postal department, bills of exchange on London to the value of \$205,589.73, which were received at this Department from various British colonies in payment of balances due by them to the United States in the exchange of money-orders.

In my last annual report a recommendation was made that steps be taken to obtain the consent of the postal administrations of Sweden, Norway, and Denmark to a modification of the rate of conversion of United States money into Scandinavian money established by the respective money-order conventions with those countries. That rate, which is based upon the United States Treasury valuation of the krona (crown), the monetary unit of Scandinavian countries, makes this coin equivalent to 26.8 cents. Experience shows, however, that the average rate of exchange paid in this country for bills of exchange sent to Scandinavian countries in settlement of balances on money-order account has been a little higher than this rate of conversion as fixed by convention. Negotiations to enable this Department to change the present rate of conversion to one approximating more nearly the average rate of exchange in question have been entered into with the Scandinavian postal administrations, and are now pending. It is believed that a satisfactory conclusion will be reached at an early day.

The loss to the United States last year on bills of exchange pur-

chased to pay balances due these countries was: in settlement with Sweden, \$4,005.05; Norway, \$2,403.88; Denmark, \$397.45.

During the year there were issued by this office, in lieu of lost international money-orders payable in this country, 1,012 duplicates in favor of the payees thereof. (See Table D, in the Appendix). Two thousand nine hundred and eighty authorizations were also issued by this office for repayment of international money-orders drawn in this country, payment of which orders had not been made to the respective payees abroad. On the other hand, the various foreign postal administrations were authorized by this Department to repay to the remitters 2,545 money-orders, payment of which the respective payees in the United States failed to receive. A table (E) showing the number of such authorizations of repayment, arranged according to nationality, will be found in the Appendix.

#### REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

The gross revenue which accrued from the exchange of money-orders during the last fiscal year with the countries named below is reported by the Auditor for this Department to be as follows:

From the—		From the—	
Canadian business.....	\$16,088.11	Tasmanian business.....	\$19.43
British business.....	47,514.66	Windward Islands business.....	438.15
German business.....	48,650.07	Japanese business.....	277.00
Swiss business.....	16,043.81	Cape Colony business.....	41.43
Italian business.....	27,173.96	Hawaiian business.....	359.19
French business.....	6,353.01	Queensland business.....	62.91
Jamaican business.....	255.07	Leeward Islands business.....	23.01
New Zealand business.....	181.50	Norwegian business.....	696.89
New South Wales business.....	220.42	Netherlands business.....	570.61
Victorian business.....	220.37	Danish business.....	664.95
Belgian business.....	1,449.02	Newfoundland business.....	343.22
Portuguese business.....	71.90		
Swedish business.....	2,453.73	Total international revenue ...	170,172.42

A convention for the exchange of postal money-orders between the United States and the Republic of Chili, and one for a similar exchange with the Republic of Ecuador, have been negotiated and signed by the Postmaster-General of the United States and the diplomatic representatives of those two countries at this capital. Each of these conventions awaits, before being put into operation, the approval and ratification of the home government.

Negotiations are in progress for an exchange of postal money-orders between the United States on the one hand and the Republic of Salvador (Central America) and the British colonies of Trinidad and Tobago, and of the Bahamas on the other.

#### POST-OFFICE INSPECTORS PAID OUT OF MONEY-ORDER PROCEEDS.

Under the provisions of section 4020 of the Revised Statutes post-office inspectors to the number of eighteen, or three more than during the previous year, have been paid out of the proceeds of the money-order business. The salaries, per diem allowances, and expenses, so paid to inspectors employed in the money-order service during the last fiscal year, as reported by the Chief Post-Office Inspector, amounted to \$50,845.12.

#### GENERAL FINANCIAL RESULTS.

Altogether there were issued during the past fiscal year money-orders (domestic and international) and postal notes to the number of 18,411,606, amounting to \$139,753,382.43; while the payments and re-

payments numbered 17,733,601, of the value of \$131,357,743.61. The fees aggregated \$1,322,492.70.

Compared with the total volume of business transacted the previous year these figures exhibit:

(1) An increase of 654,319, or 3.68 per cent., in the total number of issues; and of 553,404, or 3.22 per cent., in the total number of payments and repayments.

(2) An increase of \$308,829.24, or 0.22 per cent., in the aggregate amount of the issues, and a decrease of \$526,489.30, or 0.39 per cent., in the aggregate amount of the payments and repayments.

(3) An increase of \$32,661.78, or 2.53 per cent., in the gross amount of fees received from the public.

In compliance with the provisions of section 4050 of the Revised Statutes the total quarterly revenues from all branches of the money-order and postal-note business were deposited as soon as they were reported by the Auditor 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. These revenues by quarters, and the dates of the respective deposits, are shown in the subjoined statement:

Quarter ended—	Amount.	Deposited.
September 30, 1889.....	\$182,817.69	Apr. 14, 1890
December 31, 1889.....	247,600.99	June 9, 1890
March 31, 1890.....	200,220.70	Aug. 12, 1890
June 30, 1890.....	193,571.86	Oct. 23, 1890
Total.....	824,220.24	

In accordance with the practice of the Department, there are annually taken into account, for the purpose of making an exact statement of net revenue, all such items of expense as, though paid from appropriations made by Congress, are a legitimate charge upon the money-order system. These expenditures for the last fiscal year were the following:

Salaries to fifty employés in the Superintendent's office .....	\$65,020.00
Salaries to the employés in the money-order division of the auditor's office .....	235,000.00
Stationery furnished for use in the Superintendent's office .....	716.36
Books, blanks, printing, and stationery furnished for use in the money-order division of the auditor's office .....	12,688.07
One-half of salaries of employés 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 for, and miscellaneous expenses of, said building .....	2,000.00
Rent of building known as Marini's Hall .....	4,500.00
Salaries of watchmen and laborers, and incidental and miscellaneous expenses of said building .....	6,000.00
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, 1886, 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 .....	513,774.22
Total .....	848,778.65

It thus appears that the revenue derived from the money-order system and deposited to the credit of the Treasurer of the United States, as above stated, during the past year, was less by \$24,558.41 than the

total amount of expenditures of all kinds that may fairly be charged against it, which were paid out of appropriations made by Congress. This deficit, though small if the volume of business be considered, is larger by \$16,429.68 than that of the fiscal year 1888-'89, which was only \$8,128.73. The increased deficit is, in a measure, attributable to the fact that, although the money-order receipts amounted to more last year than during the previous year, the expenditures in some directions were increased in a greater degree. For example, the total of allowances to postmasters at first and second class post-offices for money-order clerk-hire was in the aggregate \$513,774.22, or \$49,972.28 more than the year before, and the compensation and expenses of post-office inspectors employed in the money-order service amounted to \$50,845.12, being \$8,913.85 more than during the preceding year.

The reduction in the average amount of domestic money-orders issued, and the consequent diminution in the average amount of the fees received, will also serve to explain the existence of this deficit. Had the average fee received for domestic orders issued in 1889-'90 been as large as the average fee received the previous year for orders of that description, this deficiency of \$24,558.41 would not have resulted, but, in its place, there would have been a surplus of about \$5,000.

In view of the foregoing, it is evident that if the average amount for which domestic orders are issued further decreases, or even remains stationary, the most rigid economy in expenditures will be necessary to keep the money-order system wholly or nearly self-sustaining without an increase of the fees charged to the public for the issue of such orders, or a diminution of the compensation to postmasters for the issue and payment thereof.

During the last ten years, from July 1, 1880, to July 1, 1890, the money-order system has yielded a profit each year, with three exceptions, viz; the fiscal years 1887, 1889, and 1890, in which there was a deficit in net revenue of \$8,091.25, \$8,128.73, and \$24,558.41, respectively, the sum of these deficits being \$40,778.39. If this sum be deducted from the whole amount of the net profits during the ten years in question, viz; \$885,985.05, there remains as net revenue for that period to the Post-Office Department from the money order business the sum of \$845,206.66.

As recommended in the last annual report, this office has furnished to postmasters at the smaller money-order offices during the past fiscal year, for distribution to persons who do not, but might, employ the money-order system in making remittances, 750,000 short circulars, calling their attention to the convenience and utility of money-orders in the transmission of small sums by mail.

The bill "to establish a limited post and telegraph service and for other purposes," introduced in the Senate of the United States July 16, 1890, by Senator Sawyer, of Wisconsin, provides in section 5 for the transmission between post-offices, to be designated by the Postmaster-General, of sums of money by postal-telegraph money-orders. The maximum amount of the proposed telegraph money-order is, for obvious reasons, limited to a small sum, being the same as that of the ordinary money-order, to wit, \$100.

I earnestly hope that this bill may become a law. The addition to the postal service of the telegraph money-order would place the Department in a position to furnish the public with all requisite facilities for the transfer of small sums through the money-order system. The remitter could then select for that purpose the inland money-order, the postal-note, the international money-order, or the postal-telegraph

money-order, according to his requirements or his preference. Furthermore, the location of a telegraph-office in a money-order post-office would be a great advantage to the money-order system in that it would bring the Department into direct and prompt communication with the postmaster. The latter would by this means be enabled to obtain quickly from headquarters instructions when needed for his guidance in case of any serious or unusual obstacle to the payment of money orders on presentation. The Department, on the other hand, could exercise a more immediately effective supervision over the conduct of the money-order business generally at a post-office provided with this adjunct, and thereby promote promptitude and accuracy on the part of the postmaster in the discharge of his duties to the public and to the Government.

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, 1890.**

Fiscal year ended—	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees received.	Amount of expenses.	Amount of deficit.	Amount of surplus.
June 30, 1865 ..	419	\$1,360,122.52	\$1,313,577.08	\$11,536.40	\$18,584.37	\$7,047.97	
June 30, 1866 ..	766	3,977,259.28	3,903,890.22	35,803.06	28,664.27		\$7,138.79
June 30, 1867 ..	1,224	9,229,327.72	9,071,240.73	70,889.57	44,628.96		26,260.61
June 30, 1868 ..	1,468	16,197,858.47	16,118,537.03	124,503.19	70,345.04		54,158.15
June 30, 1869 ..	1,466	24,848,058.93	24,654,123.46	176,247.87	110,694.00		65,553.87
June 30, 1870 ..	1,604	34,054,184.71	33,927,924.79	235,557.05	145,382.42		90,174.63
June 30, 1871 ..	2,076	42,164,118.03	42,027,336.31	295,563.38	194,381.60		101,181.78
June 30, 1872 ..	2,432	48,515,532.72	48,419,644.97	350,499.40	244,521.63		105,977.77
June 30, 1873 ..	2,775	57,516,216.09	57,295,012.27	354,816.66	286,232.66		68,584.00
June 30, 1874 ..	3,069	74,424,854.71	74,210,156.25	467,238.54	357,040.42		105,198.12
June 30, 1875 ..	3,464	77,431,251.58	77,361,690.75	494,717.27	374,575.18		120,142.09
June 30, 1876 ..	3,401	77,035,972.78	77,106,338.85	647,021.52	456,250.68		190,770.84
June 30, 1877 ..	3,697	72,826,569.70	72,908,475.25	624,409.66	524,478.47		99,931.19
June 30, 1878 ..	4,143	81,442,364.87	81,279,910.80	716,638.98	513,686.61		202,952.37
June 30, 1879 ..	4,512	88,254,641.02	88,006,200.20	799,347.09	575,386.32		223,960.77
June 30, 1880 ..	4,829	100,332,818.83	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	715,478.29		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	1,102,878.42	791,133.75		311,704.67
June 30, 1884 ..	6,310	122,121,261.98	121,971,083.80	950,479.39	702,603.80		247,875.59
June 30, 1885 ..	7,056	117,858,921.27	117,996,205.06	925,125.03	681,150.06		243,974.97
June 30, 1886 ..	7,357	113,819,521.21	113,865,463.04	922,781.97	683,758.38		233,023.50
June 30, 1887 ..	7,853	117,462,660.89	117,264,026.66	914,076.57	402,458.59		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	115,781,906.94	933,607.70	309,856.65		533,964.70
June 30, 1890 ..	9,382	114,362,757.12	114,347,631.35	950,755.57	426,919.43		524,374.20
Total .....		1,965,796,419.67	1,963,917,141.13				

**B.—Statement of duplicate money-orders and postal notes issued by the Department during the fiscal year ended June 30, 1890.**

	Number.	Remarks.
I.—In lieu of money-orders lost in transit.....	21,922	Being 1,288 more 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	138	Being 74 more than during preceding year.
III.—In lieu of money-orders lost by the payees, remitters, or indorsees.	644	Being 384 more than during preceding year.
IV.—In lieu of money-orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.	615	Being 562 more 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.	34	Being 1 less 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.	707	Being 418 more than during preceding year.
Total .....	24,060	Being 2,725 more than during preceding year.
Duplicate postal notes issued during the same year ..	7,404	Being 679 less than during preceding year.

**C.—Statement of money-orders alleged to have been improperly paid on a forged signature, or otherwise, during the fiscal year ended June 30, 1890.**

Summary.	Number of cases.		Amount.	Total amount.
Whole number of orders alleged to have been improperly paid..		220		\$6,517.06
(a) Orders issued prior to July 1, 1889.....	141		\$3,701.20	
(b) Orders issued after June 30, 1889, and prior to July 1, 1890.....	79		2,815.86	
I.—Recovered.....		15		274.17
(a) Orders issued prior to July 1, 1889.....	7		55.99	
(b) Orders issued after June 30, 1889, and prior to July 1, 1890.....	8		218.18	
II.—Paid to proper payee.....		53		1,180.23
(a) Orders issued prior to July 1, 1889.....	36		729.45	
(b) Orders issued after June 30, 1889, and prior to July 1, 1890.....	17		450.78	
III.—Charged to paying postmaster.....		42		979.43
(a) Orders issued prior to July 1, 1889.....	26		714.52	
(b) Orders issued after June 30, 1889, and prior to July 1, 1890.....	16		264.91	
IV.—Charged to issuing postmaster.....		1		5.00
(a) Orders issued prior to July 1, 1889.....	1		5.00	
V.—Charged to Department.....		9		412.32
(a) Orders issued prior to July 1, 1889.....	9		412.32	
VI.—Charged to payee of order.....		1		79.00
(a) Orders issued prior to July 1, 1889.....	1		79.00	
VII.—Unsettled.....		99		3,595.71
(a) Orders issued prior to July 1, 1889.....	61		1,703.98	
(b) Orders issued after June 30, 1889, and prior to July 1, 1890.....	38		1,891.73	
Total.....		220		6,517.06

**I.—RECOVERED.**

**(a) Orders issued prior to July 1, 1889.**

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount
85386	Joliet.....	Ill.	Apr. 24, 1889	New York.....	N. Y.	May 7, 1889	99.00
57827	Texarkana.....	Ark.	May 9, 1889	Chicago.....	Ill.	May 29, 1889	5.00
B. 6406	Middlesborough.....	Engl'd	Feb. 5, 1889	Buffalo.....	N. Y.	Mar. 1, 1889	2.74
13691	Forest.....	Ill.	June 8, 1889	Pontiac.....	Ill.	June 11, 1889	7.25
68869	Williamshurgh Sta., Brooklyn.	N. Y.	Dec. 26, 1888	Cedar Rapids.....	Iowa.	Dec. 29, 1888	15.00
82212	Shreveport.....	La.	May 14, 1888	Bastrop.....	La.	June 15, 1888	5.00
82570	do.....	La.	June 2, 1888	do.....	La.	July 5, 1888	5.00
7 cases.....							15.00

**(b) Orders issued after June 30, 1889.**

118	Stewardson.....	Ill.	July 29, 1889	Cincinnati.....	Ohio..	July 31, 1889	11.20
28903	Phoenixville.....	Pa.	Jan. 21, 1890	Cuckoo.....	Va.	Jan. 24, 1890	10.00
35633	Jacksonville.....	Fla.	Jan. 29, 1890	Birmingham.....	Ala.	Jan. 31, 1890	10.00
90936	Pensacola.....	do.	Jan. 29, 1890	Chicago.....	Ill.	Feb. 7, 1890	50.00
24929	New York.....	N. Y.	Feb. 7, 1890	New Haven.....	Conn.	Feb. 21, 1890	87.00
32518	Anamosa.....	Iowa.	Feb. 13, 1890	Detroit.....	Mich.	Feb. 19, 1890	3.00
9537	Ripley.....	N. Y.	Jan. 16, 1889	Bay City.....	do.	Jan. 20, 1890	12.00
* I. 18817	Agnone.....	Italy..	Oct. 12, 1889	Newark.....	N. J.	Oct. 29, 1889	34.33
8 cases.....							218.18
Total, 15 cases.....							274.17

\* Part of \$76.23.

## C.—Statement of money-orders alleged to have been improperly paid on a forged signature, etc.—Continued.

## II.—PAID TO PROPER PAYEE.

## (a) Orders issued prior to July 1, 1889.

67392	Station F, New York	N. Y.	June 15, 1888	Dallas .....	Tex.	Sept. 22, 1888	\$60.00
43066	San Diego .....	Cal.	May 2, 1887	San Luis Obispo.	Cal.	May 13, 1887	5.00
4158	Whitcom .....	Wash.	June 22, 1888	Seattle .....	Wash.	June 26, 1888	45.00
25349	Farmington .....	Ill.	Feb. 27, 1889	New York .....	N. Y.	Mar. 5, 1889	5.93
24186	Greensburgh .....	Pa.	June 8, 1889	Ithaca .....	do.	June 12, 1889	10.00
2680	Ontario .....	Cal.	June 11, 1889	Pomona .....	Cal.	do.	30.00
11005	Hico .....	Tex.	Jan. 21, 1889	Louisville .....	Ky.	Jan. 25, 1889	22.00
B. 23799	New York .....	N. Y.	May 24, 1889	Wa Keeney .....	Kans.	June 18, 1889	48.70
B. 23800	do. ....	do.	do.	do. ....	do.	do.	48.70
B. 2639	Staines .....	Eng.	Jan. 1, 1889	Adrian .....	Mich.	Apr. 5, 1889	24.35
293	Erie .....	Ill.	Dec. 22, 1886	Norfolk .....	Va.	Dec. 28, 1886	15.00
302	do. ....	do.	Jan. 1, 1887	do. ....	do.	Jan. 6, 1887	21.00
473	do. ....	do.	Sept. 30, 1887	do. ....	do.	Oct. 8, 1887	25.00
966	Morton .....	do.	Jan. 10, 1885	Chicago .....	Ill.	Feb. 6, 1885	16.00
7207	Moline .....	do.	May 8, 1888	do. ....	do.	May 12, 1888	3.55
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. 3, 1889	4.00
56074	Toxarkana .....	Ark.	May 31, 1889	Chicago .....	Ill.	June 11, 1889	5.00
13209	Lake Geneva .....	Wis.	Mar. 25, 1885	Independence .....	Iowa.	Apr. 11, 1885	25.00
B. 2573	Haddington .....	Eng.	June 18, 1889	San Francisco .....	Cal.	July 11, 1889	4.87
4032	Garner .....	Iowa.	Feb. 28, 1888	Belmond .....	Iowa.	Feb. 28, 1888	10.00
2111	Lake View .....	do.	Nov. 6, 1888	Sterling .....	Ill.	Nov. 27, 1888	100.00
13221	Chicago .....	Ill.	June 5, 1888	Hannibal .....	Mo.	June 6, 1888	15.00
2840	Fairfax .....	Vt.	Dec. 2, 1881	Grass Lake .....	Mich.	Dec. 10, 1881	20.00
33999	McKinney .....	Tex.	Nov. 29, 1886	Austin .....	Tex.	Dec. 9, 1886	30.00
787	Howard .....	Dak.	Mar. 30, 1887	Milan .....	Mich.	Apr. 6, 1887	20.00
13353	St. Louis .....	Mich.	Nov. 7, 1881	Detroit .....	do.	Nov. 16, 1881	5.00
48068	Denver .....	Colo.	Dec. 29, 1888	New York .....	N. Y.	Jan. 2, 1889	3.00
4756	Kaukauna .....	Wis.	Feb. 21, 1889	Chicago .....	Ill.	Feb. 28, 1889	3.95
46680	Murphysborough .....	Ill.	May 27, 1887	East St. Louis .....	do.	May 31, 1889	7.00
45867	Hagerstown .....	Md.	Nov. 7, 1888	Muncie .....	Ind.	Nov. 12, 1888	7.75
71685	Danville .....	Ill.	Jan. 21, 1889	Seattle .....	Wash.	Feb. 9, 1889	60.00
30110	Houlton .....	Me.	May 27, 1889	Boston .....	Mass.	May 28, 1889	15.00
26630	Indianapolis .....	Ind.	Sept. 21, 1884	Nyack .....	N. Y.	Oct. 11, 1884	4.50
4691	Dunlap .....	Kans.	Jan. 1, 1889	Brookfield .....	Ohio.	Jan. 15, 1889	5.00
86 cases	.....	.....	.....	.....	.....	.....	729.45

## (b) Orders issued after June 30, 1889.

B. 12216	Halifax .....	Eng.	Dec. 11, 1889	Cleveland .....	Ohio.	Dec. 28, 1889	\$9.74
4390	Whatcom .....	Wash.	July 23, 1889	Seattle .....	Wash.	Aug. 8, 1889	16.00
10594	Bartow .....	Fla.	July 8, 1889	Toledo .....	Ohio.	Aug. 8, 1889	15.00
83736	Philadelphia .....	Pa.	Jan. 28, 1890	Chicago .....	Ill.	Feb. 10, 1890	50.00
5658	Fishkill on the Hudson.	N. Y.	Mar. 11, 1890	Cincinnati .....	Ohio.	Mar. 20, 1890	30.00
29351	Oakland .....	Cal.	Aug. 26, 1889	San Francisco .....	Cal.	Aug. 28, 1889	5.00
20244	Lockhart .....	Tex.	Nov. 5, 1889	Austin .....	Tex.	Nov. 15, 1889	15.00
22	Shelton .....	Wash.	Aug. 7, 1889	Seattle .....	Wash.	Nov. 14, 1889	6.75
594	Centerville .....	R. I.	Dec. 13, 1889	New York .....	N. Y.	Dec. 14, 1889	5.55
50408	Cleveland .....	Ohio.	Jan. 14, 1890	do. ....	do.	Jan. 15, 1890	25.00
4431	Lovelady .....	Tex.	Oct. 14, 1889	Chicago .....	Ill.	Nov. 2, 1889	100.00
4452	do. ....	do.	do.	do. ....	do.	do.	45.00
169	New Decatur .....	Ala.	Feb. 17, 1890	Atlanta .....	Ga.	Feb. 21, 1890	4.00
Can. 1419	Kalamazoo .....	Mich.	Dec. 27, 1889	Pittsburgh .....	Pa.	Dec. 28, 1889	10.00
Can. 1453	Inverness .....	Que.	Jan. 21, 1890	Worcester .....	Mass.	Feb. 11, 1890	50.00
Can. 1454	.....	.....	.....	.....	.....	.....	13.74
Can. 1455	.....	.....	.....	.....	.....	.....	50.00
17 cases	.....	.....	.....	.....	.....	.....	450.78
Total, 53 cases.	.....	.....	.....	.....	.....	.....	1,180.23

## C.—Statement of money-orders alleged to have been improperly paid on a forged signature, etc.—Continued.

## III.—CHARGED TO PAYING POSTMASTERS.

(a) Orders issued prior to July 1, 1889.

92035	New York	N. Y.	May 12, 1887	Philadelphia	Pa.	May 13, 1887	\$10.00
41600	Danville	Va.	Sept. 5, 1887	Winston	N. C.	Sept. 6, 1887	5.15
21201	Sacramento	Cal.	Mar. 4, 1887	San Francisco	Cal.	Mar. 5, 1887	60.00
34:43	do	do	Apr. 21, 1888	do	do	Apr. 25, 1888	70.00
34703	do	do	May 4, 1888	do	do	May 7, 1888	100.00
35403	do	do	May 26, 1888	do	do	May 28, 1888	60.00
21:84	Cuero	Tex.	Apr. 28, 1887	Mason	Tex.	May 3, 1887	15.00
19019	San Francisco	Cal.	July 24, 1888	San José	Cal.	July 25, 1888	100.00
31:08	Kearney	Nebr.	Jan. 10, 1889	Omaha	Nebr.	Jan. 16, 1889	7.50
19602	Honma	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
3624	Toronto	Can.	Apr. 2, 1889	Washington	D. C.	Apr. 4, 1889	24.70
14804	Flushing	N. Y.	May 29, 1889	Sta. G. New York	N. Y.	May 30, 1889	15.00
70273	Seattle	Wash.	Apr. 27, 1889	Kansas City	Mo.	May 7, 1889	4.00
37350	Corpus Christi	Tex.	July 7, 1888	Galveston	Tex.	Oct. 24, 1888	40.00
9161	Clarrington	Ohio	Apr. 22, 1888	Cleveland	Ohio	May 9, 1889	3.00
4269	Mine La Motte	Mo.	May 29, 1889	Denver	Colo.	June 12, 1889	13.50
63831	Lima	Ohio	Mar. 31, 1889	Findlay	Ohio	Apr. 1, 1889	7.30
64413	do	do	May 21, 1889	do	do	May 31, 1889	11.00
9885	Bartow	Fla.	Mar. 20, 1889	Wabash	Ind.	Mar. 23, 1889	7.00
22106	Sta. C. San Francisco	Cal.	Oct. 4, 1887	Sacramento	Cal.	Oct. 11, 1887	25.00
B. 4444	Burnley	Eng.	May 30, 1889	Boston	Mass.	June 24, 1889	4.57
Ger. 5	Wattershausen	Ger.	Apr. 10, 1889	Scranton	Pa.	Apr. 24, 1889	42.00
6442	Tallmadge	Ala.	May 24, 1889	Tuscorgee	Ala.	May 24, 1889	3.00
Ger. 11721	Potsdam	Prus.	Dec. 21, 1888	New York	N. Y.	Jan. 23, 1889	10.00
It. 4362	New York	N. Y.	July 3, 1885	West Chester	Pa.	July 9, 1885	38.16
26 cases							714.52

(b) Orders issued after June 30, 1889.

88578	Richmond	Ind.	July 8, 1889	Cincinnati	Ohio	July 16, 1889	\$5.00
3353	Hegewisch	Ill.	July 12, 1889	do	do	July 15, 1889	20.00
11961	Montevallio	Ala.	Jan. 6, 1890	Gadsden	Ala.	Jan. 11, 1890	13.25
9015	Beaver City	Nebr.	Feb. 1, 1890	Red Cloud	Nebr.	Feb. 3, 1890	2.50
30629	Webster	Mass.	Jan. 26, 1890	Woonsocket	R. I.	Jan. 27, 1890	15.00
4796	Chicago	Ill.	Jan. 25, 1890	Manitou Springs	Colo.	Feb. 13, 1890	5.00
68923	New Castle	Pa.	Mar. 24, 1890	Station B, Philadelphia	Pa.	Mar. 26, 1890	15.00
8506	May	Mich.	Aug. 19, 1889	Port Huron	Mich.	Aug. 31, 1889	8.25
15466	Laclede	Mo.	Oct. 26, 1889	Cincinnati	Ohio	Nov. 4, 1889	32.00
42235	Valparaiso	Ind.	Aug. 20, 1889	Chicago	Ill.	Aug. 27, 1889	1.00
* I. 18878	Agnone	Italy	Oct. 12, 1889	Newark	N. J.	Oct. 29, 1889	42.00
5109	O'Neill	Nebr.	Nov. 8, 1888	Omaha	Nebr.	Nov. 11, 1889	20.00
3214	Islip	N. Y.	Dec. 4, 1889	Brooklyn	N. Y.	Jan. 13, 1890	8.00
45851	New York	N. Y.	July 20, 1889	Memphis	Tenn.	Aug. 9, 1889	15.91
Can. 6158	Ottawa	Canada	Oct. 5, 1889	Portland	Oregon	Oct. 14, 1889	50.00
25086	Jackson	Ohio	Aug. 16, 1889	Gallup	N. Mex.	Aug. 23, 1889	6.00
16 cases							264.91
Total, 42 cases							979.43

\* Part of \$76.33.

## IV.—CHARGED TO ISSUING POSTMASTER.

(a) Order issued prior to July 1, 1889.

Ger. 11721	Berlin	Wis.	Dec. 9, 1887	Osterode, Ost Preussen.	Ger.	\$5.00
1 case						5.00

## V.—CHARGED TO DEPARTMENT.

(a) Orders issued prior to July 1, 1889.

7149	New York	N. Y.	July 30, 1887	New York	N. Y.	Aug. 2, 1887	\$362.53
7150	do	do	do	do	do	do	do
7151	do	do	do	do	do	do	do
7152	do	do	do	do	do	do	do
7153	do	do	do	do	do	do	do
7154	do	do	do	do	do	do	do
7155	do	do	do	do	do	do	do
7156	do	do	do	do	do	do	do
23787	do	do	Feb. 10, 1889	Hartford	Conn.	Feb. 3, 1890	50.00
9 cases							412.53

C.—Statement of money-orders alleged to have been improperly paid on a forged signature, etc.—Continued.

## VI.—CHARGED TO PAYEE.

(a) Order issued prior to July 1, 1889.

4859	Matagorda .....	Tex	May 18, 1886	Austin .....	Tex	June 12, 1886	\$70.00
	1 case .....						70.00

## VII.—UNSETTLED.

(a) Orders issued prior to July 1, 1889.

Can. 4450	Dundalk .....	Ont.	Apr. 11, 1877	Louisville .....	Ky.	Apr. 18, 1877	\$42.35
Can. 4451	do .....	do	do	do .....	do	do	42.35
Can. 4452	do .....	do	do	do .....	do	do	30.50
16092	Bodie .....	Cal.	Dec. 21, 1883	Virginia City .....	Nev.	Dec. 22, 1883	11.00
Can. 5155	Port Arthur .....	Ont.	Nov. 6, 1883	Port Huron .....	Mich.	Nov. 17, 1883	25.00
12349	Chesterstown .....	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
742	Central City .....	Dak.	Jan. 8, 1881	Detroit .....	Mich.	Feb. 8, 1881	20.00
I. 4642	New York .....	N. Y.	Oct. 2, 1885	New York .....	N. Y.	Dec. 17, 1885	47.70
I. 4812	do .....	do	Nov. 23, 1885	do .....	do	Dec. 10, 1885	47.70
I. 4813	do .....	do	do	do .....	do	do	28.62
41183	Cedar Falls .....	Iowa	June 1, 1886	Kimball .....	Dak.	June 7, 1886	6.00
37096	Boulder .....	Colo.	July 23, 1886	Denver .....	Colo.	July 30, 1886	4.75
31592	Station C, Wash- ington .....	D. C.	Aug. 25, 1886	Atlantic City .....	N. J.	Aug. 26, 1886	10.00
9300	Clinton .....	Ky.	Oct. 31, 1883	Frankfort .....	Ky.	Nov. 2, 1883	1.90
3068	Angus .....	Iowa	June 22, 1886	Poplar Bluff .....	Mo.	Aug. 2, 1886	9.90
16940	Silverton .....	Colo.	Feb. 24, 1886	Durango .....	Colo.	do	9.00
15606	Ennis .....	Tex.	Feb. 8, 1883	Coleman .....	Tex.	Feb. 13, 1883	50.00
10971	Boston .....	Mass.	Aug. 16, 1867	New Brunswick .....	N. J.	Aug. 17, 1887	50.00
19007	Woodlawn .....	Cal.	Feb. 21, 1887	Sacramento .....	Cal.	Feb. 21, 1887	100.00
68375	Key West .....	Fla.	Nov. 15, 1886	Monticello .....	N. Y.	Nov. 20, 1886	10.00
17221	New York .....	N. Y.	Aug. 28, 1885	North Div. Station, Chicago .....	Ill.	Apr. 24, 1886	18.00
10901	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
42763	Sta. L. New York .....	do	do	Rochester .....	do	do	13.00
68863	Leadville .....	Colo.	Aug. 6, 1887	Pittston .....	Pa.	Aug. 15, 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
6885	Burnet .....	Tex.	June 19, 1888	El Paso .....	Tex.	June 22, 1885	30.00
8796	Lander .....	Wyo.	Dec. 9, 1887	Pittsburgh .....	Pa.	Dec. 15, 1887	8.50
1027	Dripping Springs .....	Tex.	July 7, 1888	Dallas .....	Tex.	July 10, 1888	19.85
38481	New York .....	N. Y.	July 21, 1888	Kingston .....	Pa.	do	30.41
51556	Junction City .....	Kans.	Dec. 10, 1887	Kansas City .....	Mo.	Dec. 11, 1888	17.00
56157	Mahanoy City .....	Pa.	Dec. 27, 1888	New York .....	N. Y.	Dec. 31, 1888	25.00
81168	Meriden .....	Conn.	Aug. 21, 1888	Fort Madison .....	Iowa	Sept. 26, 1888	10.00
66	Redfield .....	Kans.	Dec. 17, 1888	Ulysses .....	Kans.	Dec. 21, 1888	4.16
B. 144	Notting Hill, High street, London .....	Eng.	July 2, 1887	Chicago .....	Ill.	Jan. 9, 1888	4.75
99579	Memphis .....	Tenn.	Nov. 30, 1888	Memphis .....	Tenn.	Apr. 6, 1889	10.00
6544	Ada .....	Minn.	Dec. 8, 1888	Ada .....	Minn.	Feb. 19, 1889	32.70
57817	Oxford .....	Miss.	Dec. 10, 1888	Holly Springs .....	Miss.	Dec. 11, 1888	10.00
7931	Paris .....	Ark.	Jan. 18, 1886	Syracuse .....	N. Y.	Jan. 27, 1886	100.00
20826	Gadsden .....	Ala.	June 20, 1887	Savannah .....	Ga.	Mar. 21, 1888	25.00
42612	Bozeman .....	Mont.	Oct. 30, 1888	Browning .....	Mo.	Nov. 17, 1888	100.00
42613	do .....	do	do	do .....	do	do	10.00
26358	Canyon City .....	Oregon	July 8, 1887	La Grande .....	Oregon	May 11, 1888	100.00
26359	do .....	do	do	do .....	do	do	100.00
2427	Viola .....	Wis.	Jan. 19, 1889	Boston .....	Colo.	Jan. 25, 1889	10.00
6712	Andenried .....	Pa.	July 18, 1888	Pittston .....	Pa.	Aug. 10, 1888	30.00
45324	Washington .....	D. C.	Dec. 11, 1888	Garrett .....	Kans.	Dec. 15, 1888	24.18
9031	Mandan .....	Dak.	Oct. 30, 1888	Minneapolis .....	Minn.	Nov. 2, 1888	40.00
13420	Way Cross .....	Ga.	Sept. 26, 1888	Camilla .....	Ga.	Oct. 3, 1888	4.10
1908	Georgetown .....	N. Mex.	Jan. 3, 1889	El Paso .....	Tex.	Jan. 21, 1889	12.50
2451	Bavaria .....	Kans.	Jan. 7, 1889	Fort Smith .....	Ark.	Jan. 8, 1889	10.00
18305	Rawlins .....	Wyo.	Nov. 30, 1887	Laramie City .....	Wyo.	Dec. 17, 1887	6.00
13015	Lauderdale Station .....	Miss.	Dec. 18, 1888	Meridian .....	Miss.	Dec. 20, 1888	6.30
89583	Waterbury .....	Conn.	Mar. 21, 1888	Portland .....	Oregon	July 3, 1888	9.95
6364	Colony .....	Kans.	Jan. 28, 1889	Topeka .....	Kans.	Feb. 4, 1889	3.75
8490	Tiptonville .....	Tenn.	Feb. 28, 1889	Pueblo .....	Colo.	Mar. 6, 1889	40.00
51004	Albany .....	Ga.	Apr. 28, 1889	Columbia .....	S. C.	Apr. 30, 1889	5.00
24156	Denver .....	Colo.	June 22, 1888	Denver .....	Colo.	Oct. 17, 1888	25.00
It 10429	New York .....	N. Y.	June 17, 1889	Lowville .....	N. Y.	Aug. 12, 1889	47.40
	61 cases .....						1,703.98

C.—Statement of money-orders alleged to have been improperly paid on a forged signature, etc.—Continued.

## VII.—UNSETTLED.

(b) Orders issued after June 30, 1889.

22462	Kansas City.....	Mo...	Aug. 19, 1889	Los Angeles....	Cal...	Sept. 4, 1889	\$60.00
96831	Pensacola.....	Fla...	July 15, 1889	Montgomery....	Ala...	July 18, 1889	11.00
96919	Topeka.....	Kans.	Aug. 14, 1889	Wichita.....	Kans.	Aug. 15, 1889	15.00
46370	Troy.....	N. Y.	Aug. 17, 1889	Philadelphia....	Pa...	Aug. 28, 1889	26.00
57027	Montgomery....	Ala...	Dec. 9, 1889	Montgomery....	Ala...	Dec. 12, 1889	15.00
1107	Fort Riley.....	Kans.	Dec. 2, 1889	Fort Riley.....	Kans.	Dec. 5, 1889	5.25
59935	Paris.....	Tex...	Jan. 4, 1890	Hot Springs....	Ark...	Jan. 11, 1890	8.00
111							
112							
113							
114							
115							
116							
117							
118							
119							
120							
121							
122							
123							
124							
125							
126							
127							
128							
129							
130							
131							
132							
133							
134							
135							
136							
137							
35351	Atlanta.....	Ga...	Feb. 21, 1890	Griffin.....	Ga...	Feb. 25, 1890	10.00
12090	Duke Centre....	Pa...	Feb. 12, 1890	Chicago.....	Ill...	Feb. 17, 1890	15.00
8843	Wellman.....	Iowa.	Feb. 3, 1890	Detroit.....	Mich.	Feb. 6, 1890	45.00
92749	Canton.....	Ohio.	Feb. 15, 1890	Philadelphia....	Pa...	Feb. 17, 1890	15.00
43343	Danville.....	Va...	Mar. 1, 1890	Atlanta.....	Ga...	Mar. 3, 1890	15.00
65018	Tiffin.....	Ohio.	Apr. 17, 1890	Toledo.....	Ohio.	Apr. 18, 1890	5.00
70629	Jackson.....	Tenn.	Mar. 31, 1890	Texarkana....	Ark...	Apr. 7, 1890	10.00
G. 45331	Delmenhorst....	Ger...	Apr. 25, 1890	Baltimore....	Md...	May 3, 1890	10.00
65018	Taunton.....	Mass.	Apr. 9, 1890	Worcester....	Mass.	Apr. 9, 1890	2.00
6609	Christchurch....	New Z.	July 12, 1889	Chicago.....	Ill...	Jan. 2, 1890	2.43
15697	Ferndale.....	Cal...	Nov. 6, 1889	Tillamook.....	Oregon	Dec. 7, 1889	100.00
15701	do.....	do	Nov. 7, 1889	do.....	do	Dec. 14, 1889	100.00
15702	do.....	do	do	do.....	do	Dec. 26, 1889	100.00
15703	do.....	do	do	do.....	do	Dec. 11, 1889	100.00
7784	Nazareth.....	Pa...	Apr. 28, 1890	Allentown....	Pa...	May 12, 1890	4.00
	38 cases.....						1,891.73
	Total, 99 cases.....						3,595.71

D.—Detailed statement showing the number of duplicates issued by this office during the fiscal year ended June 30, 1890, of lost international money-orders payable in this country.

Canadian.....	434	Windward Islands.....	3
British.....	200	Japanese.....	5
German.....	178	Cape Colony.....	5
Swiss.....	51	Hawaiian.....	7
Italian.....	27	Queensland.....	6
Swedish.....	26	Leeward Islands.....	3
New Zealand.....	4	Norwegian.....	11
New South Wales.....	3	Netherlands.....	12
Victorian.....	6	Danish.....	12
Belgian.....	10	Newfoundland.....	1
Portuguese.....	1		
Jamaican.....	7	Total issued.....	1,012

# MONEY-ORDER SYSTEM—REPAID INTERNATIONAL ORDERS. 983

**E.—Detailed statement of repayment of international money-orders authorized during the fiscal year ended June 30, 1890.**

Country.	Orders issued in United States.	Orders issued in foreign countries.	Total.	Country.	Orders issued in United States.	Orders issued in foreign countries.	Total.
Canada .....	529	730	1,259	Windward Islands .....		13	13
Great Britain .....	1,060	989	2,049	Japan .....	6	17	23
Germany .....	615	326	941	Cape Colony .....	1	4	5
Switzerland .....	142	56	198	Hawaii .....	8	24	32
Italy .....	148	50	198	Queensland .....	2	8	10
France .....	247	166	413	Norway .....	26	9	35
Sweden .....	60	17	77	Netherlands .....	8	6	14
New Zealand .....	9	31	40	Denmark .....	32	11	43
New South Wales .....	23	26	49	Newfoundland .....	7	8	15
Victoria .....	14	14	28	Other countries .....	17		17
Belgium .....	24	17	41				
Jamaica .....	2	18	20				
Tasmania .....		5	5	Total .....	2,980	2,545	5,525



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REPORT  
OF THE  
SUPERINTENDENT OF FOREIGN MAILS  
FOR  
1890.

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985



# REPORT

OF

## THE SUPERINTENDENT OF FOREIGN MAILS.

POST OFFICE DEPARTMENT,  
OFFICE OF FOREIGN MAILS,  
*Washington, D. C., November 5, 1890.*

SIR: I have the honor to submit the following report of the principal operations in connection with the foreign mail service during the fiscal year ended June 30, 1890.

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 .....	327, 020, 401=	721, 080
Other articles.....	1, 636, 731, 539=	3, 608, 993
Total .....		4, 330, 073

Of which the mails for transatlantic destinations comprised:

	Grams.	Pounds.	Per cent.
Letters and post cards .....	292, 649, 410=	645, 292	(89. 49)
Other articles.....	1, 194, 356, 584=	2, 633, 556	(72. 97)
Total.....		3, 278, 848	

And that of the transatlantic mails, the mails for Great Britain, consisted of:

	Grams.	Pounds.	Per cent.
Letters and post cards.....	126, 596, 437=	279, 145	(43. 26)
Other articles.....	596, 789, 902=	1, 315, 922	(49. 97)
Total.....		1, 595, 067	

The mails for Germany:

	Grams.	Pounds.	Per cent.
Letters and post cards.....	59, 820, 087=	131, 903	(20. 44)
Other articles.....	242, 688, 027=	535, 127	(20. 32)
Total.....		667, 030	

The mails for France:

	Grams.	Pounds.	Per cent.
Letters and post cards .....	20, 004, 405=	44, 110	(6. 84)
Other articles.....	97, 902, 281=	215, 874	(8. 20)
Total .....		259, 984	

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.....	86, 228, 481=	190, 134	(29. 46)
Other articles.....	256, 976, 374=	566, 633	(21. 52)
Total.....		756, 767	

A.—Statement showing the net weights and percentage of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1890. (Where the percentage is not stated it was ascertained to be less than one-half of 1 per cent.)

## TRANSATLANTIC SERVICE.

Countries.	Letters and post cards.	Per cent.	Other articles.	Per cent.
	<i>Grams.</i>		<i>Grams.</i>	
Great Britain.....	126,596,437	43.26	596,789,902	49.97
Germany.....	59,820,087	20.44	242,688,027	20.32
France.....	20,004,405	6.84	97,902,281	8.20
Sweden.....	19,196,430	6.56	57,094,992	4.78
Italy.....	14,798,710	5.06	48,710,710	4.08
Austria.....	12,911,257	4.41	29,184,042	2.44
Russia.....	10,073,970	3.44	13,762,135	1.15
Norway.....	8,995,522	3.07	18,328,145	1.53
Switzerland.....	5,326,842	1.82	26,515,175	2.22
Denmark.....	4,626,106	1.58	10,740,154	.90
Netherlands.....	3,677,559	1.26	13,640,825	1.14
Belgium.....	2,957,835	1.01	17,070,988	1.43
Spain.....	1,588,860	.54	12,057,690	1.01
Portugal.....	1,087,986	.....	3,053,010	.....
Turkey.....	989,405	.34	6,818,510	.57
Totals.....	292,049,410 =645,292 lbs.	.....	1,194,356,584 =2,633,556 lbs.	.....

## TRANSPACIFIC AND MISCELLANEOUS SERVICE.

Japan.....	3,289,574	9.57	36,856,960	8.33
Hong Kong.....	1,637,890	4.77	5,879,748	1.33
United States consul, Shanghai.....	673,332	1.96	12,388,316	2.80
Cochin-China.....	4,920	.....	75,092	.....
Java.....	6,874	.....	57,296	.....
Manila.....	57,742	.....	1,222,131	.....
Singapore.....	22,713	.....	571,459	.....
Siam.....	5,925	.....	152,671	.....
Australian Colonies.....	2,903,274	8.45	85,483,360	19.32
Hawaiian Kingdom.....	2,163,812	6.30	28,181,402	6.37
Samoa.....	103,976	.....	1,551,697	.....
Tahiti.....	77,977	.....	1,261,937	.....
New Caledonia.....	7,320	.....	132,979	.....
Marquesas and Marshall Islands.....	10,677	.....	160,255	.....
Cuba.....	3,077,016	11.57	39,442,017	8.92
Porto Rico and St. Thomas, via Cuba.....	175,710	.51	2,791,640	.61
Porto Rico, direct.....	257,370	.75	1,561,230	.35
Bahamas.....	296,424	.86	3,522,391	.80
Bermuda.....	768,486	2.24	7,964,265	1.80
Jamaica.....	776,930	2.26	9,055,602	2.05
Hayti.....	564,565	1.64	4,523,195	1.04
San Domingo.....	180,220	.52	3,255,975	.74
Turks Islands.....	28,655	.....	260,900	.....
Windward Islands.....	1,427,891	4.15	14,587,750	3.30
Brazil.....	1,226,803	3.57	18,439,095	4.17
Uruguay.....	204,720	.60	3,570,622	.81
Argentine Republic.....	793,220	2.31	17,119,759	3.87
Paraguay.....	13,848	.....	367,020	.....
Mexico.....	1,656,893	4.82	14,961,802	3.38
British Honduras.....	242,215	.70	2,309,578	.52
Costa Rica.....	590,340	1.72	6,631,699	1.50
Guatemala.....	844,195	2.46	10,740,880	2.43
Nicaragua.....	716,132	2.08	7,671,867	1.73
Republic of Honduras.....	500,964	1.46	5,273,471	1.19
Salvador.....	438,975	1.28	6,409,461	1.45
Venezuela.....	1,299,395	3.78	17,135,535	3.87
Curaçoa.....	359,365	1.05	2,733,495	.62
Republic of Columbia.....	1,383,457	4.03	20,980,566	4.78
Bolivia.....	74,085	.....	1,947,819	.....
Ecuador.....	377,473	1.10	4,591,849	1.04
Peru.....	764,326	2.22	12,997,996	2.94
Chili.....	816,110	2.37	19,037,970	4.30
British Columbia.....	1,069,565	3.11	7,923,466	1.79
Nova Scotia.....	1,475,970	4.30	.....	.....
Newfoundland.....	75,210	.....	615,006	.....
St. Pierre and Miquelon.....	7,228	.....	20,770	.....
British Guiana.....	2,140	.....	2,440	.....
Dutch Guiana.....	6,620	.....	6,160	.....
Azores Islands.....	12,470	.....	24,470	.....
Totals.....	34,370,991 =75,788 lbs.	.....	442,374,995 =975,437 lbs.	.....
Aggregate.....	327,020,401 =721,080 lbs.	.....	1,636,731,539 =3,608,993 lbs.	.....

A comparison of the foregoing table with the similar table furnished with the report for last year, shows the weight of the mails to have increased as follows, viz:

	1890.		1889.		Increase.		
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	<i>Percent.</i>
Transatlantic:							
Letter- and post-cards.	292,649,410	645,292	278,288,824	613,627	14,360,586	31,665	5.16
Other articles . . .	1,194,356,584	2,633,556	1,150,992,404	2,537,938	43,364,180	95,618	3.77
Other destinations:							
Letters and post-cards.	34,370,991	75,788	31,521,372	69,504	2,849,619	6,284	9.04
Other articles . . .	442,374,955	975,437	403,983,101	890,783	38,391,854	84,654	9.51
Aggregate:							
Letters and post-cards.	327,020,401	721,080	309,810,190	683,131	17,210,205	37,949	5.56
Other articles . . .	1,636,731,539	3,608,993	1,554,975,505	3,428,721	81,756,034	180,272	5.26

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 41 cents per pound) for letters and post-cards, and 50 centimes per kilogram (about  $4\frac{1}{2}$  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	127,872,239	498,964,843	\$171,546.81
Cunard (New York)	do	63,649,004	267,386,072	87,224.05
Hamburg American	do	14,586,179	65,787,038	20,424.11
Inman and International	do	30,853,049	122,887,567	41,631.84
Liverpool and Great Western	do	16,131,309	73,014,406	22,612.60
White Star	do	20,439,226	76,499,033	27,106.00
General Transatlantic*	do	18,050,760	83,150,450	25,442.94
Anchor	do	171,494	425,200	206.52
Cunard (from Boston)	do	878,650	6,234,153	1,449.48
Netherlands Steam Navigation Company*	do	8,170	2,090	3.24
Red Star	do	8,311	1,845	19.95
Thingvall	do	950	3,575	1.26
American	(1) United States	155	312	.60
Totals		292,649,410	1,194,356,584	397,669.40

\*Settled in in account of balances due foreign countries.

*Transpacific service.*

## VESSELS OF UNITED STATES REGISTER (1).

Name of line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
Oceanic: San Francisco to Australian Colonies*†	3,816,508	8,415	98,064,434	217,555	\$46,000.00
Pacific Mail: San Francisco to Japan, etc.	2,765,063	6,096	27,282,155	60,157	14,567.67
Pacific Mail: Inward	122,508	270	281,298	620	481.83
Totals	6,704,069	14,781	126,227,907	278,332	61,049.50

\* Compensation at \$20.000 per annum, less \$1,000 for each trip performed by a foreign steamer.

† Four trips by foreign vessels under above payments.

## VESSELS OF FOREIGN REGISTER (2).

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Occidental and Oriental: San Francisco to Japan, etc.	8,202,023	34,112,875	\$6,381.84
Occidental and Oriental: Inward	105,593	261,559	127.14
Oceanic: San Francisco to Hawaii direct.	1,093,768	12,495,627	2,261.32
Oceanic: Inward (Australian colonies to San Francisco)*	201,645		268.86
Totals	4,603,020	46,870,061	9,039.16

\* Paid at 2 cents per letter-rate.

*Miscellaneous service.*

## VESSELS OF UNITED STATES REGISTER (1).

Name of line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
Pacific Mail: New York to Colombia, etc.	3,843,055	8,473	69,849,727	154,018	\$25,835.16
Pacific Mail: San Francisco to Colombia	638,905	1,408	4,245,619	9,361	3,001.33
Pacific Mail: Inward service*	1,149*				22.98
Pacific Coast: San Francisco to British Columbia†	378,184	833	7,923,466	17,471	356.30
Pacific Coast: San Francisco to Mexico	106,683	367	2,296,700	5,064	993.20
Oregon Short Line and Utah Northern Railway: San Francisco to Victoria, B. C.†	691,381	1,524			606.25
Clyde: New York to Hayti and San Domingo	261,630	576	3,984,530	8,785	1,625.89
People's: New York to Hayti	3,440	7	57,335	126	23.25
Red "D": New York to Venezuela and Dutch West Indies	1,648,510	3,634	21,067,675	46,454	9,632.27
New York and Cuba Mail: New York to Cuba	126,365	278	645,650	1,423	559.70
New York and Cuba Mail: New York to Mexico	278,330	613	2,477,455	5,462	1,418.98
Morgan: New Orleans to Cuba	28,300	62	66,528	148	111.58
Morgan: New Orleans to Central America	237,303	523	2,486,961	5,483	1,275.90
Morgan: New Orleans to Mexico	8,669	19	6,073	13	31.65
U. S. and Brazil Mail: New York to Brazil, etc.	1,516,725	3,344	24,962,225	55,041	9,754.34
J. J. Philbrick: Key West to Bahamas	5,550	12	5,525	12	20.65
Oteri's Pioneer: New Orleans to Republic of Honduras	22,508	49	213,221	470	117.01
Royal Mail: New Orleans to Central America	762,792	1,682	6,369,657	14,045	3,814.75
Total	10,619,479	23,404	146,658,347	323,374	59,120.09

\* 1,149 letters—not grams.

† Compensation, 1 cent per letter.

# FOREIGN MAILS—STEAMSHIP SERVICE AND COMPENSATION. 991

## VESSELS OF FOREIGN REGISTER (2).

Name of line.	Letters.	Prints.	Compensation.
Red "D": New York to Venezuela, Dutch West Indies, and Colombia.....	<i>Grams.</i> 85, 100	<i>Grams.</i> 527, 215	\$133. 00
Spanish Transatlantic: New York to Cuba, Colombia, and Venezuela.....	38, 335	1, 075, 675	160. 09
Trinidad: New York to Venezuela and Windward Islands.....	178, 510	2, 233, 410	387. 79
J. E. Ward & Co.: New York for Argentine Republic, Uruguay and Paraguay.....	127, 735	2, 507, 380	365. 22
New York and Porto Rico: New York to Porto Rico.....	94, 135	637, 155	154. 26
Earn: Philadelphia to West Indies and South America.....	125, 913	2, 250, 447	338. 68
Booth: New York to Brazil.....	109, 655	877, 925	190. 54
Costa Rica and Honduras: New Orleans to Costa Rica, etc. New Orleans and Central American: New Orleans to Republic of Honduras.....	397, 823	4, 884, 218	855. 23
Red Cross: New York to Brazil.....	35, 588	360, 069	69. 09
Honduras and Central American: New York to Central America.....	108, 479	856, 953	187. 37
Sloman's Brazil: New York to Brazil, etc.....	254, 435	3, 723, 171	604. 82
Atlas: New York to Hayti, Jamaica, etc.....	383, 791	7, 106, 206	1, 049. 00
Anchor: New York to Jamaica, etc.....	1, 146, 370	10, 232, 355	2, 098. 67
Thebaud: New York to Mexico and Venezuela.....	278, 180	3, 449, 835	601. 35
Coleman: Key West to Nassau, Bahamas.....	15, 420	337, 270	47. 42
Winchester & Co.: New York to Brazil, etc.....	7, 039	2, 856	7. 06
Barber & Co.: New York to Brazil, etc.....	83, 847	1, 475, 703	223. 32
Royal Mail: New Orleans to Central America.....	82, 882	1, 917, 974	265. 07
Atlantic and West India: New York to the Windward Islands. Quebec: New York to Bermuda and Windward Islands.....	131, 995	1, 482, 392	270. 43
Hamburg-American: New York to Hayti and Colombia, etc.....	19, 600	151, 140	33. 50
Busk & Jevons: New York to La Plata countries.....	1, 578, 775	18, 416, 230	3, 167. 69
Camors & Co.: New Orleans to Republic of Honduras.....	38, 610	498, 100	85. 33
People's: New York to Hayti.....	20, 410	336, 980	52. 21
Laurus: New York to Porto Rico.....	10, 048	32, 208	12. 80
Lord & Austin: New York to Mexico, etc.....	7, 355	75, 035	15. 30
Headley: New Orleans to Honduras and Colombia.....	163, 235	904, 075	244. 77
Boston, Halifax and Prince Edward's Island: Boston to Nova Scotia.....	2, 420	24, 990	4. 75
Yarmouth: Boston to Nova Scotia.....	39, 532	315, 208	68. 56
Alejandro: San Francisco to Mexico.....	922, 105	.....	723. 50
Oteri: New Orleans to Republic of Honduras.....	553, 885	.....	489. 76
New York and Cuba Mail: New York to Bahamas.....	3, 481	106, 709	13. 68
Royal Dutch West India Mail: New York to Hayti and Windward Islands.....	26, 533	235, 897	48. 66
Total.....	262, 340	3, 121, 040	554. 34
Total.....	177, 565	1, 650, 940	330. 66
Total.....	7, 514, 408	89, 826, 759	13, 798. 90

\*Settled for in account of balances due foreign countries.

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.
North German Lloyd.....	<i>Grams.</i> 10, 759, 743	<i>Grams.</i> 38, 552, 360	\$13, 910. 46
Cunard.....	6, 526, 395	20, 063, 170	8, 234. 07
Inman.....	3, 934, 988	11, 818, 162	4, 937. 72
White Star.....	2, 321, 081	8, 810, 879	3, 090. 09
Liverpool and Great Western.....	2, 143, 619	6, 430, 877	2, 639. 17
Hamburg-American.....	795, 398	2, 711, 274	1, 029. 20
Anchor.....	17, 511	45, 743	21. 31
Total.....	26, 498, 735 =58, 430 lbs.	86, 432, 465 =180, 584 lbs.	33, 912. 02

## MISCELLANEOUS SERVICE.

C.—Statement showing the net weights of the closed-mails of foreign origin forwarded, and the amounts paid by this Department, etc.—Continued.

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
New York and Cuba Mail .....	135,548	2,671,848	388.04
Pacific Mail .....	153,864	1,683,608	310.96
Red "D" Line .....	68,344	765,639	139.83
Quebec Steamship Company .....	13,167	81,456	20.57
Morgan .....	15,200	13,847	18.00
Clyde .....	3,682	75,166	10.81
Atlas .....	8,613	17,625	10.01
Hamburg American .....	3,426	23,620	5.58
Honduras and Central American .....	2,518	5,201	2.94
Anchor .....	1,451	13,950	2.74
United States and Brazil Mail .....	1,253	1,393	1.34
Christali's Line .....	623	2,412	.83
Royal Dutch West India Mail .....	5,360	56,850	10.66
Total .....	413,049 =911 lbs.	5,412,615 =11,935 lbs	920.90

\* Settled for in account of balances due foreign countries.

## 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 Transatlantic Line from New York to Havre .....	\$25,442.94
To Belgium, for services of steamers of the Red Star Line from New York and Philadelphia to Antwerp .....	19.95
To the Netherlands, for services of steamers of the Netherlands Steam Navigation Company from New York to Amsterdam and Rotterdam .....	3.24
To the Bahamas, for services of steamers of the New York and Cuba Mail Steamship Company from New York to Nassau, N. P. ....	554.34
And also paid to the Panama Railway Company for transporting by railway, from Colon to Panama, the United States mails for the West Coast of Central and South America .....	11,113.39
Amounted to \$551,790.44, distributed as follows:	
Transatlantic service .....	397,669.40
Transpacific:	
Vessels of United States register .....	\$61,049.50
Vessels of foreign register .....	9,039.16
	70,088.66
Miscellaneous service (Canada, Mexico, Central and South America, and the West India Islands):	
Vessels of United States register .....	\$59,120.09
Vessels of foreign register .....	13,798.90
	72,918.99
The Panama Railway Company .....	11,113.39
	\$551,790.44

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.....	\$34, 832. 92
Amount paid to foreign countries for the intermediary transit of closed mails of United States origin.....	102, 107. 55
And for open-mail matter of United States origin.....	28, 901. 75
The expense of the United States postal agency at Shanghai.....	1, 953. 10
And this Department's share of maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal l'Union Postale.....	713. 14
<b>Making the aggregate cost of the service.....</b>	<b>\$720, 298. 90</b>
From this aggregate must be deducted the amount received by this Department for the intermediary transit of closed-mails of foreign origin (including \$54,963.19 received for the transcontinental transportation between New York and San Francisco, of closed-mails passing between Great Britain and the Australasian colonies).....	\$110, 870. 48
For the intermediary transit of open-mail matter of foreign origin.....	35, 301. 74
And the amount collected as box-rents at the United States postal agency at Shanghai.....	244. 00
	<b>146, 416. 22</b>
<b>Leaving the actual net cost of the service.....</b>	<b>\$573, 882. 68</b>

From the postmasters' reports which form the basis of Table D, it appears that of the aggregate sum of \$2,655,108.69 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 articles exchanged with foreign countries, *other than Canada and Mexico*, amounted to \$2,015,699.97, or nearly four times the net cost of the service, *exclusive* of the cost of transporting the articles between the United States *exchange* post-offices and the United States post-offices at which they were mailed or delivered.

The amount of postage estimated to have been collected during the year, as above stated, is *only an estimate*, but it is based upon the amount actually collected on articles exchanged during the first seven days of October and April last, and consequently may be accepted as approximately correct; so that it may safely be assumed that, even after adding the expense of transporting the articles between the United States exchange offices and the offices of mailing or delivery in this country, of which this Office has no data upon which to base an intelligent estimate, the postage collected in the United States largely exceeds the gross expense incurred by this Department in connection with the mails exchanged with foreign countries.

#### ESTIMATE FOR THE FISCAL YEAR 1891-'92.

The amounts estimated as necessary to be appropriated for the fiscal year ending June 30, 1892, 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, including casualties.....	\$710, 000. 00
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 (L'Union Postal) of that Bureau, and for contingencies.....	160, 000. 00
For the expense of maintaining international sea post-offices on steamers plying between New York and Bremen and Hamburg via England..	42, 990. 00
	<b>\$912, 990. 00</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, 1889, as follows, viz:

Paid to vessels of United States register during 1889.....	\$109,829.14	
Paid to vessels of United States register during 1890.....	120,170.19	
Increase (9.42 per cent.) during 1890.....	10,341.05	
Cost, at the same rate of increase, for the year 1891.....	131,490.22	
Cost, at the same rate of increase, for the year 1892.....		\$143,876.60
Paid to vessels of foreign register during 1889.....	386,582.51	
Paid to vessels of foreign register during 1890.....	420,506.86	
Increase (8.77 per cent.) during 1890.....	33,924.35	
Cost, at the same rate of increase, for the year 1891.....	457,385.31	
Cost, at the same rate of increase, for the year 1892.....		497,496.00
Cost on transporting foreign closed-mails during 1889.....	30,144.38	
Cost of transporting foreign closed-mails during 1890.....	34,832.92	
Increase (15.55 per cent.) during 1890.....	4,683.54	
Cost, at the same rate of increase, for the year 1891.....	40,249.44	
Cost, at the same rate of increase, for the year 1892.....		46,508.23
Paid Panama Railroad Company during 1889.....	8,989.49	
Paid Panama Railroad Company during 1890.....	11,113.39	
Increase (23.63 per cent.) during 1890.....	2,123.90	
Cost, at the same rate of increase, for the year 1891.....	13,739.48	
Cost, at the same rate of increase, for the year 1892.....		16,986.12
Cost of the postal agency at Shanghai during 1889.....	1,911.84	
Cost of the postal agency at Shanghai during 1890.....	1,953.10	
Increase (2.16 per cent.) during 1890.....	41.26	
Cost, at the same rate of increase, for the year 1891.....	1,995.29	
Cost, at the same rate of increase, for the year 1892.....		2,036.39
For contingencies, including casualties.....		3,092.66
Total on account of transportation of mails.....		\$710,000.00
The "balances due foreign countries" are for expenses incurred in the intermediary transportation of international mails, and are determined by statistics taken during a period of twenty-eight days once every three years. The expenses for the fiscal year ending June 30, 1892, will be determined by the statistics taken in May, 1890; but as those statistics have not yet been tabulated, and cannot be until returns have been received from all the countries interested, the statistics of November, 1887, have been taken as a basis for this estimate; and upon the assumption that the expenses of intermediary transportation have increased in the same ratio as the expense for the sea conveyance of the United States mails, it is found that the annual charge against this Department will probably be.....		
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 L'Union Postale.....	1,000.00	
For contingencies, including casualties.....	3,000.00	
Total on account of balances due foreign countries.....		\$160,000.00
The estimate for sea post-offices is based upon the assumption that the steamers having post-offices on board will make 140 round trips during the year, and that the offices will require at least 15 employés in the aggregate. The expense of transporting each of these 15 employés will be \$178.50 per round trip.....		
And the salaries of the employés are estimated at \$1,200 each per annum.....	\$24,990.00	
	18,000.00	
		42,990.00
Total estimate.....		\$912,990.00

The particulars given in the following statement (D) are based upon the actual operations of the United States exchange post-offices during one week in the months of October, 1889, and April, 1890, respectively; the figures in the statement being obtained by multiplying the results of each week's operations by 26 to find the operations of 52 weeks, or one year.

The data thus obtained can not be considered as accurate; but it may be assumed to be approximately correct, and furnishes the only information attainable relative to the amount collected as United States postage on the articles contained in the mails for and from foreign countries. It should be borne in mind, however, that the articles sent to and received from Canada and Mexico overland and the postage collected thereon are embraced in the figures given in Statement D, while the weights of the mails dispatched and the cost of the service as heretofore stated do not include the weights of those overland mails nor the cost of their overland transportation.

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, 1890, based upon the count of such matter exchanged during seven days of October, 1889, and seven days of April, 1890, as made at United States exchanging post-offices pursuant to the Postmaster-General's order of September 11, 1885; and the amount of postage estimated to have been received thereon.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.
Prepaid letters.....	46,641,574	44,513,146	91,154,720	2,128,428	
Unpaid and short-paid letters.....	1,000,046	2,303,426	3,303,472		1,297,380
Postal cards.....	1,918,362	1,923,984	3,842,346		5,622
Postal cards with paid reply.....		5,876	5,876		
Articles of printed matter.....	42,175,336	47,203,928	89,379,264		5,028,592
Commercial papers.....	19,292	37,440	56,732		18,148
Packages of samples of merchandise.....	523,828	665,716	1,189,544		141,888
Letters free of postage.....	141,160	104,964	246,124	36,196	
Other articles free of postage.....	10,698	5,278	15,976	4,820	
Registered letters.....	800,642	918,452	1,719,094		117,810
Other articles registered.....	62,630	432,582	495,212		369,952
Total.....	93,298,968	98,114,792	191,413,760		
Demands for return receipts.....	26,334	30,652	56,986		4,318
Postage prepaid on letters.....	\$1,917,792.16		\$1,917,792.16		
Postage prepaid on postal cards.....	23,640.83		23,640.83		
Postage prepaid on other articles.....	482,010.28		482,010.28		
Postage due on letters.....	51,734.14	\$230,259.76	281,993.90		\$178,525.62
Postage due on other articles.....	3,144.63	1,405.66	4,550.29	\$1,738.97	

The mails for transatlantic destinations have been assigned to steamers for their conveyance upon the plan that has been in vogue for many years; that is to say, in the case of two steamers leaving New York for Great Britain at about the same time the mails have been assigned invariably to the steamer which, according to the record of its three voyages just preceding the assignment, delivered the mails in the shortest time in 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 termination 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.

The following Table (E) shows the average time occupied in the transit of the mails from New York to London and Paris, respectively:

*E.—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 transatlantic steamship companies in conveying the United States mails from New York to London and to Paris during the fiscal year ended June 30, 1890, 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.	Quick-est trip.
		Hours.		Hours.		Hours.		Hours.		Hours.	
Hamburg-American (New York to London via Plymouth and Southampton):											
Colombia	2	179.5	2	178.0			3	177.0	7	178.0	175.2
Normannia							1	181.1	1	181.1	181.1
Augusta-Victoria	3	185.9	2	188.0			3	184.8	8	186.0	183.1
Hammonia	1	235.5		232.8					3	233.7	227.0
Wieland			1	250.5					1	250.5	250.5
Gellert	1	261.1							1	261.1	261.1
Inman (New York to London via Queenstown):											
City of Paris	3	180.7	4	174.7	2	188.9			9	179.9	173.0
City of New York	2	180.3	2	190.0			2	182.6	6	184.3	182.1
City of Berlin	1	251.5							1	251.5	251.5
City of Richmond							1	255.3	1	255.3	255.3
City of Chicago	1	252.2			2	252.8	2	269.6	5	259.4	248.0
White Star (New York to London via Queenstown):											
Teutonic	1	180.3	2	187.8	1	183.9	4	184.3	8	185.4	176.8
Majestic							3	188.9	3	188.9	183.5
Germanic	3	219.3	3	214.4	3	215.2	1	214.7	10	216.1	206.6
Britannic					1	219.4	2	216.0	3	217.1	215.3
Adriatic	1	238.2	2	227.1	3	241.2	1	250.1	7	238.0	222.2
Celtic	2	249.9			2	256.4			4	243.1	232.0
North German Lloyd (New York to London via Southampton):											
Lahn	3	186.8	4	181.2	2	190.2	3	188.0	12	185.8	179.7
Trave	3	194.8	3	197.2	2	199.9	4	198.8	12	197.6	193.1
Saale	3	198.3	3	202.8	3	204.1	3	202.6	12	201.9	193.5
Aller	3	204.4	3	199.4	3	204.2	8	202.7	12	202.7	194.9
Eider	3	202.5	2	209.8	3	208.0	3	208.2	11	206.9	198.4
Fuhla	3	203.0	2	208.3	3	210.4	3	209.3	11	207.7	200.4
Werra	3	201.7	3	205.5	3	213.8	3	209.0	12	208.3	199.7
Emu	3	204.7	3	208.2	2	212.0	3	211.1	11	208.7	204.0
Elbe	3	213.7	1	214.5			4	217.6	8	216.7	210.7
Kaiser Wilhelm II	1	218.6							1	218.6	218.6
Cunard (New York to London via Queenstown):											
Etruria	3	187.9	3	187.9	2	185.4	3	187.8	11	187.4	178.8
Umbria	4	192.6	3	196.8	2	198.3	5	189.0	12	193.7	179.9
Aurania	3	210.5	3	206.1	2	207.3	3	207.5	11	207.0	203.4
Servia	3	213.3	4	207.7	2	212.0	3	215.5	12	211.8	202.1
Gallia	2	238.8	1	217.3	3	238.8			6	235.2	217.3
Bohnia					2	257.8			2	257.8	256.2
Anchor (New York to London via Queenstown):											
City of Rome	3	207.1					1	203.0	4	206.1	203.0
Guion (New York to London via Queenstown):											
Alaska	2	208.0	3	201.0			2	214.7	7	207.1	185.7
Arizona	3	221.2	2	223.7			1	222.0	6	222.2	209.7
Nevada					1	256.4			1	256.4	256.4
Wisconsin	1	264.9			1	264.4			2	264.6	264.4
General Transatlantic (New York to Paris via Havre):											
La Bretagne	3	203.8	3	207.6	2	205.0	3	206.8	11	205.0	197.7
La Bourgogne	2	197.9	3	208.1	1	212.7	1	228.2	7	208.7	197.8
La Gascogne	3	209.0	3	218.9	3	224.7	3	220.7	12	218.3	200.7
La Champagne	3	213.0	3	208.3	4	223.9	2	247.3	12	221.2	198.7
La Normandie	2	224.3	1	225.2	3	231.3	4	221.3	10	225.1	216.2

## THE UNIVERSAL POSTAL UNION.

The limits of the Union have not been extended during the year. The relations of the United States with certain countries of the Union have, however, been modified in certain respects, viz:

The limits for "samples of merchandise" for Italy have been increased from 8½ to 12 ounces in weight, and from 8 by 4 by 2 inches to 12 by 8 by 4 inches in size. Brazil, Montenegro, Canada, the Republic of Honduras, and Costa Rica have consented to admit "samples of liquids" to the mails exchanged with the United States, such samples having been previously excluded from the mails to and from those countries; and provision has been made whereby "queen bees" may now be sent by mail to many foreign countries.

Notice has been received that the Fourth International Postal Congress will assemble in Vienna on the 20th of May, 1891. In this congress, whose duty it is to revise the existing convention of the Universal Postal Union and the regulations for its execution, 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 Post-Office Department for the fiscal year ending June 30, 1890.

## PARCELS-POST.

The parcels-post service has been extended by means of conventions, similar to those now in force with other countries, concluded with Costa Rica, which went into operation on the 30th of April last; and with the Danish West India Islands (St. Thomas, St. Croix, and St. John) to go into operation on the 5th of January next.

## SEA POST-OFFICES.

Attention having been directed to the advantages to accrue in point of expediting the dispatch and delivery of correspondence by adopting the practice of distributing the mails for and from foreign countries on board the conveying steamers while in transit, correspondence has been had with the postal administrations of Great Britain, Germany, and France, looking to the establishment of international sea post-offices on the principal lines of transatlantic steamers; and in continuation of the correspondence, Mr. William Potter, of the city of Philadelphia, was authorized to present the subject, in personal interviews, to the Postmaster-General of Great Britain and the Directors-General of posts of Germany and France. The result is that, while the postal administrations of Great Britain and France have declined to enter into the arrangement, for the reason that no material advantage would inure in those countries, because the mails are distributed in railway post-offices between the ports of landing and the offices of London and Paris, respectively, the German postal administration has entered heartily into the scheme, and negotiations relative to the details of the arrangement are now pending, which give promise of seeing the service inaugurated at an early day on the steamers plying between New York and Bremen and Hamburg, via Southampton. Mr. Potter is entitled to the thanks of the Department for his successful efforts in bringing about this great improvement in the service, he having neither asked nor received any compensation whatever, not even to the amount of his actual and necessary traveling expenses.

The authority for inaugurating the service and a sum estimated as necessary to defray its cost are provided in "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1891."

#### MAILS FOR BRAZIL.

There has been no change in the mail service with Brazil, the service remaining in the condition described in the last annual report of this Office.

#### THE AUSTRALIAN COLONIES.

Mail communication with the Australian colonies has been maintained, as heretofore, by means of the vessels of the Oceanic Steamship Company under contract with the Government of New Zealand, plying between San Francisco and Auckland and Sydney regularly once every four weeks, the compensation allowed by this Department being the entire amount of the postage collected on the mails dispatched from the United States when the mails are conveyed in steamers of United States registry.

The existing contract between the New Zealand Government and the steamship company will expire in November, 1890, and the New Zealand Government notified this Department that it would not be renewed unless the United States would consent to contribute a substantial share of any subsidy to be paid hereafter for the maintenance of the service.

In reply, the New Zealand Government was informed that the statutes now in force prevent any agreement, at this time, to pay more than the whole amount of the United States postage collected on the mails conveyed; but that that sum would be allowed and paid provided the service should be performed by steamers of United States register.

A final reply has not been received from the New Zealand Government, but arrangements have been made with the Oceanic Steamship Company to continue the service temporarily, in case of the failure of New Zealand to renew the contract, pending decisive action upon the bills now before Congress in favor of American shipping.

The colonies of New Zealand, New South Wales, Queensland, and Victoria have each given the six months' notice provided for in the existing postal conventions that they desire to terminate said conventions, and negotiations have been entered into looking to the conclusion of new conventions with those colonies upon a more liberal basis.

#### GENERAL OBSERVATIONS.

The remarks in my last report upon the Transatlantic and Transpacific Service, and the service with Central and South America, and the West Indies, as well as to the necessity for increased facilities at the post-offices in New York and San Francisco, apply with equal force to the condition of affairs during the year just closed; and the suggestions therein made are renewed, especially that calling attention to the desirability of providing for the issue of an international postal card with paid reply.

In view of the agitation of the question of reducing the rate of postage applicable to letters for foreign countries, it may be well to call attention to the facts (1) that under the laws now in force a letter may be sent from any post-office in the United States to any place upon the

continent of North America—from the northern boundary of the British possessions to the southern boundary of Mexico—at the rate of 2 cents per ounce, and to any place embraced in the Universal Postal Union at the rate of 5 cents per one-half ounce, an example of liberality in the matter of postage rates that is not equalled by any other country of the world; and (2) that any reduction of the rate of postage on letters for foreign countries would reduce, in the same proportion, the amounts now allowed by law to be paid to vessels of United States register for the sea-conveyance of the mails from the United States for those countries.

I append hereto statistics showing the number of post-offices and employes; proportion of post-offices to area and population; length of mail routes and number of miles traveled annually thereon; number of articles received and dispatched in international mails and by parcels-post; postal revenues, and subsidies paid to steam-ship companies, relating to various countries of the Postal Union during the year 1888, which have been collated 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 Costa Rica and the Danish West India Islands, which have been concluded during this year.

For reasons with which you are perfectly familiar, it has been impossible for me to give that thought and attention to the *improvement* of the service which would have been devoted to it by a superintendent who could leave to his chief clerk the care of the details of the ordinary office work; but with the cheerful and intelligent aid of the clerks in the office it has been possible to dispatch the business without extraordinary delay, so that I am able to report that the fiscal year closed without any considerable amount of unfinished business awaiting attention.

N. M. BROOKS,

*Acting Superintendent of Foreign Mails.*

The POSTMASTER-GENERAL.

# APPENDIX.

## INTERNATIONAL POSTAL STATISTICS FOR THE YEAR 1893.

[From "General Statistics of the Postal Service," published by the International Bureau, Berne Switzerland, 1890.]

*Number of post-offices, and officers and employes.*

Countries.	Post-offices.		Officers and employes.		Countries.	Post-offices.		Officers and employes.	
	Rank	Number.	Rank	Number.		Rank	Number.	Rank	Number.
United States .....	1	58,369	3	90,388	Argentina Republic	18	1,152	19	3,487
Germany .....	2	20,656	2	105,804	Belgium .....	19	841	15	5,290
Great Britain .....	3	17,829	1	108,561	Denmark .....	20	782	18	4,338
British India .....	4	8,546	6	28,663	Chili .....	21	497	22	1,272
Canada .....	5	7,752	9	13,652	Uruguay .....	22	488	25	588
France .....	6	7,412	4	64,342	Roumania .....	23	837	21	1,616
Russia .....	7	5,881	5	45,735	Greece .....	24	249	26	585
Italy .....	8	5,333	8	23,992	Egypt .....	25	171	24	829
Austria .....	9	4,589	7	28,442	Bulgaria .....	26	116	23	921
Hungary .....	10	4,307	10	12,809	Servia .....	27	91	27	585
Japan .....	11	3,710	11	12,158	Tunis .....	28	78	-----	-----
Switzerland .....	12	3,156	13	7,757	Siam .....	29	76	29	268
Spain .....	13	2,875	12	10,113	Luxemburg .....	30	69	28	261
Sweden .....	14	2,281	16	4,684	Hawaii .....	31	54	31	65
Portugal .....	15	1,942	17	4,669	San Domingo .....	32	46	30	142
Norway .....	16	1,336	20	1,869	Paraguay .....	33	36	32	63
Netherlands .....	17	1,265	14	5,404	Congo .....	34	9	33	20

*Proportion of post offices to area and population.*

Proportion of post-offices to area.			Proportion of post-offices to population.		
	Countries.	Square miles to each post-office.		Countries.	Population to each post-office.
1	Great Britain .....	6.8	1	Canada .....	558
2	Germany .....	10	2	United States .....	859
3	Netherlands .....	19	3	Switzerland .....	929
4	Belgium .....	13	4	Uruguay .....	1,334
5	Luxemburg .....	14.4	5	Norway .....	1,490
6	Portugal .....	18.3	6	Hawaii .....	1,492
7	Denmark .....	19.5	7	Great Britain .....	2,165
8	Italy .....	21.4	8	Sweden .....	2,128
9	Austria .....	25.3	9	Germany .....	2,270
10	Hungary .....	28.7	10	Portugal .....	2,343
11	Japan .....	39.7	11	Denmark .....	2,533
12	Switzerland .....	50.6	12	Argentina Republic .....	2,946
13	France .....	58.6	13	Luxemburg .....	3,091
14	Spain .....	67.6	14	Netherlands .....	3,563
15	United States .....	68.3	15	Hungary .....	3,655
16	Sweden .....	74.6	16	Austria .....	4,863
17	Norway .....	91.7	17	Italy .....	5,438
18	Greece .....	98.2	18	France .....	5,691
19	British India .....	105.9	19	Spain .....	6,119
20	Hawaii .....	120.7	20	Chili .....	6,282
21	Uruguay .....	147	21	Belgium .....	7,170

*Proportion of post-offices to area and population—Continued.*

Proportion of post-offices to area.			Proportion of post-offices to population.		
	Countries.	Square miles to each post-office.		Countries.	Population to each post-office.
22	Roumania.....	182.7	22	Greece.....	8,388
23	Servia.....	205.3	23	San Domingo.....	8,696
24	Bulgaria.....	324.7	24	Paraguay.....	9,722
25	Canada.....	443	25	Japan.....	10,542
26	San Domingo.....	446	26	Roumania.....	14,955
27	Tunis.....	468.4	27	Russia.....	17,405
28	Chili.....	565.3	28	Servia.....	22,143
29	Argentine Republic.....	9,966.2	29	Tunis.....	23,077
30	Russia.....	1,452.9	30	Bulgaria.....	27,188
31	Paraguay.....	2,003	31	British India.....	29,742
32	Siam.....	3,678.4	32	Egypt.....	39,803
33	Egypt.....	12,510.8	33	Siam.....	78,947
34	Congo.....	115,358	34	Congo.....	4,444,444

*Length of postal routes.*

Countries.	Railroads.		All other routes.		Countries.	Railroads.		All other routes.	
	Rank.	Miles.	Rank.	Miles.		Rank.	Miles.	Rank.	Miles.
United States .....	1	144,557	1	261,792	Chili .....	17	1,675	14	20,749
Germany .....	2	24,522	4	63,477	Roumania .....	18	1,543	30	1,050
France .....	3	22,488	10	35,253	Portugal .....	19	1,414	18	9,130
Russia .....	4	18,545	2	114,592	Denmark .....	20	1,312	20	6,815
British India .....	5	14,042	3	88,955	Norway .....	21	986	12	23,890
Argentine Republic .....	6	12,500	16	12,209	Japan .....	22	730	6	43,929
Austria .....	7	12,032	8	36,844	Bulgaria .....	23	433	23	2,458
Canada .....	8	11,315	5	45,249	Uruguay .....	24	404	19	8,348
Italy .....	9	8,731	9	36,511	Greece .....	25	382	27	1,711
Hungary .....	10	6,575	11	31,357	Servia .....	26	321	28	1,646
Spain .....	11	5,957	7	39,478	Luxemburg .....	27	219	32	180
Sweden .....	12	4,609	13	22,280	Tunis .....	28	141	29	1,531
Netherlands .....	13	2,865	17	11,599	San Domingo .....	29	82	15	15,719
Belgium .....	14	2,779	31	975	Paraguay .....	30	49	26	1,825
Switzerland .....	15	1,899	21	3,614	Siam .....	.....	.....	22	2,603
Egypt .....	16	1,850	25	2,010	Congo .....	.....	.....	24	2,100

*Annual transportation.*

Countries.	On railroads.		On all other routes.		Countries.	On railroads.		On all other routes.	
	Rank.	Miles.	Rank.	Miles.		Rank.	Miles.	Rank.	Miles.
United States...	1	186,575,384	1	102,488,073	Roumania.....	17	1,007,852	28	375,639
Germany.....	2	89,268,089	3	52,039,882	Egypt.....	18	1,700,034	29	322,028
France.....	3	60,327,565	4	33,620,765	Japan.....	19	1,623,112	5	27,960,773
Belgium.....	4	28,823,488	21	1,490,792	Chili.....	20	1,494,217	18	1,954,863
Austria.....	5	23,937,216	7	23,686,543	Portugal.....	21	1,445,481	14	5,113,045
Russia.....	6	19,302,112	6	24,728,788	Norway.....	22	1,216,461	16	2,865,568
British India.....	7	14,927,782	2	56,756,692	Luxemburg.....	23	558,222	31	180,074
Canada.....	8	11,598,217	11	13,193,942	Greece.....	24	555,712	26	462,889
Hungary.....	9	11,518,901	10	15,315,536	Uruguay.....	25	297,922	22	1,288,075
Sweden.....	10	8,023,299	12	7,146,799	Bulgaria.....	26	250,200	23	663,822
Spain.....	11	7,734,259	9	17,200,503	Servia.....	27	250,000	19	1,718,750
Italy.....	12	6,373,812	8	22,852,617	Tunis.....	28	92,700	24	502,500
Netherlands.....	13	4,371,565	13	7,014,766	Paraguay.....	29	35,077	30	206,022
Switzerland.....	14	4,387,621	15	4,061,807	San Domingo.....	30	28,240	25	475,904
Denmark.....	15	3,244,032	20	1,538,281	Siam.....	.....	.....	27	394,868
Argentine Republic.....	16	3,125,000	17	2,643,878	Congo.....	.....	.....	32	12,800

*Number of articles of mail matter received and dispatched in the international mails.*

## RECEIVED.

Countries.	Letters.		Postal-cards.		Prints and commercial papers.		Samples.	
	Rank.	Number.	Rank.	Number.	Rank.	Number.	Rank.	Number.
Germany .....	1	58,428,200	1	9,078,800	2	20,415,030	1	2,856,920
France .....	2	39,002,255	8	1,778,860	3	19,621,132	3	1,348,691
United States .....	3	38,451,364	5	1,840,008	1	35,341,146	4	868,042
Austria .....	4	32,588,070	3	8,451,320	8	7,193,980	2	1,645,590
Hungary .....	5	17,582,620	2	7,486,400	10	4,771,580	5	633,480
Italy .....	6	13,434,320	10	1,559,304	4	7,850,594	9	453,368
Switzerland .....	7	12,887,621	4	2,420,685	6	7,453,641	6	692,602
Belgium .....	8	12,800,184	9	1,715,220	5	7,703,644	7	668,994
Russia .....	9	10,368,785	6	1,788,272	11	4,627,452	10	404,548
Netherlands .....	10	8,440,866	7	1,780,271	13	3,960,756	8	548,166
Argentine Republic .....	11	6,131,605	23	22,583	12	3,990,694	17	90,131
Sweden .....	12	5,960,167	13	326,748	17	1,802,063	13	235,177
Spain .....	13	5,918,828	17	110,718	7	7,183,818	12	271,888
British India .....	14	4,409,978			9	6,208,197		
Denmark .....	15	3,719,136	12	473,772	22	1,109,162	14	230,672
Norway .....	16	3,217,760	15	196,092	15	2,076,059	16	104,399
Roumania .....	17	2,248,325	11	568,816	18	1,773,914	11	340,686
Portugal .....	18	1,903,833	20	43,801	16	1,877,061	15	117,544
Egypt .....	19	1,868,000	22	87,000	19	1,460,000	19	38,080
Greece .....	20	1,235,916	21	40,485	20	1,228,617	20	33,978
Tunis .....	21	1,154,564	24	12,420	27	293,568	22	23,354
Luxemburg .....	22	1,070,700	14	190,092	24	613,800	21	31,620
Uruguay .....	23	925,179	26	5,230	14	2,047,918	25	11,744
Servia .....	24	868,741	16	124,494	26	340,415	18	84,115
Bulgaria .....	25	614,604	19	44,460	23	694,694	23	16,368
Japan .....	26	593,164	18	57,993	25	510,406	24	15,717
Chili .....	27	439,439	25	5,381	21	1,160,694	26	10,686
Hawaii .....	28	172,065			28	259,613		
Siam .....	29	87,902	27	3,629	30	90,174	27	8,843
Paraguay .....	30	67,681	28	703	29	112,730	29	620
San Domingo .....	31	56,149	29		31	51,174	28	1,282
Congo .....	32	16,272	30	316	32	15,352	30	29

## DISPATCHED.

Germany .....	1	59,153,710	1	9,821,000	3	23,383,690	2	2,247,820
United States .....	2	43,510,036	7	1,860,924	1	43,331,976	9	375,698
France .....	3	42,524,570	9	1,722,788	2	40,311,324	1	2,960,826
Austria .....	4	35,660,030	3	7,630,630	5	7,749,670	3	1,720,830
Hungary .....	5	19,496,000	2	7,752,020	11	2,631,660	6	711,890
Belgium .....	6	13,065,347	5	2,557,126	6	7,485,179	5	719,953
Italy .....	7	12,007,358	6	2,132,000	7	5,860,624	11	351,740
Switzerland .....	8	11,449,282	4	3,268,486	8	5,190,929	7	491,969
Russia .....	9	9,995,687	10	1,487,593	9	2,904,521	8	434,230
Netherlands .....	10	8,717,880	8	1,825,586	10	2,878,272	4	778,058
Spain .....	11	6,015,633	16	101,149	4	8,081,112	12	263,754
Sweden .....	12	5,430,603	14	314,996	19	613,473	18	33,345
British India .....	13	4,465,952			13	1,495,900		
Denmark .....	14	3,315,416	12	550,272	18	625,626	13	84,256
Argentine Republic .....	15	2,782,487	24	14,473	16	1,041,802	24	4,776
Norway .....	16	2,603,861	15	171,899	21	477,269	22	13,260
Roumania .....	17	2,499,372	11	855,556	17	804,013	10	364,774
Portugal .....	18	2,140,638	17	82,195	15	1,074,753	15	65,958
Egypt .....	19	1,469,000	19	54,300	23	304,500	16	60,000
Greece .....	20	1,041,001	21	40,027	12	1,591,500	21	13,923
Japan .....	21	1,024,439	22	33,111	24	299,572	14	73,255
Tunis .....	22	995,184	23	19,476	26	111,970	17	38,396
Luxemburg .....	23	901,720	13	347,100	22	382,650	19	19,020
Uruguay .....	24	818,654	26	3,766	14	1,124,979	25	1,955
Servia .....	25	707,914	18	56,518	25	108,107	20	15,671
Chili .....	26	455,934	25	5,987	20	543,421	26	1,712
Bulgaria .....	27	429,082	20	51,336	27	82,980	23	12,950
Hawaii .....	28	175,042			28	50,552		
Siam .....	29	167,265	27	2,626	30	12,772	27	1,438
Paraguay .....	30	62,667	29	850	29	27,099	28	222
San Domingo .....	31	46,688	30	285	31	18,955	29	123
Congo .....	32	13,148	28	2,212	32	1,900	30	32

*Parcels post.*

Countries.	Parcels received.		Parcels dispatched.		Countries.	Parcels received.		Parcels dispatched.	
	Rank.	Number.	Rank.	Number.		Rank.	Number.	Rank.	Number.
Hungary.....	1	3,379,180	4	1,378,080	Servia.....	14	80,829	17	11,574
Germany.....	2	2,599,720	1	4,068,568	Sweden.....	15	78,080	14	25,889
Austria.....	3	2,308,630	2	2,017,880	Luxemburg....	16	74,928	13	48,405
Switzerland....	4	1,414,748	5	858,769	Portugal.....	17	67,466	19	5,735
France.....	5	1,266,393	3	1,786,616	Norway.....	18	57,565	18	11,323
Italy.....	6	606,443	6	270,425	Egypt.....	19	36,534	16	20,766
Belgium.....	7	409,974	7	285,705	Japan.....	20	28,679	.....	.....
Denmark.....	8	347,362	10	58,729	Bulgaria.....	21	20,368	20	3,386
Netherlands....	9	239,320	8	104,787	Argentine Re- public.....	22	4,410	21	1,004
Spain.....	10	179,729	9	61,197	Chili.....	23	377	22	288
Russia.....	11	126,067	12	49,124	Congo.....	24	280	23	76
Roumania.....	12	105,169	15	21,374	Siam.....	25	41	24	16
British India..	13	105,070	11	53,722					

*Postal income and expenditure.*

Rank.	Countries.	Income.	Rank.	Countries.	Expenditure.
1	Germany.....	\$54,764,359.34	1	United States.....	\$56,468,315.21
2	United States.....	52,695,190.20	2	Germany.....	47,419,355.08
3	Great Britain.....	43,920,898.20	3	Great Britain.....	29,253,502.15
4	France.....	35,724,815.39	4	France.....	25,997,004.64
5	Russia.....	14,525,012.67	5	Russia.....	17,714,849.31
6	Austria.....	13,309,415.58	6	Austria.....	11,548,690.35
7	Italy.....	8,489,704.80	7	Italy.....	7,135,087.50
8	British India.....	6,106,778.62	8	British India.....	5,562,830.31
9	Hungary.....	5,919,342.32	9	Hungary.....	4,485,817.15
10	Switzerland.....	4,167,223.56	10	Switzerland.....	3,828,651.56
11	Spain.....	3,810,468.55	11	Canada.....	3,710,990.68
12	Belgium.....	2,992,122.34	12	Japan.....	2,648,794.72
13	Canada.....	2,975,441.16	13	Spain.....	2,389,375.97
14	Netherlands.....	2,510,493.61	14	Netherlands.....	1,952,963.66
15	Japan.....	2,073,013.13	15	Belgium.....	1,923,558.50
16	Sweden.....	1,833,289.24	16	Sweden.....	1,223,602.42
17	Denmark.....	1,328,192.51	17	Denmark.....	1,279,415.59
18	Argentine Republic.....	990,604.88	18	Portugal.....	981,767.83
19	Portugal.....	951,048.04	19	Norway.....	671,004.09
20	Roumania.....	944,449.31	20	Roumania.....	624,741.72
21	Norway.....	662,371.56	21	Chili.....	608,093.65
22	Egypt.....	571,791.08	22	Argentine Republic.....	488,212.80
23	Chili.....	491,196.69	23	Egypt.....	469,221.00
24	Bulgaria.....	371,466.67	24	Bulgaria.....	438,024.81
25	Greece.....	230,428.57	25	Greece.....	231,305.22
26	Uruguay.....	204,573.11	26	Uruguay.....	216,405.20
27	Tunis.....	122,579.95	27	Tunis.....	127,390.30
28	Luxemburg.....	106,593.66	28	Luxemburg.....	104,487.84
29	Servia.....	90,696.09	29	Servia.....	99,785.55
30	San Domingo.....	21,351.12	30	Siam.....	32,229.55
31	Siam.....	12,225.93	31	Paraguay.....	19,044.08
32	Paraguay.....	11,944.00	32	San Domingo.....	18,279.61
33	Congo.....	5,007.68			

*Postal surplus and deficiency.*

Rank.	Countries.	Surplus.	Rank.	Countries.	Deficiency.
1	Great Britain .....	\$14,667,291.05	1	United States .....	\$3,773,125.01
2	France .....	9,726,910.75	2	Russia .....	3,189,696.64
3	Germany .....	7,345,004.26	3	Canada .....	735,459.32
4	Austria .....	1,769,815.23	4	Japan .....	375,090.59
5	Hungary .....	1,433,628.17	5	Bulgaria .....	167,558.14
6	Spain .....	1,421,092.58	6	Chili .....	116,896.96
7	Italy .....	1,354,617.30	7	Portugal .....	30,719.79
8	Belgium .....	1,068,563.84	8	Uruguay .....	11,532.09
9	Netherlands .....	557,530.55	9	Siam .....	10,003.62
10	British India .....	543,948.31	10	Norway .....	9,532.53
11	Argentine Republic .....	502,412.08	11	Servia .....	9,089.46
12	Switzerland .....	338,572.00	12	Paraguay .....	7,100.06
13	Roumania .....	319,707.59	13	Tunis .....	4,819.35
14	Egypt .....	102,570.08	14	Greece .....	576.65
15	Denmark .....	48,776.92			
16	Sweden .....	9,680.82			
17	San Domingo .....	3,071.51			
18	Luxemburg .....	2,106.32			

*Subsidies paid to steam-ship companies.*

Rank.	Countries.	Subsidies.	Rank.	Countries.	Subsidies.
1	France .....	\$4,944,929.60	8	Greece .....	105,185.00
2	Great Britain .....	3,025,361.45	9	Chili .....	43,250.00
3	Italy .....	1,743,089.82	10	Denmark .....	40,443.74
4	Spain .....	991,679.02	11	Japan .....	21,463.88
5	British India .....	280,045.89	12	Roumania .....	847.65
6	Belgium .....	149,078.96	13	Siam .....	657.00
7	Netherlands .....	125,345.49	14	Tunis .....	380.00

## PARCELS POST CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND COSTA RICA.

For the purpose of making better postal arrangements between the United States of America and the Republic of Costa Rica, the undersigned, John Wanamaker, Postmaster General of the United States of America, by virtue of authority vested in him by law, and Federico Volio, chargé d'affaires ad interim of the Republic of Costa Rica at Washington, duly empowered thereto by the President of the Republic of Costa Rica, 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 arrangements 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 merchan-

Con objeto de establecer mejores arreglos postales entre los Estados Unidos de América y la República de Costa Rica, los infrascritos, John Wanamaker, Administrador General de Correos de los Estados Unidos de América, en ejercicio de las facultades que le concede la Ley, y Federico Volio, Encargado de Negocios ad interim de la República de Costa Rica en Washington, debidamente autorizado para ello por el Presidente de la República de Costa Rica, han convenido en los siguientes artículos para el establecimiento de un sistema de Paquetes Postales entre los dos países.

### ARTÍCULO I.

Las estipulaciones de esta Convención se refieren tan solo á los paquetes de objetos enviados por el correo, que se cambien por el sistema que ella establece, y en nada afectarán los arreglos que ahora existen conforme á la Convención de la Union Postal Universal que continuarán vijentes como lo estan ahora; y todas las estipulaciones contenidas en la presente Convencion se aplicarán exclusivamente á las balijas que se cambien conforme á estos artículos.

### ARTÍCULO II.

1. Se admitirán en las balijas que se cambien conforme á esta Convencion, mercancías y objetos

dise 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 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.

transmisibles 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 ningun 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 piés; máximo de perimetro, un metro veinte centímetros ó cuatro piés; y deba envolverse ó cubrirse de manera que permita que su contenido sea fácilmente examinado por los empleados del correo y de la aduana.

2. Será prohibida la admision en las balijas 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 fácilmente liquidables; animales vivos ó muertos, no disecados, insectos y reptiles; dulces, pastas, frutas y vegetales que puedan descomponerse fácilmente, 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 balijas, ó causar perjuicio á las personas que los 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 vía mas rapida, quedando sujetos en su trasmision á las leyes y reglamentos de cada país respectivamente.

## ARTICLE III.

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 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. In the United States; 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, and in Costa Rica: for a parcel not exceeding four hundred and sixty grams or one pound in weight, twenty cents; and for each additional four hundred and sixty grams or one pound, or fraction thereof, twenty 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

## ARTÍCULO III.

1. Ninguna carta ó comunicacion que tenga el carácter de correspondencia personal, podrá acompañar al paquete, ya sea que esté escrita sobre el, 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 entero. Sin embargo, si alguna carta fuere enviada inadvertidamente, el país de destino cobrará doble porte por ella, conforme á la Convención 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 IV.

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. En los Estados Unidos; 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; y en Costa Rica, por un paquete que no exceda del peso de cuatrocientos sesenta gramos ó una libra, veinte centavos, y por cada cuatrocientos sesenta gramos ó una libra adicionales, ó fracción de este peso, veinte 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,

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.

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 excediere de ese peso, se cobrará un centavo por cada ciento quince gramos ó cuatro onzas de peso, ó fracción de ese peso.

#### 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 Form 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.

#### ARTÍCULO V.

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. El remitente de un paquete podrá certificarlo, pagando el derecho de certificacion que se cobre en el pais de su origen.

3. Se enviará al remitente cuando así lo solicite, un documento que justifique la entrega de un objeto certificado; pero cada pais 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 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 Form 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

#### ARTÍCULO VI.

1. El remitente de cada paquete hará una declaracion aduanal que se pegará ó agregará al paquete, segun una formula especial que se le facilitará para ese objeto, (Véase el modelo anexo No. 2) que contenga una descripcion general del paquete, una manifestacion exacta de su contenido y valor, fecha del envio, fecha y lugar de residencia del remitente y lugar de su destino.

2. Estos paquetes quedarán sujetos en el pais de su destino á

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 postage, 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 Republic of Costa Rica, 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.

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.

#### ARTÍCULO VII.

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.

#### ARTÍCULO VIII.

1. Los paquetes se considerarán como parte componente de las balijas cambiadas directamente entre los Estados Unidos de América y la República de Costa Rica, y serán despachados por el país de su origen al otro, á su costo y por los medios que el 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 Convención 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. Each despatch of a parcels 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 Form 3, annexed hereto.

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 IX.

Exchanges of mails under this Convention shall, until otherwise mutually agreed upon, be effected through the Exchange Post Offices at New Orleans and Port Limon, 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.

#### ARTÍCULO IX.

El cambio de balijas conforme á esta Convencion, se verificará hasta que se acuerde otra cosa por las oficinas de correos de cambio de Nueva Orleans y Limón, conforme con los reglamentos relativos á los detalles de los cambios que se acuerden mutuamente como esenciales á la seguridad y celeridad de las balijas y á la proteccion de los derechos aduanales.

#### 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 a 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.

#### ARTÍCULO X.

1. La oficina de correos del pais del destino, anotará el contenido de la balija, tan luego como la reciba.

2. En el caso de que no se recibiére 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 rectificadas por un segundo empleado, y se comunicarán á la oficina que envío los paquetes, en la forma de "Certificado de Comprobacion", que se enviará en cubierta especial.

4. Si no se recibiére 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. 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 Costa Rica, 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.

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 balija de paquetes fué debidamente recibida y que habiendo sido examinada, se encontró exacta bajo todos aspectos.

#### ARTÍCULO XI.

Si no pudiese entregarse un paquete á la persona á quien se dirige, ó si esta se rehusare á recibirlo, se devolverá reciprocamente, sin recargo, y directamente á la oficina que lo despachó, á la espiración de treinta 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.

#### ARTÍCULO XII.

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.

#### ARTÍCULO XIII.

El Administrador general de Correos de los Estados Unidos de América y el Administrador general de Correos de la República de Costa Rica 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 mutuo consentimiento, establecer condiciones para la admisión en las balijas de cualquiera de los objetos prohibidos por el Artículo II.

## ARTICLE XIV.

## ARTÍCULO XIV.

This Convention shall be ratified by the contracting countries in accordance with their respective laws, and its ratification shall be exchanged at the City of Washington as early as possible. Once ratified, and its ratifications exchanged, it shall take effect, and operations thereunder shall begin within thirty days after the exchange, 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 4th day of January, one thousand eight hundred and ninety.

[L. S.]

*Postmaster-General of the United States of America.*

[L. S.]

*FEDERICO VOLIO,  
Encargado de Negocios ad interim de la  
República de Costa Rica.*

The foregoing Parcels Post Convention between the United States of America and the Republic of Costa Rica, 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.]

By the President :

BENJ. HARRISON.

JAMES G. BLAINE,  
*Secretary of State.*

WASHINGTON, D. C., March 27, 1890.

PALACIO NACIONAL,

*San José, tres de febrero de mil ochocientos noventa.*

Encontrándose la presente Convención de paquetes postales de acuerdo con las instrucciones dadas al señor don Federico Volio, Encargado de Negocios de Costa Rica en los Estados Unidos de América, el señor Designado en ejercicio de la Presidencia de la República.

Acuerda: Aprobarla y ratificarla en todas sus partes.

CARLOS DONAN.

El Secretario de Estado en el Despacho de Relaciones Exteriores :  
[Seal of the Republic of Costa Rica.]

RICARDO JIMENEZ.

The undersigned, John Wanamaker, Postmaster-General of the United States, of America, and Federico Volio, chargé d'affaires ad interim of the Republic of Costa Rica 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 Republic of Costa Rica, and signed at Washington on the 4th day of January, 1890, 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 first day of April one thousand eight hundred and ninety.

[Seal of Post office Dep. of U. S.]

*Postmaster General of the United States of America.*

[Seal of Costa Rican Legation.]

*Encargado de Negocios ad interim de la República de Costa Rica.*

Habiendose reunido los infrascriptos, John Wanamaker, Administrador General de Correos de los Estados Unidos de América, y Federico Volio, Encargado de Negocios ad interim de la República de Costa Rica en Washington, en la Administracion General de Correos, con objeto de canjear las ratificaciones de la Convencion de paquetes postales celebrada entre los Estados Unidos de América y la República de Costa Rica, firmada en Washington el dia 4° de Enero de 1890, y habiendo comparado cuidadosamente las ratificaciones de dicha Convencion y encontrandolas exactas la una con la otra, tuvo lugar el canje en la forma usual.

En testimonio de lo cual han firmado el presente protocolo y lo han sellado con sus respectivos sellos de armas.

Hecho en la ciudad de Washington el dia primera de Abril de mil ochocientos y noventa.

JNO. WANAMAKER,

*Postmaster General of the United States of America.*

FEDERICO VOLIO,

*Encargado de Negocios ad interim de la República de Costa Rica.*

## REPORT OF THE POSTMASTER-GENERAL.

**FORM No. 1.**

*Parcels 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 No. 2.

### *Parcels post between the United States and Costa Rica.*

Date. Stamp.	FORM OF CUSTOMS DECLARATION.	Place to which the parcel is addressed.
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Description of parcel: (State whether box, basket, bag, 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. ....

# FOREIGN MAILS—PARCELS-POST WITH COSTA RICA. 1015

FORM No. 8.

Date stamp of the United States Post-Office.	<i>Parcels from the United States for Costa Rica.</i>	Date stamp of the Costa Rica Post-Office.
	Parcel Bill No. ...., dated ... 18..; per S.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.

* Total number of parcels sent by the mail to Costa Rica. ....	* 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 mail. ....
	Signature of receiving officer at Costa Rica Post-Office. ....

## PARCELS POST CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND THE DANISH WEST INDIA ISLANDS.

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For the purpose of making better Postal Arrangements between the United States of America and the Danish West India Islands, the undersigned, John Wanamaker, Postmaster General of the United States of America, by virtue of authority vested in him by law, and Count de Sponneck, Royal Danish Minister Resident at Washington, duly empowered thereto by His Majesty the King of Denmark, have agreed upon the following articles for the establishment of a Parcels Post System of Exchanges between the United States and the above named islands.

### 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

Undertegnede, John Wanamaker, Generalpostmester i de Forenede Stater af Amerika, i Kraft af den ham ved Loven givne Myndighed, og Greve Sponneck, Kongelig Dansk Ministerresident i Washington, tilbørlig befuldmægtiget af Hans Majestæt Kongen af Danmark, ere, for at forbedre Postordningen mellem de Forenede Stater af Amerika og de dansk vestindiske Øer, blevne enige om følgende Bestemmelser angaaende Indretningen af en Pakkepost-udvexling mellem de Forenede Stater og de nævnte Øer.

### ARTIKEL I.

Denne Konventions Bestemmelser angaa alene Postpakker, der udvexles i Henhold til de i Konventionen givne Regler og berøre ikke den Ordning, der nu bestaar overensstemmende med Verdenspostkonventionen, hvilken Ordning forbliver i Kraft som hidtil; enhver af de følgende Bestemmelser sigter udelukkende til Udveksling af Post i Overensstemmelse med de nedenanførte Regler.

### ARTIKEL II.

1. Med Undtagelse af Breve, Brevkort og skrevne Sager skal til Postudvexling i Henhold til denne Konvention modtages Va-

letters, post cards, and written matter—of all kinds that are admitted under any condition to the domestic mails of the country of origin, except that no packet may exceed eleven pounds (or five kilograms) in weight, nor the following dimensions: greatest length in any direction one hundred and five centimeters (or three feet, six inches); greatest length and girth combined one hundred and eighty centimeters (or six feet); and must be so wrapped or enclosed as to permit their contents to be easily examined by postmasters and Customs Officers; and except that the following articles are prohibited admission to the mails exchanged under this Convention:

Publications which violate the copyright 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 and 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, 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 corre-

rer og Postsager af enhver Art, som overhovedet modtages til Postbefordring i Afsendelseslandet—dog at ingen Pakke maa veje mere end elleve engelske Pund (5 Kilogram) eller være større end tre Fod, sex Tommer engelsk Maal (105 Centimeter) paa enhver Led og saaledes, at Længde og Bredde tilsammen ikke udgjør mere end 180 Centimeter (6 Fod engelsk Maal); Pakkerne skulle derhos være indpakkede eller tillukkede saaledes, at deres Indhold let kan undersøges af Post-og Toldvæsenets Funktionærer, hvorhos følgende Gjenstande ere udelukkede fra den heromhandlede Postudveksling:

Tryksager, der krænke Bestemelseslandets Eftertrykslove; flydende Sager, Gifte, exploderende og let antændelige Stoffer, Fædtsstoffer, let smeltende Stoffer; levende og døde Dyr, ikke tørrede, Insekter og Krybdyr; Sukkervarer, klæbrige Sager, Frugter og Vegetabilier, der let gaa i Forraadnelse, ildelugtende Sager; Lotterisedler eller -Cirkulærer; alle utugtige og umoralske Gjenstande; saa og Sager, som paa en eller anden Maade kunne ødelægge eller beskadige Posten eller forulempe dem, der have med denne at gjøre.

2. Alle tilladelige Varer, der afsendes eller modtages med Posten fra det ene Land til det andet skulle være fri for Tilbageholdelse og Undersøgelse af enhver Art med Undtagelse af den for Toldintradernes Oppebørsel fornødne; de skulle befordres hurtigst muligen til deres Bestemmelse og ere ved deres Forsendelse de paagjældende Landes Love og Anordninger undergivne.

### ARTIKEL III.

1. Breve eller private Meddelelser maa ikke ledsage, være

spondence must not accompany, be written upon, 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 be inadvertently 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. In the United States: for a parcel not exceeding 453 grams (1 pound) in weight, 60 centimes (12 cents), and for each additional 453 grams (1 pound), or fraction thereof, 60 centimes (12 cents); and in the Danish West India Islands: for a parcel not exceeding 906 grams (2 pounds) in weight, 1 franc 25 centimes (25 cents), and for each additional 453 grains (1 pound), or fraction thereof, 60 centimes (12 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 the amount of which is to be fixed according to its own regulations, but which shall in no case exceed 50 centimes (10 cents) for each parcel, whatever its weight.

skrevne paa eller indlagte i nogen Pakke.

2. Findes saadanne Breve eller Meddelelser, ville de, hvis de kunne udsondres, blive overgivne til Brevposten, hvis ikke, vil hele Pakken blive nægtet Befordring.

Hvis alligevel sligt feilagtigen blive befordret, skal Bestemmeslandet opkræve dobbelt Porto overensstemmende med Verdenspostkonventionen.

3. Ingen Pakke maa indeholde Pakker bestemte til Udlevering efter anden Adresse end Postpakkens egen. Dersom saadanne indlagte Pakker opdages, skulle de forsendes enkeltvis med Beregning af ny Porto for hver enkelt Pakke.

#### ARTIKEL IV.

1. Følgende Portobeløb ville i alle Tilfælde være at opkræve og fuldt ud at forudbetale med Af-sendeslandets Postfrimærker, nemlig:

2. I de Forenede Stater for en Pakke, der ikke vejer over 453 Gram (1 engelsk Pund), 60 centimes (12 cents) og for hver yderligere 453 Gram (1 engelsk Pund) eller Del deraf, 60 centimes (12 cents), og paa de dansk vestindiske Øer for en Pakke, der ikke vejer over 906 Gram (2 engelske Pund), 1 Franc 25 centimes (25 cents), og for hver yderligere 453 grams (1 engelsk Pund) eller Del deraf, 60 centimes (12 cents).

3. Pakkerne skulle uden Op-hold og uden at være belastede med nogen Porto udleveres til Adressaterne ved det i Adressen angivne Postkontor i Bestem-melseslandet; dog kan dette frit tage Beslutning om, at der for indre Tjeneste og Udlevering skal paalægges og hos Adressaten op-kræves en Afgift, der fastsættes overensstemmende med Landets egne Anordninger, men ej i noget Tilfælde maa overstige 50 cen-times (10 cents) for hver Pakke uden Hensyn til dens Vægt.

## ARTICLE V.

1. 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 1 annexed hereto.

2. The sender of a package may have the same registered in accordance with the regulations of 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 at 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 Form 2 annexed hereto) giving a general description of the parcel, an accurate statement of its contents and value, date of mailing, and the senders 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; but neither sender nor addressee shall be subject to the payment of any charge for fines or penalties on account of failure to comply with any customs regulation.

## ARTIKEL V.

1. Afsenderen modtager, naar han afgiver sin Pakke til Postbefordring, af Indleveringskontoret et Postbevis, affattet overensstemmende med den vedføjede Formular 1.

2. Afsenderen af en Pakke kan faa denne anbefalet overensstemmende med Afsendelseslandets Love.

3. En Tilstaaelse for Udleveringen af en anbefalet Forsendelse vil paa Forlangende blive tilstillet Afsenderen, men ethvert af de kontraherende Lande kan herfor hos Afsenderen forud opkræve et Gebyr af ikke over 25 centimes (5 cents).

4. Om Ankomsten af en anbefalet Forsendelse skal Adressaten underrettes ved en Meddelelse fra Bestemmelsesstedets Postkontor.

## ARTIKEL VI.

1. Afsenderen af enhver Pakke skal udstede en Tolddeklaration, paaklæbet eller vedhæftet Pakken, affattet i den herfor bestemte Form (se den vedføjede Formular 2) og indeholdende en fuldstændig Beskrivelse af Pakken, en nøjagtig Angivelse af dens Indhold og Værdi, Datum for dens Indlevering til Postbesørgelse samt Afsenderens Underskrift og Bopæl tilligemed Pakkens Adresse.

2. Pakkerne skulle i Bestemmelseslandet svare alle Toldafgifter og ere undergivne alle de Regler, der sigte til disse Afgifters rette Erlæggelse; den Pakkerne lovlig paahvilende Told skal opkræves ved Pakkernes Udlevering overensstemmende med Bestemmelseslandets Toldforskrifter, men der skal hverken kunne paalægges Afsender eller Adressat nogen Mulkt eller Bøde for Forseelse mod Toldanordningerne.

## 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 Danish West India Islands, to be despatched 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 despatching office, either in boxes prepared expressly for the purpose, or 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 such bags and boxes.

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 Parcels 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, and the name of the addressee with address of destination; which list must be enclosed in

## ARTIKEL VII.

Porto Anbefalings og Udleverings-Gebyr for Pakkerne tilkomme med det fulde Beløb det Land, hvori de opkræves; følgelig vil denne Konvention ikke give Anledning til nogen særskilt Afregning mellem de tvende Lande.

## ARTIKEL VIII.

1. Pakkerne skulle betragtes som en Bestanddel af de Poster, der udvexles direkte mellem de Forenede Stater af Amerika og de dansk vestindiske Øer; de skulle af Afsendelseslandet paa dettes Bekostning og paa den Maade, dette bestemmer, befordres til det andet Land, men Befordringen skal, efter Afsendelsespostkontorets Valg ske enten i særlig dertil bestemte Kasser eller i almindelige Postsække mærkede "Pakkepost" og behørig forseglede med Lak eller paa anden Maade efter herom gjensidig truffen Overenskomst.

2. Ethvert Land skal med første Post sende alle saadanne Sække og Kasser tilbage til Afsendelsespostkontoret.

3. Endskjønt Gjenstande, der falde ind under denne Konvention, ville blive forsendte paa foranførte Maade mellem Udvekslingspostkontorerne, skulle de dog værresaa omhyggelig indpakkede, at de sikkert kunde forsendes i hvert Lands aabne Poster under Befordringen til Afsendelseslandets Udvekslingskontor og fra Bestemmelseslandets Udvekslingskontor til Udleveringskontoret.

4. Enhver Pakkepost skal ledsages af en Fortegnelse i duplo over alle de afsendte Pakker med tydelig Angivelse af hver Pakkes Løbe-N<sup>o</sup>, Afsenderens og Adressatens Navne samt Pakkens Bestemmelssessted. Denne Fortegnelse skal være nedlagt i en af de Kasser eller Sække, hvori

one of the boxes or sacks of such despatch (under the Form of Form 3 annexed hereto).

Forsendelsen foregaar (se den vedføjede Formular 3).

#### 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 exchange as may be mutually determined to be essential to the security and expedition of the mails and the protection of the customs revenues.

#### ARTIKEL IX.

Postudvexling i Medfør af denne Konvention fra Steder i det ene til Steder i det andet af de to Lande skal ske gennem de Postkontorer i hvert Land, der allerede ere eller senere maatte blive bestemte til Udvexlingskontorer under Iagttagelse af saadanne Regler med Hensyn til Udvexlings Enkeltheder, som gjensidig maatte blive fastsatte som væsentlige for den sikre Expedition af Posten og Erlæggelse af Tolden.

#### 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 be at once 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 a 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,

#### ARTIKEL X.

1. Saasnart Posten har naaet Bestemmelseslandets Udvexlingskontor, skal dette efterse Postens Indhold.

2. Hvis Fortegnelsen over Pakkerne ikke modtages, vil der strax i dens Sted være at udfærdige en tilsvarende Fortegnelse.

3. Mulige Feil ved Udfyldningen af Fortegnelsen, skulle, efter at de ved Tilkaldelsen af endnu en Postfunktionær ere bevidnede, rettes og noteres til Underretning for Afsendelseskontoret i Form af et "Verifikations Certifikat," som skal sendes i særligt Omslag.

4. Dersom en Pakke der er optagen paa Fortegnelsen, ikke modtages, skal, efter at Ikke-Modtagelsen ved Tilkaldelsen af endnu en Postfunktionær er bevidnet, den paa Fortegnelsen om Pakken skete Tilførsel overstreges og Meddelelse herom strax gives.

5. Modtages en Pakke i beskadiget eller ufuldkommen Stand, skal fuldstændig Underretning gives paa den ovenfor angivne Maade.

6. Dersom intet "Verifikations Certifikat" eller ingen Meddelelse

a parcel mail shall be considered as duly delivered, having been found on examination correct in all respects.

om forefundne Feil modtages, ansees en Pakkepost som rigtig afleveret og som efter stedfunden Undersøgelse i alle Maader rigtig befunden.

#### 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.

#### ARTIKEL XI.

Dersom en Pakke ikke kan udleveres efter Adressen eller dersom den nægtes Modtagelse skal den 30 Dage efter dens Modtagelse ved Udleveringskontoret tilbagesendes portofrit og direkte til det Udvekslingskontor, hvorfra den oprindelig er kommen; for Tilbagesendelsen af Pakken kan Afsendelseslandet hos Afsenderen opkræve et Beløb svarende til den Porto, der er erlagt ved Pakkens Indlevering til Postbesørgelse.

#### 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.

#### ARTIKEL XII.

Ingen af de kontraherende Landes Postbestyrelser vil være ansvarlig for Tab eller Beskadigelse af en Postpakke, og Skadeserstatning kan følgelig hverken af Afsenderen eller Adressaten forlanges i noget af de tvende Lande.

#### ARTICLE XIII.

The Postmaster General of the United States of America, and His Majesty's Governor of the Danish West India 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 to the mails of any of the articles prohibited by Article II of this Convention.

#### ARTIKEL XIII.

Generalpostmesteren i de Forenede Stater of Amerika, og Gouverneuren for de dansk vestindiske Øer, ere bemyndigede til i Forening at fastsætte saadanne yderligere—nærmere og i Enkelthederne gaaende—Regler, som fra Tid til anden maatte ansees nødvendige for denne Konventions Virksomhed; de kunne derhos i Forening give Regler for Modtagelsen til Postbefordring af nogle af de i Artikel II som "udelukkede fra Befordring" nævnte Gjenstande.

#### ARTICLE XIV.

1. The present Convention shall be ratified by the contracting

#### ARTIKEL XIV.

1. Denne Konvention skal ratificeres af de kontraherende Lande

countries in accordance with their respective laws, and its ratifications shall be exchanged in the City of Washington as early as possible.

2. The Convention shall take effect, and operations thereunder shall begin upon the ninetieth day after the exchange of the Ratifications, 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 seventh day of May one thousand eight hundred and ninety.

[SEAL]

JOHN WANAMAKER,  
*Postmaster General of the United States of America.*

[SEAL]

W. SPONNECK,  
*Kongelig Dansk Ministerresident.*

The foregoing Parcels-Post Convention between the United States of America and the Danish West India 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.

[SEAL]

BENJ. HARRISON.

By the President:

J. B. MOORE,

*Acting Secretary of State.*

WASHINGTON, D. C., July 23d, 1890.

Foranstaaende Pakkepostkonvention mellem de Forenede Stater af Amerika og de dansk vestindiske Øer er bleven forhandlet og afsluttet med Vort Raad og Samtykke, og bliver herved bifaldet, stadfæstet og ratificeret.

Til yderligere Vished have Vi denne Ratifikation egenhændigen underskrevet og ladet samme Vort store Kongelige Segl paatrykke.

Givet i Vor Hoved og Residensstad Kjøbenhavn den 5<sup>te</sup> Juni 1890, i Vor Regjerings det 27<sup>de</sup> Aar.

I Kongens Navn

[SEAL]

FREDERIK,  
*Kronprinds.*

O. D. ROSENØRN LEHN.

The undersigned, John Wanamaker, Postmaster General of the United States of America, and Count de Sponneck, Minister Resident of Denmark at Wash-

i Overensstemmelse med disses Love, og Ratifikationerne skulle udvexles i Washington saa snart som muligt.

2. Konventionen skal træde i Kraft, og Udvekslingen i Henhold til den tage sin Begyndelse paa den halvfemsindstyvende Dag efter Ratifikationernes Udveksling; den skal forblive i Kraft indtil den efter gjensidig Overenskomst bringes til Ophør; men den kan opsiges med sex Maaneders Varsel fra hver af Siderne.

Udfærdiget in duplo og underskrevet i Washington den syvende Mai Et tusend otte hundrede og halvfemsindstyeve.

De undertegnede, John Wanamaker, Generalpostmester i de Forenede Stater af Amerika, og Greve Sponneck, Kongelig Dansk Ministerresident i Washington,

ington, 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 Danish West India Islands, and signed at Washington on the seventh day of May 1890; 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; and pursuant to Article XIV, the Convention will go into operation on both sides on the fifth day of January 1891.

In witness whereof, they have signed the present protocol of exchange, and have affixed thereto the seals of their arms.

Done at Washington this seventh day of October, one thousand eight hundred and ninety.

[SEAL]

[SEAL]

JOHN WANAMAKER,  
*Postmaster General of the United States of America.*

W. SPONNECK,  
*Kongelig Dansk Ministerresident.*

mødte i Generalpostamtet for at udvexle Ratifikationerne af Pakkepostkonventionen afsluttet mellem de Forenede Stater af Amerika og de dansk vestindiske Øer, og undertegnet i Washington den syvende Mai 1890; og efter at de havde omhyggeligt sammenlignet denne Konventions Ratifikationer, og fundet at de ere nøiagtigt overensstemmende fandt Udvekslingen Sted idag i sædvanlig Form; og ifølge Artikel XIV, skal Konventionen træde i Kraft fra begge Sider den femte Januar, 1891.

Til Bekræftelse herpaa have de undertegnet denne Udvekslingsprotokol og paasat samme deres Segl.

Givet i Washington den syvende Oktober Et tusend otte hundrede og halvfemsindstyve.

# FOREIGN MAILS—PARCELS-POST WITH DANISH W. INDIES. 1025

## FORM 1.

### *Parcel Post.*

A parcel addressed as under has been posted here this day.	
<div style="border: 1px solid black; padding: 5px; text-align: center;">Office stamp.</div>	<div style="border-top: 1px dotted black; border-bottom: 1px dotted black; height: 40px;"></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, A.

### *Parcel post between the United States and the Danish West India Islands.*

Date. Stamp.	FORM OF CUSTOMS DECLARATION.	Place to which the parcel is addressed.
-----------------	------------------------------	---

Description of parcel: [State whether box, basket, bag, &c.]	Contents.	Value.	Per cent.	Total customs charges.
		\$		\$
		\$		\$

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. ....

Parcel Post from .....  
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.

Parcel Post from .....  
This parcel has been passed by an officer of customs and must be delivered  
**FREE OF CHARGE.**

Date \_\_\_\_\_  
Stamp \_\_\_\_\_

Postmaster-General

Date stamp of the  
United States  
Post-Office.

### Parcels from the United States to the Danish West India Islands.

Date stamp of the  
Danish West India  
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.	Remarks.
					\$			
				Total...	\$			

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.

**The**

\*Total number of parcels sent by the mail to the Danish West India Islands.....

\* Number of boxes or other receptacles forming the mail..... \* Deduct weight of receptacles.....

Signature of dispatching officer at United States Post-Office.....

Signature of receiving officer at Danish West India Islands Post-Office.

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**REPORT**  
**OF THE**  
**SUPERINTENDENT OF THE DEAD-LETTER OFFICE**  
**FOR**  
**THE YEAR ENDED JUNE 30, 1890.**

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1027



# REPORT

## OF THE

### SUPERINTENDENT OF THE DEAD-LETTER OFFICE.

POST-OFFICE DEPARTMENT,  
DEAD-LETTER OFFICE,  
*Washington, D. C., October 20, 1890.*

I have the honor to submit herewith annual report of the business of the Dead-Letter Office for the fiscal year ended June 30, 1890, embracing statements and exhibits tabulated in forms showing in detail the operations and work of the office covering the period named.

There were received during the year 6,517,556 pieces of original dead mail matter, an increase of 310,663 pieces, or a little more than 5 per cent. over the number received during the fiscal year ended June 30, 1889. In addition to this number there were also received 167,900 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 193 "held-for-postage" letters, and 8,970 letters of foreign origin on hand and undisposed of on July 1, 1889, make the total number of pieces treated during the year 6,694,962, which were classified, treated, and disposed of as follows:

1. Domestic mailable letters:		
(a) Ordinary unclaimed letters.....	4,906,912	
(b) Letters returned from hotels.....	153,749	
(c) Letters bearing fictitious addresses.....	40,717	
(d) Letters returned from foreign countries.....	196,350	
(e) Ordinary letters without inclosures sent to writers and returned on failure to deliver.....	167,900	5,465,628
2. Domestic unmailable letters:		
(a) Letters containing unmailable articles.....	1,045	
(b) Letters held for postage.....	98,154	
(c) Letters misdirected or only partially addressed.....	451,289	
(d) Letters without address.....	23,359	
(e) Miscellaneous.....	3,290	577,137
3. Domestic parcels of third and fourth class matter.....		74,561
4. Letters mailed in foreign countries.....		512,283
5. Printed matter, samples, etc., mailed in foreign countries and return- able.....		41,481
6. Registered articles:		
(a) Of domestic origin.....	5,442	
(b) Of foreign origin.....	18,430	23,872
Total, as before.....		6,694,962
	1029	

The mail matter treated during the year was disposed of as follows:

<b>Domestic mailable letters:</b>	
Card and request letters delivered unopened.....	79,538
Letters opened (disposed of as detailed below).....	5,218,190
Ordinary letters without valuable inclosures sent to writers and returned on account of failure to deliver and subsequently destroyed.....	167,900
<b>Domestic unmailable letters:</b>	
Held-for-postage letters forwarded unopened to addresses on receipt of postage.....	3,961
Held-for-postage letters forwarded to officials unopened.....	329
Held-for-postage letters returned to card address.....	1,031
Held-for-postage letters opened (disposed of as below).....	92,546
Held-for-postage letters on hand at close of year.....	287
Misdirected letters forwarded unopened after correction of address....	97,896
Misdirected letters returned to card address.....	1,014
Misdirected letters opened (disposed of as below).....	352,379
Letters without address opened (disposed of as below).....	23,359
Letters containing unmailable articles opened (disposed of as below).....	1,045
Miscellaneous unmailable letters opened (disposed of as below).....	3,290
<b>Domestic third and fourth-class matter:</b>	
Parcels opened and disposed of as below.....	74,561
<b>Foreign matter:</b>	
Letters returned to country of origin or delivered to addresses.....	508,757
Letters on hand at close of year.....	3,526
Parcels of printed matter, samples, etc., returned unopened or delivered to addresses.....	41,481
	553,764
<b>Registered articles:</b>	
<b>Domestic—</b>	
Of domestic origin, delivered unopened.....	2,963
Of domestic origin, opened.....	2,479
	5,442
<b>Foreign—</b>	
Returned to country of origin or delivered to addresses.....	17,921
On hand at close of year.....	509
	18,430
<b>Total.....</b>	<b>6,694,962</b>

The following was the disposition of mail matter opened in the Dead Letter Office:

<b>Delivered:</b>	
Letters containing money.....	17,008
Letters containing drafts, money-orders, notes, etc.....	23,779
Letters containing postal-notes.....	3,440
Letters containing miscellaneous papers, etc.....	34,534
Letters containing postage-stamps.....	152,179
Letters containing nothing of value.....	1,458,483
Photographs.....	34,856
Parcels of merchandise, books, etc.....	26,039
	1,750,318
<b>Returned to owners and awaiting evidence of delivery:</b>	
Letters containing money.....	1,431
Letters containing drafts, notes, etc.....	950
Letters containing postal-notes.....	280
	2,661
<b>Under treatment, looking to delivery:</b>	
Letters containing money.....	2,408
Letters containing drafts, money-orders, notes, etc.....	834
Letters containing postal-notes.....	17
Letters containing miscellaneous papers, etc.....	153
Letters containing postage-stamps.....	668
Letters containing nothing of value.....	206,491
Photographs.....	124
Parcels of merchandise, books, etc.....	202
	210,897

# DEAD LETTER OFFICE—DISPOSITION OF MATTER. 1031

## Filed upon failure to deliver, subject to reclamation:

Letters containing money.....	7,651
Letters containing drafts, notes, etc.....	1,060
Letters containing postal-notes.....	291
Letters containing miscellaneous papers, etc.....	13,778
Letters containing postage-stamps.....	4,980
Photographs.....	7,151
Parcels of merchandise, books, etc.....	37,423
Unmailable letters.....	1,515

73,849

## Destroyed:

Letters without inclosures, which could not be returned to writers.....	3,734,871
Parcels containing pamphlets, fruit, seeds, medicines, etc..	16,384
Letters containing postage-stamps.....	3,971

3,755,206

Grand total..... 5,792,931

## FOREIGN DEAD MAIL MATTER.

### Returned to country of origin:

Registered articles.....	17,587
Ordinary letters.....	503,531
Parcels of printed matter, samples, etc.....	38,266

559,384

### Delivered to addresses on application:

Registered articles.....	200
Ordinary letters.....	322
Parcels of printed matter, samples, etc.....	631

1,153

### Misdirected matter forwarded to corrected addresses:

Registered articles.....	134
Ordinary letters.....	4,904
Parcels of printed matter, samples, etc.....	2,584

7,622

### On hand under treatment at close of year:

Registered articles.....	509
Ordinary letters.....	3,526

4,035

Total..... 572,194

## 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.....	1,613
Ordinary letters (including postal-cards).....	204,877
Parcels of printed matter, samples, etc.....	45,153

Total..... 251,643

## DEAD REGISTERED MATTER.

Of the 5,442 unclaimed registered letters and parcels received there were—

Delivered to addresses or restored to senders.....	4,028
Returned to postmasters for delivery and awaiting receipt.....	168
Filed upon failure to discover ownership and awaiting reclamation.....	1,246

Total..... 5,442

## VALUE OF INCLOSURES IN MAIL MATTER RESTORED TO OWNERS.

The following table 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.....	16, 779	\$28, 429. 31
Letters containing money outstanding in the hands of postmasters for restoration to owners.....	1, 431	4, 199. 53
Number of letters containing drafts, checks, notes, money-orders, etc., restored to owners.....	23, 779	1, 349, 713. 95
Number of letters containing drafts, checks, notes, money-orders, etc., outstanding in the hands of postmasters for restoration to owners.....	950	21, 857. 73
Number of letters containing postal-notes restored to owners.....	3, 440	5, 329. 91
Number of letters containing postal-notes outstanding in the hands of postmasters for restoration to owners.....	280	454. 58

## REVENUE DERIVED FROM DEAD MAIL MATTER.

The amount of revenue derived from dead mail matter during the year and delivered to the 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, 283. 98
Amount realized from auction sale in December, 1889, of parcels of merchandise which could not be restored to owners.....	2, 766. 53
Total.....	12, 050. 51

## 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.....	\$581. 82
Found loose in the mails and sent to the dead letter office by postmasters..	435. 71
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).....	642. 04
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.....	117. 39
Total value of stamps destroyed.....	1, 776. 96

In addition to the above, postage-stamps to the value of \$1,604.65 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 \$117.39. There were returned to Canada by this office Canadian postage-stamps amounting to \$56.22, leaving a balance due the Canadian administration of \$61.17, which has been duly reported for payment.

## DEAD MATTER GIVEN TO CHARITABLE INSTITUTIONS.

During the year 17,673 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 character of the matter distributed :

Magazines .....	1,856
Pamphlets .....	4,808
Illustrated papers .....	4,609
Picture cards, valentines, etc .....	6,400
<b>Total</b> .....	<b>17,673</b>

## CORRESPONDENCE.

During the year there were received 19,743 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 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 4,867 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, 1890.*

Received.	Number.
Domestic mailable letters :	
On hand July 1, 1889 .....	
Received during the year .....	5,297,728
Returned on failure to deliver to writers (without inclosures) .....	167,960
	5,465,628
Domestic unmailable letters :	
Held for postage :	
On hand July 1, 1889 .....	193
Received during the year .....	97,961
	98,154
Containing unmailable articles .....	1,045
Misdirected .....	451,289
Without address .....	23,359
Miscellaneous .....	3,290
Domestic third and fourth class matter (parcels) .....	74,561
Foreign matter—	
On hand July 1, 1889 .....	8,970
Received during the year .....	503,313
Printed matter, samples, etc .....	41,481
	553,764
Registered matter :	
On hand July 1, 1889 :	
Domestic .....	
Foreign .....	343
Received during the year :	
Domestic .....	5,442
Foreign .....	18,087
	23,872
<b>Grand total</b> .....	<b>6,664,962</b>

*Statement showing number of pieces of dead mail matter, etc.—Continued.*

Disposition.	Delivered unopened.	Opened.	On hand July 1, 1890.
Domestic mailable letters .....	79, 538	5, 218, 190	
Domestic unmailable letters:			
Held for postage .....	5, 321	92, 546	387
Containing unmailable matter .....		1, 045	
Misdirected .....	98, 910	352, 379	
Without address .....		23, 359	
Miscellaneous .....		3, 290	
Registered letters:			
Domestic mailed .....	2, 963	2, 479	
Foreign mailed .....	17, 921		509
Domestic, third, and fourth class matter (parcels) .....		74, 561	
Foreign matter:			
Ordinary letters .....	508, 757		3, 526
Printed matter, samples, etc .....	41, 481		
Total .....	754, 891	5, 767, 849	4, 322
Total .....			6, 527, 062
Letters without inclosures returned on failure to deliver to writers and destroyed .....			167, 900
Grand total .....			6, 694, 962

Statement showing the disposition of mail-matter opened in the Dead-Letter Office during the fiscal year ended June 30, 1890.

	Containing money.		Containing drafts, checks, notes, etc.		Containing postal notes.		Containing merchandise, books, etc.		Containing receipts, paid notes, etc.		Containing photographic stamps.		Containing nothing of value.		Total.	
	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	1,171	\$4,234.19	892	\$35,121.36	193	\$482.92									2,256	\$50,888.47
On hand undisposed of at Dead-Letter Office at the close of last fiscal year	2,152	2,771.78	164	8,734.75	12	30.70	409	127	127	30.70	501	19,349	22,828	11,537.23		
Received during the year	25,175	41,636.60	25,567	1,408,015.42	3,823	5,790.18	79,619	48,338	48,338	5,790.18	161,207	5,382,011	5,767,849	1,455,442.20		
Total	28,498	48,642.57	26,623	1,471,871.53	4,028	6,303.80	80,028	48,465	48,465	6,303.80	161,798	5,401,360	5,792,831	1,628,817.90		
<b>DISPOSITION.</b>																
Delivered	*17,008	31,060.01	23,779	1,349,713.95	3,440	5,239.91	26,039	34,534	34,534	5,239.91	152,178	1,458,483	1,750,318	1,386,703.87		
Filed in Dead-Letter Office on failure to deliver to owners	7,651	9,435.91	1,060	61,680.29	291	482.93	37,423	13,778	13,778	482.93	4,860	1,515	73,849	71,599.13		
Destroyed on failure to deliver to owners							16,364				3,971	3,734,871	3,755,206			
On hand in Dead-Letter Office undisposed of	2,408	3,347.12	834	38,619.56	17	36.38	202				568	204,491	210,897	42,003.06		
Outstanding in the hands of postmasters for restoration to owners.	1,431	4,199.53	950	21,857.73	280	454.58								2,661	26,511.84	
Total	28,498	48,642.57	26,623	1,471,871.53	4,028	6,303.80	80,028	48,465	48,465	6,303.80	161,798	5,401,360	5,792,831	1,628,817.90		

\* Including 229 letters containing \$3,230.70 relating to "green goods" matter, referred to the Assistant Attorney-General for the Post-Office Department, and susceptible of after treatment.

*Statement of unmailable, hotel, and fictitious matter received at the Dead-Letter Office during the fiscal year ended June 30, 1890.*

Received.	Number.	Disposition.	Number.	Total.
<b>Letters—</b>		<b>Letters:</b>		
Held for postage:		Held for postage:		
Foreign address .....	16,803	Foreign address, circulars sent to collect postage .....	5,464	
Domestic address .....	81,158	Official, forwarded .....	329	
	97,961	Returned to card address .....	1,031	
<b>Misdirected:</b>		Opened .....	91,197	97,961
Ordinary .....	493,046			
Without address .....	23,359	<b>Misdirected:</b>		
	516,405	Turned over to foreign division .....	60,375	
Unmailable coin, etc .....	1,045	Address corrected and forwarded .....	97,896	
Hotel .....	165,328	Returned to card address .....	1,014	
Fictitious .....	42,018	Opened .....	333,761	493,046
Returned, misdirected .....	18,618			23,359
Miscellaneous .....	3,290	Without address, opened .....		
		Unmailable (containing coin, etc.), opened .....		1,045
		<b>Hotel:</b>		
<b>Total .....</b>	<b>844,665</b>	Turned over to foreign division .....	11,579	
		Returned to card address .....	582	
<b>Parcels:</b>		Opened .....	153,163	165,328
Held for postage .....	3,693	<b>Fictitious:</b>		
Misdirected .....	6,854	Returned to card address .....	465	
Without address .....	18,153	Turned over to foreign division .....	1,301	
Containing unmailable articles .....	12,216	Opened .....	40,252	42,018
Excess of weight and measure .....	697			3,290
Miscellaneous printed matter .....	693	Miscellaneous opened .....		
	42,216	Returned, misdirected, opened .....		18,618
<b>Total .....</b>	<b>886,881</b>	<b>Total .....</b>	<b>844,665</b>	
<b>Grand total .....</b>	<b>886,881</b>	<b>Parcels:</b>		
		Examined and turned over to other divisions .....		42,216
		<b>Grand total .....</b>		<b>886,881</b>

*Statement showing dead mail matter of foreign origin received and disposed of during the fiscal year ended June 30, 1890.*

Received.		Disposition.				
Class.	Number.	Class.	Returned to country of origin.	Delivered to addressees.	Misdirected letters forwarded to corrected address.	On hand.
<b>Registered articles—</b>		<b>Registered letters .....</b>	17,587	200	134	509
On hand July 1, 1889 .....	343					
Received during year .....	18,087					
	18,430	<b>Ordinary letters .....</b>	503,531	322	4,964	3,526
<b>Ordinary letters—</b>		<b>Parcels and printed matter .....</b>	38,266	631	2,548	.....
On hand July 1, 1889 .....	8,970					
Received during year .....	503,313					
	512,283	<b>Total .....</b>	559,384	1,153	7,623	4,035
<b>Parcels and printed matter received during year .....</b>	<b>41,481</b>					
<b>Total .....</b>	<b>572,194</b>					

# DEAD LETTER OFFICE—DISPOSITION OF FOREIGN MATTER. 1037

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, 1890.

Class.	Number.
Registered letters.....	1,612
Ordinary letters.....	*204,877
Parcels and printed matter.....	45,153
<b>Total.....</b>	<b>251,643</b>

\*8,527 postals included.

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.....	2	43	1	46				
Argentine Republic.....	77	751	94	922	1	5,167	61	5,229
Austria-Hungary.....	4,410	29,813	2,060	36,283				
Bahamas.....	4	346		350		179		179
Bangkok, Siam.....		16		16				
Barbadoes.....		221		221	1	229	6	236
Belgium.....	116	2,145	1,040	3,301				
Bermuda.....	7	322	6	335		328	2	330
Bolivia.....		27	1	28		5		5
Brazil.....	62	510	38	610	8	1,173		1,181
British Guiana.....	5	115	2	122		60	219	279
British Honduras.....	1	45		46	5	28	10	43
British India.....	35	775	40	850				
Bulgaria.....	8	41		49				
Canada.....	2,362	99,992	2,076	104,430	374	70,748	8,446	70,568
Ceylon.....		30	2	32				
Chili.....	21	359	12	392		419	89	508
Colombia, Republic of.....	16	383	22	421	8	824	9	841
Costa Rica.....	5	167	7	179	12	374		386
Cuba.....	45	1,005	57	1,707		2,047	218	2,265
Danish West Indies.....	8	165	1	174		146		146
Denmark.....	65	6,009	476	7,150				
Dominica.....		13	1	14				
Ecuador.....	1	59	2	62	3	66		69
Egypt.....	10	189	19	227				
France.....	495	10,773	13,446	24,714		6,463	3,821	10,284
French West Indies.....	1	45		46		7		7
Germany.....	3,086	78,688	3,616	85,300				
Gibraltar.....	8	148	1	157		20		20
Great Britain.....	1,482	108,192	5,744	115,418	660	54,730	7,477	62,867
Greece.....	42	415	23	480				
Grenada.....	1	10	1	12		16		16
Guatemala.....	9	149	25	183	3	11		14
Hawaii.....	18	681	18	717	21	712		733
Hayti.....	5	78	2	85		144	2	146
Honduras, Republic.....	3	93	5	101	15	374	3	392
Hong-Kong.....	14	268	10	292	1	258	4	263
Italy.....	1,518	44,479	4,030	50,027	178	3,644	2,240	6,062
Jamaica.....	10	370	8	388	2	261		263
Japan.....	41	702	116	859		454	314	768
Java, Neth. Indies.....	8	69	8	85		33	29	62
Liberia.....		26		26		47		47
Luxemburg.....	34	573	10	617				
Malta.....	5	70	3	78				
Mauritius.....	6	40		46				
Mexico.....	126	15,687	106	15,919	160	8,313	218	8,691
Monaco.....	2	27	1	30				
Montserrat.....		2		2		23		23
Netherlands.....	43	2,560	1,286	3,679		489	783	1,272
Neth. West Indies.....	6	73	3	82		60	55	115
Nevis.....		6		6		1		1
Newfoundland.....	14	638	15	667	3	1,783	3	1,789
New South Wales.....	35	938	40	1,013	29	1,236	26	1,291
New Zealand.....	21	643	32	696	6	326	628	1,020
Nicaragua.....	8	161	15	184	1	203	491	695
Norway.....	136	13,309	784	14,229				
Paraguay.....	2	16	1	19				
Peru.....	2	3		5				
Philippines.....	4	205	21	230	10	63		73
Porto Rico.....	2	39	1	42				
	5	107	4	116		47		47

Table showing class and number of pieces of undelivered matter returned to and received from the following foreign countries—Continued.

Countries.	Returned to.				Received from.			
	Registered.	Ordinary.	Parcels and printed matter.	Total.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Portugal.....	217	3,552	222	3,991	25	477	634	1,136
Queensland.....	12	337	16	365	11	308	25	434
Roumania.....	61	1,359	18	1,438				
Russia.....	2,089	28,206	453	30,748				
St. Christopher.....		60		60		5		5
St. Lucia.....		15		15		22		22
St. Vincent.....		21		21		2		2
Salvador Republic.....	2	27	20	49				
Santo Domingo.....	3	77	7	87	2	159		161
Servia.....	8	9	1	18				
Shanghai, U. S. postal agency.....	1	11		12				
Society Islands.....	1	17		18				
Spain.....	54	919	637	1,610	12	479	522	1,013
Straits Settlements.....	5	46	1	52		45		45
Surinam.....	1	17		18				
Sweden.....	260	36,937	1,076	38,273				
Switzerland.....	338	5,005	371	5,714				
Tasmania.....	3	68		71		33	3	36
Tobago.....		6		6				
Trinidad.....	3	98	1	102	1	142	21	164
Turkey.....	31	419	22	472				
Turk's Islands.....		16		16				
Uruguay.....	11	196	8	215		718	73	791
Venezuela.....	4	252	8	264	15	226	1	242
Victoria.....	32	837	73	942	38	1,240	70	1,348
Postal Union.....					2	37,183	18,650	55,835
Miscellaneous.....					6	2,176		2,182
Total.....	17,587	503,531	38,266	539,384	1,613	204,877	45,153	251,643

Statement showing the classification, number, and disposition of dead registered letters received at the Dead-Letter Office during the fiscal year ended June 30, 1890.

Number and class of letters received.	Disposition.		
Domestic:	Delivered unopened:		
Official..... 7	To foreign division.....		
Ordinary..... 2,479	To Executive Departments.....		
Request..... 2,954	Card and request.....		
Miscellaneous..... 2	Miscellaneous (to addressees).....		
	5,442	Opened.....	2,479
Foreign.....	18,087	Total.....	23,529
Total.....	23,529		

Contents of letters opened.	Number.	Disposition of letters opened.			
		Delivered.	Filed.		Total.
			At once.	Returned and filed.	
Money.....	596	348	17	174	596
Postal notes.....	12	6		6	12
Drafts, money-orders, etc.....	140	86	2	26	140
Photographs, receipts, stamps, etc.....	239	123	68	23	239
Merchandise.....	363	245	76	24	363
Nothing of value.....	1,129	257	723	107	1,129
	2,479	1,065	886	300	2,479

## MEMORANDUM.

Registered parcels received and contents distributed:

1889-'90..... 51,539

1888-'89..... 45,828

Increase..... 5,711

*Statement showing the receipt, treatment, and disposition of parcels in the Dead Letter Office for fiscal year ended June 30, 1890.*

## RECEIVED.

Addressed parcels:	
Verified with lists and recorded.....	61,894
Verified with lists and destroyed .....	4,420
	<hr/> 66,314
Unaddressed parcels:	
Contents verified with lists and recorded .....	16,767
Total .....	<hr/> 83,081
Treatment:	
Addressed parcels:	
Forwarded to address or returned to sender.....	11,923
Delivered to other divisions for disposition .....	2,333
Destroyed—perishable and matter without value .....	11,061
Filed—no clue to owner ascertainable.....	14,026
Notices of detention sent.....	22,349
Verified with lists and destroyed .....	4,420
	<hr/> 66,112
Unaddressed parcels:	
Delivered to other divisions .....	720
Destroyed—perishable and matter without value.....	783
Filed—no clue to owner ascertainable .....	15,264
	<hr/> 16,767
Addressed parcels in process of treatment .....	202
Total.....	<hr/> 83,081

## DISPOSITION.

Delivered:	
Forwarded or returned in treatment.....	11,923
Forwarded by mail on return of notice, etc.....	14,335
Forwarded by express on return of notice, etc .....	765
	<hr/> 27,023
Forwarded from receipts of previous year* .....	1,533
	<hr/> 28,556
Failed of delivery and returned and filed.....	984
Delivered or awaiting delivery by postmasters.....	27,572
Filed:	
Filed—no clue to owner when examined or notices not returned.....	36,439
Filed—sent to postmasters and returned.....	984
	<hr/> 37,423
Destroyed:	
From lists.....	4,420
In treatment.....	11,844
At owner's request.....	100
	<hr/> 16,364
Delivered to other divisions.....	3,053
In process of treatment .....	202

## DISPOSITION OF PARCELS FILED IN DEAD LETTER OFFICE.

Addressed parcels:	
Unclaimed from receipts 1887-'88, prepared for sale of 1890.....	23,559
Unclaimed from receipts 1888-'89, filed .....	22,551
Unclaimed from receipts 1889-'90, filed.....	22,159
Unaddressed parcels:	
Unclaimed from receipts 1889-'90.....	15,264
Total number parcels on hand.....	<hr/> 83,533
Disposed of by sale, 1889:	
Parcels unclaimed from 1886-'87 (addressed) .....	23,227
Parcels unclaimed from 1888-'89 (unaddressed).....	15,754
	<hr/> 38,981
Total number sold .....	38,981
Proceeds of sale, \$2,766.53.	

\* 1,533 parcels delivered were from receipts of previous year.

**MEMORANDUM:** The statistics of the office show that in 1880 the original receipts were 3,353,651 pieces, and in 1885, 4,710,240 pieces, an increase in the five years of 1,356,589 pieces, or 40 per cent.; and that the receipts of such matter in 1890, as shown by this report, were 6,517,556 pieces, an increase in the five years of 1,807,316 pieces, or 38 per cent., and an increase over 1880—ten years, of 3,163,905 pieces, or 94 per cent.

**MEMORANDUM STATEMENT OF MAIL MATTER RECEIVED AND TREATED IN DEAD LETTER OFFICE FOR THE FISCAL YEAR ENDED JUNE 30, 1886, 1887, 1888, 1889, 1890.**

Received.	1886.	1887.	1888.	1889.	1890.
<b>Domestic mailable letters:</b>					
Ordinary unclaimed letters.....	3,562,741	3,981,420	4,670,547	4,650,966	4,906,912
Letters returned from hotels.....	109,461	118,445	130,068	187,130	183,749
Letters with fictitious addresses.....	23,050	21,504	18,947	23,701	40,717
Letters returned from foreign countries.....	159,888	161,392	173,728	180,481	190,350
Ordinary dead letters returned to writers, but undelivered.....	218,531	239,816	237,860	261,956	167,900
<b>Domestic unmailable letters:</b>					
Containing unmailable articles.....	1,389	2,155	1,646	1,308	1,045
Held for postage.....	119,365	128,732	120,992	109,663	98,154
Misdirected or partially addressed.....	322,706	377,997	435,416	465,421	451,289
Without address.....	15,178	19,110	18,895	19,684	23,359
Miscellaneous.....				5,567	3,290
<b>Domestic parcels of third and fourth class matter.....</b>	<b>81,221</b>	<b>67,823</b>	<b>74,648</b>	<b>76,068</b>	<b>74,661</b>
<b>Foreign letters, etc.:</b>					
Letters mailed in foreign countries.....	369,902	412,196	499,881	495,820	512,383
Printed matter, samples, etc., foreign mailed.....	30,008	30,672	60,121	38,982	41,441
<b>Registered articles:</b>					
Of domestic origin.....	4,442	4,388	6,311	5,069	5,443
Of foreign origin.....	11,421	13,315	15,801	17,247	18,430
<b>Total.....</b>	<b>5,019,303</b>	<b>5,578,965</b>	<b>6,464,870</b>	<b>6,479,293</b>	<b>6,604,963</b>

*Treatment and disposition of mail matter received and on hand.*

<b>Domestic mailable letters:</b>					
Card and request letters delivered unopened.....	61,348	70,712	77,007	68,034	79,538
Letters opened.....	3,788,234	4,212,049	4,918,414	4,920,064	5,218,190
Ordinary letters without valuable inclosures sent to writers and returned on account of failure to deliver, and subsequently destroyed.....	218,531	239,816	237,860	261,956	167,900
<b>Domestic unmailable letters:</b>					
Held-for-postage letters forwarded unopened to addresses on receipt of postage.....	4,371	4,514	3,733	3,783	3,961
Held-for-postage letters returned to card addresses.....					1,031
Held-for-postage letters opened.....	114,781	123,996	115,785	104,858	92,546
Held-for-postage letters on hand at close of year.....	263	222	230	193	287
Misdirected letters forwarded unopened after correction of address.....	77,618	83,702	100,389	96,105	97,896
Misdirected letters returned to card addresses.....					1,014
Misdirected letters opened.....	245,088	294,295	333,889	358,269	353,379
Letters without address opened.....	15,174	19,110	18,895	19,684	23,359
Letters containing unmailable matter opened.....	1,389	2,155	1,646	1,308	1,045
Miscellaneous unmailable letters opened.....				5,567	3,290
<b>Domestic third and fourth class matter:</b>					
Parcels opened and disposed of.....	81,221	67,823	74,648	76,068	74,661
<b>Foreign matter:</b>					
Letters returned to country of origin or delivered to addressees.....	366,379	403,605	490,048	486,850	508,767
Letters on hand at close of year.....	3,523	8,591	9,823	8,970	3,626
Parcels of printed matter, samples, etc., returned unopened or delivered to addressees.....	30,008	30,672	60,121	38,982	41,481
<b>Registered articles:</b>					
<b>Domestic—</b>					
Of domestic origin, delivered unopened.....	1,885	2,250	2,546	2,692	2,963
Of domestic origin, opened.....	2,557	2,138	3,765	2,377	2,479
<b>Foreign—</b>					
Returned to country of origin, or delivered to addressees.....	11,218	13,003	15,420	16,904	17,921
On hand at close of year.....	203	312	381	343	509

*Memorandum statement of mail matter received and treated in Dead Letter Office for the fiscal years ended June 30, 1886, 1887, 1888, 1889, 1890—Continued.*

## DISPOSITION OF MAIL MATTER OPENED.

Received.	1886.	1887.	1888.	1889.	1890.
<b>Delivered:</b>					
Letters containing money.....	12, 138	12, 725	13, 830	14, 764	17, 008
Letters containing drafts, money-orders, notes, etc.....	18, 105	21, 868	23, 580	22, 873	23, 779
Letters containing postal notes.....			3, 250	3, 148	3, 440
Letters containing miscellaneous papers, etc.....	28, 135	31, 230	36, 397	34, 207	34, 534
Letters containing postage-stamps.....	92, 228	98, 129	111, 623	120, 556	132, 179
Letters containing nothing of value.....	1, 887, 350	1, 937, 026	1, 527, 291	1, 838, 768	1, 458, 483
Photographs.....	25, 835	29, 495	35, 183	32, 410	34, 856
Parcels of merchandise, books, etc.....	39, 443	32, 039	36, 366	29, 775	26, 039
<b>Returned to owners, and awaiting evidence of delivery:</b>					
Letters containing money.....	717	906	1, 265	1, 171	1, 421
Letters containing drafts, notes, etc.....	2, 327	2, 314	930	892	950
Letters containing postal notes.....			202	193	280
<b>Under treatment, looking to delivery:</b>					
Letters containing money.....	1, 036	1, 369	2, 077	2, 152	2, 408
Letters containing drafts, money-orders, notes, etc.....				164	834
Letters containing postal notes.....			13	12	17
Letters containing miscellaneous papers, etc.....				127	153
Letters containing postage-stamps.....				501	668
Letters containing nothing of value.....	29, 200	42, 978	225, 500	19, 349	260, 491
Photographs.....				112	124
Parcels of merchandise, books, etc.....				409	202
<b>Filed upon failure to deliver subject to reclamation:</b>					
Letters containing money.....	3, 980	4, 498	5, 540	6, 925	7, 651
Letters containing drafts, notes, etc.....	882	1, 371	1, 433	1, 076	1, 060
Letters containing postal notes.....			223	279	291
Letters containing miscellaneous papers, etc.....	3, 338	3, 329	1, 222	12, 015	13, 778
Letters containing postage-stamps.....	4, 281	5, 649	3, 130	3, 442	4, 080
Photographs.....	4, 938	5, 753	5, 148	8, 237	7, 151
Parcels of merchandise, books, etc.....	41, 700	39, 601	43, 122	41, 559	37, 423
Unmailable letters.....			4, 568	1, 642	1, 515
<b>Destroyed:</b>					
Letters without inclosures which could not be returned to writers.....	2, 053, 929	2, 464, 760	3, 413, 882	3, 568, 645	3, 734, 871
Letters containing pamphlets, fruits, seeds, medicines, etc.....	11, 033	9, 887	14, 314	15, 626	16, 364
Letters containing postage-stamps.....			4, 493	3, 233	3, 971
<b>Matter returned from foreign countries:</b>					
Registered articles.....	1, 786	1, 832	1, 795	1, 814	1, 613
Ordinary letters.....	168, 888	161, 292	173, 728	180, 481	196, 350
Parcels of printed matter, samples, etc.....	32, 532	37, 451	45, 322	44, 570	45, 153
Postal cards.....	10, 100	12, 642	6, 283	11, 616	8, 527
<b>Dead registered matter:</b>					
Delivered addressees or restored to senders.....		3, 346	5, 045	3, 817	4, 028
Returned to postmasters for delivery and awaiting receipt.....		88	151	184	168
Filed upon failure to discover ownership and awaiting reclamation.....		954	7, 115	1, 068	1, 246

## FOREIGN DEAD MAIL MATTER.

<b>Returned to country of origin:</b>					
Registered articles.....	10, 777	12, 566	15, 015	16, 514	17, 587
Ordinary letters.....	353, 204	391, 990	477, 508	481, 022	503, 531
Parcels of printed matter, samples, etc.....	23, 982	24, 044	52, 872	35, 031	38, 266
<b>Delivered to addressees on application:</b>					
Registered articles.....	381	183	210	182	200
Ordinary letters.....	167	203	201	203	322
Parcels of printed matter, samples, etc.....	108	263	556	631	631
<b>Misdirected matter forwarded to corrected addressees:</b>					
Registered articles.....	60	224	195	208	134
Ordinary letters.....	13, 008	11, 412	12, 339	8, 166	4, 004
Parcels of printed matter, samples, etc.....	5, 918	5, 465	6, 693	3, 329	2, 584
<b>On hand under treatment at close of year:</b>					
Registered articles.....	203	312	381	343	509
Ordinary letters.....	5, 523	8, 591	9, 833	8, 970	3, 526

For information respecting the operations and work of the office in detail, covering the fiscal year, attention is respectfully invited to the several foregoing statements and exhibits.

The establishment of upwards of 3,000 new post-offices during the fiscal year for which this report is rendered, increased the number of separate returns of dead mail matter, and the putting into operation of the free-delivery system in fifty or more additional of the larger post-offices greatly increased the number of registered packages by reason of the provisions of the regulations requiring such post-offices to return their unclaimed matter through the registered mails weekly, and involved, besides, the opening and keeping of additional accounts for postage-due matter.

The proper handling, classification, and disposition of this matter for treatment, together with the increase in the general receipts of the office, necessarily increased the record work, all matter other than that without inclosures of obvious value being required to be recorded.

As it is essential that this record work should at all times be promptly and properly executed, in order to facilitate proper investigation and enable trace to be made for missing mail matter inquired for—and for which the inquiries also increase with each year as the public acquires knowledge of the system and care with which such matter is recorded—the force of the returning division was curtailed in order that the record work might be kept in such condition as to properly meet the requirements indicated. For these reasons and the want of sufficient force some reduction in the number of ordinary letters without inclosures returned to the writers necessarily followed, although an excellent and high standard was maintained for the service available.

It will be observed from this report that in the increase in the receipts of the office for the year there was a general increase in the several classes of letters with inclosures, requiring record work and special and more extended treatment than the ordinary class of matter, and that the number of such letters treated and restored to their owners exceeded that of the previous year.

The statistics of the office show that about half of the mail matter received at the Dead-Letter Office for several years was sent from the free-delivery offices alone.

It is nevertheless worthy of note that an increased and more thorough delivery appears in all instances to have followed the establishment of free-delivery offices.

In pursuance of instructions from the Postmaster-General for the ascertainment of the causes which occasion the failure of this large quantity of mail matter to reach intended destination, and its consequent transmittal to the Dead Letter Office, inquiries were directed to the postmasters at all the free-delivery offices requesting their views and inviting suggestions from them as to practical remedies.

The responses to these inquiries were both prompt and general, and gave evidence of much interest in the subject. From a careful analysis under the headings, (1) faults of the public, (2) faults of the service, (3) remedies that could be applied by the public, and (4) remedies that might be applied on the part of the service, it is evident that in the judgment of this large number of postmasters, based upon their own observations and the experience of their offices, the faults which result in the return of so many letters and other articles of mail matter to the Dead-Letter Office are due in very small measure only to any deficiency of administration in the postal service, and are attributable chiefly to carelessness on the part of the public and to conditions over which the Post Office Department has no control.

Incorrect, illegible, and deficient addresses are given as leading causes which occasion the failure of mail matter to reach its proper destination.

In the case of matter mailed to cities or free-delivery offices, failure to give street or number, business or occupation, inability to find transient people, and their neglect to give forwarding orders for their mail, negligence of permanent or temporary residents to notify the carriers or post-office of change of address, and failure of new-comers to furnish the post-office with their names and addresses, operate to prevent delivery. It is to these causes, mainly, that the non-delivery of mail matter is attributable, and the remedy lies with the people.

It is rare that any substantial loss occurs except through the carelessness of correspondents, and if those who use the mails would conform to the plain requirements of the Postal Regulations, and would place the name and address of the sender, either printed or written, upon all matter mailed, few letters or other articles of mail matter would go astray. The exercise of the latter precaution, which is easy of observance, would avoid delay and annoyance to senders of mail matter, and obviate, in part, the necessity for a Dead-Letter Office.

All the people are not well informed as to the requirements of the postal laws and regulations; but the Department is sparing no effort to place prominently before the public aids to a better and easier understanding of the postal rates, conditions of weights, size, mailability, etc.

If provision could be made whereby the essential features of the postal laws and regulations directly of interest to and affecting the public in the use of the mails, together with practical instructions and suggestions which would serve and promote the dispatch and delivery of mail matter, could be disseminated through the public schools, doubtless good results would inure therefrom both to the public and to the service.

Whether there is any field for such effort may be attested by the statistics embraced in the annual reports of this office from time to time, and from the evidences of the carelessness or the want of thought or information on the part of the users of the mails, which may be seen from the displays in the museum of the office, and the catalogues of the annual public sales of matter accumulated in the Dead-Letter Office.

It affords me pleasure to make acknowledgment of the cordial and earnest co-operation and support of the chief clerk, the chiefs of the several divisions, and the employés of the office generally, and to commend their faithful service and general efficiency in the line of their respective duties.

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

D. P. LEIBHARDT,  
*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, 1890.**

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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., October 20, 1890.*

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, 1890. All expenditures on account of service of last and prior fiscal years are stated to September 30, 1890, as in former reports.

#### REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

*Service of the fiscal year 1890.*

Postal revenues of the year ended June 30, 1890.....	\$60,882,097.92
Expenditures to September 30, 1890.....	65,930,717.11
Excess of expenditures over all revenues .....	5,048,619.19
Amount placed with the Treasurer to the credit of the Department, being grants from the general Treasury in aid of the postal revenue under section 2 of the act approved March 2, 1889. (Statutes, vol. 25, chapter 374, page 845).....	4,500,000.00
Excess of expenditures over grants.....	548,619.19
Amount of balances due from late postmasters closed by—	
Suspense.....	\$1,884.41
Bad debts.....	10,589.37
Compromise debts .....	10,840.74
Net loss by suspense, bad, and compromise debts.....	23,314.52
Amount to be placed with the Treasurer .....	571,933.71

*Service of the fiscal year 1889.*

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) .....	\$1,500,000.00
Amount to be placed with the Treasurer of the United States, as shown by the report for the fiscal year 1889. \$728,832.32	
Expended from October 1, 1889, to September 30, 1890.....	268,485.15
	997,317.47
Balance available on account of the fiscal year 1889.....	502,682.53

*Service of the fiscal year 1888.*

Balance available September 30, 1889 .....	\$109,926.30	
Amount placed with the Treasurer to the credit of the Department, being grant 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).....	100,000.00	\$209,926.30
Expended from October 1, 1889, to September 30, 1890 .....		38,823.47
Balance to be placed in the general Treasury .....		171,102.83

NOTE.—By virtue of joint resolution, public No. 28, approved July 2, 1890, \$99,439.07 of the above balance (\$171,102.83), unexpended for the service of the fiscal year 1888, is available until June 30, 1891, for the payment of claims of letter-carriers for compensation for extra time in the months of May and June, 1888, made under the provisions of an act entitled "An act to limit the hours that letter-carriers in cities shall be employed per day. Approved May 24, 1888."

*Service of the fiscal year 1887.*

Balance unexpended October 1, 1889, certified to the general Treasury, report 508, warrant No. 2921, Washington, dated January 9, 1890 .....		\$324,963.09
Compensation of postmasters and late postmasters re-adjusted and allowed under act March 3, 1883:		
Amount available October 1, 1889 .....		21,420.65
Expended from October 1, 1889, to September 30, 1890 .....		16,197.69
Balance unexpended September 30, 1890 .....		5,222.96

## GENERAL REVENUE ACCOUNT.

Postal revenues for the year ended June 30, 1890 .....		60,882,097.92
Expenditures for the service of 1890 .....	\$65,930,717.11	
Expenditures for the service of 1889 .....	268,485.15	
Expenditures for the service of 1888 .....	38,823.47	
Expenditures for the service of 1882 and prior years (claim of Gardner B. Hubbard) .....	5,324.42	
Expenditures for the service of 1886 and prior years for salaries of postmasters and late postmasters re-adjusted under act March 3, 1883 .....	16,197.69	
Total expenditures to September 30, 1890 .....		66,259,547.84
Excess of expenditures over revenue .....		5,377,449.92
Amount due from late postmasters on accounts closed by suspense .....	\$1,884.41	
Amount due from late postmasters on accounts closed by bad and compromise debts .....	21,430.11	
Net loss by suspense, bad debts, and compromise debts .....		\$23,314.52
Excess of expenditures .....		5,400,764.44
Grants from the general Treasury:		
Under act of March 3, 1887 .....	\$100,000.00	
Under act of July 24, 1888 .....	1,500,000.00	
Under act of March 2, 1889 .....	4,500,000.00	
Total grants .....		6,100,000.00
Excess of grants over expenditures .....		699,235.56

Amount of grant to the general Treasury to repay, of the postal deficiency appropriation for 1887, the sum drawn in excess of actual deficiency (paid to the Treasurer by warrant No. 2921, dated January 9, 1890) .....	\$324,963.09
Net excess of grants over expenditures .....	374,272.47
The balance standing to the credit of the general revenue account September 30, 1889 .....	3,161,543.21
Balance standing to the credit of the general revenue account September 30, 1890 .....	3,535,815.68
Of which there was due by late postmasters, in suit .....	309,332.78

## 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, 1889 .....	\$8,538,954.40
December 31, 1889 .....	10,183,011.21
March 31, 1890 .....	10,217,921.87
June 30, 1890 .....	9,502,311.11
Total .....	38,442,198.59

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, 1889 .....	59,022
December 31, 1889 .....	60,140
March 31, 1890 .....	61,380
June 30, 1890 .....	62,385
Total .....	242,927

## STAMPS SOLD.

The amount of stamps, stamped envelopes, newspaper-wrappers, letter-sheets and postal-cards sold was:

For the quarter ended—	
September 30, 1889 .....	\$13,096,494.83
December 31, 1889 .....	14,981,723.01
March 31, 1890 .....	15,167,827.10
June 30, 1890 .....	14,405,679.64
Total .....	57,651,724.58

## LETTER POSTAGE.

The amount of postage paid in money was .....	\$108,731.32
Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts:	
Great Britain and Ireland .....	\$51,109.88
Japan .....	1,559.21
Canada .....	28,736.54
Spain .....	12,381.90
Venezuela .....	859.90
Mexico .....	6,135.31
Switzerland .....	680.20
Hawaii .....	1,700.00
New South Wales .....	496.51
Bahama .....	290.13

Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts—  
Continued.

Queensland .....	\$75. 67	
Victoria .....	309. 07	
Jamaica .....	1,010. 57	
Nicaragua .....	148. 55	
		<u>\$105,493. 44</u>
Balance collected by postmasters.....		3,237. 88

The following balances were paid and charged to the appropriations for balances due foreign countries:

Service of 1890:		
Germany .....	\$18,581. 47	
International Bureau .....	698. 79	
Italy .....	8,486. 29	
Belgium .....	11,864. 91	
Denmark .....	12,448. 80	
Norway .....	561. 28	
Sweden .....	3,346. 45	
The Netherlands .....	1,235. 19	
Newfoundland .....	2,131. 70	
Bulgaria .....	549. 86	
Total for 1890 .....		<u>\$59,904. 74</u>
Service of 1889:		
France .....	\$13,000. 00	
Austria .....	1,785. 95	
Total for 1889 .....		<u>14,785. 95</u>
Aggregate amount paid .....		<u>74,690. 69</u>

#### MAIL TRANSPORTATION.

The amount charged to "transportation accrued" and placed to the credit of mail contractors and others for mail transportation during the fiscal year was:

For the regular supply of mail routes .....	\$29,377,984. 77
For the supply of special offices .....	42,840. 13
For the supply of mail-messenger offices .....	970,016. 60
For the salaries of railway postal clerks .....	5,571,323. 54
For the salaries and expenses of the superintendents of the railway-mail service .....	74,538. 15
Total .....	<u>36,036,703. 19</u>

#### FOREIGN MAIL TRANSPORTATION.

New York, Great Britain, and Ireland, and countries beyond, via Great Britain .....	\$198,357. 47
New York, Great Britain, and Germany, and countries beyond .....	207,001. 49
Philadelphia, Great Britain, and Ireland .....	.60
New York, Norway .....	1. 26
Boston, Great Britain, and Ireland .....	1,449. 48
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, etc. ....	81,452. 63
Boston, Nova Scotia .....	1,213. 26
Upper Pacific coast .....	606. 25
San Francisco, China, Japan, Farther India, Australia, and South Sea Islands .....	70,088. 66
Total foreign mail .....	<u>\$60,171. 10</u>
Total transportation accrued .....	<u>36,596,874. 29</u>

The amount credited to "transportation accrued" and charged to mail contractors for overcredits, being for fines and deductions, was.....\$309,538.95  
 The amount of fines and deductions remitted was ..... 22,564.79

Net amount of fines and deductions.....	\$286,972.16
Net amount of "transportation accrued" .....	36,309,902.13
The amount paid during the year was .....	34,049,085.48
Excess of "transportation accrued" .....	2,260,816.65

## 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, 1890—

Union Pacific Railway Company (old Union Pacific Railway line) aided .....	\$422,628.56
Union Pacific Railway Company (old Kansas Pacific line) aided .....	68,003.71
Lines operated, leased, or controlled by the Union Pacific Railway Company, non-aided .....	250,042.00
Central Pacific Railway Company, aided .....	305,839.05
Sioux City and Pacific Railway Company, aided...	9,450.50
	<u>\$1,055,963.82</u>

## Use of postal cars, 1890—

Union Pacific Railway Company (old Union Pacific Railway line) aided .....	83,906.25
Union Pacific Railway Company (old Kansas Pacific line) aided .....	9,850.00
Lines operated, leased, or controlled by the Union Pacific Railway Company, non-aided .....	7,893.09
Central Pacific, aided .....	48,618.85
Sioux City and Pacific Railway Company, aided..	1,204.51
	<u>151,472.70</u>

## Regular service, 1889—

Union Pacific Railway Company (old Union Pacific Railway line) aided .....	168.76
Union Pacific Railway Company (old Kansas Pacific line) non-aided .....	409.37
	<u>578.13</u>
	<u>1,208,014.65</u>

Amounts previously reported "certified to the Register of the Treasury" charged back by order of the Secretary of the Treasury. (See letter of June 20, 1890.)  
 Regular service, 1890: Central Pacific Railway Company, aided. 34.72

## STATEMENT OF PAYMENTS TO AND COLLECTIONS FROM LATE POSTMASTERS.

Amount collected during the year from late postmasters ..	\$86,211.14
Amount charged to suspense .....	5,139.27
Amount charged to bad and compromise debts .....	21,716.23
	<u>\$113,066.64</u>
Amount paid during the year to late postmasters .....	116,507.97
Amount credited to suspense .....	4,048.01
Amount credited to bad and compromise debts .....	286.12
	<u>120,842.10</u>
Amount remaining due postmasters becoming late during the fiscal year ended June 30, 1890 .....	69,357.24

**STATEMENT OF POSTAL ACCOUNTS OF LATE POSTMASTERS IN SUIT  
ON JUNE 30, 1890.**

Amount of postal accounts of late postmasters in suit on June 30, 1889 .....	\$297, 396. 27	
Amount of postal accounts of late postmasters submitted for suit during fiscal year ended June 20, 1890. ....	27, 494. 74	\$324, 891. 01
Amount of postal accounts of late postmasters collected during the fiscal year ended June 30, 1890 .....	2, 955. 22	
Amount of postal accounts of late postmasters otherwise settled during fiscal year ended June 30, 1890. ....	12, 603. 01	15, 558. 23
Balance of postal accounts of late postmasters remaining in suit on June 30, 1890:.....		309, 332. 78
Amount of interest and costs collected in suits against late postmasters and sureties on postal accounts during the fiscal year ended June 30, 1890.....		1, 332. 94

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, 1890.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1890.

No. 3.—Statement, by States, of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1890.

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, 1890.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1890, 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, 1890, 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, 1890, 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, 1890, 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, 1890.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.

No. 11.—Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1890.

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, 1890.

No. 13.—Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1890.

No. 14.—Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1890.

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, 1890.

No. 16.—Statement showing the revenue which accrued on money-order and postal-note transactions for the fiscal year ended June 30, 1890.

No. 17.—Recapitulation of net revenue for the fiscal year ended June 30, 1890.

No. 18.—Statement of assets and liabilities June 30, 1890.

No. 19.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1890.

No. 20.—Weight of letters, newspapers, etc., sent by sea from the United States to European countries during the fiscal year ended June 30, 1890.

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, 1890.

No. 22.—Weights of retransported foreign closed mails and cost of carriage of same by steam-ship companies.

Very respectfully,

T. B. COULTER,  
*Auditor.*

Hon. JOHN WANAMAKER,  
*Postmaster-General.*

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1890.

Accounts.	Quarter ended—				Aggregate.
	Sept. 30, 1889.	Dec. 31, 1889.	Mar. 31, 1890.	June 30, 1890.	
Letter postage.....	\$23, 180. 72	\$76, 521. 78	\$7, 113. 06	\$1, 908. 97	\$108, 725. 41
Box-rents and branch offices ..	547, 159. 57	559, 147. 53	570, 782. 83	580, 415. 77	2, 237, 505. 70
Fines and penalties .....	5, 455. 44	342. 77	492. 95	519. 10	6, 810. 26
Postage-stamps, stamped envelopes, letter sheets, wraps, and postal-cards.....	13, 096, 404. 83	14, 081, 723. 01	15, 167, 827. 10	14, 405, 079. 64	57, 651, 724. 58
Dead letters .....	2, 938. 07	3, 657. 81	2, 610. 39	8, 104. 46	12, 310. 73
Revenue from money-order business.....	182, 817. 60	247, 609. 99	200, 220. 70	193, 571. 86	824, 220. 24
Miscellaneous .....	6, 720. 80	5, 350. 37	4, 010. 84	4, 718. 79	20, 801. 00
Total.....	13, 864, 767. 12	15, 874, 353. 44	15, 953, 058. 77	15, 189, 918. 59	60, 882, 097. 92

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department under their several heads for the fiscal year ended June 30, 1880.

Appropriations.	Quarter ended—				Expended on account of 1880.	Expended on account of previous years.	Aggregate expenditures.
	Sept. 30, 1879.	Dec. 31, 1880.	Mar. 31, 1880.	June 30, 1880.			
Compensation of postmasters	\$3,288,535.26	\$3,447,080.23	\$3,540,001.59	\$3,474,406.61	\$13,753,005.69	\$5,720.58	\$13,758,816.27
Compensation of clerks for post-offices	1,579,296.26	1,606,068.17	1,668,418.05	1,687,190.75	6,515,943.23	5,430.84	6,521,403.07
Packing boxes, etc.	302.50	25.00	661.78	421.20	1,413.48		1,413.48
Compensation of letter-carriers, and incidental expenses	1,901,200.54	1,983,269.47	2,001,351.63	2,030,075.31	7,975,845.35	1,068.91	7,977,514.26
Printing facing slips, cards, labels, blanks, etc.	715.09	1,130.44	1,571.97	1,925.76	5,355.26		5,355.26
Wrapping paper.	13,367.08	13,074.20	12,101.00	11,356.50	49,898.78		49,898.78
Twine	11,234.60	23,880.93	29,502.67	22,400.68	78,033.88		78,033.88
Postmarking and cancelling stamps	6,003.68	9,036.09	6,561.67	11,103.21	33,294.63		33,294.63
Letter balances, scales, and test weights	5,124.15	3,273.45	6,039.60	542.00	14,980.20		14,980.20
Rent, light, and fuel for first and second class post-offices	130,290.71	138,972.71	137,242.15	152,048.03	576,060.62	0,108.38	576,169.00
Rent, light, and fuel for post-offices of the third class	84,294.30	115,534.68	106,614.19	115,082.11	422,164.15	28,421.43	450,585.58
Stationery for post-offices	18,101.70	22,349.51	20,279.94	31,408.40	103,130.61	2,111.57	105,251.18
Miscellaneous, office First Asst. P. M. Gen'l, including office furniture.	4,742,377.33	3,787,684.90	4,811,123.91	4,716,078.43	19,087,274.57	19,256,085.17	19,275,359.74
Inland mail transportation—railroad, special facilities etc	73,835.42	72,987.64	73,835.42	72,373.45	292,971.93		292,971.93
Inland mail transportation—steam-boat	1,312,500.68	1,338,341.76	1,325,875.45	1,344,014.48	5,320,732.37	5,344,290.23	5,344,290.23
Inland mail transportation—star	119,288.03	106,090.72	104,804.09	114,100.80	444,343.64	769.21	445,112.85
Transportation by postal cars	532,000.29	541,797.53	554,997.01	574,386.18	2,203,151.01	529.47	2,203,680.48
Compensation of railway post-office clerks	1,330,203.48	1,385,536.34	1,406,929.41	1,440,175.12	5,562,844.35	4,145.34	5,566,989.69
Compensation of mail messengers	237,846.17	241,234.69	244,902.58	251,110.51	974,080.76	2,451.54	977,112.30
Mail locks and keys	28,060.40	61,503.54	30,104.38	39,575.48	8,831.42		8,831.42
Mail bags and catches	5,454.67	1,807.52	750.00	1,633.99	9,646.18		9,646.18
Repair shop for mail-bags, etc	93.85	109.50	75.00	250.30	519.00		519.00
Miscellaneous—Second Assistant Postmaster-General	48,490.87	50,986.41	44,408.50	47,837.86	191,837.86	741.02	192,578.88
Mail depredations and post-office inspectors	38,280.24	30,771.23	44,180.25	36,633.25	155,874.00		155,874.00
Postage-stamps	1,974.95	1,898.00	2,073.56	2,170.00	8,117.41		8,117.41
Distribution of postage-stamps	195,471.31	224,057.34	225,124.28	207,098.07	892,331.00	3,477.92	895,808.92
Stamped envelopes, newspaper wrappers, and letter-sheets	3,938.60	3,800.00	3,800.00	3,802.60	15,300.00		15,300.00
Distribution stamped envelopes, newspaper wrappers, and letter-sheets	35,096.43	37,750.85	39,451.68	43,718.84	156,056.80		156,056.80
Postal-cards	1,068.28	1,809.45	1,805.68	1,535.16	7,298.47		7,298.47
Distribution of postal-cards	20,245.49	24,079.07	31,085.40	20,493.54	107,843.50	11.60	107,855.10
Registered package, tag, and official and dead letter envelopes	426.46	308.82	219.02	237.54	1,211.84		1,211.84
Ship, steam-boat, and way letters					2,878.50		2,878.50
Engraving, printing, and binding warrants and drafts					90.15		90.15
Miscellaneous—Third Assistant Postmaster-General	4,210.34	3,335.67	4,798.57	4,782.18	17,136.76	142.17	17,278.93
Advertising	132,965.19	294.50	541.00	70.25	922.93		922.93
Miscellaneous—office of Postmaster-General					563,850.52		563,850.52
Foreign mail transportation		151,717.80	142,849.49	135,554.37	569,944.74	14,785.95	584,730.69
Balances due foreign countries		57,441.67	5,423.07		60,000.00		60,000.00
Special delivery	32,066.75	36,161.1	34,065.05		141,502.26		141,502.26
Compensation of postmasters readjusted under act of March 3, 1883					16,107.69		16,107.69
Claims of Gardner B. Hubbard as railroad commissioner (act Mar. 3, 1885)					5,324.42		5,324.42
Total	10,992,321.71	10,544,890.20	16,797,515.90	16,655,989.90	65,900,717.11	328,830.73	66,229,547.81



No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1880.—Continued.

States and Territories.	Receipts.			Expenditures.					Total ex- penditures.	Excess of receipts over ex- penditures.	
	Waste paper and twine.	Box rents and branch offices.	Postage- stamps, envelopes, and postal cards.	Total re- ceipts.	Compensa- tion of postma- n's fees.	Clerks for rent, light, and fuel, and in- cidental ex- penses of post-offices.	Compensa- tion of letter-car- riers.	Compensa- tion of postal rail- way clerks, and mail messengers.			Trans- por- tation by States.
Ohio.....	\$1,513.42	\$123.20	\$83,506,022.07	\$3,630,739.38	\$786,008.45	\$431,604.70	\$462,025.16	\$831,366.34	\$3,076,524.81	\$5,591,029.55	\$1,960,290.17
Oregon.....	22.04	24,400.74	323,819.91	358,272.69	117,788.19	28,109.52	16,307.50	55,183.71	327,475.65	544,874.57	186,601.88
Pennsylvania.....	1,395.40	145,066.37	5,301,481.82	5,447,943.59	1,066,967.90	709,636.07	9,233,199.56	428,744.42	4,668,846.34	4,695,414.29	\$752,579.30
Rhode Island.....	123.86	21,890.92	395,965.53	418,003.31	59,824.02	46,633.40	7,885.40	9,405.70	63,583.70	257,312.22	160,688.09
South Carolina.....	37.15	9,875.95	314,291.49	324,174.59	138,305.10	26,115.83	26,843.37	68,197.51	337,329.22	590,701.92	272,617.83
Tennessee.....	154.22	19,039.06	781,751.53	800,914.81	242,072.52	79,836.96	67,788.15	157,364.32	325,768.35	873,730.30	72,785.49
Texas.....	166.29	68,644.71	1,137,609.82	1,206,450.82	445,899.18	113,450.49	80,113.00	181,185.27	1,082,189.10	1,002,857.04	686,356.22
Utah.....	25.08	11,829.48	180,609.13	172,463.69	50,711.30	16,005.72	7,750.48	16,089.67	173,638.62	264,206.29	91,742.60
Vermont.....	72.20	22,278.22	363,044.04	385,394.46	163,103.13	27,385.36	25,485.62	20,302.61	162,620.03	398,906.75	13,512.29
Virginia.....	247.44	20,963.73	871,018.21	891,980.78	344,231.07	79,415.15	77,194.87	72,831.24	833,535.71	1,427,208.04	535,847.26
West Virginia.....	11.66	31,093.73	368,577.09	399,632.48	118,243.88	29,303.78	24,514.65	13,124.56	284,699.66	479,896.52	80,254.04
Wisconsin.....	67.56	10,539.76	330,715.48	341,322.80	168,475.40	23,048.48	17,008.29	24,870.27	228,069.72	461,502.16	120,179.36
Wyoming.....	\$2.80	66,816.25	1,255,423.92	1,322,532.38	407,959.52	131,125.74	142,391.60	98,590.09	793,404.94	573,471.03	250,938.65
Total.....	1.00	6,357.29	66,316.61	72,674.90	35,774.22	6,253.08	2,614.78	6,668.00	186,365.54	237,676.62	166,001.72
Total.....	100,19,735.39	2,256,578.23	57,646,538.10	59,022,941.91	13,741,773.07	7,811,855.95	7,947,223.88	6,545,340.14	529,377,984.77	65,424,177.81	12,181,298.86
Add miscellaneous items.....	100.00	927.47	5,196.48	6,224.55	11,322.62	10,968.10	28,621.47	7,835.03	2,104,019.40	2,040,982.24	6,224.55
Deduct miscellaneous items.....	100,19,835.99	2,257,505.70	57,651,724.58	59,029,166.46	13,753,095.69	7,822,814.05	7,975,845.35	6,537,505.11	527,273,935.37	63,363,195.57	10,120,316.65
Grand total.....											6,688,287.54

NOTE.—The above additions and deductions result from various journal entries made during the year, which change the original amounts charged and credited to the "revenue" and "expenditure" accounts. The deductions from "transportation" include the amount of "Pacific railroad" accounts certified to the Treasury but withheld from payment.

No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1890—Continued.

Items of expenditure of a general nature not embraced in statement by States.	Items of receipt of a general nature not embraced in statement by States.
Amount paid for foreign mails and expenses of Government agents.....	Receipts on account of dead letters.....
Balance paid foreign countries.....	Receipts on account of fines and penalties.....
Ship, steam-boat, and wny letters (included in above amounts).....	Receipts on account of miscellaneous.....
Wrapping-paper.....	Revenue for money-order business.....
Twine.....	Letter postage.....
Engraving, printing, and binding drafts and warrants.....	Excess of expenditures over receipts.....
Advertising.....	
Mail-bags and catchers.....	
Salary and expenses of assistant superintendents of the Railway Mail Service.....	
Mail locks and keys.....	
Postmarking and canceling stamps.....	
Mail depredations and post-office inspectors.....	
Letter-balances.....	
Expenses of postage-stamps, stamped envelopes, wrappers, and cards.....	
Dead-letter, official, and registered-package envelopes.....	
Sundry and miscellaneous payments.....	
Excess of expenses brought down.....	
Total.....	Total.....
\$563, 106 85	\$12, 310 73
30, 904 74	6, 810 36
49, 898 78	9, 965 01
78, 053 88	854, 280 24
2, 878 50	108, 625 22
4, 182 92	
118, 588 14	
74, 538 15	
8, 831 42	
33, 294 68	
191, 827 86	
14, 068 50	
1, 194, 907 68	
107, 843 50	
64, 635 24	
3, 434, 029 11	
6, 001, 550 65	6, 001, 550 65

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, 1890.

Title of appropriation.	Amount appropriated (including special acts and deficiencies.)	Expended.	Balance unexpended.
Compensation of postmasters.....	\$13,600,000.00	\$13,753,095.69*	
Compensation of clerks for post-offices.....	6,550,000.00	6,515,943.23	\$34,056.77
Compensation of letter-carriers and incidental expenses.....	8,000,000.00	7,975,845.35	24,154.65
Packing-boxes, hardware, etc.....	3,000.00	1,413.48	1,586.52
Printing facing slips, labels, blanks, etc.....	7,000.00	5,355.26	1,644.74
Wrapping-paper.....	50,000.00	49,898.78	101.22
Twine.....	85,000.00	78,033.88	6,966.12
Post-marking and canceling stamps.....	35,000.00	33,294.68	1,705.32
Letter-balances, scales, and test weights.....	15,000.00	14,989.20	10.80
Rent, light, and fuel for first and second-class post-offices.....	610,000.00	579,069.62	30,930.38
Rent, light, and fuel for post-offices of the third class.....	505,080.00	422,164.15	82,915.85
Stationery for post-offices.....	57,500.00	51,971.09	5,528.91
Miscellaneous office of First Assistant Postmaster-General, including office furniture.....	110,070.00	103,139.61	6,860.39
Inland mail transportation:			
Railroad.....	19,646,980.94	19,087,374.57	559,706.37
Railroad, special facilities, etc.....	295,655.38	292,971.93	2,683.45
Star.....	5,650,000.00	5,320,732.37	329,267.63
Steam-boat.....	462,689.79	444,343.64	18,346.15
Transportation by postal-cars.....	2,260,000.00	2,203,151.01	56,848.99
Compensation of railway post-office clerks.....	5,600,000.00	5,562,844.35	37,155.65
Compensation of mail-messengers.....	1,000,000.00	974,660.76	25,339.24
Mail locks and keys.....	15,000.00	8,831.42	6,168.58
Mail bags and catches.....	225,000.00	160,143.80	64,856.20
Repairs for mail-bags, etc.....	10,000.00	9,616.18	383.82
Miscellaneous, Second Assistant Postmaster-General.....	1,000.00	519.99	480.01
Mail depredations and post-office inspectors.....	200,000.00	191,827.86	8,172.14
Postage-stamps.....	165,874.00	155,874.00	10,000.00
Distribution of postage-stamps.....	9,000.00	8,117.41	882.59
Stamped envelopes, new paper-wrappers, and letter-sheets.....	868,351.00	852,351.00	16,000.00
Distribution of stamped envelopes, newspaper-wrappers, and letter-sheets.....	16,000.00	15,360.00	640.00
Postal cards.....	228,781.00	156,056.80	72,724.20
Distribution of postal cards.....	7,890.00	7,268.47	591.53
Registered package, tag, and official and dead-letter envelopes.....	109,745.60	107,843.50	1,901.50
Ship, steam-boat, and way letters.....	2,500.00	1,211.84	1,288.16
Engraving, printing, and binding drafts and warrants.....	3,000.00	2,878.50	121.50
Miscellaneous, Third Assistant Postmaster-General.....	1,000.00	90.15	909.85
Advertising.....	18,000.00	17,126.76	873.24
Miscellaneous, office of Postmaster-General.....	1,500.00	922.93	577.07
Foreign-mail transportation.....	655,000.00	563,106.85	91,893.15
Balance due foreign countries.....	100,000.00	59,904.74	40,095.26
Special delivery.....	141,502.26	141,502.26	
Compensation postmasters—re-adjusted, act. Mar. 3, 1883.....			
United States delegates to Vienna Postal Congress.....	5,000.00		5,000.00

\* Excess of expenditures, \$153,095.69.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1890, and charged to "Miscellaneous, office of the Postmaster-General."

#### AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1889.			
July 26	C. Roesor, jr.....	Expenses incurred while on official business to Baltimore, Md., to inspect lithographic stones, per order No. 136, dated July 12, 1889, of the Postmaster-General.	\$2.60
Aug. 7	G. G. Howland, treasurer, New York Herald.	Subscription for paper from June 30 to July 31, 1889	1.00
Aug. 29	J. B. Minick.....	Expenses incurred while on an official visit to Baltimore, Md., and Newark, Del., per order Postmaster-General.	4.08
Oct. 9	W. H. Morrison.....	Books furnished to the office of the Assistant Attorney-General for the Post-Office Department, as per voucher on file.	96.75

No. 5.—*Statement in detail of miscellaneous payments, etc.—Continued.*

## AMOUNTS PAID BY WARRANT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1889. Dec. 31	The V. G. Fischer Art and Stationery Co.	Lefort's Remarque Artist Proof of Washington, and frame, per order of the Postmaster-General.	\$175.00
1890. Feb. 13	T. H. Gardner	Scribner's Black Atlas, furnished for use of First Assistant Postmaster-General, as per voucher on file.	22.50
Apr. 16	Callaghan & Co.	One volume of "Meehan Public Officers," furnished for the use of law clerk in Post-Office Department, as per voucher on file.	6.00
May 14	Wm. Ballantyne & Son	Rowell's Newspaper Directory, furnished for the use of the office of the Postmaster-General, as per voucher on file.	5.00
May 23	William H. Briggs, treasurer of the Lawyers' Co-operative Publishing Co.	Books No. 1 and 2, No. 6 of book 2, and Nos. 3, 4, 6, and 7, and parts of No. 5, of L. R. A., furnished for office of Assistant Attorney-General for the Post-Office Department, per orders of the Postmaster-General.	35.75
May 23	David M. Stone, proprietor of the Journal of Commerce.	For subscription from May 11, 1889, to May 11, 1890, as per vouchers on file.	15.00
May 29	D. H. Bates	Expenses incurred for traveling, hotel bills, clerical work, etc., in gathering information in connection with the subject of Government telegraph rates from August 1, 1889, to January 31, 1890, by order of the Postmaster-General.	500.00
June 4	George P. Rowell & Co.	One copy of the American Newspaper Directory, for 1889, as per voucher on file.	5.00
June 27	Theodore Davenport	Expenses incurred June 21, 1890, while on a visit to Philadelphia, Pa., by direction of the Postmaster-General, to endeavor to make a more favorable arrangement for the sale of waste paper of the Post-Office Department.	10.25
July 2	Charles L. Condit	Volumes Nos. 1, 2, and 3 of Century Directory, in cloth, as per voucher on file.	30.00
July 5	Cyrus M. Allen	Subscription to New York Sun, Herald, and Philadelphia Press from January 1 to June 30, 1890, as per vouchers on file.	15.00
	Total		922.83

No. 6.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1890, 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. Nov. 23	Albert H. Scott	Expenses incurred as a member of the Chicago, Ill., postal commission, appointed by the Postmaster-General to examine into and report upon the needs of the said office.	\$133.00
Nov. 26	Henry H. Muller	Expenses incurred while on a visit on official business to Washington, by order of the Postmaster-General.	41.50
1890. Feb. 1	Albert H. Scott	Expenses incurred while on an official visit to New York and Philadelphia, as per vouchers on file.	8.70
Feb. 26	James Maynard	Expenses incurred while on an inspection of the post-office at Baltimore, Md., in compliance with Special Order No. 84 of the Postmaster-General.	3.33
Apr. 3	J. S. Clarkson	Expenses incurred while on an official visit to inspect and report upon the Chicago, Ill., and other post-offices, by direction of the Postmaster-General.	86.10
	do	Services and expenses incurred at the request of the Postmaster-General by H. C. Payne, as a member of the postal commission which examined the postal services at Chicago, Ill., in August and September, 1889.	126.00
May 28	Albert H. Scott	Expenses incurred while traveling under instructions of the Postmaster-General.	22.40
	Total		421.03

## No. 6.—Statement in detail of miscellaneous payments, etc.—Continued.

## 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, 1889 .....	\$19,626.88
Fourth quarter, 1889 .....	22,353.96
First quarter, 1890 .....	29,343.31
Second quarter, 1890 .....	83,559.45
Total .....	104,883.00
Amount paid by warrant .....	\$421.03
Less amount counter entry, post-office inspectors' fares .....	53.45
	367.58
Amount paid and charged "Miscellaneous, Office First Assistant Postmaster-General" .....	105,251.18

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1890, and charged to "Miscellaneous items, office of the Second Assistant Postmaster General."

## AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1889.			
Aug. 12	R. D. S. Tyler .....	Expenses incurred while on an official visit to New York, to investigate and report upon the quantity of bags on hand in the New York post-office.	\$6.70
Aug. 21	John McDonald and Henry Stuart.	Expenses incurred while detailed on special duty by the Second Assistant Postmaster-General ascertaining bags in the New York bag depository.	13.25
Sept. 16	H. O. Edmonds .....	Expenses incurred while visiting Grand Rapids, Mich., for the purpose of examining mail-messenger service, by order of the Second Assistant Postmaster-General.	30.90
Sept. 19	R. I. Eckerson .....	Expenses incurred in traveling to Philadelphia, Pa., to confer with the manager of New York, Philadelphia, and Norfolk Railroad Company in regard to schedule of trains, by order of Second Assistant Postmaster-General.	8.00
Sept. 21	Robert Cullen .....	Expenses incurred while traveling to Cincinnati, Ohio, for the purpose of inspecting the post-office building as to its adaptability as a store-house for supplies for railway-mail and post office purposes.	35.00
Nov. 26	R. D. S. Tyler .....	Expenses incurred while traveling to examine the repair-shop at Chicago, Ill., and pouches at Rochester, N. Y.	20.30
Dec. 10	George V. Crouse .....	Expenses incurred while on a visit to Rochester, N. Y., for the purpose of inspecting leather horse-bags, as per vouchers on file.	11.51
1890.			
Jan. 7	Thomas Cahill .....	For service on proposals, from December 16 to 28, 1889, 11 days, at \$2.40 per day, per order of December 31, 1889.	26.40
Jan. 8	Caroline Glick .....	For services feeding press and folding bids, from December 6, 1889, to January 8, 1890, 17 days, at \$2 per day.	34.00
Feb. 18	Hon. S. A. Whitfield .....	Expenses incurred while visiting New York and Philadelphia on business for mail-bag and mail-lock repair-shop.	17.35
Mar. 18	A. B. Maze .....	Expenses incurred while inspecting sacks under contract of F. Coit Johnson, as per vouchers on file.	8.25
Apr. 10	Edward H. Mix .....	Expenses incurred while on an official visit to New Britain, Conn., to engage one or more locksmiths for the mail-bag repair-shop, by order of the Second Assistant Postmaster-General.	23.18
Apr. 14	Hon. S. A. Whitfield .....	Expenses incurred while on a visit to New York on business relative to the transfer of the United States mails from the depot to the city post-office.	20.85
Apr. 20	Caroline Glick .....	For services feeding press with bids, from April 11 to 14, 1890, 3 days, at \$2 per day.	6.00
May 9	R. D. S. Tyler .....	Expenses incurred while on a visit to New York for the purpose of urging the contractor to be more prompt in the delivery of mail-bags.	17.55

No. 7.—*Statement in detail of miscellaneous payments, etc.*—Continued.

## AMOUNT PAID BY WARRANT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1890. May 31	William J. Pollock.....	Expenses incurred on journey connected with the postal service under orders of the Second Assistant Postmaster-General dated May 1, 1890.	\$117.40
June 21	Henry J. Europe.....	Expenses incurred while on an official visit to Mobile and elsewhere under order of May 29, 1890, to examine into the condition of mail-locks and mail-bags at said offices.	91.95
July 3	Edward H. Mix.....	Expenses incurred while on a visit to New Britain, Conn., to confer with foundry companies in regard to the casting of brass shackles for locks.	19.40
July 28	A. B. Maze.....	Expenses incurred while inspecting jute sacks under instructions from the office of the Second Assistant Postmaster-General dated July 12, 1890.	7.00
		Total.....	519.99

No. 8.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1890, and charged to "Miscellaneous items," Office of the Third Assistant Postmaster-General.*

## AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1890. Jan. 21	Hon. A. D. Hazen .....	Expenses incurred while on a trip on official business to the postage-stamp agency at New York, postal-card agency at Birmingham, Conn., and stamped-envelope agency at Hartford, Conn., from January 5 to 12, 1890.	\$57.30
June 20	....do .....	Expenses incurred while on a trip on official business to the postage stamp agency at New York, and stamped-envelope agency at Hartford, Conn., from June 6 to 12, 1890.	32.85
		Total.....	90.15

No. 9.—Comparative statement of receipts and expenditures of the Post Office Department from July 1, 1836, to June 30, 1890.

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	4,718,255.64
1841	4,407,726.27	\$482,657.00	4,890,383.27	4,499,527.61
1842	4,546,849.65		4,546,849.65	5,674,751.80
1843	4,296,225.43		4,296,225.43	4,374,753.71
1844	4,237,287.83		4,237,287.83	4,200,512.70
1845	4,289,841.80		4,289,841.80	4,320,731.99
1846	3,487,199.35	750,000.00	4,237,199.35	4,076,056.91
1847	3,880,309.23	12,500.00	3,892,809.23	3,979,542.10
1848	4,555,211.10	125,000.00	4,680,211.10	4,326,850.27
1849	4,705,176.28		4,705,176.28	4,479,049.13
1850	5,499,984.86		5,499,984.86	5,212,953.43
1851	6,410,604.33		6,410,604.33	6,278,401.68
1852	5,184,526.84	1,741,444.44	6,925,971.28	7,108,450.04
1853	5,240,724.70	2,225,000.00	7,465,724.70	7,982,736.59
1854	6,255,566.22	2,736,748.96	8,992,315.18	8,577,424.12
1855	6,642,136.13	3,114,542.28	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	4,528,094.67	11,881,956.43	11,508,057.93
1858	7,486,792.86	4,679,270.71	12,166,063.57	12,722,470.01
1859	7,968,484.07	3,915,946.49	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	749,980.00	13,188,233.78	12,644,786.20
1865	14,556,158.70	3,968.46	14,560,127.16	15,694,758.28
1866	14,430,986.21		14,436,986.21	15,352,079.30
1867	15,297,026.87	3,991,666.67	19,288,693.54	19,235,483.46
1868	16,202,600.80	5,696,525.00	21,899,125.80	22,730,592.65
1869	18,344,510.72	5,707,115.30	24,051,626.02	23,698,131.50
1870	19,772,220.65	4,022,140.85	23,794,361.50	23,998,837.63
1871	20,037,045.42	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	5,660,475.00	28,657,216.57	29,084,945.67
1874	26,471,071.82	5,922,432.55	32,393,505.37	32,126,411.58
1875	26,791,360.59	6,794,646.96	33,486,007.55	33,611,309.45
1876	28,034,197.50	5,088,583.03	33,122,780.53	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	30,044,982.86	3,297,965.25	33,339,948.11	33,449,899.45
1880	33,315,479.34	3,507,717.20	36,813,196.54	36,542,805.68
1881	36,785,397.97	3,297,921.46	40,083,319.43	39,592,066.22
1882	41,876,410.15	6,595.12	41,883,005.27	40,482,021.23
1883	45,508,692.61	21,416.85	45,530,109.46	43,282,944.43
1884	43,325,958.81	140,690.79	43,466,649.60	47,224,560.27
1885	42,660,843.83	6,066,473.00	48,727,316.83	50,046,235.21
1886	43,948,422.93	8,751,070.73	52,699,493.68	51,604,743.80
1887	48,837,609.39	4,746,167.06	53,583,776.45	53,006,194.39
1888	52,095,176.79	3,386,441.70	55,481,618.49	56,468,315.20
1889	56,175,611.18	5,745,017.89	61,920,629.07	62,317,119.38
1890	60,882,097.92	6,100,000.00	66,982,097.92	66,250,547.84

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.

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>ALABAMA.</b>											
Anniston.....	2	\$14,414.31	\$2,300.00	\$1,500.00	\$383.29	\$73.13	\$989.94	\$5,246.36	\$9,167.95	36	
Attens.....	2	2,018.33	1,000.00	.....	90.85	1.44	.....	1,101.29	917.04	54	
Bessemer.....	2	5,480.43	1,500.00	225.00	208.50	4.48	.....	1,937.98	3,552.45	35	
Birmingham.....	2	60,094.67	3,100.00	9,708.00	2,240.00	262.23	6,709.32	22,050.34	44,044.33	33	
Decatur.....	3	4,157.78	1,700.00	500.00	358.50	4.32	.....	2,502.82	1,654.96	62	
Demopolis.....	3	4,532.71	2,275.00	25.00	30.00	.....	.....	350.00	2,127.71	62	
Etahda.....	3	6,549.01	1,700.00	600.00	335.45	6.48	.....	2,641.93	3,907.08	42	
Florin.....	3	8,294.90	1,700.00	225.00	248.85	12.34	.....	2,186.19	6,108.71	27	
Gadsden.....	3	5,067.43	1,600.00	206.00	106.25	5.84	.....	2,002.00	3,065.43	59	
Greensboro.....	3	2,800.31	1,200.00	200.00	76.12	.....	.....	1,755.34	1,044.97	46	
Huntsville.....	2	7,540.80	1,200.00	275.00	132.54	2.80	.....	2,457.80	5,083.00	30	
Marion.....	2	7,446.57	1,000.00	75.00	240.00	22.50	.....	1,548.31	5,898.26	45	
Mobile.....	3	7,234.34	1,300.00	800.00	170.85	2.36	.....	3,154.04	4,080.30	48	
Montgomery.....	3	47,974.98	3,000.00	8,000.00	.....	233.40	9,755.55	21,540.04	26,434.94	45	
New Decatur.....	3	37,261.42	2,800.00	5,317.06	.....	124.82	5,210.27	13,432.15	23,829.27	36	
Opelika.....	3	2,965.35	708.10	300.00	101.57	1.28	.....	2,103.33	762.02	41	
Pratt.....	3	4,973.14	1,600.00	.....	241.93	9.68	.....	2,125.02	2,848.12	42	
Selma.....	3	13,684.71	1,875.00	2,100.00	124.78	32.03	2,372.10	7,151.69	6,533.02	54	
Shufeldt.....	2	4,432.77	1,200.00	75.00	135.04	5.04	.....	2,403.68	2,029.09	31	
Tadusda.....	3	5,101.31	1,600.00	600.00	285.22	8.72	.....	2,433.94	2,667.37	49	
Troy.....	3	3,771.63	1,400.00	500.00	233.00	4.40	.....	2,137.40	1,634.23	57	
Tuscaloosa.....	3	6,457.43	1,800.00	449.98	314.65	3.28	.....	2,507.91	3,949.52	40	
Tusculum.....	3	2,887.30	1,500.00	250.00	142.50	2.58	.....	1,565.48	1,321.82	50	
Tuskegee.....	3	2,425.37	1,100.00	.....	80.00	4.16	.....	1,193.16	1,232.21	49	
Union Springs.....	3	2,564.49	1,100.00	200.00	140.50	2.58	.....	1,443.48	1,121.01	56	
Uniontown.....	3	2,188.96	1,000.00	.....	67.50	.....	.....	1,007.50	1,181.46	49	
Total.....	.....	270,525.84	42,248.10	32,656.84	7,367.95	\$52.23	25,067.18	108,062.30	162,463.54	40	
<b>ARIZONA.</b>											
Flagstaff.....	3	2,087.86	1,200.00	.....	178.50	40	.....	1,378.90	1,308.96	51	
Phoenix.....	3	8,555.05	2,000.00	.....	590.67	4.82	.....	4,103.69	4,451.36	48	
Prescott.....	3	5,240.83	1,700.00	600.00	56.00	80	.....	2,356.80	2,884.03	45	
Tombstone.....	3	3,897.41	1,600.00	300.00	311.41	58	.....	2,212.29	1,685.12	57	
Tucson.....	3	8,034.91	1,900.00	600.00	360.00	72	.....	2,860.72	5,174.19	36	
Total.....	.....	28,416.06	8,400.00	3,000.00	1,505.58	7.12	.....	12,912.70	15,503.36	45	
											Delinquent third quarter, 1889.
											Presidential from April 1, 1890.
											In Government building.
											Do.
											Do.
											Presidential from October 10, 1889.
											Delinquent second quarter.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Price delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
<b>ARKANSAS.</b>											
Arkadelphia.....	3	\$3,397.44	\$1,400.00	\$162.00	\$122.25	\$2.04	.....	\$1,657.29	\$1,710.15	50	
Batesville.....	3	3,199.85	1,300.00	390.00	156.29	4.72	.....	1,800.97	1,248.88	60	
Beaverville.....	3	2,510.55	1,300.00	240.00	109.50	1.92	.....	1,611.42	1,890.13	64	
Candlen.....	3	3,699.20	1,400.00	500.00	218.17	3.52	.....	1,131.60	1,477.51	59	
Dardanelle.....	3	2,146.54	1,000.00	400.00	93.75	.96	.....	1,333.71	1,852.83	61	
Eureka Springs.....	3	5,899.65	1,900.00	500.00	329.50	6.82	.....	2,097.32	3,852.33	51	
Fayetteville.....	3	5,339.63	1,700.00	600.00	44.00	5.68	.....	2,459.58	3,000.05	42	
Forest City.....	3	2,790.91	1,300.00	100.00	156.63	2.00	.....	1,458.63	1,332.28	52	
Fort Smith.....	2	16,460.53	2,400.00	2,700.00	139.58	12.52	\$2,870.17	5,244.64	9,226.49	30	In Government building.
Helena.....	3	8,820.07	1,600.00	725.67	212.35	7.92	.....	1,913.07	1,689.60	53	
Hope.....	3	3,634.67	1,400.00	200.00	122.35	1.92	4,671.86	10,988.83	5,731.31	66	
Hot Springs.....	3	19,730.14	2,400.00	2,788.63	1,726.40	3.76	7,465.32	11,454.69	1,975.53	43	
Jonesboro.....	3	4,557.22	1,300.00	100.00	80.85	108.72	.....	18,985.40	28,541.60	40	Do.
Little Rock.....	2	2,310.83	1,000.00	199.28	136.52	2.83	.....	1,438.94	931.99	61	
Morrilton.....	3	3,714.66	1,200.00	100.00	123.75	1.04	.....	1,434.70	1,280.87	52	
Newport.....	3	3,122.74	1,400.00	200.00	195.00	3.84	.....	1,798.84	1,323.90	58	
Paragould.....	3	2,496.25	1,100.00	.....	140.75	2.80	.....	1,252.55	1,343.70	48	
Pine Bluff.....	2	13,635.69	2,300.00	3,200.00	925.00	1.54	1,800.60	8,226.54	5,408.55	60	
Prescott.....	3	2,286.52	1,100.00	200.00	123.82	2.16	.....	1,435.98	860.54	62	
Rogers.....	3	702.79	348.33	46.85	40.72	.66	.....	445.46	257.33	63	
Russellville.....	3	2,156.71	1,000.00	100.00	117.00	3.24	.....	1,220.24	936.47	57	
Searcy.....	3	2,919.38	1,200.00	199.90	175.35	1.84	.....	1,572.18	1,342.20	54	
Toxapana.....	3	7,213.17	1,800.00	1,200.00	352.00	8.48	.....	3,360.48	3,852.69	46	
Van Buren.....	3	4,171.10	1,500.00	200.00	164.95	7.84	.....	1,872.79	2,298.31	45	
<b>Total</b> .....		<b>169,325.60</b>	<b>37,248.33</b>	<b>23,677.86</b>	<b>5,640.66</b>	<b>263.07</b>	<b>16,808.16</b>	<b>83,618.07</b>	<b>85,688.53</b>	<b>49</b>	
<b>CALIFORNIA.</b>											
Alameda.....	3	12,114.66	1,000.00	.....	201.00	47.76	.....	2,148.76	9,965.90	18	
Anahim.....	3	2,145.00	1,100.00	.....	199.00	.88	.....	1,300.87	844.13	61	
Arcata.....	3	1,994.80	1,000.00	300.00	148.75	2.48	.....	1,431.23	543.57	73	
Auburn.....	3	4,678.68	1,000.00	180.00	313.75	4.88	.....	2,098.63	2,480.05	46	
Bakersfield.....	3	5,526.24	1,000.00	.....	261.70	2.48	.....	1,867.18	3,659.16	34	
Berkeley.....	3	3,167.74	1,400.00	200.00	216.50	3.04	.....	1,810.54	1,348.20	57	
Berkley.....	3	6,894.62	1,700.00	.....	255.00	16.00	.....	1,971.00	3,913.62	33	
Calistoga.....	3	2,775.83	1,100.00	250.00	159.75	1.92	.....	1,511.67	1,264.16	54	
Chico.....	3	8,376.61	1,200.44	100.00	364.47	8.92	.....	1,702.99	6,673.62	20	Delinquent July 1 to August 31, 1889.
Cloverdale.....	3	1,983.27	1,100.00	400.00	137.15	.56	.....	1,637.71	345.56	83	
Colton.....	3	2,603.31	1,400.00	200.00	241.00	.24	.....	1,841.74	691.57	74	

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clock-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
<b>CALIFORNIA—continued.</b>											
Santa Barbara.....	2	\$11,620.84	\$2,400.00	\$1,783.52	\$0.25	\$10.44	.....	\$4,104.25	\$7,456.59	36	
Santa Clara.....	3	4,259.81	1,500.00	200.00	113.84	7.60	.....	1,821.44	2,438.37	42	
Santa Cruz.....	3	2,200.00	2,200.00	1,300.00	498.02	17.04	.....	4,015.06	7,350.62	35	
Santa Maria.....	3	1,616.72	750.00	.....	92.55	.40	.....	842.65	774.07	52	Presidential from October 1, 1889.
Santa Monica.....	3	2,628.08	1,200.00	.....	152.50	.....	.....	1,332.50	1,345.58	50	
Santa Paula.....	3	1,055.00	60.44	.....	.....	.08	.....	60.52	44.48	58	Presidential from June 9, 1890.
Santa Rosa.....	3	16,474.72	2,200.00	1,300.00	100.00	31.45	\$1,423.19	5,354.04	5,120.68	51	
Selma.....	3	3,256.78	1,200.00	.....	181.00	1.28	.....	1,482.28	1,754.10	46	
Sonoma.....	3	2,053.40	1,000.00	.....	122.50	1.36	.....	1,123.86	956.54	54	
Sonora.....	3	2,544.03	1,200.00	300.00	184.00	1.04	.....	1,685.04	850.59	66	
Stockton.....	3	24,077.26	2,875.00	3,300.00	142.18	.....	6,084.26	12,126.41	11,930.82	50	
Truckee.....	3	1,062.21	875.00	182.25	.....	.....	.....	1,067.25	894.96	53	
Tulare.....	3	5,137.07	1,700.00	200.00	293.50	3.68	.....	1,987.18	3,149.89	39	
Ukiah.....	3	3,586.32	1,400.00	.....	203.50	2.22	.....	1,808.82	1,777.50	50	
Vacaville.....	3	2,961.71	1,200.00	.....	187.50	.43	.....	1,487.08	1,474.73	50	
Vallejo.....	3	6,806.79	1,800.00	100.00	258.85	7.09	.....	2,165.01	4,640.88	32	
Ventura.....	3	4,609.24	1,700.00	300.00	50.00	3.04	.....	2,033.94	2,555.30	45	
Visalia.....	3	6,875.33	1,800.00	300.00	260.00	8.16	.....	2,468.16	4,367.17	36	
Watsonville.....	3	4,842.12	1,000.00	.....	207.50	3.44	.....	1,910.94	2,931.18	39	
Willow.....	3	2,866.22	1,200.00	75.00	140.00	1.84	.....	1,416.84	1,449.58	49	
Woodland.....	3	7,677.94	1,800.00	250.00	410.00	8.64	.....	2,368.64	5,309.30	31	
Yreka.....	3	2,823.26	1,400.00	300.00	160.00	.....	.....	1,866.00	937.26	66	
Yuba City.....	3	468.92	336.11	33.33	38.60	.16	.....	408.20	60.72	87	Presidential from March 1, 1890.
<b>Total</b> .....		1,375,813.92	38,135.43	234,822.77	29,340.64	7,788.91	257,946.55	668,034.30	707,779.62	48	
<b>COLORADO.</b>											
Akron.....	3	6,380.67	1,300.00	25.00	168.78	1.84	.....	1,525.62	4,855.05	24	
Alamosa.....	3	3,097.56	1,200.00	250.00	190.79	.....	.....	1,740.79	1,356.77	56	
Aspen.....	3	13,177.44	1,850.00	1,356.52	342.72	85.73	1,833.62	5,088.50	8,088.50	39	Delinquent July 1 to August 25, 1889.
Black Hawk.....	3	1,808.08	1,000.00	400.00	435.00	14.96	.....	2,749.96	702.24	60	
Boulder.....	3	8,291.62	1,900.00	.....	291.00	.....	.....	1,504.12	5,451.66	34	
Breckenridge.....	3	2,573.32	1,300.00	900.00	166.25	2.40	.....	1,668.65	1,000.20	58	
Buena Vista.....	3	6,430.91	1,800.00	250.00	333.19	10.88	.....	2,384.07	1,254.20	57	
Canon City.....	3	4,300.20	1,200.00	300.00	292.50	5.28	.....	2,197.78	2,102.48	51	
Central City.....	3	440.90	214.56	.....	30.82	.56	.....	215.94	200.06	55	Presidential from April 20, 1890.
Colorado City.....	3	30,562.53	2,700.00	3,396.99	110.37	1.00	.....	9,922.96	20,646.57	32	
Colorado Springs.....	1	293,487.66	3,600.00	36,472.00	10,277.57	2,837.99	36,830.54	90,024.10	160,463.56	35	
Denver.....	3	6,773.47	1,800.00	400.00	360.00	6.24	.....	2,566.24	4,207.23	38	
Durango.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—Continued.

Office.	Class.	Gross receipts.	Salary.	Clark-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
CONNECTICUT—cont'd.											
Milford	3	\$1,312.27	\$1,700.00		\$242.05	\$4.72		\$1,746.77	\$2,565.50	41	
Moodus	3	4,425.10	1,600.00		101.45	3.68		1,605.13	2,819.97	36	
Myatie Bridge	3	5,086.97	1,600.00	\$100.00	164.00	8.72		1,872.72	3,214.25	37	
Naugatuck	3	5,899.90	1,700.00		340.10	9.68		2,045.78	3,850.12	35	
New Britain	3	24,628.10	2,600.00	3,200.00	1,175.00	83.55	\$5,046.97	12,592.61	12,592.61	49	
New Canaan	3	2,695.25	1,200.00		145.25	3.12		1,348.37	1,348.37	50	
New Hartford	3	2,198.67	1,200.00		142.65	3.44		1,251.09	943.58	57	
New Haven	3	133,701.83	3,400.00	23,785.00	2,500.00	883.00	33,478.88	61,542.43	92,219.35	45	
New London	3	2,436.19	2,600.00	3,700.00	351.00	5.81	3,756.34	2,556.84	3,660.16	38	
New Milford	3	5,917.00	1,700.00		119.22			2,019.22	3,772.42	84	
Northford	3	2,391.64	1,600.00	300.00	476.58	483.45	2,733.85	7,093.80	2,771.15	72	
Norwalk	3	9,835.04	2,700.00	3,600.00	2,174.92	256.96	7,839.39	10,841.27	14,481.69	51	
Norwich	3	31,323.26	1,200.00		165.25	4.56		1,369.81	1,469.04	48	
Plainville	3	2,838.85	1,100.00		141.34	2.16		1,243.50	1,075.50	58	
Portland	3	2,319.29	1,400.00		248.75	7.69		1,628.35	2,014.37	42	
Putnam	3	3,610.72	1,800.00	306.58	347.50	14.08		2,561.16	4,294.01	32	
Rochville	3	8,393.45	1,900.00	100.00	355.00	14.95		2,369.96	6,093.24	27	
Seymour	3	3,439.20	1,500.00		257.75	7.04		1,864.79	2,074.66	47	
Southampton	3	4,601.15	1,600.00		219.01	9.44		1,828.45	2,783.70	40	
South Manchester	3	4,917.88	1,600.00		272.46	7.04		1,870.50	3,038.58	28	
South Norwalk	3	11,693.23	2,200.00	1,200.00	471.00	12.91	2,666.63	6,550.54	6,118.68	66	
Southport	3	3,492.94	1,400.00	200.00	173.75	6.24		1,378.09	1,312.42	51	
Stafford Springs	3	21,055.46	2,500.00	3,137.19	1,327.04	700.35	3,512.24	11,176.82	9,878.64	63	
Stamford	3	2,200.61	1,400.00		226.00	4.69		1,568.35	1,890.30	40	
Stonington	3	3,368.55	1,600.00		162.43	5.92		1,675.35	1,755.00	48	
Suffield	3	3,492.94	1,500.00	100.00	259.00	7.63		1,974.01	1,560.44	52	
Thompsonville	3	2,589.23	1,500.00		220.40	5.12		1,758.54	2,039.10	46	
Torrington	3	8,119.72	1,800.00	300.00	597.50	7.84		2,758.54	5,608.74	31	
Unionville	3	9,944.00	1,900.00		636.00	15.31		3,432.80	1,401.24	51	
Wallingford	3	7,368.43	2,100.00	694.28	436.00	13.81		3,432.80	3,928.84	47	
Waterbury	3	42,828.06	2,900.00	5,204.88	2,872.83	144.17	7,944.05	18,566.91	24,250.15	43	
Westport	3	2,266.09	1,100.00		124.74	2.89		1,237.94	1,018.55	55	
West Winsted	3	12,365.68	1,700.00	197.00	197.00	7.08		1,994.08	2,301.00	36	
Williamantic	3	2,068.66	2,300.00	1,800.00	33.74	33.74		4,233.74	8,374.82	24	
Windsor Locks	3	2,928.30	1,400.00		6.64	6.64		1,683.74	1,344.65	54	
Winthrop	3	7,368.84	1,900.00	350.00	247.84	11.01		2,505.38	5,230.46	32	
Total		838,696.05	104,400.00	97,702.33	28,311.01	4,393.90	132,008.96	360,870.46	491,761.59	43	

DELAWARE.										Do.	Do.
Dover	3	6,214.16	1,800.00	175.00	.....	6.64	.....	1,981.64	4,232.52	32	
Middletown	3	2,955.82	1,400.00	100.00	.....	4.32	.....	1,836.55	1,129.27	62	
Milford	3	3,383.76	1,400.00	.....	188.50	4.24	.....	1,697.74	1,801.02	47	
Newark	3	840.37	1,300.00	200.00	.....	4.16	.....	1,602.64	1,237.73	50	
New Castle	3	2,582.25	1,100.00	.....	98.48	3.92	.....	1,183.39	1,398.86	46	
Seaford	3	2,441.85	1,100.00	.....	100.95	1.84	.....	1,211.79	1,230.06	50	
Smyrna	3	3,386.91	1,400.00	187.07	.....	3.20	.....	1,500.27	1,706.64	47	
Wilmington	1	65,698.02	3,100.00	9,000.00	.....	274.83	16,276.46	28,651.29	37,046.73	44	
Total	.....	89,483.14	12,000.00	9,782.06	.....	399.95	16,276.46	39,610.31	49,842.83	44	
DISTRICT OF COLUMBIA.										\$32,006.26 for mail-bags.	
Washington	1	442,921.22	5,000.00	183,451.16	.....	40,839.96	119,898.90	366,323.98	74,597.24	83	
FLORIDA.										Delinquent October 1 to November 29, 1889.	
Barlow	3	3,321.28	1,300.00	300.00	.....	4.08	.....	1,809.49	1,511.79	54	
Daytona	3	2,139.20	1,000.00	.....	147.50	1.04	.....	1,148.54	981.35	54	
De Land	3	4,974.05	1,500.00	.....	222.19	2.56	.....	1,734.85	2,549.20	40	
Fernandina	3	2,366.29	1,004.34	166.48	.....	3.68	.....	1,397.83	2,048.46	40	
Gainesville	3	5,541.71	1,600.00	400.00	.....	10.48	.....	2,319.31	3,222.40	43	
Jacksonville	1	47,397.83	2,900.00	10,500.00	.....	383.19	9,603.15	26,190.94	21,197.89	55	
Key West	3	11,522.82	2,800.00	434.15	.....	156.62	.....	3,990.77	7,022.05	38	
Kissimmee	3	2,532.91	1,200.00	197.83	.....	1.60	.....	1,393.45	1,162.56	54	
Lake City	3	2,692.97	1,200.00	105.00	.....	2.40	.....	1,196.90	1,496.07	43	
Leesburgh	3	2,211.67	1,200.00	114.23	.....	4.58	.....	1,248.12	1,863.54	43	
Ocala	3	2,876.26	1,800.00	106.48	.....	16.87	.....	2,296.62	5,579.61	39	
Orlando	3	6,416.51	1,500.00	575.00	.....	8.81	.....	2,870.00	3,540.45	45	
Palm Bay	3	8,384.51	1,900.00	499.99	.....	17.20	.....	2,811.33	5,573.28	34	
Pennacola	3	14,620.52	2,400.00	1,599.00	.....	11.34	3,368.35	2,670.26	9,940.84	53	
St. Augustine	3	10,737.11	2,100.00	2,619.45	.....	21.70	.....	4,771.13	5,966.66	44	
Sanford	3	6,632.90	1,626.00	418.22	.....	10.08	.....	2,309.60	4,323.29	36	
Tallahassee	3	5,992.23	1,700.00	399.99	.....	19.47	.....	2,467.56	2,524.67	41	
Tampa	3	9,788.37	1,800.00	726.00	.....	8.40	.....	2,912.13	6,876.22	30	
Total	.....	155,953.72	29,492.93	29,600.60	.....	762.40	13,031.50	70,653.19	85,300.53	45	
GEORGIA.										In Government building.	
Albany	3	6,800.74	1,700.00	299.17	.....	15.64	.....	2,161.45	4,645.29	32	
Americus	3	8,565.50	1,800.00	990.00	.....	17.68	.....	3,031.18	5,504.32	36	
Athens	3	11,663.97	2,000.00	1,800.00	.....	9.00	.....	4,199.60	7,464.37	36	
Atlanta	1	159,292.61	3,400.00	23,362.71	.....	1,692.94	22,349.98	50,745.63	108,516.98	32	
Augusta	3	45,420.39	3,000.00	6,173.00	.....	212.34	14,378.35	25,000.60	26,419.70	55	
Bainbridge	3	3,774.14	1,500.00	300.00	.....	2.64	.....	1,962.64	1,811.50	50	
Barnesville	3	2,245.57	1,000.00	200.00	.....	2.76	.....	1,325.95	1,919.62	39	
Brunswick	3	13,375.99	2,200.00	1,100.00	.....	11.75	983.41	4,786.17	8,589.82	36	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890—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.
<i>Choctaw—Continued.</i>											
Cartersville.....	3	\$3,774.59	\$1,406.00	\$190.45	\$155.74	\$5.44	.....	\$1,760.63	\$2,013.96	47	
Columbus.....	3	29,792.04	2,500.00	2,900.00	1,400.00	125.10	\$6,100.41	12,331.57	10,460.47	54	
Cuthbert.....	3	2,432.61	1,100.00	200.00	109.55	1.00	.....	1,301.15	1,131.46	53	
Dalton.....	3	4,369.62	1,500.00	190.99	243.68	8.65	.....	1,932.33	2,437.29	45	Presidential May 12, 1890.
Dawson.....	3	282.68	151.10	.....	16.74	.32	.....	168.16	114.52	60	
Gainesville.....	3	4,828.67	1,600.00	500.00	351.29	8.90	.....	2,460.25	2,368.42	51	
Griffin.....	3	4,667.40	1,600.00	300.00	245.50	12.00	.....	2,137.50	2,529.90	46	
Hawkinsville.....	3	2,435.81	1,500.00	200.00	138.75	2.65	.....	1,841.40	614.41	75	
La Grange.....	3	3,656.51	1,400.00	190.08	140.30	5.29	.....	1,745.48	1,911.03	48	
La Grange.....	3	47,379.92	2,900.00	6,494.14	.....	247.97	8,695.50	18,337.41	29,042.51	39	In Government building.
Madison.....	3	2,857.56	1,200.00	.....	177.75	5.12	.....	1,382.87	1,474.69	48	
Marbleton.....	3	7,044.44	1,700.00	200.00	218.55	11.81	.....	2,130.39	4,914.05	30	
Marionville.....	3	3,374.85	1,500.00	.....	220.72	4.10	.....	1,724.88	1,649.97	51	
Newman.....	3	3,692.20	1,400.00	37.50	190.92	5.81	.....	1,643.96	2,048.24	45	
Quinn.....	3	2,577.09	1,200.00	150.00	148.40	1.52	.....	1,499.92	1,077.17	59	
Rome.....	3	15,648.45	2,400.00	1,190.30	657.50	17.51	3,998.28	7,502.29	8,046.16	48	
Sandersville.....	3	4,406.97	1,000.00	.....	128.60	4.00	.....	1,132.60	3,274.37	26	
Savannah.....	3	80,439.82	3,200.00	11,408.33	2,308.00	498.43	15,893.21	33,307.99	53,131.83	39	Presidential August 15, 1889.
Tallahassee.....	3	2,783.79	1,238.80	.....	159.57	2.64	.....	1,421.01	1,362.78	51	
Thomasville.....	3	7,182.78	1,900.00	224.73	307.50	14.40	.....	2,446.63	4,736.15	34	
Valdosta.....	3	3,630.99	1,400.00	200.00	150.50	5.60	.....	1,765.10	1,871.89	49	
Washington.....	3	2,968.69	1,200.00	150.00	200.00	1.29	.....	1,651.29	1,317.40	56	
Way Cross.....	3	3,844.43	1,400.00	100.00	113.37	8.08	.....	1,621.45	2,222.97	42	
West Point.....	3	2,639.67	1,300.00	199.92	137.00	5.20	.....	1,662.12	1,067.55	63	
Total.....	.....	406,713.38	54,379.90	58,389.92	10,808.22	2,907.92	71,574.94	108,130.90	298,592.48	40	
IDAHO.											
Bellevue.....	3	1,710.48	1,000.00	190.80	188.75	.....	.....	1,398.55	571.93	78	
Boise City.....	3	7,983.61	1,800.00	740.82	307.50	.....	.....	2,947.80	5,040.81	37	
Butte.....	3	2,690.20	1,400.00	198.80	228.50	.48	.....	1,827.30	862.90	68	
Lewiston.....	3	2,704.15	1,200.00	390.00	107.91	.68	.....	1,808.78	895.37	69	
Moscow.....	3	4,178.78	1,400.00	225.00	200.24	.32	.....	1,844.66	2,334.12	44	
Pocatello.....	3	2,014.00	600.00	50.00	91.00	1.28	.....	742.28	1,271.72	37	Presidential from January 1, 1890.
Total.....	.....	21,856.25	7,500.00	1,823.41	1,263.00	2.90	.....	10,580.37	10,766.88	50	

ILLINOIS.																			
Abingdon	3	2,605.85	1,200.00	172.70	72	.....	1,373.42	1,231.43	53										
Alledo	3	3,161.97	1,400.00	218.47	1.36	.....	1,819.83	1,342.14	53										
Alton	2	11,854.62	1,200.00	569.30	13.60	3,348.59	7,461.49	4,403.13	62										
Amber	3	3,367.01	1,400.00	218.00	2.61	.....	1,828.81	1,538.21	54										
Ana	2	3,531.97	1,400.00	222.45	1.52	.....	1,621.52	1,030.45	46										
Arcola	3	3,394.90	1,400.00	222.45	2.24	.....	1,624.68	1,570.22	54										
Atlanta	3	3,318.12	1,100.00	38.00	1.52	.....	1,139.52	1,178.60	40										
Ansonia	2	21,335.70	2,600.00	1,119.28	50.78	6,147.03	12,526.08	8,809.71	50										
Austin	3	4,708.88	1,300.00	183.34	4.08	.....	1,487.42	3,311.46	51										
Barry	3	2,201.66	1,100.00	152.25	.....	.....	1,251.21	948.45	56										
Barbara	3	8,131.30	2,000.00	577.45	22.84	.....	2,600.20	5,531.07	32										
Beardstown	3	3,996.03	1,500.00	33.61	2.61	.....	1,771.50	2,224.55	44										
Bellefonte	2	10,309.30	2,100.00	430.00	34.84	6,209.33	10,008.17	3,011.13	97										
Belvidere	3	7,268.61	1,400.00	258.69	6.50	.....	2,265.25	5,021.36	51										
Bloomington	3	2,164.72	1,000.00	135.00	8.88	.....	1,115.88	1,028.84	49										
Bloomington	2	37,538.35	2,900.00	1,517.83	123.05	7,207.87	18,618.72	18,859.63	50										
Bloomington	3	4,531.77	2,250.00	30.41	1.52	.....	2,250.00	103.77	57										
Bloomington	3	2,343.37	1,200.00	114.17	1.52	.....	1,315.69	1,027.68	57										
Buck Hill	3	2,323.37	1,200.00	111.51	1.36	.....	1,512.80	810.62	54										
Bushnell	3	5,619.28	1,500.00	300.00	3.84	.....	2,153.81	3,465.47	38										
Calo	3	18,281.17	2,500.00	3,418.01	16.45	3,804.78	9,739.24	8,911.87	53										
Cambridge	3	2,682.17	1,200.00	100.00	1.44	.....	1,467.64	1,215.83	53										
Canton	3	4,456.35	2,000.00	70.00	8.50	.....	3,376.79	6,157.56	35										
Carbondale	3	4,853.82	1,500.00	221.10	5.98	.....	2,016.36	3,337.46	47										
Carlinville	3	5,614.67	1,700.00	272.60	4.08	.....	2,026.99	3,617.68	36										
Carlyle	3	3,381.11	1,300.00	38.97	6.96	.....	1,451.76	3,337.19	56										
Carrollton	3	4,277.80	1,500.00	205.00	6.96	.....	1,336.90	2,340.90	46										
Carrollton	3	4,426.36	1,600.00	208.75	2.59	.....	2,201.51	2,219.05	50										
Carthage	3	3,775.22	1,400.00	187.10	1.52	.....	1,788.71	1,966.51	47										
Centralia	3	3,543.03	1,700.00	251.50	4.80	.....	2,338.50	3,196.73	42										
Champaign	2	11,474.10	2,500.00	67.00	5.70	2,580.99	7,047.39	4,456.71	61										
Charleston	3	6,254.19	1,700.00	367.50	5.70	.....	2,455.76	3,795.43	39										
Chenue	3	2,200.42	1,000.00	135.17	1.04	.....	1,126.79	1,133.63	50										
Chester	3	3,143.58	1,000.00	202.40	2.32	.....	1,706.72	1,376.56	50										
Chicago	1	3,150,884.34	6,000.00	549,087.42	21,319.47	330,906.34	1,131,087.73	1,995,766.61	56										
Chillicothe	3	2,609.70	1,100.00	111.00	2.32	.....	1,243.32	1,417.38	47										
Chilton	3	4,246.56	1,500.00	330.00	4.96	.....	1,963.96	2,282.60	46										
Cobden	3	2,175.94	1,100.00	20.32	1.72	.....	1,121.04	1,054.90	52										
Collinsville	3	2,973.47	1,400.00	121.82	1.12	.....	1,522.04	1,450.53	51										
Danville	3	16,354.62	2,400.00	686.90	287.20	3,540.78	10,214.88	6,189.74	62										
Decatur	2	29,249.72	2,800.00	1,000.00	160.36	7,632.11	13,072.47	14,177.25	52										
De Kalb	3	7,285.96	2,000.00	242.85	7.76	.....	2,400.61	4,885.34	33										
Delevan	3	8,236.60	1,400.00	125.00	1.84	.....	1,526.81	1,709.76	47										
Elgin	3	11,153.82	2,200.00	239.50	8.95	.....	3,748.45	7,405.37	34										
Elmwood	2	4,157.33	1,500.00	88.23	2.36	.....	1,791.59	2,365.74	43										
Duquoin	3	4,577.34	1,600.00	180.91	1.44	.....	1,791.35	2,785.99	39										
Dwight	3	2,311.66	1,100.00	55.30	.....	.....	1,266.56	1,045.80	55										
East St. Louis	3	7,096.95	1,800.00	353.75	16.32	.....	2,176.07	4,925.88	31										
Edwardsville	3	3,646.34	1,400.00	226.00	2.32	.....	1,828.32	1,818.02	50										

Presidential from April 10, 1890.

In Government building.

Presidential from February 11, 1890.

In Government building; \$8,941.39 for mail-bags.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.—Continued.

Offices.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expense.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Effingham	3	\$1,876.41	\$1,400.00	\$300.00	\$118.66	\$5.84		\$1,854.50	\$2,051.91	47	
Elgin	2	35,373.13	2,800.00	3,890.46	1,633.35	38.88	\$6,011.85	15,003.54	20,369.59	42	
Elmhurst	3	3,492.99	1,400.00		163.75	1.84		1,565.59	1,927.40	45	
Elmwood	3	2,247.68	1,100.00		162.50	1.72		1,253.22	994.46	56	
El Paso	3	2,663.26	1,300.00	100.00	153.77	1.44		1,555.21	1,108.05	58	
Englewood	3	20,694.33	2,500.00	1,872.00	500.00	73.75	10,620.94	14,960.69	5,127.54	74	
Eureka	3	3,016.55	1,300.00		101.33	1.70		1,402.13	1,524.42	49	
Evansville	2	18,266.84	2,400.00	1,618.00	1,092.50	71.87	3,903.67	9,086.04	9,180.80	40	
Farbush	3	4,100.88	1,500.00		144.31	1.92		1,646.23	2,514.85	40	
Farley	3	3,411.57	1,400.00	100.00	220.90	2.96		1,723.86	1,718.71	50	
Farmer City	3	2,739.74	1,200.00		167.40	2.48		1,360.88	1,669.86	50	
Farmington	3	1,911.66	1,200.00		135.00			1,135.00	776.66	50	
Flora	3	2,640.31	1,200.00	100.00	107.27	1.44		1,468.71	1,171.60	56	
Franklin Grove	3	2,158.09	622.22		70.75			692.97	1,465.12	32	Presidential from February 9, 1890
Freeport	2	21,403.48	2,600.00	2,634.72	816.01	10.22	3,940.74	10,000.69	11,408.79	47	
Fulton	3	4,468.65	1,600.00	100.00	200.25	2.64		1,802.80	2,665.76	40	
Galesburg	3	7,961.54	1,900.00	400.00		12.03		2,312.08	5,652.46	29	In Government building.
Galesburg	2	31,323.98	2,700.00	4,900.00	1,316.58	126.08	5,575.23	14,617.89	10,706.09	47	
Galva	3	4,483.75	1,600.00	272.50	201.50	1.92		2,083.42	2,420.33	46	
Geneseo	3	6,672.19	1,600.00		164.04	2.08		2,068.62	4,003.57	34	
Geneva	3	3,550.28	1,300.00		140.75	.88		1,431.63	1,808.65	44	
Gibson City	3	2,900.50	1,300.00	204.15	188.23	1.44		1,693.82	1,206.68	57	
Girard	3	2,132.31	1,100.00	55.28	138.60	.64		1,204.52	867.79	60	
Grand Crossing	3	2,363.10	1,500.00		215.60	5.04		1,720.54	2,916.21	37	
Grayville	3	3,609.19	1,400.00		107.29	2.32		1,100.61	1,103.40	48	
Greenville	3	4,431.96	1,100.00		197.70	1.23		1,598.98	2,016.21	44	
Griggsville	3	3,333.29	1,400.00	90.00	140.75	4.48		1,241.23	1,190.73	51	
Harard	3	3,688.14	1,500.00	250.00	149.60	1.28		1,639.64	1,693.45	46	
Havana	3	3,446.90	1,400.00		215.00	1.28		1,000.00	1,719.14	63	
Hawthorn	3	3,294.18	1,300.00		140.50	1.20		1,610.37	1,820.62	47	
Highland Park	3	1,779.12	750.00		101.25	1.20		833.17	925.95	44	Presidential October 1, 1889.
Hillboro	3	2,933.02	1,300.00		201.08	2.88		1,504.06	1,429.96	51	
Illidale	3	2,030.61	1,000.00		76.25	2.48		1,078.73	980.88	52	Presidential from July 1, 1889.
Jacksonville	3	3,382.92	1,300.00		71.89	2.40		1,469.29	1,883.63	44	
Jacksonville	2	18,420.20	2,500.00	1,55.00	741.05	53.38	4,141.02	10,236.35	8,243.94	55	
Jarvisville	3	5,193.57	1,600.00	600.00	811.80	4.80		2,516.60	2,676.97	48	
Joliet	2	24,019.11	2,500.00	3,172.00	850.00	27.53	9,042.48	15,702.01	9,157.10	63	
Kankakee	2	10,369.54	2,000.00	1,300.00	250.53	29.34	1,088.28	4,838.03	5,551.47	50	
Kennett	3	2,503.43	1,100.00		152.20	2.21		1,211.52	1,218.01	50	
Kewanee	3	6,518.46	1,800.00		350.00	4.16		2,154.16	4,364.30	33	

Presidential from February 15, 1896.

Knoxville.....	3	2,817.10	1,300.00	122.46	1.28	1,433.74	1,383.36	61
Lacon.....	3	2,680.82	1,200.00	165.50	1.60	1,367.10	1,263.72	52
Lake Forest.....	3	5,792.60	1,500.00	127.70	8.00	1,635.70	3,937.96	29
Lanark.....	3	3,735.53	1,500.00	140.25	1.48	1,787.18	1,948.40	48
La Salle.....	2	8,254.85	1,900.00	365.75	9.84	3,305.59	4,949.26	43
Lemont.....	3	2,379.64	1,100.00	155.08	.....	1,255.08	1,124.56	63
Lena.....	3	2,378.14	1,200.00	167.25	72	1,367.97	1,010.17	58
Levinston.....	3	3,503.96	1,400.00	219.68	5.61	1,775.29	1,728.07	51
Lincoln.....	2	11,268.40	2,200.00	641.47	12.39	4,053.86	7,214.54	36
Litchfield.....	3	6,552.15	1,700.00	238.50	9.12	2,147.62	4,404.53	33
Lockport.....	3	2,245.62	1,400.00	213.00	1.88	1,613.88	1,631.74	50
McLeansborough.....	3	2,324.22	1,100.00	15.45	1.78	1,117.23	1,206.99	48
Macomb.....	3	5,927.26	1,700.00	141.15	8.60	1,944.75	3,982.51	33
Maraca.....	3	3,254.15	1,400.00	226.00	1.96	1,622.96	1,677.19	50
Maraca.....	3	723.55	375.00	48.93	1.10	422.00	301.46	58
Marshall.....	3	3,254.53	1,500.00	139.60	1.12	1,640.72	1,913.81	46
Marshall.....	3	3,039.36	1,300.00	120.75	3.44	1,686.19	1,353.17	55
Mason City.....	3	9,919.10	1,300.00	168.15	4.40	1,408.55	1,450.55	50
Mattson.....	2	9,805.03	2,100.00	720.93	88.12	4,415.03	5,389.98	45
Maywood.....	3	3,657.77	1,100.00	106.37	1.92	1,208.29	2,449.48	33
Mendota.....	3	6,206.44	1,900.00	355.35	5.20	2,460.55	3,745.89	40
Metropolis City.....	3	3,011.12	1,400.00	222.77	2.72	1,580.22	1,430.90	52
Minonk.....	3	2,854.13	1,400.00	77.50	1.52	1,724.29	1,129.83	60
Moline.....	2	21,577.55	2,500.00	925.00	3.52	9,966.18	11,611.37	46
Monmouth.....	2	10,535.59	2,200.00	545.07	61	2,410.58	4,079.33	61
Monticello.....	3	3,232.63	1,400.00	156.40	2.56	1,658.96	1,593.67	51
Morris.....	3	5,340.44	1,700.00	298.60	2.72	2,001.22	3,338.22	37
Morrison.....	3	4,571.43	1,000.00	192.75	1.92	2,000.67	2,570.76	44
Mount Carmel.....	3	3,813.20	1,500.00	192.15	8.48	1,960.50	1,756.98	53
Mount Carroll.....	3	3,717.48	1,500.00	259.43	1.09	1,418.92	1,597.55	47
Mount Morris.....	3	3,016.47	1,300.00	118.92	.....	1,276.38	983.85	56
Mount Pulaski.....	3	2,252.23	1,100.00	155.50	1.28	1,548.34	1,201.53	56
Mount Sterling.....	3	2,749.87	1,300.00	147.08	.....	2,107.65	2,877.65	42
Mount Vernon.....	3	4,985.30	1,600.00	297.65	.....	1,809.35	2,423.25	43
Murphyborough.....	3	4,232.60	1,400.00	203.75	3.60	1,599.25	1,677.91	49
Naperville.....	3	2,277.16	1,400.00	193.65	3.90	1,795.58	1,805.84	69
Nashville.....	3	2,601.42	1,400.00	194.50	.....	3,402.08	5,290.83	39
National Stock Yards.....	3	8,692.91	2,200.00	119.60	2.08	1,223.44	1,005.10	55
Newton.....	3	2,228.54	1,100.00	137.75	3.84	1,338.31	1,790.79	43
Nokonia.....	3	3,180.10	1,200.00	137.75	5.66	2,331.21	3,369.27	41
Normal.....	3	2,913.26	1,200.00	325.13	6.08	1,597.73	1,965.53	54
Oak Park.....	3	2,963.26	2,200.00	897.43	91.58	8,310.06	14,907.15	36
Odel.....	3	2,474.72	1,400.00	197.25	4.48	2,246.62	3,028.10	43
Olney.....	3	5,276.67	1,700.00	297.50	9.12	1,945.89	1,081.28	56
Onarga.....	3	2,404.72	1,200.00	144.43	1.96	1,702.69	1,276.85	58
Oregon.....	3	3,039.74	1,400.00	212.47	1.84	2,284.44	5,949.19	60
Ottawa.....	2	15,026.94	2,400.00	188.86	20.46	9,077.75	3,734.67	38
Pana.....	3	6,019.12	1,900.00	329.75	4.80	2,730.18	5,239.30	34
Paris.....	3	7,089.48	1,700.00	419.30	10.88	1,201.74	2,616.98	39
Paxton.....	3	4,312.70	1,500.00	197.74	4.00	1,135.61	812.56	58
Pecatonica.....	3	1,948.20	1,000.00	135.00	1.54	1,355.61	2,350.81	71
Pekin.....	3	8,292.37	2,300.00	285.48	17.98	2,048.07	.....	.....

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.—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.											
Penn.	1	\$69,147.10	\$3,300.00	\$9,714.67	\$278.73	\$389.48	\$12,022.05	\$25,427.20	\$73,712.90	26	In Government building.
Perry	3	4,278.01	1,000.00	225.00	314.97	2.64	.....	2,881.39	2,396.62	44	
Petersburg	3	4,073.82	1,500.00	400.00	217.00	2.48	.....	2,032.45	2,041.37	50	
Pittsfield	3	4,247.19	1,500.00	400.00	217.00	.....	.....	2,117.00	2,130.19	50	
Plano	3	2,433.97	1,500.00	.....	163.67	.....	.....	1,364.30	1,080.58	56	
Polo	3	3,930.93	1,500.00	200.00	261.50	64	.....	1,002.14	1,908.79	50	
Pontiac	3	5,716.30	1,700.00	130.00	277.25	6.40	.....	2,132.65	3,576.65	37	
Princeton	3	7,748.76	1,900.00	300.00	308.22	5.36	.....	2,513.58	5,235.18	32	
Pullman	3	10,572.67	2,200.00	900.00	400.96	203.54	.....	3,803.50	6,769.17	30	
Quincy	1	49,578.68	3,100.00	7,800.00	.....	224.57	11,748.84	22,873.40	26,705.28	46	Do.
Ravenwood	3	8,222.81	1,900.00	200.00	284.28	5.36	.....	1,333.37	6,883.17	27	
Robinson	3	2,210.17	1,000.00	200.00	131.90	1.47	.....	1,839.64	855.80	60	
Rockelle	3	3,728.72	1,500.00	150.00	290.00	2.52	.....	1,912.52	1,816.20	51	
Rock Falls	3	4,470.72	1,500.00	.....	260.85	1.28	.....	1,748.13	2,722.59	39	
Rockford	3	40,601.96	3,000.00	5,800.00	1,393.35	77.34	10,900.64	21,280.32	28,321.64	43	
Rock Island	1	25,383.51	2,600.00	3,800.00	1,257.25	72.76	5,246.43	12,976.44	12,407.07	51	
Rodhouse	3	3,030.51	1,300.00	150.00	188.67	1.52	.....	1,610.19	1,390.35	54	
Rushville	3	3,671.73	1,500.00	400.00	200.00	1.92	.....	2,161.92	1,509.81	59	
St. Charles	3	2,073.84	1,000.00	.....	129.77	89	.....	1,130.57	943.27	55	
Salem	3	5,531.95	1,000.00	230.00	144.06	1.36	.....	1,496.32	1,035.63	59	
Sandwich	3	5,577.93	1,700.00	300.00	315.33	3.12	.....	2,018.45	3,559.48	39	
Savanna	3	3,276.20	1,400.00	400.00	214.42	3.03	.....	1,918.10	1,352.10	59	
Shawneetown	3	2,287.63	1,100.00	.....	146.10	2.56	.....	1,648.60	634.97	72	
Shelbyville	3	9,981.21	1,700.00	923.68	332.25	4.96	.....	2,037.21	3,240.09	39	
South Chicago	3	4,382.16	1,600.00	.....	73.62	13.12	.....	2,776.05	7,182.16	28	Delinquent April 1 to June 23, 1890.
South Evansston	3	6,982.20	1,400.00	.....	291.25	4.08	.....	1,893.83	2,486.83	43	
Sparta	3	3,692.20	1,400.00	6,700.00	200.27	.....	10,407.79	1,600.27	21,242.96	52	
Springfield	3	41,425.04	2,900.00	.....	174.29	.....	.....	20,182.08	21,242.96	49	In Government building
Spring Valley	3	2,177.45	1,400.00	.....	213.00	1.20	.....	1,614.20	563.25	74	
Stirling	3	11,300.80	2,300.00	1,500.00	746.12	1.28	3,438.85	8,006.25	3,303.55	71	
Streator	3	11,030.25	2,300.00	1,800.00	1,030.00	1.98	4,438.62	9,570.60	1,488.65	87	
Sullivan	3	2,336.60	1,100.00	150.00	149.50	1.84	.....	1,401.34	955.26	59	
Sycamore	3	5,170.45	1,700.00	180.00	319.75	4.40	.....	2,204.15	2,966.31	43	
Taylorville	3	4,816.25	1,500.00	150.00	191.25	3.68	.....	1,914.93	2,900.32	40	
Tenon	3	2,138.07	1,000.00	200.00	136.97	.....	.....	1,276.07	831.10	59	
Tuscola	3	4,298.47	1,500.00	200.00	174.45	3.02	.....	1,878.13	2,390.34	44	
Union	3	4,292.97	222.51	.....	27.00	.....	.....	250.33	182.63	68	Presidential from April 11, 1890.
Upper Alton	3	4,292.97	1,500.00	400.00	223.00	4.40	.....	2,124.97	2,124.97	50	
Urbana	3	3,713.32	1,400.00	199.44	293.17	1.60	.....	1,804.21	1,903.11	49	
Vandalia	3	2,517.64	1,200.00	100.00	102.68	1.20	.....	1,463.88	1,053.76	57	
Verdon	3	2,517.64	1,200.00	100.00	102.68	1.20	.....	1,463.88	1,053.76	57	
Virginia	3	2,538.42	1,100.00	122.00	147.99	.....	.....	1,370.79	1,167.63	54	

Presidential from April 1, 1894.

In Government building.  
Do.

WATER	3	2,435.49	1,300.00	153.92	95	1,036.89	788.60	68
WATSON	3	3,264.86	1,300.00	181.75	1.36	1,585.05	1,385.05	52
Washington	3	2,091.91	1,400.00	147.45	1.52	1,518.97	1,142.94	58
Watson	3	3,568.72	1,600.00	217.57	3.04	1,719.61	1,840.11	48
Watson	3	9,087.54	1,800.00	337.75	9.70	2,147.51	6,940.03	24
Watson	3	2,138.31	1,000.00	126.63	.64	1,127.27	1,011.04	52
Watson	3	3,044.11	1,400.00	203.49	1.04	1,846.53	1,187.58	61
Watson	3	2,691.86	1,300.00	163.75	2.61	1,400.39	1,228.47	54
White Hall	3	3,109.12	1,400.00	206.20	.....	1,400.20	1,562.92	52
Wilmington	3	2,181.19	1,100.00	147.50	.72	1,248.22	932.97	57
Winchester	3	2,286.03	1,100.00	140.50	.80	1,241.30	1,044.73	54
Woodstock	3	3,432.22	1,400.00	223.35	.88	1,024.23	1,807.99	47
Wyoming	3	2,101.41	1,000.00	116.52	.88	1,117.40	1,081.01	53
Total	.....	4,490,809.66	309,889.36	67,503.03	24,318.94	699,378.44	2,722,343.72	39
INDIANA.								
Albion	3	478.08	250.00	31.25	40	281.65	106.43	59
Anderson	3	12,745.83	1,900.00	252.50	20.12	3,031.63	9,714.21	24
Angola	3	3,610.44	1,400.00	151.25	4.88	1,056.13	1,634.31	40
Attica	3	3,994.40	1,500.00	261.50	2.06	1,904.46	1,940.03	50
Auburn	3	4,323.23	1,600.00	216.69	7.02	1,754.61	2,568.72	41
Aurora	3	4,439.72	1,600.00	218.25	9.28	2,127.53	2,302.19	47
Bedford	3	4,216.11	1,500.00	240.90	10.35	1,951.31	2,204.80	46
Bloomington	3	6,735.63	1,700.00	352.25	7.20	2,359.45	4,376.18	35
Bloomington	3	4,560.77	1,600.00	277.92	4.16	2,082.08	2,478.60	46
Bloomington	3	2,030.71	1,000.00	116.47	3.36	1,209.83	706.88	62
Bourbon	3	1,807.74	1,000.00	110.65	2.40	1,113.25	754.49	60
Brazil	3	5,634.51	1,700.00	298.50	9.68	2,208.18	3,426.33	29
Brookville	3	2,774.58	1,100.00	155.07	4.24	1,583.31	1,191.27	57
Bud	3	3,048.95	1,300.00	201.75	2.48	1,594.23	1,454.72	52
Cambridge City	3	2,789.54	1,200.00	107.00	3.76	1,534.36	1,233.18	56
Columbus City	3	4,336.22	1,600.00	293.25	6.03	2,000.25	2,326.97	46
Columbus	3	10,790.63	2,200.00	413.35	30.63	2,898.39	6,242.67	58
Connersville	3	9,932.29	2,100.00	560.00	15.85	3,875.85	4,517.06	58
Covington	3	2,508.76	1,200.00	129.40	2.64	1,444.54	6,076.44	39
Crawfordsville	3	11,702.34	2,200.00	112.50	31.30	2,552.89	1,134.22	56
Crown Point	3	2,489.17	1,100.00	161.00	1.28	1,412.28	1,076.80	57
Danville	3	4,493.14	1,300.00	248.98	4.16	1,931.69	2,541.45	43
Decatur	3	3,685.40	1,645.11	237.00	5.52	1,765.62	1,019.78	48
Delphi	3	3,990.38	1,500.00	146.57	3.04	1,502.00	2,018.29	49
Elkhart	3	3,070.53	1,300.00	56.95	3.04	1,505.39	1,563.14	49
Elkhart	3	21,996.04	2,300.00	152.17	7.36	3,078.20	12,838.25	42
Evansville	3	51,963.94	3,600.00	7,436.52	214.55	23,315.73	28,648.21	45
Fort Wayne	1	48,912.53	3,000.00	1,014.67	289.91	22,262.73	50,549.18	46
Fort Wayne	1	2,102.99	1,100.00	143.53	1.28	1,244.81	949.18	57
Fowler	3	7,914.88	1,900.00	218.00	11.76	2,607.66	5,307.22	33
Frankfort	3	5,284.51	1,600.00	251.23	5.84	2,387.06	2,907.45	43
Franklin	3	2,201.87	1,000.00	105.30	1.52	1,106.82	1,095.05	50
Garrettsville	3	2,198.20	1,000.00	134.61	.82	1,124.93	1,032.27	53
Goodland	3	12,910.13	2,300.00	293.50	25.78	6,114.63	6,793.50	47

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890*—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.
INDIANA—continued.											
Greensburg	2	\$8,815.45	\$2,000.00	\$1,164.36	\$247.29	\$40.28	.....	\$3,400.33	\$5,354.49	39	
Greensburg	3	3,402.70	1,300.00	.....	142.75	5.20	.....	1,447.95	1,954.81	43	
Greensburg	3	5,702.90	1,300.00	241.64	187.19	4.00	.....	2,120.83	3,576.07	37	
Hammond	3	4,147.53	1,400.00	.....	183.00	3.76	.....	1,540.83	2,597.68	38	
Hartford City	3	2,978.43	1,400.00	190.92	139.31	1.76	.....	1,540.89	1,437.54	52	
Huntingburg	3	2,160.05	1,000.00	200.00	135.60	3.92	.....	1,334.72	831.93	62	
Huntingburg	3	8,171.28	1,800.00	600.00	435.00	11.68	.....	2,946.68	5,224.60	36	
Indianapolis	1	223,236.30	3,200.00	44,209.00	900.00	1,978.05	\$48,735.22	99,382.27	133,854.03	45	In Government building; \$139.99 for mail-bags.
Jeffersonville	3	9,712.77	1,500.00	400.00	351.50	18.84	.....	2,570.34	4,172.43	38	
Kendallville	3	5,433.22	1,600.00	199.25	248.33	7.12	.....	2,055.30	3,397.92	38	
Kokomo	3	3,133.65	1,300.00	.....	146.72	4.24	.....	1,450.96	1,702.69	46	
La Fayette	2	11,417.43	2,000.00	850.00	324.81	21.10	.....	3,193.91	8,223.52	28	
La Fayette	2	28,762.36	2,700.00	4,300.00	1,350.00	156.97	8,695.00	17,291.13	11,561.23	60	
La Grange	2	3,497.77	1,400.00	.....	173.18	2.96	.....	1,576.14	1,831.63	46	
La Porte	2	11,697.87	2,200.00	1,800.00	795.00	35.13	.....	4,929.76	6,678.11	42	
Lafayette	3	4,196.71	1,500.00	300.00	144.82	12.88	.....	1,077.70	2,250.01	47	
Lebanon	3	4,895.32	1,500.00	158.32	230.14	6.00	.....	1,894.46	2,841.86	39	
Liberty	3	2,847.05	1,200.00	149.50	160.00	3.04	.....	1,522.14	1,324.91	53	
Ligonier	3	3,773.83	1,500.00	100.00	201.60	3.60	.....	1,805.10	1,970.73	48	
Logansport	2	16,384.97	2,400.00	2,331.11	1,200.00	76.77	5,273.66	11,275.54	5,109.43	60	
Madison	2	9,016.96	2,200.00	1,800.00	509.35	31.58	2,000.46	6,541.39	2,475.57	73	
Madison	2	11,761.93	2,200.00	1,200.00	475.89	31.94	983.64	4,890.87	6,871.06	42	
Madison	2	2,684.77	1,200.00	1,200.00	177.75	6.08	.....	1,583.83	1,400.94	53	
Marion City	2	9,125.43	2,000.00	1,208.51	500.00	14.40	.....	3,782.91	5,342.52	41	
Marion City	2	5,877.69	1,000.00	.....	293.38	3.20	.....	2,201.58	3,676.11	37	
Michawaka	3	2,093.41	1,100.00	200.00	132.99	1.20	.....	1,434.19	1,259.22	53	
Mitchell	3	3,150.97	1,300.00	100.00	196.25	2.49	.....	1,598.74	1,552.23	51	
Monticello	3	4,863.47	1,600.00	100.00	162.35	11.84	.....	1,851.19	2,982.28	39	
Mount Vernon	2	15,294.74	2,300.00	1,200.00	300.00	50.51	2,906.31	6,739.10	8,555.55	44	
Muncie	2	13,685.20	2,300.00	2,250.00	.....	50.51	5,492.90	10,443.41	3,241.79	76	In Government building.
New Albany	3	5,173.35	1,600.00	250.00	271.84	5.04	.....	2,126.88	3,046.47	41	
New Castle	3	5,532.80	1,500.00	100.00	235.00	5.92	.....	1,840.92	2,691.94	41	
Noblesville	3	3,631.91	1,400.00	100.00	171.25	3.28	.....	1,714.53	1,917.38	47	
North Manchester	3	3,925.68	1,200.00	243.00	174.00	4.96	.....	1,621.96	1,403.72	54	
North Vernon	3	2,907.00	1,000.00	.....	2.80	.....	.....	1,809.03	2,098.62	38	
Paris	2	9,805.40	2,000.00	931.68	621.30	2.80	.....	3,552.98	6,252.42	36	
Petersburgh	3	4,960.29	1,000.00	.....	232.80	5.12	.....	1,837.93	3,122.37	37	Presidential, April 7, 1890, delinquent.
Plymouth	3	5,005.28	1,600.00	300.00	294.00	5.20	.....	2,198.20	2,807.08	44	
Portland	3	4,217.93	1,500.00	200.00	208.22	6.56	.....	1,914.78	2,303.17	45	
Thinceton	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	

Presidential from August 1, 1882.

Remington	1,814.07	915.76	97.25	48	1,013.49	800.68	56
Rensselaer	2,696.44	1,290.00	142.89	1.84	1,344.78	1,351.71	50
Richmond	29,223.90	2,700.00	1,400.00	145.43	16,753.50	12,470.49	57
Rochester	4,233.97	1,500.00	149.54	3.28	1,817.32	2,416.65	43
Rockport	2,940.48	1,200.00	90.00	3.12	1,412.79	1,527.69	48
Rockville	2,794.17	1,200.00	102.00	3.44	2,317.56	1,206.61	55
Rushville	6,409.42	1,800.00	208.75	10.16	2,318.91	4,090.51	36
Salem	2,506.29	1,100.00	200.00	2.34	1,411.74	1,094.55	56
Seymour	6,620.96	1,700.00	100.89	10.16	2,198.65	4,432.31	33
Shelbyville	8,000.92	2,800.00	279.93	13.20	2,393.13	5,607.79	30
South Bend	44,182.19	1,800.00	1,521.34	331.13	7,259.06	28,350.66	30
Spencer	2,799.98	1,000.00	134.89	3.84	1,288.73	1,511.25	55
Sullivan	4,559.75	1,500.00	185.85	4.16	1,810.11	2,749.64	40
Terre Haute	45,125.13	3,000.00	6,790.00	715.08	8,908.84	19,413.92	43
Tipton	2,458.53	1,400.00	201.50	3.20	1,754.70	1,003.83	48
Union City	6,121.32	1,600.00	306.78	7.28	2,130.55	3,976.76	35
Valparaiso	10,876.90	2,200.00	529.00	19.54	4,248.54	6,628.55	39
Vevay	2,478.80	1,100.00	101.00	1.60	1,682.00	586.20	74
Vincennes	11,536.89	2,200.00	101.00	58.72	3,315.11	4,079.09	60
Wabash	2,508.36	1,200.00	358.21	10.96	3,369.17	5,189.19	39
Warsaw	6,234.63	1,700.00	233.65	10.80	2,153.85	4,080.80	35
Washington	6,282.42	1,700.00	56.61	8.49	1,915.10	4,367.32	30
Walcott	2,116.21	1,000.00	111.00	4.64	1,215.64	990.57	57
Winamac	2,171.02	1,000.00	110.21	1.76	1,111.97	1,063.05	51
Winchester	4,343.79	1,500.00	189.34	4.08	1,933.42	2,412.37	44
Worthington	2,418.71	1,200.00	137.12	1.84	1,338.96	1,079.75	55
Total	990,761.17	162,210.87	27,578.61	4,760.82	137,813.93	540,558.51	45

## INDIAN TERRITORY.

Presidential from September 1, 1889.  
Presidential from March 15, 1890.  
Presidential from May 8, 1890.

Lehigh	1,780.21	831.52	47.76	72	879.94	900.27	49
Muscogee	1,153.48	380.39	51.00	72	559.34	627.14	47
Puree	385.16	200.00	18.46	56	218.54	169.62	57
Total	3,348.85	1,417.91	117.16	80	1,654.82	1,697.03	49

## IOWA.

Presidential from July 1, 1889.

Ackley	2,675.98	1,300.00	196.23	72	1,698.97	978.01	63
Afton	2,347.98	1,300.00	96.62	1.36	1,337.36	966.00	60
Albia	3,922.42	1,500.00	323.79	2.36	2,001.62	1,860.80	53
Algona	4,043.31	1,600.00	270.45	2.95	2,115.50	2,527.81	42
Alta	1,831.60	1,000.00	101.25	1.66	1,201.81	730.09	67
Ames	3,717.52	1,500.00	132.86	1.68	1,751.27	1,986.25	46
Anamosa	3,978.04	1,500.00	201.50	2.08	1,493.58	2,013.46	49
Atlantic	9,470.07	2,000.00	313.40	16.79	3,660.19	5,839.88	38
Audubon	3,590.39	1,200.00	257.65	1.84	1,830.48	1,730.91	52
Avoca	3,073.17	1,400.00	298.82	1.88	1,750.70	1,313.47	57
Bedford	3,178.38	1,400.00	220.25	1.82	1,821.17	1,338.21	57
Belle Plaine	3,228.65	1,400.00	226.00	1.76	1,627.70	1,600.89	50
Bellevue	2,078.11	1,100.00	155.50	2.00	1,457.50	1,620.61	70

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—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.											
Boonville	3	\$3,652.21	\$1,400.00	\$190.93	\$144.31	\$2.00	.....	\$1,746.24	\$1,935.97	47	
Boone	3	7,604.85	3,900.00	430.00	360.00	8.08	.....	2,718.08	4,886.77	36	
Brooklyn	3	2,066.30	1,200.00	.....	171.97	18	.....	1,372.45	1,294.05	51	
Burlington	3	42,278.88	2,000.00	7,000.00	3,145.14	344.80	\$10,087.71	24,177.74	18,101.14	57	
Carroll	3	5,980.68	1,000.00	150.00	298.75	5.16	.....	2,053.91	3,926.77	34	
Cedar Falls	2	9,148.95	2,000.00	1,200.00	360.00	61.18	.....	3,621.18	5,527.77	40	
Cedar Rapids	3	7,035.28	2,900.00	7,035.28	.....	04.17	7,804.04	19,308.40	92,652.50	46	
Centerville	1	5,044.27	1,800.00	200.00	276.03	2.64	.....	2,170.27	2,865.00	43	
Chariton	3	5,405.82	1,700.00	400.00	346.99	5.36	.....	2,452.35	2,953.47	45	
Charles City	2	5,470.81	1,700.00	400.00	322.75	1.92	.....	2,434.67	3,036.14	45	
Cherokee	3	6,661.30	1,800.00	200.00	320.07	3.36	.....	2,393.43	4,267.87	35	
Clarinda	3	5,478.30	1,700.00	800.00	344.75	5.68	.....	2,850.43	2,627.87	52	
Clarion	3	2,104.83	1,000.00	.....	126.25	.....	.....	1,196.25	978.58	54	
Clear Lake	3	2,314.11	1,200.00	.....	168.91	.....	.....	1,371.15	1,142.96	55	
Clinton	2	10,190.52	2,500.00	2,200.00	1,181.40	1.60	5,248.70	11,111.70	8,091.82	58	
Colfax	3	2,502.02	1,200.00	.....	161.41	56	.....	1,364.97	1,197.05	53	
Commerce Junction	3	2,198.17	1,100.00	50.00	52.88	88	.....	1,495.82	722.35	63	Presidential from February 9, 1890.
Corringtonville	3	762.24	301.67	.....	155.50	32	.....	2,355.82	942.25	57	
Corning	3	48,280.80	3,100.00	390.68	256.33	.....	10,487.63	21,865.36	26,414.44	45	In Government building.
Council Bluffs	1	4,000.44	1,500.00	8,100.00	250.00	96	.....	2,000.26	2,000.18	51	
Creston	2	10,402.53	2,200.00	1,400.00	744.75	25.33	1,355.56	5,795.64	4,606.89	55	
Des Moines	2	51,473.55	3,100.00	5,838.15	1,200.00	126.19	8,097.99	18,062.93	32,511.22	37	
Decorah	3	10,212.55	2,100.00	1,800.00	348.43	6.22	.....	4,054.05	6,157.90	40	
Denison	3	4,854.33	1,000.00	300.00	978.75	2.40	.....	2,201.15	2,653.18	45	
Des Moines	1	324,381.87	3,300.00	19,972.91	477.78	203.75	24,462.09	48,506.43	75,875.34	39	Do.
De Witt	3	2,505.08	1,200.00	.....	141.50	1.36	.....	1,242.86	1,262.22	52	
Dubuque	1	51,457.98	1,200.00	9,076.90	173.82	137.54	9,637.60	21,952.04	20,505.94	43	Do.
Dunlap	3	2,534.82	1,200.00	.....	196.25	1.20	.....	1,575.02	1,149.80	54	
Eagle Grove	3	2,635.02	1,300.00	99.00	196.25	1.60	.....	1,597.75	1,037.27	60	
Edoia	3	5,365.18	1,400.00	100.00	226.00	3.20	.....	1,798.22	3,566.96	41	
Emmettsburg	3	5,365.18	1,400.00	200.00	334.04	3.20	.....	2,255.24	3,111.94	42	
Fairfield	3	2,690.75	1,100.00	11.54	155.50	1.28	.....	1,208.32	1,482.43	40	
Forest City	3	6,777.51	1,800.00	600.00	383.00	5.04	.....	2,200.04	4,577.47	41	
Fort Dodge	3	2,125.48	1,000.00	100.00	129.25	2.24	.....	1,232.49	892.99	58	
Fort Dodge	3	9,727.91	2,000.00	1,419.46	443.75	80.97	.....	2,074.18	5,702.86	41	
Fort Madison	3	2,801.97	1,100.00	1,199.99	506.94	19.81	1,130.37	4,037.11	3,814.20	56	
Frederick	3	2,620.43	1,200.00	.....	284.38	2.10	.....	1,430.04	2,198.89	39	
Greenfield	3	2,396.62	1,200.00	.....	133.06	8.80	.....	1,333.94	1,062.68	57	
Grinnell	3	2,703.18	2,000.00	1,100.00	270.00	5.20	.....	3,375.20	5,387.98	39	
Grinnell	3	1,605.18	1,000.00	.....	135.00	0.08	.....	1,135.08	500.10	60	

[illegible]

NO. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890—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.											
Perry.....	3	\$1,505.09	\$1,600.00	\$150.00	\$292.50	\$1.44	.....	\$2,043.04	\$2,461.75	45	
Red Oak.....	3	6,909.11	1,900.00	400.00	437.30	7.36	.....	2,734.06	4,174.45	40	
Rock Rapids.....	3	3,093.07	1,300.00	37.50	147.50	1.44	.....	1,490.44	1,606.63	48	
Sac City.....	3	2,818.55	1,200.00	116.55	159.35	.48	.....	1,476.38	1,342.17	52	
Saukboro.....	3	1,849.44	1,000.00	120.00	121.20	.....	.....	1,241.20	608.24	67	
Sheldon.....	3	4,176.23	1,000.00	100.00	251.40	2.00	.....	1,853.40	2,322.83	44	
Shenandoah.....	3	7,134.36	1,800.00	350.00	373.50	3.12	.....	2,520.02	4,597.74	35	
Sibley.....	3	2,869.02	1,300.00	150.00	197.50	1.12	.....	1,048.02	1,220.40	57	
Sigourney.....	3	2,061.44	1,400.00	200.00	225.12	3.20	.....	1,828.32	1,133.12	02	
Sioux City.....	1	65,326.32	3,100.00	9,456.22	2,800.00	92.15	\$10,772.71	25,791.78	39,537.54	39	
Spencer.....	3	4,381.94	1,500.00	450.00	291.50	2.40	.....	2,213.00	2,168.04	51	
Spirit Lake.....	3	2,147.80	1,000.00	96.77	135.00	1.60	.....	1,236.37	911.43	78	
Storm Lake.....	3	4,800.17	1,600.00	100.00	298.75	1.36	.....	2,000.11	2,800.06	42	
Stuart.....	3	3,691.14	1,500.00	150.00	225.00	1.60	.....	1,876.60	1,814.54	51	
Tama.....	3	3,071.06	1,300.00	200.00	291.75	2.32	.....	1,704.07	1,366.99	55	
Tipton.....	3	3,620.47	1,400.00	250.00	216.58	1.02	.....	1,808.50	1,751.97	52	
Toledo.....	3	4,926.52	1,600.00	.....	294.50	2.00	.....	1,806.55	3,062.96	38	
Tracer.....	3	2,952.81	1,300.00	.....	184.05	1.38	.....	1,485.43	1,467.38	50	
Villisca.....	3	3,409.99	1,400.00	.....	219.82	1.44	.....	1,621.26	1,878.73	46	
Vinton.....	3	6,376.90	1,800.00	236.89	77.35	5.29	.....	2,110.44	4,257.46	33	
Washington.....	2	6,275.25	2,400.00	400.00	313.50	4.40	.....	2,417.90	3,857.35	39	
Waterloo.....	2	13,678.92	2,400.00	2,393.33	538.57	29.52	3,108.30	8,536.72	5,118.20	63	
Waukon.....	3	2,843.32	1,300.00	199.99	151.08	.80	.....	1,651.87	1,191.45	58	
Waverly.....	3	5,243.09	1,600.00	200.00	292.50	2.72	.....	2,085.22	3,148.77	39	
Webster City.....	3	5,246.32	1,600.00	243.00	202.55	3.76	.....	2,049.31	3,197.01	39	
West Liberty.....	3	3,027.17	1,300.00	200.00	291.75	.56	.....	1,702.31	1,324.86	50	
West Union.....	3	4,110.23	1,500.00	300.00	252.67	2.48	.....	2,055.08	2,055.15	50	
What Cheer.....	3	3,978.67	1,600.00	200.00	259.67	.24	.....	2,080.91	1,888.76	53	
Wilcox Junction.....	3	2,139.43	1,100.00	200.00	155.50	1.68	.....	1,455.98	883.45	68	
Winterset.....	3	4,319.74	1,600.00	350.00	282.25	.....	.....	2,233.93	2,085.81	52	
Total.....	.....	1,080,766.42	216,027.78	119,002.12	44,520.23	2,110.40	139,370.04	592,880.57	577,885.85	47	
KANSAS.											
Abilene.....	2	9,175.56	2,200.00	1,500.00	121.45	15.43	2,394.50	6,231.38	2,944.18	08	
Alma.....	3	2,100.54	1,000.00	.....	132.34	1.12	.....	1,133.46	97.08	54	
Anthony.....	3	4,250.97	1,700.00	.....	215.00	2.24	.....	1,917.33	2,333.64	45	
Argentine.....	3	2,794.97	1,200.00	164.25	164.25	3.44	.....	1,307.69	1,506.58	45	
Arkansas City.....	2	11,894.58	2,200.00	1,224.73	484.70	7.12	2,803.34	6,719.89	5,084.69	57	
Armourdale.....	3	5,012.04	1,700.00	200.00	264.20	6.64	.....	2,170.84	2,841.20	30	

Ashland	1,987.88	1,200.00	101.50	2.40	1,393.90	592.99	70
Atchison	33,721.42	2,800.00	1,137.50	109.64	17,298.85	16,422.57	51
Augusta	2,854.70	1,200.00	106.25	1.12	1,581.37	1,001.33	61
Barre	2,222.13	1,200.00	136.38	4.40	1,356.08	865.45	51
Belleville	3,713.85	1,500.00	107.00	3.12	1,894.12	1,819.73	51
Beloit	3,618.62	1,700.00	297.10	3.28	2,400.38	2,818.24	39
Bird City	1,470.72	1,000.00	148.14	.54	1,148.38	322.14	78
Burlington	2,956.10	1,176.36	180.45	3.44	1,660.25	1,296.05	56
Burlington	5,927.21	1,000.00	285.99	2.88	1,884.29	2,838.74	43
Burlington	2,731.75	1,050.00	162.45	1.84	1,367.46	1,307.46	50
Caldwell	3,901.29	1,400.00	186.67	1.12	1,787.79	1,213.50	50
Calkley City	4,869.57	1,600.00	300.00	3.68	2,232.77	2,636.80	46
Channahon	2,175.24	1,100.00	150.33	2.08	1,452.41	722.83	67
Cherokee	3,635.68	1,500.00	96.80	3.52	1,799.82	1,835.86	50
Cherry Vale	3,602.09	1,500.00	255.95	1.36	2,057.31	1,544.78	57
Chicago	8,732.82	1,800.00	359.79	6.81	2,705.29	5,967.53	32
Clyde	2,946.52	1,400.00	187.35	.96	1,788.31	1,138.21	61
Coalingville	4,298.78	1,600.00	145.25	2.72	2,047.97	2,590.81	48
Colby	2,585.32	1,500.00	229.30	1.76	1,972.06	613.20	76
Coldwater	1,691.25	1,000.00	127.85	.68	1,128.81	562.44	67
Columbia	6,108.70	1,700.00	180.15	4.64	2,293.79	3,815.00	38
Concord	3,700.42	1,600.00	299.78	5.76	2,505.54	4,10.88	37
Council Grove	6,773.05	1,800.00	297.05	2.96	2,140.01	1,733.04	65
Dighton	1,606.31	1,300.00	190.80	.72	1,741.52	.....	101
Dodge City	4,400.65	1,700.00	254.70	1.84	2,456.54	1,844.11	57
Dorcas	2,273.20	1,200.00	100.00	.24	1,510.17	703.03	60
El Dorado	6,038.68	1,800.00	46.20	6.08	2,351.28	3,687.40	39
Ellis	1,710.40	820.65	122.98	.24	1,043.87	675.53	61
Ellsworth	3,935.66	1,500.00	261.75	1.92	1,993.67	1,961.89	50
Emporia	17,526.61	2,600.00	602.80	29.07	10,014.12	6,912.52	61
Erie	1,974.35	1,100.00	139.87	1.83	1,240.75	6,733.57	63
Eureka	1,559.82	1,413.66	190.60	1.61	1,781.36	5,778.46	24
Florence	2,130.10	1,200.00	171.80	1.60	1,622.40	508.79	76
Fort Scott	19,732.82	2,500.00	595.00	27.58	10,980.86	8,762.96	56
Frankfort	2,568.10	1,200.00	173.50	.96	1,374.46	1,193.73	54
Frederonia	3,517.71	1,500.00	241.05	2.49	2,044.33	1,473.36	58
Galena	2,968.73	1,300.00	181.00	3.68	1,483.38	1,441.13	50
Garden City	4,612.60	1,600.00	277.38	9.02	2,810.02	1,102.58	76
Garnett	7,740.51	1,600.00	300.00	4.12	2,082.30	2,698.21	44
Girard	4,787.10	1,600.00	276.75	6.72	2,183.47	2,601.63	46
Goodland	2,226.08	1,084.32	130.30	1.64	1,320.30	903.74	59
Great Bend	5,477.40	1,700.00	38.21	2.80	1,941.01	3,536.39	35
Greensburg	1,457.86	1,000.00	144.50	.80	1,345.30	112.56	92
Halshead	3,1828.29	1,000.00	128.65	.32	1,126.97	701.32	62
Harper	3,267.07	1,500.00	244.05	.68	1,665.30	1,301.77	60
Hays City	3,224.35	1,400.00	215.48	2.16	1,725.04	1,498.71	54
Herrington	2,941.61	1,300.00	152.75	4.40	1,603.15	1,338.46	55
Hillawatha	8,223.34	1,800.00	300.00	2.80	2,562.80	5,660.51	31
Holton	5,216.62	1,000.00	306.25	8.68	2,159.93	3,056.59	41
Horton	4,142.71	1,512.93	301.64	4.00	2,029.40	2,113.31	49

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—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.											
Howard .....	3	\$3,012.23	\$1,300.00	\$150.00	\$201.75			\$1,651.75	\$1,360.48	55	
Humboldt .....	3	2,756.96	1,400.00	200.00	195.34	\$1.36		1,896.70	860.26	69	
Hutchinson .....	2	17,745.68	2,400.00	1,600.00	216.48	73.25	\$5,110.59	9,500.31	8,245.38	54	
Independence .....	3	6,298.54	1,800.00	250.00	397.50	9.20		2,606.70	3,691.84	41	
Jola .....	3	3,331.07	1,400.00	250.00	24.95	1.76		1,675.81	1,655.26	50	
Jewell .....	3	2,128.97	896.74	77.12	113.91	.32		1,048.09	1,040.88	51	Delinquent October 1 to November 7, 1889.
Junction City .....	3	7,819.04	1,900.00	400.00	60.00	4.72		2,364.72	5,454.32	30	
Kansas City .....	2	21,687.81	2,600.00	3,400.00	237.34	45.75	9,009.11	15,292.20	6,395.61	71	
Kingman .....	3	5,032.36	1,700.00	500.00	344.60	4.64		2,549.24	2,483.12	51	
Kinsley .....	3	2,351.07	1,058.05	223.83	142.01	6.61		1,424.53	926.54	61	
Kiowa .....	3	1,854.54	1,000.00		131.67	.48		1,132.15	722.39	61	
Kirwin .....	3	1,696.82	1,100.00	99.53	166.50	.64		1,366.67	330.15	81	
La Cynne .....	3	2,657.13	1,700.00	200.00	149.50	1.52		1,451.02	606.11	71	
Larned .....	3	4,966.87	1,700.00	400.00	214.68	4.88		2,319.56	2,677.31	46	
Lawrence .....	2	23,758.63	2,700.00	3,900.00	1,200.00	46.00	5,425.40	13,271.40	10,487.23	56	
Leavenworth .....	2	21,821.04	2,625.00	3,675.00		55.28	5,561.79	11,317.07	10,503.97	52	In Government building, Delinquent second quarter, 1890.
Leoti .....	3	1,635.39	1,100.00	100.00	150.29			1,350.29	285.10	83	
Lincoln .....	3	2,860.95	1,400.00	250.00	48.50	1.44		1,699.84	1,161.01	59	
Lindsborg .....	3	2,183.02	1,100.00		147.80	.56		1,248.16	934.86	57	
Lyon .....	3	2,101.81	1,000.00		119.35	.56		1,119.81	91.90	53	
Lyons .....	3	3,843.19	1,600.00	150.00	56.25	4.08		1,760.33	2,082.86	46	
McPherson .....	2	8,956.58	2,000.00	1,200.00	327.25	5.92		3,643.17	5,313.41	40	
Manhattan .....	2	7,275.92	1,800.00	200.00	8.56	8.56		2,430.06	4,845.86	33	
Marquette .....	3	2,677.96	1,400.00	300.00	198.50	1.68		1,900.18	777.78	71	
Marquette .....	3	4,447.82	1,600.00	25.00	312.50	4.40		1,941.00	2,505.93	44	
Marysville .....	3	4,124.82	1,800.00	200.00	281.50	4.40		1,965.00	2,168.82	48	
Mayfield .....	3	1,759.36	1,200.00	99.98	140.97	.88		1,450.84	308.52	82	
Medicine Lodge .....	3	4,116.96	1,400.00	200.00	208.90	.24		1,807.14	1,309.82	53	
Minneapolis .....	3	4,862.58	1,700.00	200.00	144.00	1.92		2,045.92	2,817.66	42	
Minneapolis .....	3	3,680.04	1,000.00		121.73	2.00		1,123.73	2,556.31	55	
Round City .....	3	5,017.12	1,800.00		141.05	1.28		1,242.33	3,774.79	63	
Rockford .....	3	2,407.77	1,400.00		198.50	1.80		1,698.20	770.47	69	
Rock City .....	2	2,897.10	2,200.00	1,323.09	335.00	18.96	2,643.73	6,521.68	2,845.81	70	
Newton .....	2	2,974.08	1,400.00	350.00	166.10	.72		1,293.69	1,255.30	60	
Niagara .....	2	2,173.98	1,400.00	500.00	300.80	2.56		1,918.66	1,255.30	60	
Norton .....	3	2,483.93	1,400.00	200.00	324.11	4.16		2,403.38	1,059.85	60	
Obert .....	3	6,298.27	1,700.00	200.00	224.11	4.16		2,298.27	4,038.63	33	
Osage .....	3	4,842.35	1,600.00	200.00	255.15	4.32		2,658.47	2,182.88	55	
Osage City .....	3	1,946.21	1,000.00		110.53	2.16		1,112.69	833.52	57	
Osage Mission .....	3										

Presidential February 15, 1890.  
In Government building.

**Do.**

Osborne	3	2,912.64	1,500.00	100.00	192.00	7.72	1,792.72	1,119.32	62
Oswego	3	11,007.30	1,700.00	220.00	135.29	6.24	2,132.22	3,775.08	36
Ottawa	2	8,004.30	3,300.00	1,300.00	346.29	13.16	6,813.76	4,100.54	62
Pala	3	9,350.02	1,402.12	249.39	300.00	3.02	2,032.03	3,696.99	37
Parsons	3	5,590.78	2,000.00	1,490.43	474.85	9.08	3,074.30	5,582.42	42
Peabody	3	3,811.02	1,700.00	130.00	200.45	1.52	1,851.97	1,959.05	40
Phillipsburgh	3	2,577.26	1,200.00	125.00	172.00	1.04	1,408.04	1,073.22	58
Pittsburgh	3	8,042.50	1,700.00	100.00	135.00	8.53	1,927.80	6,114.70	24
Pittsboro	3	2,012.90	1,100.00	200.00	252.84	2.88	1,335.58	1,277.08	61
Pleasanton	3	3,292.33	1,500.00	170.00	208.25	7.72	1,955.72	1,246.61	59
Pratt	3	2,861.00	1,300.00	100.00	208.25	2.88	1,678.97	1,182.99	59
Russell	3	3,462.01	1,400.00	37.30	125.65	4.0	1,616.03	1,845.99	47
Sabeta	3	3,108.89	1,100.00	100.00	156.75	8.88	1,295.13	813.76	01
St. John	3	2,428.55	1,400.00	100.00	154.82	1.12	1,255.94	1,972.61	52
St. Mary's	2	14,553.25	2,400.00	1,300.00	400.00	26.09	7,588.07	6,914.58	52
Salina	3	1,203.53	1,100.00	200.00	144.88	5.6	1,132.60	602.54	62
Scott	3	1,825.20	1,000.00	300.00	132.10	3.08	2,041.80	2,339.04	47
Seagriff	3	4,380.84	1,500.00	300.00	237.75	7.72	1,680.47	726.72	22
Seneca	3	2,416.19	1,300.00	83.33	97.59	1.16	1,017.10	878.22	54
Smith Centre	3	1,895.41	1,000.00	200.00	256.50	2.32	2,058.82	2,407.80	46
Stadford	3	4,400.62	1,400.00	150.00	160.97	2.40	1,743.37	950.69	65
Steeding	3	2,694.00	1,400.00	150.00	163.50	9.6	1,413.46	46.33	97
Stockton	3	1,040.79	1,100.00	150.00	163.74	15,016.76	30,390.50	57,614.82	35
Sylvania	3	87,095.32	3,200.00	1,200.00	167.85	1.52	1,509.47	749.38	68
Topka Valley Falls	3	2,318.85	1,200.00	400.00	225.00	2.16	1,927.10	1,580.60	55
Wa Keeney	3	3,102.70	1,400.00	90.73	198.69	4.48	1,694.00	1,473.10	54
Washington	3	3,976.55	1,600.00	200.00	293.50	6.48	1,926.78	2,009.77	49
Washington	2	9,475.47	2,100.00	600.00	233.50	10.00	2,823.84	3,608.15	62
Wellington	3	43,493.31	2,000.00	8,700.00	1,000	180.17	24,501.44	19,301.87	52
Wichita	1	1,071.97	1,000.00	138.25	98.55	7.72	1,128.97	892.40	58
Wills	2	11,804.47	2,900.00	1,400.00	900.00	11.76	8,258.69	3,545.78	70
Woodward	3	2,585.33	1,200.00	200.00	98.55	1.02	1,500.47	887.86	63
Yates Center	3	769,592.63	191,990.87	70,431.53	29,277.28	1,120.77	392,482.63	377,110.00	51
Total									
KENTUCKY									
Abland	3	5,332.61	1,600.00	199.81	213.85	10.88	2,024.54	3,308.10	38
Ablandtown	3	2,212.61	1,100.00	1,278.94	224.50	425.80	1,233.50	5,988.14	53
Bardonia	2	10,690.03	2,000.00	1,278.94	224.50	425.80	4,204.74	5,855.89	42
Bewling Green	3	2,267.76	1,100.00	16.48	142.00	3.60	1,202.08	1,005.69	36
Carlsle	3	2,309.91	1,100.00	150.00	124.20	1.52	1,225.72	1,174.19	51
Carrollton	3	4,394.94	1,500.00	150.00	194.40	9.76	1,854.16	2,480.78	43
Castletaburgh	3	783.70	375.00	29.30	19.25	3.32	424.07	361.63	54
Clifton	2	537.87	2,000.00	3,300.00	281.50	9,393.08	15,454.07	8,992.69	63
Covington	3	4,704.83	1,800.00	150.00	282.50	9.30	2,041.80	2,722.96	43
Cynthiana	3	6,925.82	1,800.00	150.00	280.24	12.56	2,242.30	4,683.12	32
Danville	3	3,748.12	1,300.00	200.00	122.05	4.72	1,026.65	1,521.35	32
Elizabethtown	3	2,095.30	1,000.00	200.00	71.83	1.52	1,073.35	1,021.95	51
Flemingsburgh	3	2,006.39	1,000.00	100.00	135.00	1.04	1,136.04	870.35	57
Frankfort	2	14,551.08	1,300.00	1,700.00	47.30	2,906.55	6,956.91	7,594.17	48

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.—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.
KENTUCKY—Continued.											
Franklin	3	\$2,706.45	\$1,200.00	\$150.00	\$162.50	\$2.08	.....	\$1,514.58	\$1,191.87	50	In Government building.
Franklin	3	3,561.58	1,400.00	100.00	181.39	4.80	.....	1,680.59	1,871.97	47	Do.
Franklin	3	4,580.80	1,600.00	200.00	272.15	1.52	.....	2,090.57	2,500.53	45	
Franklin	3	3,346.46	1,400.00	240.00	191.17	4.16	.....	1,845.32	1,703.14	52	
Franklin	3	4,753.43	1,600.00	350.00	284.20	8.32	.....	2,212.52	2,540.91	47	
Franklin	3	9,101.76	2,000.00	980.15	430.00	21.12	.....	3,500.57	5,601.49	38	
Franklin	3	2,148.72	1,000.00	75.00	106.25	1.04	.....	1,183.29	965.33	55	
Franklin	3	6,805.86	1,800.00	400.00	280.70	10.08	.....	2,466.78	4,310.08	37	
Franklin	3	2,290.91	1,100.00	199.97	138.50	2.80	.....	1,441.27	3,214.30	63	
Franklin	3	3,534.77	1,700.00	290.00	335.99	5.12	.....	2,340.47	3,214.30	36	
Franklin	3	3,828.82	1,800.00	400.00	97.22	182.16	\$3,432.35	13,611.73	23,917.09	36	
Franklin	3	321,890.71	3,700.00	49,911.53	.....	1,382.21	38,627.73	113,621.49	298,062.22	35	
Franklin	3	2,659.80	1,500.00	.....	126.70	3.01	.....	1,329.71	1,330.06	50	
Franklin	3	3,703.52	1,500.00	350.00	181.45	5.30	.....	2,696.79	1,606.73	55	
Franklin	3	8,712.17	2,600.00	1,200.00	303.75	16.55	.....	3,520.00	6,192.17	40	
Franklin	3	6,564.90	1,800.00	288.00	376.19	21.56	.....	2,485.55	4,079.35	38	
Franklin	3	19,587.02	2,500.00	2,500.00	1,267.61	190.70	5,417.86	11,906.17	7,680.85	59	
Franklin	3	3,559.30	1,400.00	150.00	196.00	3.68	.....	1,749.68	1,809.62	49	
Franklin	3	14,763.04	2,200.00	1,200.00	51.29	17.72	.....	3,668.91	9,135.03	28	
Franklin	3	4,621.09	2,300.00	1,600.00	.....	40.48	4,040.92	7,981.40	6,640.29	55	
Franklin	3	7,444.89	1,900.00	404.62	330.71	16.59	.....	2,795.89	4,649.00	38	
Franklin	3	5,815.87	1,300.00	200.00	94.50	4.04	.....	1,590.14	1,216.73	57	
Franklin	3	5,405.80	1,700.00	500.00	338.50	13.00	.....	2,572.10	2,836.70	48	
Franklin	3	3,909.05	1,500.00	200.00	153.70	6.03	.....	1,869.30	2,049.32	48	
Franklin	3	4,634.76	1,600.00	240.00	231.75	6.72	.....	2,088.46	2,550.30	45	
Franklin	3	3,223.46	1,300.00	225.00	163.95	5.95	.....	1,694.90	1,628.56	51	
Franklin	3	2,808.12	1,300.00	60.00	181.80	2.88	.....	1,544.08	1,263.44	55	
Franklin	3	3,528.82	1,400.00	100.00	151.00	4.24	.....	1,655.24	1,873.58	47	
Franklin	3	2,045.38	1,000.00	78.00	52.33	1.68	.....	1,132.01	913.37	55	
Franklin	3	5,376.91	1,600.00	99.21	188.76	15.12	.....	1,903.09	3,473.82	35	
Total	.....	603,191.17	71,175.00	73,500.17	9,183.20	2,793.32	86,832.00	243,501.78	359,687.39	40	
LOUISIANA.											
Alexandria	3	3,325.05	1,200.00	300.00	153.80	5.04	.....	1,658.84	1,666.24	50	
Baton Rouge	3	9,748.56	2,000.00	562.50	335.90	43.20	.....	2,944.60	6,803.96	30	
Bayou Sara	3	2,452.65	1,100.00	130.00	130.00	1.84	.....	1,351.84	1,070.81	56	
Donaldsonville	3	3,026.29	1,500.00	150.00	160.50	3.68	.....	1,623.18	1,403.02	54	
Franklin	3	2,469.84	1,100.00	.....	134.00	6.80	.....	1,249.80	1,220.04	50	
La Fayette	3	443.93	230.77	.....	23.08	.56	.....	254.41	189.52	57	Presidential from April 8, 1890.

			Presidential from July 28, 1889.			In Government building.			Do.		
Lake Charles	3	4,697.32	1,600.00	200.00	214.20	6.83	.....	2,021.03	2,676.29	43	
Monroe	3	4,690.69	1,600.00	300.00	104.60	4.32	.....	1,908.82	2,700.87	41	
Natchitoches	3	2,049.62	1,926.63	184.75	100.23	2.17	.....	1,213.78	2,835.84	50	
New Iberia	3	4,308.67	1,500.00	300.00	147.50	3.68	.....	1,951.18	2,357.49	45	
New Orleans	1	416,342.62	3,800.00	85,448.89	.....	3,108.25	82,442.80	174,800.03	241,153.69	42	
Oreolaus	3	2,401.00	1,100.00	.....	143.75	4.08	.....	1,247.82	1,453.17	52	
Plaquemine	2	3,477.90	2,400.00	150.00	200.00	5.44	.....	1,755.44	1,729.46	40	
Shreveport	3	15,063.08	2,400.00	1,800.00	.....	.....	3,477.60	7,677.66	7,385.42	51	
Thibodaux	3	2,946.15	1,200.00	80.00	156.90	4.32	.....	1,441.22	1,204.93	54	
Total	.....	477,152.31	22,357.40	59,626.14	2,016.36	3,290.21	85,920.55	203,210.60	273,911.65	43	
MAINE.											
Auburn	9	14,920.81	2,300.00	1,280.00	825.00	5.14	4,202.93	8,719.67	6,218.14	58	
Augusta	1	43,157.02	7,000.00	16,039.44	1,471.73	120.83	4,215.10	39,847.10	18,200.92	58	
Bangor	1	58,032.17	3,000.00	7,700.00	.....	197.01	8,417.13	10,414.78	35,637.41	36	
Bar Harbor	3	6,149.50	2,000.00	.....	435.00	10.73	.....	2,538.72	4,753.78	40	
Bath	3	1,712.87	2,200.00	1,537.63	.....	45.00	3,410.80	2,402.43	4,813.44	41	
Belfast	3	7,438.39	1,800.00	1,000.00	845.00	11.01	.....	2,411.61	2,040.78	32	
Biddeford	3	10,230.63	2,200.00	1,616.79	.....	22.00	1,702.62	6,384.41	2,803.62	42	
Bridgton	3	2,403.09	2,200.00	.....	110.00	3.32	.....	1,313.52	1,080.57	56	
Brunswick	3	5,277.41	1,360.00	300.00	295.00	13.30	.....	1,938.20	3,810.21	37	
Bucksport	3	2,715.33	1,200.00	300.00	177.75	4.72	.....	1,062.47	1,032.88	62	
Calais	3	5,649.29	1,700.00	352.25	.....	5.84	.....	2,718.09	2,891.20	49	
Camden	3	3,292.05	1,300.00	201.75	.....	4.32	.....	1,706.07	1,585.99	52	
Dexter	3	3,646.41	1,400.00	400.00	225.00	4.36	.....	2,030.56	1,613.80	56	
Eastport	3	3,632.53	1,500.00	400.00	186.74	11.44	.....	2,098.18	1,534.35	58	
Ellsworth	3	4,935.80	1,600.00	700.00	.....	8.40	.....	2,306.40	2,927.40	47	
Fairfield	3	3,308.84	1,400.00	.....	136.50	4.88	.....	1,601.38	1,767.46	48	
Farmington	3	3,672.45	1,500.00	400.00	246.23	7.71	.....	2,135.94	1,518.51	59	
Foscroft	3	2,411.25	1,000.00	.....	131.00	4.16	.....	1,136.15	1,273.10	47	
Freeport	3	371.40	140.11	11.06	.....	.....	.....	131.17	120.23	56	
Gardiner	3	8,281.08	2,000.00	850.00	300.00	28.40	.....	3,238.40	5,043.88	39	
Hallowell	3	4,383.71	1,500.00	201.50	.....	8.61	.....	1,770.14	2,013.57	40	
Honiton	3	4,856.10	1,600.00	300.00	243.06	5.28	.....	2,156.94	2,735.16	44	
Kennebunk	3	3,071.31	1,200.00	162.25	.....	3.36	.....	1,305.61	1,705.70	44	
Lewiston	3	20,317.40	2,600.00	2,906.80	1,316.19	208.58	6,751.70	13,783.27	6,534.13	48	
Maclellis	3	2,376.05	1,100.00	200.00	.....	2.56	.....	1,362.56	1,073.49	55	
Mechanic Falls	3	3,184.49	1,300.00	102.00	118.77	4.80	.....	1,633.55	1,560.94	51	
Norway	3	3,608.35	1,400.00	100.00	101.50	4.00	.....	1,723.33	1,785.02	42	
Oakland	3	2,240.05	1,200.00	.....	153.34	4.40	.....	1,357.74	1,355.02	50	
Old Town	3	2,712.76	1,200.00	.....	179.00	4.32	.....	1,383.32	1,419.27	42	
Pittsfield	3	11,401.58	3,300.00	23,472.18	.....	493.73	19,210.48	46,482.39	64,910.19	42	
Presque Isle	1	3,348.78	1,100.00	150.00	155.50	1.69	.....	1,407.10	841.08	60	
Richmond	3	3,134.83	1,500.00	.....	212.70	5.84	.....	1,718.54	1,416.34	55	
Rockland	3	11,509.13	2,400.00	1,362.50	219.50	4.00	3,586.70	7,149.20	4,419.93	42	
Saco	3	3,306.36	1,400.00	.....	226.50	13.92	.....	1,623.50	1,681.86	49	
Saco	3	5,600.85	1,700.00	300.00	.....	.....	.....	2,240.42	3,360.43	43	
Sanford	3	2,533.89	1,200.00	.....	125.19	1.84	.....	1,327.03	1,226.86	50	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post offices for the fiscal year ended June 30, 1890*—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.
MAINE—continued.											
Skowhegan.....	3	\$46,546.33	\$1,800.00	\$543.00	\$306.00	\$11.12	.....	\$2,414.12	\$4,126.21	37	
South Berwick.....	3	2,822.32	1,200.00	.....	106.80	.....	.....	1,266.80	1,435.52	40	
South Paris.....	3	1,974.75	1,600.00	.....	121.46	2.64	.....	1,124.10	830.65	57	
Thomaston.....	3	2,874.00	1,500.00	100.00	172.24	5.60	.....	1,477.84	1,396.16	51	
Waldoboro.....	3	2,411.76	1,100.00	150.00	600.00	5.76	.....	1,255.76	1,156.00	52	In Government building.
Weterville.....	3	10,065.02	2,100.00	1,150.00	143.15	18.08	.....	3,868.08	6,199.94	38	
Winthrop.....	3	2,750.95	1,500.00	.....	.....	2.80	.....	1,445.95	1,305.00	53	
Total.....	.....	417,570.06	70,100.11	631,029.04	11,276.00	1,346.49	851,605.48	188,342.02	218,928.04	48	
MASSACHUSETTS.											
Audubon.....	2	11,882.53	1,900.00	1,200.00	400.00	.....	.....	6,124.38	5,758.15	59	
Baltimore.....	1	642,407.73	5,000.00	134,685.31	2,900.00	6,100.71	216,661.01	235,143.03	286,564.70	55	Do.
Boz Air.....	3	4,874.14	1,400.00	100.00	140.00	5.26	.....	1,615.56	2,298.78	49	
Cambridge.....	3	4,145.92	1,500.00	200.00	163.01	3.12	.....	1,806.12	2,370.79	45	
Centerville.....	3	2,983.27	1,050.00	200.00	101.18	2.00	.....	1,253.18	1,630.09	43	
Chesertown.....	2	3,285.07	1,400.00	190.14	203.91	6.96	.....	1,807.01	1,478.76	55	
Cumtortland.....	2	14,945.80	2,400.00	1,858.42	609.34	118.01	3,497.84	5,483.01	5,402.19	57	
Easton.....	3	6,100.95	1,700.00	400.00	325.34	4.96	.....	2,440.20	3,402.65	40	
Elkton.....	3	3,816.47	1,500.00	200.00	154.58	5.84	.....	1,408.42	1,860.05	49	
Ellis City.....	3	12,150.87	2,300.00	1,218.35	1,600.00	4.24	2,270.89	5,817.43	5,342.42	56	
Frederick.....	2	3,304.04	1,300.00	223.25	223.25	3.76	.....	1,847.01	1,477.03	55	
Frostburg.....	3	2,405.00	1,400.00	1,630.78	800.00	40.60	3,400.16	8,340.52	4,304.72	63	
Hagerstown.....	2	13,245.24	2,400.00	1,500.00	141.20	7.81	.....	1,702.14	1,267.99	57	
Havre de Grace.....	2	2,407.13	1,200.00	150.00	120.00	1.68	.....	1,311.58	1,070.54	55	
Lonsening.....	3	2,871.27	1,200.00	200.00	108.34	7.20	.....	1,513.54	1,357.73	53	
Oakland.....	3	3,607.53	1,500.00	200.00	.....	.....	.....	1,200.82	342.21	42	Presidential from April 1, 1890.
Peconic City.....	3	2,482.44	1,100.00	.....	86.70	2.32	.....	1,180.34	1,293.10	48	
Port Deposit.....	3	2,992.81	1,000.00	150.00	104.14	11.52	.....	1,205.60	1,097.15	54	
Rockville.....	3	4,025.11	1,600.00	112.50	291.29	2.04	.....	2,000.83	2,618.28	49	
Salisbury.....	3	2,284.27	1,100.00	80.00	135.50	5.60	.....	1,341.10	933.17	58	
Townsend.....	3	5,431.55	1,700.00	500.00	301.50	8.16	.....	2,500.00	2,921.87	46	
Westminster.....	3	750,888.03	33,800.00	133,203.78	8,511.44	6,407.77	228,514.28	412,387.27	308,500.70	53	
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
MASSACHUSETTS.											
Arlington.....	3	3,322.80	1,400.00	.....	210.00	8.24	.....	1,618.24	1,714.56	49	
Adams.....	3	6,187.00	1,700.00	.....	338.50	7.76	.....	2,006.20	4,120.80	33	



No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890—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.
MASSACHUSETTS—cont'd.											
Hingham	3	\$2,072.29	\$1,000.00	.....	\$131.26	\$3.12	.....	\$1,134.42	\$937.87	55	
Hyde Park	3	18,716.74	2,000.00	\$1,800.00	66.55	66.55	\$3,197.38	6,463.53	10,253.21	45	
Lowell	3	3,262.47	1,500.00	.....	101.07	11.34	.....	1,073.51	2,188.96	42	
Lynn	3	30,329.43	2,800.00	4,500.00	1,375.00	128.50	14,304.11	24,197.50	12,222.93	69	
Lowell	3	4,406.65	1,600.00	.....	501.46	6.54	.....	1,856.50	2,550.15	41	
Leominster	3	9,012.77	2,000.00	.....	352.50	28.08	.....	1,753.25	7,259.52	39	
Lexington	3	2,516.16	1,100.00	.....	155.00	18.16	.....	3,214.79	5,801.63	39	
Lynn	3	130,129.55	3,300.00	9,202.07	3,400.00	537.53	21,919.32	38,358.94	81,770.61	32	
Lynn	3	98,259.52	3,100.00	8,358.70	1,597.10	624.00	33,926.54	33,206.40	65,053.12	52	
Malden	3	17,021.09	2,400.00	1,607.00	860.50	200.45	7,957.51	13,144.16	3,876.93	77	
Manchester	3	2,531.14	1,200.00	.....	155.97	13.50	.....	1,369.17	1,161.97	54	
Mansfield	3	3,381.85	1,400.00	.....	188.00	8.04	.....	1,506.64	1,875.21	47	
Marblehead	3	5,915.29	1,800.00	200.00	177.14	30.08	.....	2,297.22	3,708.04	37	
Marlborough	3	11,762.11	2,300.00	1,320.00	317.00	46.50	4,372.40	8,355.66	3,397.45	71	
Maynard	3	2,566.75	1,100.00	.....	155.50	4.88	.....	1,200.38	1,366.37	55	
Medford	3	14,509.13	2,200.00	800.00	364.90	534.41	2,585.72	6,526.03	7,984.10	46	
Melrose	3	20,019.34	2,600.00	1,800.00	350.00	61.60	.....	4,814.66	15,804.68	23	
Merrimack	3	2,913.05	1,400.00	.....	207.55	4.54	.....	1,611.79	1,614.90	50	
Methuen	3	3,226.69	1,400.00	900.00	98.03	6.96	.....	1,505.59	1,409.46	52	
Middleborough	3	8,637.12	2,100.00	.....	379.69	56.36	.....	3,453.86	5,201.26	40	
Milford	3	1,269.04	1,923.01	1,283.15	691.15	66.37	.....	3,964.48	8,304.56	32	
Milbury	3	3,684.18	1,500.00	.....	245.00	8.00	.....	1,733.00	1,928.18	48	
Milton	3	5,802.66	1,700.00	.....	295.00	27.04	.....	2,018.04	3,784.62	35	
Monson	3	3,197.35	1,400.00	.....	100.00	6.64	.....	1,500.61	1,696.71	47	
Nantucket	3	6,430.59	1,800.00	.....	226.25	9.44	.....	2,035.69	4,444.90	31	
Natick	3	9,229.40	2,600.00	1,075.00	490.00	8.18	.....	3,573.18	5,656.22	39	
New Bedford	3	47,331.91	3,000.00	5,819.99	1,070.56	294.25	15,695.00	24,839.24	22,492.67	62	
Newburyport	3	19,630.50	2,500.00	7,064.37	269.47	82.64	5,061.22	11,565.62	8,070.88	59	
Newton	3	15,199.02	2,300.00	7,949.00	1,050.00	38.08	4,023.66	8,404.70	3,794.32	69	
Newton Center	3	5,546.73	1,600.00	.....	286.25	38.08	.....	1,024.33	3,622.40	35	
Newtown Highlands	3	3,217.44	900.00	.....	121.50	10.96	.....	1,092.46	2,184.98	32	
Newtonville	3	10,747.37	2,100.00	900.00	575.00	42.16	.....	3,017.16	7,730.21	34	
North Adams	3	25,227.49	2,700.00	3,100.00	1,000.00	71.69	4,190.08	11,862.67	13,364.82	47	
Northampton	3	20,045.79	2,500.00	1,800.00	800.00	96.30	5,122.13	10,318.43	9,727.36	51	
North Attleborough	3	8,445.34	2,000.00	1,000.00	462.50	13.60	.....	3,470.10	4,975.24	41	
Northborough	3	1,823.70	1,100.00	.....	111.00	3.36	.....	1,214.36	6,003.37	67	
North Easton	3	3,831.69	1,600.00	.....	212.17	8.18	.....	1,820.65	2,000.44	48	
North Easton	3	2,932.86	1,300.00	.....	99.25	6.24	.....	1,405.49	1,524.37	48	
Northfield	3	1,445.30	1,200.00	.....	76.16	2.88	.....	1,279.04	1,166.26	89	
Norwood	3	5,971.15	1,700.00	.....	248.50	11.50	.....	1,059.70	4,911.45	33	

Delinquent July 1 to 14, 1889.

In Government building.

Presidential from October 1, 1889.

Presidential from May 29, 1890.

Presidential from May 2, 1890.

Orange	3	5,581.90	1,700.00	346.00	9.52	2,055.52	4,526.38	31
Palm	3	5,178.84	2,000.00	250.00	20.08	3,270.08	3,088.76	41
Palm Bay	3	3,358.32	2,000.00	367.25	40.88	2,120.13	3,078.19	35
Palm Beach	3	27,200.49	2,000.00	3,006.72	132.54	5,420.50	13,692.33	50
Palm Beach	3	11,471.80	2,000.00	390.00	7.47	3,322.37	8,149.32	29
Provincetown	3	4,192.58	1,000.00	239.18	8.32	1,747.50	2,445.08	47
Quincy	3	10,357.03	2,000.00	352.43	42.77	1,663.13	4,908.70	52
Randolph	3	3,300.02	1,400.00	128.38	14.32	1,892.71	1,760.32	47
Randolph	3	5,088.22	1,600.00	222.79	15.92	1,892.71	3,240.51	36
Rockland	3	4,876.40	1,000.00	284.45	10.08	1,894.53	2,984.87	39
Rockport	3	2,273.60	1,000.00	105.00	3.52	1,108.52	1,167.08	49
Salmon	3	24,780.83	3,000.00	2,100.00	206.00	11,228.98	12,155.85	63
Sandwich	3	2,781.59	1,300.00	201.25	4.08	1,505.33	1,276.26	53
Seaboard Falls	3	4,036.93	1,500.00	188.50	5.12	1,603.62	2,433.31	42
Seaboard Falls	3	4,179.11	1,000.00	256.25	9.04	2,021.26	2,133.82	49
South Framingham	3	2,155.41	2,000.00	1,132.50	41.68	3,799.18	5,356.23	41
South Hadley Falls	3	308.52	90.73	14.23	80	114.76	133.76	37
South Weymouth	3	3,290.21	1,100.00	152.25	4.06	1,297.21	2,092.20	38
Spencer	3	6,093.32	1,800.00	310.00	15.68	2,125.68	4,502.64	32
Springfield	3	108,002.07	3,300.00	3,133.00	698.72	13,684.81	60,179.04	36
Stockbridge	3	3,254.62	1,400.00	224.00	7.28	1,631.28	4,522.43	50
Stoughton	3	3,640.43	1,700.00	298.00	26.00	2,024.00	4,522.43	41
Stoughton	3	3,963.37	1,500.00	225.25	12.08	1,737.33	4,226.04	41
Taunton	3	27,791.90	2,700.00	1,530.10	180.68	15,622.18	12,160.81	56
Turner's Falls	3	4,707.54	1,000.00	378.75	8.24	1,906.09	2,803.55	41
Uxbridge	3	1,534.32	1,100.00	155.60	4.40	1,259.90	894.42	53
Walden	3	8,407.03	1,900.00	300.00	33.44	2,543.44	5,863.59	30
Walden	3	4,405.76	1,400.00	150.00	0.08	1,560.08	1,900.68	43
Walpole	3	10,326.32	2,500.00	1,370.45	130.15	5,900.56	7,420.17	52
Ware	3	6,612.67	1,800.00	310.00	13.52	2,128.52	4,487.13	32
Ware	3	9,212.60	1,07.58	220.00	4.48	1,080.00	144.00	54
Wareham	3	2,703.50	1,400.00	352.25	7.94	1,737.73	2,037.77	40
Wareham	3	4,712.29	1,700.00	352.25	29.44	2,037.73	3,630.60	38
Wareham	3	5,307.94	1,800.00	333.75	14.08	2,467.83	3,840.11	39
Wareham	3	5,407.84	1,600.00	293.75	37.38	2,131.11	3,276.73	39
Westborough	3	22,956.13	1,900.00	337.21	22.08	2,710.29	2,776.84	28
Westfield	3	8,952.23	2,600.00	880.00	17.36	2,806.30	14,052.57	39
West Gardner	3	3,982.63	1,500.00	237.75	7.76	1,745.51	2,237.12	44
West Medford	3	3,292.58	1,100.00	137.00	17.76	1,264.76	2,037.82	38
West Newton	3	6,253.78	1,700.00	352.25	33.76	2,106.01	4,147.77	34
West Quincy	3	2,397.23	1,000.00	135.00	6.80	1,141.80	1,163.43	40
West Quincy	3	3,156.83	1,400.00	197.50	12.48	1,609.38	1,540.85	51
Whitman	3	3,502.03	1,400.00	135.45	10.24	1,543.89	1,908.14	44
Whitman	3	4,130.48	1,500.00	208.75	5.04	1,713.79	2,416.09	41
Williamstown	3	4,929.19	1,600.00	165.32	12.40	1,771.22	3,151.47	30
Williamstown	3	5,314.62	1,700.00	250.00	7.36	2,202.46	3,112.16	44
Worcester	3	15,413.58	2,000.00	1,023.00	43.84	3,990.38	11,802.48	23
Worcester	3	12,020.40	2,300.00	1,850.00	76.14	3,551.52	3,544.88	71
Worcester	1	129,422.67	3,400.00	3,600.00	1,135.48	50,085.28	70,337.39	39
		3,995,914.54	253,911.04	82,735.88	29,491.00	987,032.61	2,102,578.69	43

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.—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.											
Adrian	2	\$14,719.33	\$2,400.00	\$3,200.00	\$637.75	\$70.33	\$5,392.23	\$11,700.34	\$3,018.99	79	
Adrian	2	10,208.96	2,300.00	976.89	182.22	520.82	1,570.36	2,429.39	4,868.57	53	
Albion	3	5,070.98	1,700.00	200.00	352.25	4.00	.....	2,256.25	3,423.73	40	
Albion	3	2,224.21	1,400.00	.....	138.10	2.10	.....	1,560.20	1,633.93	49	
Albion	3	4,053.50	2,600.00	1,150.00	490.92	8.15	.....	3,649.07	5,339.43	41	
Albion	3	22,036.91	2,600.00	4,068.86	1,550.00	78.57	6,637.99	14,353.42	9,611.49	60	
Albion	3	3,020.37	2,200.00	.....	173.50	1.04	.....	1,376.30	1,633.57	45	
Albion	3	28,726.64	2,700.00	3,200.00	1,486.00	1.04	7,139.67	14,511.31	14,205.33	51	
Albion	3	26,237.90	2,700.00	3,400.00	1,034.70	90.38	8,606.68	15,691.04	10,006.86	60	
Albion	3	477.28	207.49	.....	.....	7.48	.....	269.17	269.17	44	Presidential from April 29, 1890.
Albion	3	6,634.25	1,700.00	200.00	315.15	7.12	.....	2,252.27	4,401.98	34	
Albion	3	2,384.50	1,100.00	.....	140.76	.....	.....	1,241.58	1,142.92	52	
Albion	3	3,037.18	1,600.00	.....	274.00	1.52	.....	1,775.52	1,891.66	49	
Albion	3	9,250.62	2,100.00	1,150.00	650.00	5.29	.....	3,905.29	5,335.33	42	
Albion	3	3,902.14	1,500.00	.....	215.50	1.84	.....	1,747.34	2,154.80	45	
Albion	3	7,043.11	1,800.00	400.00	387.40	4.32	.....	2,591.72	4,454.39	37	
Albion	3	4,756.99	1,600.00	.....	173.75	1.92	.....	1,775.67	2,981.32	37	
Albion	3	3,461.76	1,500.00	.....	269.00	2.09	.....	1,761.00	1,700.76	51	
Albion	3	2,000.17	1,100.00	.....	92.40	1.02	.....	1,194.38	1,395.79	47	
Albion	3	2,427.97	1,100.00	.....	155.50	1.29	.....	1,256.70	1,171.27	52	
Albion	3	9,241.49	2,600.00	1,200.00	430.00	6.07	.....	3,683.07	5,555.42	40	
Albion	3	5,271.15	1,700.00	41.39	291.36	4.00	.....	2,036.75	3,234.40	39	
Albion	3	7,537.69	1,100.00	.....	155.50	1.29	.....	1,256.70	1,300.99	49	
Albion	3	1,909.25	896.74	.....	71.90	1.30	.....	970.00	995.25	49	Presidential from August 8, 1890.
Albion	3	11,502.19	2,200.00	1,450.00	848.36	13.52	.....	4,511.88	6,990.31	39	
Albion	3	2,796.83	1,300.00	.....	163.50	1.40	.....	1,497.90	1,298.93	54	
Albion	3	4,213.98	1,200.00	76.00	151.89	2.16	.....	1,430.05	991.93	59	
Albion	3	2,208.50	1,200.00	.....	106.86	.....	.....	1,307.18	901.32	59	
Albion	3	415,010.76	3,800.00	52,996.45	1,771.97	1,771.97	81,308.71	139,877.13	275,132.63	34	In Government building.
Albion	3	5,216.71	1,600.00	.....	240.76	3.28	.....	1,844.04	3,372.67	35	
Albion	3	42,538.29	3,000.00	4,108.65	1,584.43	133.12	8,883.07	17,709.27	24,829.02	42	
Albion	3	2,317.70	1,100.00	.....	123.50	1.29	.....	1,234.70	1,093.00	53	
Albion	3	2,897.43	1,125.00	75.00	147.63	2.72	.....	1,300.35	1,597.08	47	
Albion	3	8,806.19	2,000.00	949.99	360.00	108.24	.....	3,418.23	5,387.96	39	
Albion	3	2,703.14	1,300.00	.....	160.67	1.36	.....	1,462.03	1,241.11	54	
Albion	3	3,991.78	1,500.00	1,868.33	176.94	4.48	.....	1,681.42	2,280.36	42	
Albion	3	17,150.19	2,400.00	2,000.00	932.15	6.50	3,887.09	9,104.13	8,046.00	53	
Albion	3	2,629.33	1,200.00	.....	173.50	.....	.....	1,374.06	1,255.27	52	
Albion	3	2,126.35	1,000.00	.....	135.00	1.36	.....	1,190.36	989.99	53	
Albion	3	2,411.45	1,100.00	.....	137.25	.....	.....	1,237.89	1,173.56	51	
Albion	3	2,070.80	1,100.00	.....	128.00	.....	.....	1,228.40	842.40	59	Presidential from July 1, 1890.

Grand Haven.....	5,779.81	1,700.00	400.00	330.57	1.60	8,342.40
Grand Rapids.....	2,883.83	2,247.01	.....	153.75	6.84	4,881.27
Grand Ledge.....	1,205,919.85	3,300.00	14,998.05	.....	491.90	76,293.24
Grayling.....	2,534.55	1,100.00	.....	117.00	32	1,117.03
Greenville.....	5,342.00	1,800.00	200.00	360.00	4.16	8,927.84
Hancock.....	5,343.46	1,800.00	200.00	397.50	1.52	3,440.44
Hart.....	1,614.50	1,000.00	.....	119.41	.....	825.09
Hills.....	5,102.15	1,700.00	500.00	329.25	3.36	2,549.54
Holland.....	5,102.15	2,300.00	1,358.43	494.18	16.72	5,836.65
Hollandale.....	5,896.04	1,600.00	1,162.00	294.00	8.36	3,208.53
Holly.....	4,282.68	1,600.00	.....	290.00	2.96	2,459.72
Houghton.....	1,999.24	1,600.00	200.00	122.27	4.40	668.57
Houghton.....	5,133.42	1,600.00	150.00	286.25	3.68	8,093.49
Houghton.....	4,536.66	1,600.00	150.00	196.46	4.88	2,583.16
Houghton.....	5,098.01	1,600.00	400.00	203.00	4.80	2,880.21
Imlay City.....	2,692.48	1,897.82	.....	115.58	4.48	1,578.60
Iron.....	9,188.30	2,300.00	1,195.00	690.00	87.63	4,194.27
Iron Mountain.....	7,169.30	1,800.00	.....	397.50	4.40	6,960.40
Ironwood.....	7,383.45	1,500.00	204.75	294.75	1.84	5,654.86
Lapeer.....	12,907.87	2,300.00	1,875.00	610.00	8.48	8,714.39
Lapeer.....	3,241.42	1,400.00	.....	147.10	1.52	1,742.80
Leitch.....	37,154.87	2,800.00	4,733.83	1,667.42	71.91	19,467.55
Leitch.....	2,779.08	1,300.00	.....	201.58	1.52	1,275.98
Kalamazoo.....	48,382.56	3,000.00	5,400.00	1,167.25	76.36	30,583.40
Kalamazoo.....	3,429.05	1,100.00	100.00	152.25	.56	1,076.24
Kalkaska.....	3,619.88	1,400.00	.....	168.05	1.16	1,051.64
Lake Linden.....	81,794.63	2,800.00	8,198.85	1,776.00	78.70	17,349.21
Lansing.....	4,850.92	1,600.00	.....	235.00	4.96	2,990.96
Lapeer.....	3,272.54	1,400.00	.....	83.11	1.68	1,027.62
Leelanau.....	7,224.27	1,800.00	399.99	343.31	1.68	1,644.38
Leelanau.....	2,178.74	1,100.00	100.00	152.25	3.12	2,546.42
Leelanau.....	493.24	250.00	.....	27.50	.96	6,677.85
Leelanau.....	10,289.25	2,200.00	1,500.00	764.07	24	820.53
Leelanau.....	3,574.74	1,400.00	.....	193.53	8.75	215.50
Leelanau.....	2,752.15	1,200.00	.....	184.75	1.36	1,936.41
Leelanau.....	14,618.00	2,300.00	1,320.13	48.44	1.04	1,979.85
Leelanau.....	7,684.18	2,000.00	1,155.00	427.71	34.81	1,266.36
Leelanau.....	2,698.74	1,050.00	.....	171.50	9.12	7,640.20
Leelanau.....	2,157.43	1,100.00	.....	185.50	1.72	4,092.35
Leelanau.....	10,827.47	2,200.00	1,325.00	422.38	9.52	1,475.32
Leelanau.....	3,296.88	1,400.00	.....	228.00	2.80	901.41
Leelanau.....	2,198.56	1,100.00	400.00	144.09	.96	5,141.16
Leelanau.....	6,346.77	1,800.00	.....	206.28	11.28	1,668.08
Leelanau.....	496.63	250.00	.....	21.25	1.18	953.51
Leelanau.....	5,645.48	1,600.00	.....	287.78	17.68	8,929.21
Leelanau.....	4,526.46	1,500.00	100.00	204.00	2.80	216.22
Leelanau.....	20,475.46	2,800.00	8,371.48	1,036.88	4.05	8,708.99
Leelanau.....	5,338.96	1,700.00	200.00	181.50	2.40	2,719.66
Leelanau.....	1,942.12	1,000.00	100.00	132.67	.....	6,212.74
Leelanau.....	6,859.59	1,900.00	300.00	281.20	7.44	8,675.06
Leelanau.....	4,405.08	1,300.00	.....	162.60	2.32	7,098.45
Leelanau.....	.....	.....	.....	.....	.....	4,470.65
Leelanau.....	.....	.....	.....	.....	.....	2,940.16

Presidential from July 14, 1893.  
In Government building.

Presidential, April 1, 1894.

In Government building.

Delinquent second quarter, 1894.

Presidential from April 1, 1894.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.—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>											
Norway.....	3	\$2,654.45	\$1,200.00	.....	\$178.97	\$0.48	.....	\$1,379.45	\$1,275.00	52	Presidential from April 29, 1890.
Oliver.....	3	551.89	173.08	.....	.....	2.91	.....	1,732.32	378.57	31	
Oshtemo.....	3	3,751.81	1,400.00	.....	936.00	2.80	.....	1,638.87	2,146.01	43	
Oshtemo.....	3	3,107.99	1,200.00	.....	123.57	1.44	.....	1,453.91	1,772.98	45	
Ovid.....	3	3,281.18	1,400.00	.....	103.88	2.94	.....	3,596.12	1,685.06	40	Presidential from February 15, 1890.
Ovid.....	3	10,518.92	2,100.00	\$1,125.00	500.00	12.66	.....	3,737.66	6,810.60	35	
Oxford.....	3	971.64	375.00	.....	15.00	2.40	.....	330.40	581.24	40	
Paw Paw.....	3	3,502.37	1,400.00	.....	215.50	2.00	.....	1,612.50	1,889.87	46	
Pent Water.....	3	2,938.58	1,300.00	192.00	138.90	.....	.....	1,500.90	804.68	63	In Government building.
Petoscany.....	3	6,256.74	1,500.00	400.00	300.00	5.84	.....	2,565.84	3,220.90	41	
Plainwell.....	3	2,596.96	1,200.00	.....	114.64	2.32	.....	1,316.48	1,280.48	51	
Pleasant.....	3	2,136.40	1,000.00	.....	125.34	2.22	.....	1,124.66	1,031.74	52	
Pontiac.....	3	10,280.38	2,100.00	830.11	455.70	20.70	.....	3,466.51	6,823.67	34	In Government building.
Port Huron.....	3	11,481.83	2,500.00	2,417.50	.....	52.04	\$5,201.83	10,131.37	7,330.46	58	
Portland.....	3	3,140.13	1,400.00	200.00	207.00	1.36	.....	1,808.36	1,331.77	58	
Portsmouth.....	3	2,712.19	1,300.00	.....	196.25	.80	.....	1,407.05	1,215.14	55	
Quincy.....	3	3,894.94	1,500.00	.....	180.00	1.48	.....	1,650.48	2,214.46	43	In Government building.
Red Jacket.....	3	4,692.72	1,500.00	.....	250.40	1.36	.....	1,700.76	2,932.96	38	
Reed City.....	3	3,475.53	1,500.00	.....	150.31	3.76	.....	1,693.07	1,812.46	48	
Republic.....	3	1,062.65	1,100.00	.....	135.50	.48	.....	1,255.98	706.67	64	
Romney.....	3	3,563.54	1,400.00	.....	162.10	2.40	.....	1,564.50	1,999.04	44	In Government building.
Saginaw.....	3	14,223.32	2,400.00	1,350.54	324.99	106.19	5,682.39	10,064.11	4,156.21	71	
Saint Clair.....	3	2,915.93	1,500.00	200.00	250.00	2.66	.....	1,901.56	954.37	67	
St. Ignace.....	3	3,458.11	1,500.00	389.99	256.78	2.72	.....	2,169.49	1,298.62	62	
St. John's.....	3	7,613.25	1,700.00	400.00	287.10	4.17	.....	2,391.27	5,221.98	31	In Government building.
St. Joseph.....	3	5,298.40	1,600.00	.....	277.33	4.00	.....	1,881.33	3,417.07	36	
St. Louis.....	3	5,705.89	1,500.00	400.00	218.25	4.00	.....	2,122.25	1,673.64	36	
South de Ste. Marie.....	3	7,984.31	1,900.00	600.00	435.00	7.84	.....	2,942.84	5,041.47	37	
South Haven.....	3	3,087.92	1,300.00	.....	95.85	1.60	.....	1,397.45	1,690.47	45	Presidential from April 25, 1890.
Stanton.....	3	3,089.19	1,500.00	.....	276.89	1.28	.....	1,728.17	1,361.02	56	
Stargis.....	3	4,191.28	1,500.00	185.00	106.83	3.12	.....	1,854.95	2,336.33	44	
Tecumseh.....	3	4,417.54	1,500.00	.....	255.00	2.50	.....	1,837.56	2,580.98	42	
Three Oaks.....	3	4,888.00	1,200.00	.....	144.49	.56	.....	1,445.05	3,443.94	30	In Government building.
Traverse River.....	3	6,904.06	1,800.00	.....	276.00	6.04	.....	2,682.08	4,821.98	30	
Traverse City.....	3	7,496.47	1,900.00	400.99	317.74	3.36	.....	2,621.09	4,875.38	35	
Union City.....	3	2,391.09	1,200.00	.....	168.00	.88	.....	1,368.98	1,022.73	67	
Vassar.....	3	2,107.76	1,300.00	200.00	201.75	2.88	.....	1,704.63	1,403.13	55	Presidential from April 25, 1890.
West Bay City.....	3	7,614.28	1,900.00	500.00	435.00	10.56	.....	2,845.56	4,778.72	37	
West Branch.....	3	4,486.56	1,84.07	.....	27.84	.08	.....	311.99	226.57	48	
Whitehall.....	3	2,139.00	1,200.00	.....	179.00	1.44	.....	1,380.44	758.56	65	
White Pigeon.....	3	1,027.22	400.28	.....	60.05	.08	.....	1,400.41	566.81	45	Presidential from April 25, 1890.

**Delinquent second quarter, 1999.**

**In Government building.**

Presidential from April 1, 1890.

**In Government building.**

3	Williamston	1,206.00	151.50	1.20	1,352.70	1,085.53	56
3	Yandotte	1,000.00	134.25	2.80	1,138.25	1,138.25	61
4	Ypsilanti	2,400.00	390.00	12.63	2,774.35	4,461.47	61
Total		214,256.59	43,370.75	4,170.66	262,290.27	818,175.97	42
MINNESOTA							
3	Ada	1,100.00	155.50	.08	1,255.58	407.54	72
3	Albert Lea	1,800.00	410.00	3.84	2,460.84	3,855.31	39
3	Alexandria	1,400.00	197.25	2.48	1,699.73	1,971.53	46
3	Anoka	1,700.00	338.50	5.76	2,304.26	2,397.88	48
3	Austin	1,700.00	258.50	5.68	2,304.18	4,054.96	37
3	Blue Earth City	1,300.00	173.50	1.92	1,525.42	1,180.15	56
3	Brainerd	1,600.00	295.72	0.46	1,929.17	3,903.60	38
3	Chatfield	1,100.00	125.05	.96	1,226.01	1,972.09	56
3	Cloquet	1,300.00	190.75	.64	1,491.39	1,574.54	49
3	Crookston	1,500.00	378.17	4.24	2,204.91	4,078.19	37
3	Detroit City	1,200.00	173.50	.....	1,449.50	1,412.39	51
3	Duluth	1,000.00	145.00	152.46	24,000.63	26,446.99	48
3	Fairmont	1,100.00	147.92	32	1,448.23	1,010.43	59
3	Fergus Falls	2,200.00	335.87	13.84	4,248.68	6,270.81	40
3	Glencoe Falls	1,400.00	350.28	0.72	2,566.00	4,690.00	36
3	Glencroft	1,400.00	155.83	32	1,785.84	1,587.13	53
3	Hastings	1,100.00	100.00	1.84	1,357.34	1,219.76	43
3	Hutchinson	1,600.00	298.75	8.48	2,107.23	2,638.43	44
3	Lake City	1,100.00	152.25	1.84	1,254.09	921.64	58
3	Long Prairie	1,000.00	288.40	4.08	1,892.48	2,906.94	39
3	Maple	1,500.00	179.00	2.40	1,591.40	1,009.86	60
3	Shore	1,300.00	108.00	3.12	1,840.37	1,947.06	49
3	Little Falls	1,300.00	103.75	3.90	1,696.95	1,459.59	47
3	Verona	1,400.00	210.00	1.36	1,690.36	1,458.97	52
3	Wadena	2,400.00	351.09	20.83	3,610.34	5,835.27	60
3	Marshall	1,500.00	179.00	.88	1,679.88	1,161.71	57
3	Monteville	1,200.00	370.80	2,113.69	70,480.22	109,464.04	38
3	Neenah	1,300.00	201.76	1.44	1,503.19	1,735.42	46
3	Moorehead	1,600.00	316.25	2.56	2,118.81	2,071.90	51
3	Morris	1,800.00	199.00	2.34	1,991.00	1,153.81	58
3	New Ulm	1,500.00	261.30	3.28	1,764.78	2,796.49	39
3	North St. Paul	1,800.00	249.50	5.44	2,054.94	4,006.01	36
3	Owatonna	250.00	.72	.32	250.32	278.72	47
3	Pipe Stone	1,700.00	307.40	3.92	2,211.24	3,914.43	36
3	Preston	1,300.00	180.00	.80	1,481.76	1,032.50	62
3	Red Wing	1,000.00	135.00	2.00	1,237.00	970.17	56
3	Rockford Falls	2,100.00	1,80.75	4.32	2,243.47	2,507.58	73
3	St. Cloud	1,200.00	170.00	.88	1,379.88	1,080.17	59
3	St. Charles	2,200.00	1,015.00	11.24	4,246.24	6,886.12	58
3	St. James	1,100.00	155.50	.64	1,346.14	993.17	59
3	St. Paul	3,700.00	642.42	7.71	5,804.41	5,278.01	53
3	St. Peter	2,000.00	250.00	1,005.91	117,905.46	188,392.40	39
3	St. Peter Center	1,500.00	200.00	3.28	2,103.91	2,721.18	44
3	St. Peter Center	1,500.00	274.00	3.36	2,027.36	1,790.65	53

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890—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.
MINNESOTA—continued.											
Shakopee.....	3	\$2,223.66	\$1,100.00	\$100.00	\$150.58	\$5.04	.....	\$1,404.01	\$760.65	66	
Sleepy Eye.....	3	2,635.75	1,100.00	.....	158.50	1.12	.....	1,230.62	1,276.13	50	
Spring Valley.....	3	2,792.10	1,200.00	114.78	180.34	1.20	.....	1,406.32	1,295.78	54	
Stillwater.....	3	13,137.58	2,200.00	2,200.00	1,223.34	43.00	\$5,269.21	11,037.13	2,100.45	54	
Tower.....	3	3,024.29	1,400.00	.....	256.00	1.04	.....	1,627.04	1,397.25	54	
Tracy.....	3	2,499.83	1,200.00	200.00	161.50	48	.....	1,561.98	937.85	62	
Wabasha.....	3	3,047.01	1,400.00	200.00	221.50	2.88	.....	1,824.38	1,222.63	60	
Wadena.....	3	2,287.21	1,100.00	100.00	155.50	48	.....	1,355.98	931.23	59	
Warren.....	3	1,995.05	1,100.00	.....	152.25	2.40	.....	1,254.65	740.40	63	
Winacea.....	3	3,573.40	1,500.00	150.00	246.50	2.64	.....	1,890.14	1,673.26	53	
Willmar.....	3	3,006.48	1,500.00	200.00	250.00	2.32	.....	1,461.32	1,645.16	54	
Winnebago City.....	3	2,552.37	1,100.00	180.00	135.31	2.88	.....	1,418.19	1,134.18	56	
Winona.....	3	22,217.92	2,000.00	3,400.00	2,200.00	58.80	6,905.43	15,194.23	7,053.69	69	
Worthington.....	3	3,228.64	1,400.00	68.82	189.50	2.24	.....	1,660.56	1,567.48	51	
Total.....		940,300.92	90,950.00	109,879.15	23,736.89	4,184.50	173,685.71	402,436.25	537,954.67	43	
MISSISSIPPI.											
Aberdeen.....	3	4,262.64	1,500.00	250.00	.....	0.03	.....	1,756.08	2,506.56	41	In Government building.
Biloxi.....	3	3,397.44	1,300.00	.....	187.95	17.04	.....	1,534.29	1,863.15	45	
Brookhaven.....	3	2,332.32	1,200.00	200.00	153.62	0.01	.....	1,634.64	717.68	50	
Canton.....	3	2,645.46	1,400.00	200.00	217.95	9.92	.....	1,827.87	1,717.59	52	
Columbus.....	3	2,982.70	1,800.00	500.00	592.50	4.56	.....	2,369.06	4,683.64	36	
Corinth.....	3	2,357.18	1,400.00	300.00	152.86	3.58	.....	1,856.13	1,531.05	56	
Crystal Springs.....	3	2,376.20	1,200.00	300.00	132.30	1.36	.....	1,331.60	1,144.60	54	
Durand.....	3	2,222.40	1,000.00	15.38	383.40	1.16	.....	1,857.07	137.33	87	Presidential from May 6, 1890.
Greenville.....	3	10,498.00	2,000.00	825.00	580.40	14.48	.....	3,192.88	7,305.21	30	Presidential from August 2, 1890.
Greenwood.....	3	2,647.16	913.04	.....	80.82	2.02	.....	995.88	1,651.28	38	
Grenada.....	3	2,469.70	1,400.00	250.00	197.70	2.24	.....	1,850.03	1,619.67	53	
Hatchers.....	3	2,568.61	1,200.00	.....	140.12	2.41	.....	1,342.53	1,226.08	54	
Holly Springs.....	3	3,693.45	1,500.00	300.00	241.25	5.36	.....	2,046.51	1,646.94	55	
Jackson.....	3	12,934.90	2,200.00	1,767.22	245.25	64.20	3,104.00	7,135.48	5,819.42	55	In Government building.
Kosciusko.....	3	2,658.20	1,100.00	400.00	131.35	1.39	.....	1,632.74	1,025.46	62	
Lacon.....	3	2,832.26	1,200.00	126.25	126.25	5.54	.....	1,331.79	1,320.47	47	
Meridian.....	3	14,545.63	2,300.00	1,616.85	329.60	30.65	3,187.84	7,694.34	6,841.29	53	
Natchez.....	3	13,444.62	2,300.00	1,300.00	520.15	26.42	3,187.24	7,333.81	6,110.81	55	
Oak Grove.....	3	2,427.74	1,200.00	100.00	125.40	2.16	.....	1,425.40	1,002.34	56	
Oxford.....	3	2,246.24	1,300.00	190.96	.....	2.16	.....	1,502.15	1,744.09	46	Do.
Pasc Christian.....	3	2,110.20	1,000.00	.....	92.40	0.06	.....	1,000.36	1,110.90	52	

Presidential from May 14, 1890; deficiency, \$68.89.

**Presidential from March 1, 1890.**

Presidential from April 1, 1890.

Presidential from December 4, 1889.  
Presidential from April 13, 1890.

**In Government building.**

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ending June 30, 1890.—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>MISSOURI—continued.</i>											
Jefferson City .....	2	\$12,150.50	\$2,300.00	\$2,000.00	.....	\$17.28	\$1,344.62	\$5,661.90	\$6,497.60	47	In Government building.
Joplin .....	3	8,824.35	1,800.00	236.11	\$330.20	13.44	.....	2,380.35	6,454.00	97	
Kaloka .....	3	9,102.94	1,800.00	150.00	87.20	.....	.....	1,238.00	7,864.94	60	Do.
Kansas City .....	3	433,071.88	3,400.00	64,387.41	545.70	2,373.12	65,032.48	136,130.71	296,941.17	31	
Kirkville .....	3	6,130.57	1,500.00	296.00	326.75	3.44	.....	2,220.10	3,900.47	26	
Kirkwood .....	3	2,826.22	1,200.00	.....	80.65	4.80	.....	2,585.43	1,540.79	45	
Lamb .....	3	2,333.71	1,200.00	500.00	341.00	0.24	.....	2,567.24	2,716.47	48	
Lebanon .....	3	3,227.96	1,700.00	466.71	189.15	3.73	.....	1,262.58	1,935.38	62	
Lee's Summit .....	3	469.51	1,275.00	.....	228.10	0.48	.....	273.43	2,548.43	59	Presidential from April 1, 1890.
Lexington .....	3	6,418.87	1,700.00	194.61	298.00	6.48	.....	2,141.59	4,277.28	33	
Liberty .....	3	3,360.42	1,400.00	161.35	155.35	3.12	.....	1,766.02	1,800.40	49	
Louisiana .....	3	10,369.81	2,000.00	727.51	370.90	5.84	.....	3,104.25	7,265.56	31	
Marion City .....	3	6,118.85	1,800.00	506.00	350.38	6.06	.....	2,663.64	3,423.21	44	
Marshall .....	3	6,977.75	1,800.00	300.00	275.70	6.60	.....	2,352.50	4,665.25	34	
Maryville .....	3	6,802.86	1,800.00	200.00	314.07	7.20	.....	2,351.27	4,451.59	35	
Memphis .....	3	2,632.64	1,300.00	156.00	131.04	3.36	.....	1,581.60	1,471.04	52	
Mexico .....	3	7,608.51	1,900.00	300.00	347.50	8.96	.....	2,556.46	5,052.05	34	
Milan .....	3	434.09	208.70	30.00	24.48	.....	.....	253.27	120.82	70	Presidential from April 10, 1890.
Moberly .....	3	10,606.91	2,000.00	1,200.00	338.37	10.00	.....	3,548.37	6,958.54	34	
Monett .....	3	2,296.86	1,200.00	100.00	136.10	2.72	.....	1,438.82	788.04	65	
Monroe City .....	3	2,608.45	1,200.00	.....	170.65	2.08	.....	1,195.72	1,412.73	53	
Montgomery City .....	3	3,244.44	1,300.00	103.34	160.33	1.00	.....	1,553.27	1,690.17	48	
Mount City .....	3	3,528.42	250.00	.....	33.75	.....	.....	284.07	244.35	54	Presidential from April 1, 1890.
Neosho .....	3	3,663.49	1,500.00	100.00	212.59	2.96	.....	1,915.64	1,747.85	52	
Nevada .....	3	10,330.52	2,200.00	1,287.50	486.75	17.58	.....	3,601.83	6,347.69	39	
Palmyra .....	3	2,981.55	1,300.00	100.00	106.96	1.76	.....	1,492.72	1,488.83	50	
Paris .....	3	7,742.17	1,200.00	109.30	109.30	1.02	.....	1,411.22	1,330.95	51	
Pierce City .....	3	4,001.99	1,500.00	269.73	42.80	2.24	.....	1,844.77	2,157.22	40	
Plattsburgh .....	3	7,758.88	1,300.00	76.00	262.69	1.79	.....	1,580.48	1,778.40	57	
Pleasant Hill .....	3	3,112.35	1,388.46	148.76	184.02	3.60	.....	1,724.84	1,387.51	55	
Poplar Bluff .....	3	3,530.08	1,400.00	.....	174.20	1.92	.....	1,576.12	1,954.96	45	
Princeton .....	3	2,080.55	1,100.00	300.00	136.06	4.48	.....	1,536.54	544.01	74	
Rich Hill .....	3	4,409.16	1,600.00	206.00	270.33	2.64	.....	2,078.97	2,420.19	46	
Richmond .....	3	3,304.02	1,400.00	150.00	62.00	1.86	.....	1,613.86	1,690.16	40	
Rolla .....	3	2,942.15	1,200.00	256.00	174.00	1.84	.....	1,626.74	1,315.41	55	
St. Charles .....	3	7,107.83	1,800.00	100.00	327.70	0.52	.....	2,237.22	4,930.61	31	
St. Joseph .....	3	112,447.99	3,300.00	13,028.33	1,445.30	14,639.32	14,639.32	32,739.34	70,686.65	29	In Government building.
St. Louis .....	1	1,138,205.39	6,000.00	187,098.36	3,331.30	4,818.70	226,775.20	427,831.14	710,374.14	28	Presidential from July 9, 1889.
Salt Lake .....	3	2,488.43	904.57	99.46	101.25	1.76	.....	1,197.04	1,291.39	48	Delinquent fourth quarter, 1889.
Savannah .....	3	2,298.10	702.78	.....	61.45	2.72	.....	1,706.55	1,591.55	34	
Sealdia .....	2	23,531.57	2,500.00	3,400.00	529.36	48.02	7,859.70	14,337.08	9,194.49	61	

	Presidential from July 8, 1890.	Presidential from July 1, 1890.	Delinquent second quarter, 1890.	Delinquent third quarter, 1890.
Shelburne	175.50	.....	.....	.....
Sinder	208.75	1,502.07	1,205.87	.....
Springfield	3,051.00	34.24	1,488.16	50
Strawberry	5,124.18	.....	15,780.95	.....
Sweet Springs	100.00	1.84	1,713.80	45
Tarko	1,105.00	1.78	2,054.55	54
Taylor	80.64	.....	1,236.10	.....
Trenton	361.50	5.35	1,159.90	43
Troy	157.00	1.40	2,318.85	48
Unionville	111.30	1.88	1,257.40	60
Warrensburg	120.00	1.88	1,233.38	56
Washington	27.05	5.70	2,036.81	31
Webb City	249.99	3.03	1,628.29	62
West Plains	101.25	3.44	1,104.69	31
West Plains	204.80	3.12	2,007.92	50
Windsor	74.25	2.48	1,591.74	51
Total	27,142.44	8,158.01	703,892.54	38
MONTANA.	297,089.08	.....	1,813,846.12	.....
Billings	4,462.20	.....	2,200.18	48
Boulder Valley	889.60	1.52	505.82	47
Bozeman	2,796.75	1.16	2,784.93	32
Butte City	1,800.00	3.08	3,031.82	44
Deer Lodge City	4,813.33	29.41	20,298.55	34
Dillon	1,500.00	.....	1,550.63	41
Decorah	250.10	2.08	2,030.58	48
Fort Benton	228.50	.....	2,197.37	58
Granite	201.75	.....	1,701.75	58
Helen	273.00	3.52	275.00	31
Great Falls	1,703.00	.....	1,976.52	23
Helena	8,734.61	38.28	27,177.93	38
Livingston	6,250.84	5,712.07	4,163.38	36
Marysville	500.00	4.24	2,378.01	60
Missoula	1,603.00	.64	1,484.74	40
Minot	100.00	.....	1,779.40	55
Missoula	274.00	4.00	1,836.75	28
Minneapolis	500.00	4.95	2,274.40	40
Philipsburgh	375.00	1.04	2,118.71	40
White Sulphur Springs	213.50	1.04	1,614.54	40
Wicks	154.75	1.04	1,992.70	40
Total	107.50	.....	1,382.65	74
Total	4,858.63	85.97	52,550.65	39
NEDRASKA.	135,854.05	.....	89,303.43	.....
Atenworth	1,100.00	.....	1,350.54	64
Athlon	4,400.00	2.48	1,821.41	61
Alliance	1,014.13	.....	1,212.60	40
Alma	1,065.28	.88	1,409.32	54
Arpahee	1,200.00	.....	1,305.56	55
Ashland	150.27	1.24	1,359.51	40
Atkinson	221.67	1.52	1,023.19	40
Auburn	181.50	.72	1,485.22	68
Aurora	170.50	2.64	1,373.14	55
Aurora	200.00	2.00	2,081.78	45
Beatrice	279.78	.....	7,536.87	51
Benkelman	2,033.70	1.84	8,774.20	81
Benkelman	2,000.00	.....	7,246.82	55
Total	114.93	3,463.66	1,314.93	81

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ending June 30, 1890*—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—continued.											
Blair	3	\$4,337.55	\$1,000.00	\$200.00	\$295.25	\$2.24	.....	\$2,097.40	\$2,240.06	48	
Blue Hill	3	1,007.53	1,000.00	.....	135.00	.72	.....	1,135.72	771.81	60	
Broken Bow	3	5,227.30	1,000.00	300.00	287.25	2.08	.....	2,280.31	2,937.90	44	
Central City	3	4,673.30	1,600.00	150.00	255.00	5.44	.....	2,041.34	2,631.96	44	
Chadron	3	5,107.50	1,600.00	.....	208.00	7.64	.....	1,905.04	3,202.46	37	
Columbia	3	5,478.00	1,700.00	250.00	329.48	14.88	.....	2,294.36	3,183.64	40	
Cravensburg	3	1,090.75	1,400.00	440.67	.....	.56	.....	441.33	943.52	41	
Creighton	3	2,081.19	1,100.00	300.00	153.12	.56	.....	1,555.68	525.51	75	
Croft	3	5,587.54	1,700.00	100.00	290.00	3.36	.....	2,094.31	3,793.23	36	
Culbertson	3	2,114.18	1,000.00	100.00	138.25	1.68	.....	1,230.93	874.25	50	
David City	3	3,670.21	1,500.00	150.00	247.17	4.64	.....	1,901.81	2,008.40	48	
Edgar	3	2,212.97	1,200.00	150.00	161.50	.80	.....	1,512.50	704.72	68	
Fairbury	3	6,724.37	1,800.00	200.00	341.25	4.40	.....	2,345.65	4,377.72	35	
Fairfield	3	2,806.14	1,200.00	.....	176.38	1.52	.....	1,377.90	1,428.24	49	
Farmington	3	2,306.09	1,200.00	150.00	140.75	1.20	.....	1,550.95	815.74	61	
Falls City	3	15,438.20	1,600.00	150.00	279.00	.....	\$2,737.38	6,020.60	1,850.09	52	
Fremont	3	2,677.84	1,200.00	1,220.00	188.50	19.26	.....	1,889.92	8,498.47	45	
Frederick	3	2,077.64	1,200.00	.....	167.75	.72	.....	1,467.55	1,614.78	42	
Fullerton	3	3,058.66	1,400.00	150.00	173.00	1.20	.....	1,724.50	1,634.86	57	
Genoa	3	14,051.77	2,300.00	1,470.00	700.00	20.06	3,408.90	7,080.80	6,653.91	57	
Grand Island	3	2,885.70	1,200.00	1,470.00	179.00	1.60	.....	1,373.60	1,312.10	51	
Harvard	3	17,114.20	2,500.00	2,500.00	818.98	14.82	2,638.20	8,462.08	9,376.23	47	
Hastings	3	8,741.00	1,200.00	200.00	191.25	1.04	.....	1,092.29	1,425.71	54	
Hedrick	3	8,727.80	1,200.00	400.00	310.22	2.00	.....	2,416.25	6,311.55	42	
Hodge	3	2,526.81	1,200.00	.....	140.22	1.32	.....	1,341.75	1,183.06	53	
Humboldt	3	2,220.42	1,200.00	1,885.00	158.95	14.56	2,024.90	1,258.72	904.08	57	
Indianola	3	14,420.45	2,300.00	8,500.00	185.55	276.22	.....	1,883.35	8,524.03	42	
Keosauqua	3	4,006.32	2,400.00	8,500.00	185.55	276.22	11,745.04	24,110.82	45,377.83	46	Changed from Plum Creek in Government building.
Lexington	3	69,694.65	3,200.00	100.00	316.50	16	.....	2,010.22	3,173.41	66	
Lincoln	3	1,889.61	1,000.00	100.00	816.50	2.72	.....	1,241.41	1,301.51	39	
Long City	3	5,192.63	1,700.00	.....	165.50	1.92	.....	1,237.42	1,857.49	40	
McCook	3	3,088.94	1,100.00	.....	255.25	2.24	.....	1,387.49	1,073.44	63	
Mineral	3	3,332.83	1,600.00	100.00	255.25	17.76	2,910.41	6,763.17	2,715.90	71	
Nebraska City	2	9,413.16	2,200.00	1,075.00	226.00	2.40	.....	1,728.40	1,316.29	57	
Nelson	3	3,014.00	1,400.00	100.00	185.65	.88	.....	1,239.53	1,023.16	55	
North	3	2,362.69	1,100.00	.....	301.25	10.80	.....	2,372.74	4,041.04	37	Do.
North Bend	3	6,413.78	1,800.00	170.00	148.00	.64	.....	1,146.64	1,206.45	48	
North Platte	3	5,292.60	1,700.00	250.00	339.46	8.30	.....	2,292.82	2,930.78	44	
Ogallala	3	1,881.61	1,100.00	.....	156.15	.....	.....	1,256.15	625.30	67	

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—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 HAMPSHIRE—con'd.											
Exeter .....	3	\$7,442.77	\$1,800.00	\$270.00	\$256.04	\$23.40	.....	\$2,449.44	\$4,993.33	33	Presidential from September 1, 1890.
Farmington .....	3	3,230.80	1,400.00	.....	212.25	6.08	.....	1,918.33	1,612.47	50	
Franklin Falls .....	3	4,382.60	1,000.00	.....	242.75	5.08	.....	1,848.43	2,534.17	42	
Granby .....	3	1,256.68	1,000.00	100.00	135.00	1.60	.....	1,236.60	2,890.08	58	
Great Falls .....	3	4,757.18	1,700.00	150.00	338.50	15.60	.....	2,204.10	2,553.08	46	
Hanover .....	3	4,491.59	1,600.00	.....	284.54	5.32	.....	1,800.40	2,691.19	42	
Hillsborough Bridge .....	3	2,633.19	1,331.52	112.50	101.25	1.36	.....	1,046.63	1,606.56	51	
Hillsdale .....	3	2,081.83	1,100.00	.....	100.00	3.20	.....	1,203.20	1,258.63	49	
Kennebec .....	2	12,880.89	2,400.00	1,375.00	600.00	4.09	\$3,451.68	8,000.77	6,820.12	58	
Laconia .....	3	7,713.41	1,900.00	.....	326.00	14.48	.....	1,632.64	1,905.59	46	
Lake Village .....	3	3,538.23	1,400.00	.....	226.00	6.64	.....	1,632.64	1,905.59	46	
Laconia .....	3	4,574.48	1,600.00	.....	337.50	5.12	.....	1,942.62	2,631.86	42	
Lebanon .....	3	5,194.63	1,600.00	300.00	145.53	5.81	.....	2,031.07	3,143.56	39	
Lebanon .....	3	1,249.94	635.87	57.25	85.84	7.20	.....	778.60	2,469.44	62	
Littleton .....	3	5,042.79	1,700.00	250.00	257.25	7.20	.....	2,214.45	2,828.34	44	
Manchester .....	2	42,452.71	2,900.00	4,500.00	1,591.60	230.65	13,977.63	23,203.88	19,246.83	55	
Marblehead .....	3	1,944.86	1,000.00	.....	122.00	3.44	.....	1,125.44	819.42	58	
Merrill .....	3	4,573.95	1,500.00	.....	150.00	6.32	.....	1,656.32	2,917.63	36	
Milford .....	2	23,311.27	2,600.00	2,800.00	1,200.00	104.14	6,172.47	12,966.61	10,344.66	56	
Nashua .....	3	2,491.42	1,200.00	.....	156.55	3.92	.....	1,360.47	1,130.95	55	
New Market .....	3	3,144.31	1,300.00	400.00	183.50	3.12	.....	1,866.02	1,257.69	60	
Newport .....	3	2,682.28	1,300.00	.....	186.48	4.40	.....	1,490.97	1,191.31	56	
Peterborough .....	3	3,610.39	1,500.00	.....	198.99	4.88	.....	1,703.78	1,906.81	47	
Pittsfield .....	3	2,875.53	1,200.00	150.00	143.75	4.64	.....	1,598.39	1,277.14	56	
Plymouth .....	3	4,652.75	1,500.00	.....	221.88	7.12	.....	1,729.00	2,923.75	43	
Portsmouth .....	2	16,823.76	2,500.00	2,900.00	.....	104.86	3,778.20	9,283.08	7,540.70	55	
Rochester .....	3	8,141.30	1,700.00	400.00	98.78	15.44	.....	2,214.22	3,927.08	36	
Saco .....	3	2,171.72	1,000.00	.....	123.80	4.40	.....	1,128.20	1,043.52	52	
Sunkook .....	3	3,427.05	1,500.00	120.00	200.70	7.12	.....	1,827.82	1,599.23	53	
Tilton .....	3	2,867.91	1,100.00	149.82	153.00	7.84	.....	1,410.66	1,457.25	49	
Wolfsborough .....	3	253,037.26	56,567.39	20,484.56	10,171.13	790.75	30,980.56	128,094.39	126,042.87	50	
Total .....	.....										
NEW JERSEY.											
Arlington .....	3	3,444.91	1,100.00	.....	172.53	4.00	.....	1,270.53	2,168.38	37	
Asbury Park .....	3	15,063.81	2,400.00	2,000.00	600.00	30.98	3,468.23	8,409.21	7,164.00	54	
Atlantic City .....	2	25,584.95	2,000.00	3,439.68	1,100.00	243.81	5,715.22	13,608.71	12,486.24	51	
Bayonne .....	3	9,431.76	1,600.00	300.00	377.50	25.84	5,215.51	7,518.85	1,912.91	80	
Belvidere .....	3	3,275.63	1,400.00	.....	130.27	4.88	.....	1,030.15	1,740.48	47	

**Presidential from November 14, 1899.**

**Deficiency, § 278.**

**In Government building.**

Beverly	3	2,395.43	1,290.00			121.12	5.60	1,296.72	55
Bloomfield	3	9,767.55	1,600.00			279.60	17.20	1,890.80	19
Boston	3	3,524.02	1,400.00			168.50	7.44	1,870.75	7
Bordentown	3	5,107.51	1,200.00			290.37	11.12	1,578.94	4
Boundbrook	2	2,982.06	1,700.00			198.88	10.88	2,781.02	45
Bridgeport	2	12,924.16	2,300.00			118.45	23.58	1,377.86	46
Burlington	3	7,944.68	1,900.00			435.00	22.20	6,509.69	53
Canden	3	47,890.79	2,900.00			1,406.83	257.41	3,220.48	84
Cape May	2	5,429.93	1,700.00			150.20	22.18	20,864.02	56
Clinton	3	2,135.97	1,000.00			135.00	1.38	3,877.57	38
Deckertown	3	1,576.17	1,683.48			79.00	.96	999.01	53
Dover	3	6,202.55	2,700.00			897.61	9.52	802.73	49
East Orange	2	27,746.75	2,900.00			2,538.53	52.82	3,865.42	36
Edgewater	3	961.60	1,200.00			59.80		15,104.53	48
Elizabeth	2	38,539.19	2,700.00			991.49	692.41	1,259.80	128
Englewood	3	6,878.73	1,600.00			211.02	14.72	20,625.64	54
Flemington	3	4,311.59	1,500.00			258.00	4.64	1,825.74	27
Freehold	3	6,790.53	1,800.00			278.75	13.84	1,982.64	46
Gloucester City	3	2,997.95	1,300.00			114.24	6.72	2,392.59	35
Hackensack	2	15,442.51	2,200.00			488.40	16.40	4,397.94	47
Hackettstown	3	8,932.41	1,500.00			236.63	9.20	1,995.83	23
Haddonfield	3	2,860.75	1,400.00			164.75	5.20	3,694.80	51
Hammondon	3	2,992.21	1,200.00			192.50	4.08	1,389.95	61
Hightstown	3	24,407.02	1,500.00			146.25	5.04	1,566.53	47
Hoboken	2	3,475.29	2,500.00			962.28	150.14	1,651.29	44
Jersey City	1	134,000.89	3,400.00			189.50	706.57	8,459.28	85
Key Port	3	3,420.28	1,400.00				8.00	58,473.81	56
Lakewood	3	5,092.53	1,600.00			297.61	19.92	1,597.50	47
Lambertville	3	7,917.77	1,500.00			201.70	7.52	1,857.63	38
Long Branch	3	2,307.51	1,800.00			397.50	26.40	3,234.90	34
Long Branch City	3	2,997.58	1,400.00			211.25	9.62	1,620.77	41
Madison	3	2,562.28	1,600.00			178.63	11.36	1,798.69	56
Matawan	3	2,518.87	1,200.00			145.00	5.84	2,662.30	41
Millington	3	5,962.09	1,700.00			65.81		1,251.84	50
Millville	3	15,743.28	2,400.00			352.25	10.58	2,263.13	39
Mont Clair	2	4,744.59	1,500.00			590.00	40.08	3,598.96	44
Moorestown	2	20,293.47	2,500.00			188.83	4.88	6,982.68	35
Morrisstown	2	3,686.97	1,800.00			77.93	16.18	1,693.71	49
Mount Holly	3	209,663.55	3,400.00			700.00		2,158.04	32
Newark	1	22,030.70	2,600.00			340.00	1,096.33	97,550.90	47
New Brunswick	2	7,153.96	1,800.00			397.45	86.39	112,650.65	68
Newton	2	24,733.68	2,700.00			1,600.00	32.00	9,343.89	58
Ocean Grove	3	3,970.30	1,500.00			2,225.00	89.36	4,234.47	41
Orange Valley	3	14,535.95	2,300.00			556.62	4.32	12,664.66	50
Passaic	3	48,737.83	3,000.00			5,200.00	536.78	1,730.05	44
Paterson	2	5,267.14	1,700.00			334.8		2,240.25	36
Perth Amboy	1	3,626.97	2,600.00			2,616.85	6,128.01	2,616.85	41
Phillipsburg	2	22,279.97	2,900.00			1,197.14	134.76	20,877.07	57
Plainfield	2	12,842.31	1,300.00			541.68	418.39	3,903.21	40
Princeton	3	8,243.58	2,900.00			300.00	28.56	4,534.96	57
								5,357.02	35

Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—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.											
East Bank .....	3	89,531.09	\$1,900.00	\$200.00	\$425.00	\$18.48	.....	\$2,553.48	\$5,977.61	30	In Government building.
Fourth Ward .....	3	16,857.05	2,000.00	1,108.70	173.30	10.30	.....	3,292.30	13,564.76	19	
Salmon .....	3	3,745.62	1,800.00	100.00	295.40	8.00	.....	2,203.40	3,542.22	38	
Southville .....	3	6,383.80	1,700.00	300.00	352.25	10.40	.....	2,362.65	4,021.15	37	
South Albany .....	3	3,215.59	1,400.00	.....	143.30	8.08	.....	1,851.38	1,664.31	48	
South Orange .....	3	4,294.31	1,300.00	.....	214.85	18.48	.....	1,733.33	2,561.00	40	
Summit .....	3	6,201.87	1,600.00	200.00	298.75	13.36	.....	2,112.11	4,089.76	34	
Trent & River .....	3	6,014.08	1,500.00	.....	119.96	2.88	.....	1,322.84	1,281.24	51	
Trent-on .....	1	82,600.96	3,500.00	10,426.61	.....	389.40	\$17,036.25	31,045.26	51,554.70	38	
Winchind .....	2	16,329.72	2,100.00	1,035.00	250.44	696.89	.....	4,041.33	6,288.39	39	
Washington .....	2	13,979.72	2,300.00	1,137.33	273.89	6.79	.....	3,718.61	10,261.11	27	
Westfield .....	3	4,333.11	1,500.00	.....	217.21	0.20	.....	1,726.41	2,606.70	40	
West Hoboken .....	3	6,669.43	1,700.00	.....	184.93	5.60	.....	1,890.53	4,778.90	28	
West Hoboken .....	3	3,540.74	1,400.00	.....	199.83	12.24	.....	1,612.07	1,928.67	46	
Woodbridge .....	3	2,453.69	1,100.00	.....	154.75	3.84	.....	1,258.59	1,195.10	51	
Woodbury .....	3	8,050.58	2,100.00	1,200.00	247.50	12.56	.....	3,560.06	5,090.52	41	
Woodtown .....	3	2,151.89	1,000.00	.....	130.97	2.08	.....	1,132.15	1,019.71	53	
Total .....		1,113,265.44	135,893.43	103,723.15	27,295.90	6,496.73	249,098.72	522,507.96	590,787.48	47	
NEW MEXICO.											
Albuquerque .....	2	13,367.81	2,300.00	1,037.47	643.95	4.43	.....	4,585.90	8,781.91	34	Do.
Deming .....	3	2,885.59	1,300.00	.....	201.25	1.28	.....	1,502.53	1,383.06	52	
East Las Vegas .....	3	5,640.03	1,421.39	100.00	340.10	2.96	.....	1,804.45	3,775.58	33	
Kingston .....	3	1,384.40	1,100.00	.....	178.30	.....	.....	1,258.30	326.10	79	
Las Vegas .....	3	3,188.41	1,600.00	350.00	276.00	4.66	.....	2,230.66	1,857.75	58	
Raton .....	3	3,037.03	1,400.00	.....	211.80	.....	.....	1,611.80	1,425.23	53	
Santa Fe .....	2	7,878.60	2,000.00	1,691.66	80.00	7.32	.....	3,787.98	4,090.62	48	
Silver City .....	3	4,948.59	1,600.00	400.00	291.64	2.08	.....	2,393.72	2,554.87	49	
Socorro .....	3	2,779.16	1,400.00	.....	210.60	.80	.....	1,619.80	1,159.36	58	
Total .....		45,639.62	14,121.39	4,179.13	2,431.04	23.58	.....	20,755.14	24,884.48	45	
NEW YORK.											
Adams .....	3	3,111.85	1,300.00	150.00	196.25	2.80	.....	1,619.05	1,492.80	53	Do.
Addison .....	3	4,036.02	1,500.00	200.00	261.50	4.48	.....	1,965.98	2,070.04	41	
Albany .....	1	186,176.84	3,500.00	36,281.60	175.00	2,323.97	37,966.54	80,339.50	105,906.34	43	
Albion .....	3	7,259.97	1,900.00	500.00	245.25	9.94	.....	2,654.20	4,605.68	37	
Alfred Centre .....	3	2,750.84	1,200.00	.....	129.80	1.12	.....	1,320.92	1,429.92	48	

Albany	2,385.80	1,100.00	148.40	2.32	.....	1,250.72	1,135.08	52
Albany	2,891.50	2,500.00	1,363.25	65.08	.....	11,894.26	8,077.30	59
Amsterdam	1,891.50	1,700.00	173.00	3.52	.....	1,973.56	1,017.49	57
Antwerp	2,201.05	1,500.00	121.00	.....	.....	1,803.02	2,338.63	44
Attica	4,202.65	2,800.00	1,523.13	161.44	11,922.45	21,389.43	13,106.96	59
Attica	36,476.91	2,800.00	1,523.13	161.44	11,922.45	21,389.43	13,106.96	59
Avon	2,919.60	1,300.00	155.02	3.36	.....	1,638.38	1,201.22	57
Babylon	3,799.39	1,500.00	218.75	7.82	.....	1,726.27	2,073.12	45
Bainbridge	2,699.07	1,300.00	226.74	2.00	.....	1,633.74	1,043.33	61
Bainbridge	3,462.75	1,600.00	248.94	4.72	.....	2,051.60	2,601.19	44
Baldwinville	6,241.68	1,800.00	348.73	11.44	.....	2,458.19	3,783.49	39
Baldwinville	13,975.30	2,400.00	1,141.84	515.82	3,524.31	9,382.07	4,503.23	67
Barnstable	8,947.34	2,000.00	500.00	1.63	.....	3,651.63	5,205.71	41
Barnstable	8,947.34	2,000.00	500.00	1.63	.....	3,651.63	5,205.71	41
Bath	3,466.44	1,300.00	184.25	13.20	.....	1,900.45	1,955.99	44
Bay Shore	2,153.48	1,100.00	135.00	1.44	.....	1,236.44	917.04	57
Belmont	67,453.15	3,100.00	8,348.33	190.25	10,551.87	24,049.74	43,413.41	36
Belmont	2,298.71	1,000.00	132.00	1.12	.....	1,133.12	1,165.59	49
Bellingham	3,596.71	1,500.00	158.14	1.76	.....	1,902.90	1,693.81	53
Bellows Falls	4,870.06	1,800.00	66.66	3.84	.....	1,788.38	3,081.70	37
Brewster	4,682.26	1,800.00	113.75	8.00	.....	1,914.58	2,747.71	41
Brighton	9,704.73	2,100.00	950.00	513.84	.....	8,973.84	6,730.89	41
Brooklyn	716,248.58	6,000.00	127,373.67	9,640.65	342,782.28	508,273.33	207,976.25	71
Brooklyn	446,623.34	3,900.00	87.24	2,136.27	102,669.11	167,719.60	278,903.74	38
Buffalo	4,868.77	1,600.00	230.94	3.84	.....	1,834.78	3,033.99	38
Cambridge	4,521.72	1,500.00	281.50	18.96	.....	1,764.54	2,757.18	39
Camden	5,608.73	1,600.00	300.00	25.44	.....	2,118.96	3,550.77	37
Canajoharie	11,129.84	2,200.00	1,875.00	6.64	.....	4,100.44	7,029.40	37
Canadaigua	5,067.19	1,600.00	250.00	6.64	.....	2,138.33	2,938.86	42
Canastota	3,152.68	1,400.00	160.00	1.12	.....	1,772.12	1,380.56	56
Canastota	5,602.86	1,700.00	227.25	8.04	.....	2,210.20	3,392.57	39
Canton	2,165.50	1,000.00	84.99	4.48	.....	1,085.47	1,080.03	50
Cape Vincent	4,835.83	1,600.00	298.75	4.80	.....	2,403.55	2,532.33	40
Carthage	2,603.24	1,100.00	130.49	2.72	.....	1,233.21	1,370.03	47
Castile	9,407.46	2,100.00	1,225.00	15.39	.....	3,720.39	5,687.07	40
Cazenovia	4,814.81	1,600.00	232.42	6.64	.....	2,039.08	2,776.75	42
Chatham	4,680.76	1,600.00	287.25	5.52	.....	2,292.77	2,357.99	49
Chatham	5,579.71	1,800.00	298.85	2.40	.....	2,102.25	2,477.46	38
Clayton	3,125.49	1,300.00	201.75	3.24	.....	1,403.69	1,021.50	48
Clifton Springs	4,777.81	1,600.00	241.78	3.12	.....	1,840.80	2,932.91	39
Clinton	5,019.59	1,600.00	185.21	5.52	.....	1,900.73	3,028.86	40
Clinton	5,275.79	1,600.00	284.22	5.68	.....	2,180.40	3,085.89	43
Clute	3,610.98	1,500.00	239.50	3.12	.....	1,787.62	1,862.36	49
Colchester	12,982.21	2,300.00	1,907.67	32.80	8,181.77	13,422.24	.....	109
Colchester	2,569.51	1,100.00	135.75	5.12	.....	1,240.87	1,284.64	49
Cold Spring	2,300.35	1,100.00	198.30	13.36	.....	1,141.66	1,164.69	50
College Point	5,968.94	1,700.00	285.00	6.40	.....	2,291.40	3,697.54	38
Corning	11,778.74	2,200.00	1,800.00	27.38	3,397.13	7,709.51	4,070.23	65
Cortland	20,746.35	2,500.00	1,150.42	37.44	4,842.91	11,038.69	9,718.58	53
Cortland	2,434.34	1,050.00	153.13	5.76	.....	1,336.59	1,073.45	56
Coxsack	3,400.46	1,500.00	218.67	2.72	.....	1,857.64	2,122.82	48
Cuba	8,715.17	2,000.00	855.00	14.72	.....	3,294.72	5,420.45	38
Danville	4,194.14	1,500.00	243.00	2.24	.....	2,011.74	2,182.40	41
Delhi	3,378.86	1,400.00	233.33	3.20	.....	1,767.19	1,611.07	52
Deposit	.....	.....	.....	.....	.....	.....	.....	.....

Deficiency, \$1,100.03.  
Presidential from July 1, 1890.  
Second quarter 1890, delinquent.

**Deficiency, \$1,100.03.**

Presidential from July 1, 1889.

**Second quarter 1890, delinquent.**





No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1890.—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—continued.											
Niagara Falls.....	2	\$8,546.61	\$2,100.00	\$1,075.00	\$750.53	\$16.80	\$1,542.00	\$5,500.23	\$3,046.38	64	In Government building.
Northport.....	2	11,484.80	2,100.00	450.00	117.50	1.84	.....	2,669.84	8,815.46	23	
North Tarrytown.....	2	2,365.44	1,000.00	.....	119.00	3.12	.....	1,122.12	1,243.32	47	
Norwich.....	2	10,507.52	2,200.00	900.00	720.00	507.15	956.58	5,293.73	5,213.79	70	
Norwood.....	3	2,256.61	1,200.00	350.00	138.15	1.20	.....	1,569.85	697.26	70	
Nunda.....	3	2,826.39	1,200.00	200.00	101.45	1.52	.....	1,562.97	963.42	62	
Nyack.....	3	8,440.36	1,900.00	.....	267.10	19.44	.....	2,187.14	6,253.22	26	
Ogdensburg.....	2	17,007.67	2,400.00	2,016.80	1,000.00	28.50	5,235.94	9,681.30	7,326.37	57	
Olean.....	2	15,722.65	2,400.00	1,796.95	29.04	29.04	4,050.03	9,285.02	6,437.63	59	
Oneida.....	2	11,750.40	2,300.00	1,300.00	774.95	2.48	3,154.36	7,532.39	4,218.01	64	
Oranuta.....	2	12,540.14	2,300.00	1,462.50	750.00	3.88	8,307.49	7,113.97	5,426.17	57	
Owego.....	2	27,067.70	2,700.00	4,300.00	.....	62.32	15,169.81	11,897.98	11,897.98	56	
Oxford.....	2	9,455.27	2,200.00	1,300.00	885.00	52.80	2,848.58	7,276.38	2,678.89	77	Do.
Palmyra.....	3	3,090.29	1,400.00	300.00	92.20	2.16	.....	1,494.36	2,195.89	40	
Patchogue.....	3	7,033.78	1,800.00	.....	260.00	6.56	.....	2,366.56	4,666.82	34	
Peachkill.....	3	6,838.42	1,700.00	.....	207.25	16.64	.....	1,923.89	3,914.53	33	
Perry.....	2	11,378.91	2,300.00	1,175.00	98.50	41.20	1,412.35	5,427.05	5,951.86	48	
Penn Yan.....	2	10,990.33	2,200.00	1,250.00	450.00	9.00	.....	3,900.00	7,071.53	36	
Phelps.....	2	3,267.09	1,400.00	.....	295.06	1.92	.....	1,696.98	1,600.98	49	
Phoenix.....	3	3,170.96	1,300.00	61.65	194.25	2.08	.....	1,567.38	1,290.60	55	
Pittsburgh.....	2	12,299.01	2,200.00	1,475.00	101.25	3.60	2,000.47	1,194.85	1,065.21	51	Presidential from July 1, 1888.
Port Byron.....	3	2,106.00	1,200.00	.....	150.00	.....	.....	5,675.47	6,523.57	46	In Government building.
Port Chester.....	3	10,451.50	1,900.00	70.00	420.75	17.52	.....	2,510.00	914.51	58	
Port Henry.....	3	8,776.38	1,400.00	.....	119.20	3.12	.....	2,414.37	7,937.23	23	
Port Jefferson.....	3	2,548.59	1,200.00	.....	145.00	1.70	.....	1,522.32	2,251.06	40	
Port Jervis.....	2	10,372.77	2,200.00	1,150.00	1,000.00	1.42	2,026.32	3,946.76	1,291.83	53	
Port Richmond.....	3	7,597.03	1,800.00	.....	180.70	11.92	.....	6,077.94	3,294.83	68	
Potomac.....	3	8,163.20	1,900.00	300.00	285.91	7.68	.....	1,992.63	5,514.41	27	
Poughkeepsie.....	3	48,786.85	3,100.00	6,400.00	170.30	170.30	8,474.26	24,932.68	5,670.62	31	Do.
Pulaski.....	3	3,163.39	1,200.00	100.00	188.74	9.40	.....	15,144.56	30,642.26	37	
Queens.....	3	3,435.83	1,300.00	377.78	22.31	1.12	.....	1,591.14	1,572.22	40	Presidential from February 14, 1890.
Ramapo.....	3	9,232.17	2,700.00	150.00	197.50	3.12	.....	4,401.51	4,831.62	52	
Ridgely.....	3	8,297.81	1,400.00	100.00	130.85	5.68	.....	1,650.62	1,581.55	51	
Riverhead.....	3	4,402.50	1,600.00	500.00	230.00	5.52	.....	1,636.03	1,601.76	50	
Rochester.....	3	1,938.00	1,000.00	.....	208.75	9.44	.....	2,135.52	2,107.07	50	
Rome.....	3	399,001.68	2,800.00	35,524.82	6,300.00	1,855.15	61,222.60	108,402.46	230,449.32	32	
Roseton.....	2	20,275.00	2,600.00	2,600.00	572.43	.....	5,850.42	11,531.55	8,743.45	57	
Routout.....	2	12,379.29	2,300.00	1,479.17	501.70	36.80	.....	11,531.55	7,961.53	53	
Rye.....	3	3,264.66	1,400.00	.....	218.30	8.16	.....	1,626.66	1,637.49	50	

Sag Harbor.....	3	\$6,712.19	\$1,500.00	\$206.20	\$7.68	.....	\$1,013.58	\$4,798.31	29
St. Johnsville.....	3	2,061.20	1,000.00	135.38	2.24	.....	1,127.02	635.68	55
Salamanca.....	3	4,934.42	1,600.00	270.75	7.44	.....	2,040.69	2,918.73	41
Salmon.....	3	3,288.17	1,400.00	197.25	3.68	.....	1,600.93	1,687.24	49
Sandy Hill.....	3	4,157.51	1,600.00	258.49	5.84	.....	1,784.33	2,383.58	43
Saratoga Springs.....	3	28,633.61	1,700.00	1,696.44	206.70	\$6,652.48	15,061.20	13,572.41	48
Saugerties.....	3	6,211.03	1,700.00	338.00	8.08	.....	2,386.08	3,824.95	38
Schenectady.....	3	10,284.03	2,800.00	1,197.44	91.06	5,728.98	12,317.48	6,068.85	64
Schoharie.....	3	2,645.03	1,000.00	135.75	1.52	.....	1,127.27	1,017.76	53
Schuyler'sville.....	3	601.02	341.83	33.75	40	.....	375.94	225.04	58
Seneca Falls.....	3	13,576.12	2,400.00	822.00	2.77	3,259.32	7,934.42	5,641.70	51
Sherrill.....	3	2,592.82	1,200.00	130.22	2.10	.....	1,332.32	1,260.50	58
Shutburne.....	3	583.07	250.00	80.50	16	.....	280.66	303.41	49
Sidney.....	3	2,825.90	1,200.00	155.25	1.60	.....	1,820.22	1,369.05	52
Silver Creek.....	3	6,168.00	1,700.00	127.50	2.72	.....	1,820.22	4,335.87	60
Silver Sing.....	3	11,737.54	2,300.00	533.40	16.12	2,502.32	6,356.14	5,387.40	54
Skaneateles.....	3	3,751.51	1,500.00	194.70	2.61	.....	1,097.34	1,979.17	48
Springville.....	3	3,923.10	1,400.00	197.25	2.40	.....	1,766.65	2,123.45	48
Stapleton.....	3	6,985.12	1,800.00	292.50	21.78	.....	2,114.36	4,870.68	76
Susquehanna Bridge.....	3	4,475.67	1,600.00	75.00	8.48	.....	3,318.48	1,157.19	39
Syracuse.....	3	166,839.01	3,400.00	231.71	853.15	34,909.53	64,785.67	102,013.24	38
Tarrytown.....	3	7,394.83	1,900.00	180.67	40.08	.....	2,171.79	5,223.04	29
Tenaford.....	3	3,863.43	1,400.00	239.47	3.68	.....	1,590.35	2,273.08	41
Tompkinsville.....	3	3,728.09	1,475.27	239.47	17.12	.....	1,731.86	1,995.13	46
Tonawanda.....	3	11,834.21	2,000.00	443.40	33.48	.....	3,678.88	7,655.33	83
Troy.....	3	103,701.84	3,300.00	8,841.90	1,156.01	27,422.15	53,108.05	52,905.70	50
Trumansburg.....	3	2,707.35	1,200.00	144.97	2.16	.....	1,447.13	1,260.12	53
Unadilla.....	3	2,793.55	1,200.00	101.35	1.36	.....	1,302.71	1,490.84	48
Union Springs.....	3	82,504.54	1,600.00	135.01	1.60	.....	1,130.61	1,358.51	43
Utica.....	3	2,598.52	1,200.00	137.50	220.68	20,537.62	35,093.75	48,690.79	42
Valden.....	3	2,103.73	1,500.00	194.00	3.68	.....	1,341.18	1,258.57	52
Wappinger's Falls.....	3	3,193.83	1,500.00	281.50	3.36	.....	1,894.00	2,222.75	46
Warsaw.....	3	6,648.68	1,700.00	843.50	4.72	.....	1,784.58	1,780.07	51
Watervliet.....	3	3,570.85	1,400.00	217.50	2.46	.....	1,719.66	1,800.46	45
Watford.....	3	4,822.60	1,600.00	298.26	2.08	.....	1,797.80	3,024.80	87
Waterville.....	3	2,543.47	1,000.00	340.62	11.20	.....	2,371.82	4,871.63	87
Watertown.....	3	27,321.65	2,700.00	1,266.85	152.10	6,533.19	14,272.83	13,046.70	52
Watkins.....	3	4,149.15	1,500.00	241.77	5.12	.....	1,741.79	2,404.36	42
Watkinsville.....	3	10,607.00	2,000.00	578.73	7.28	.....	3,034.01	2,667.39	42
Waverly.....	3	3,634.93	1,800.00	216.25	10.96	.....	3,366.99	7,236.04	38
Weedsport.....	3	6,611.18	1,800.00	342.90	7.92	.....	1,719.85	1,915.08	47
Wellsville.....	3	4,856.27	1,600.00	291.25	6.08	.....	2,510.82	4,090.36	38
West Chester.....	3	4,535.62	1,600.00	182.40	4.40	.....	1,897.33	2,638.94	39
Westfield.....	3	12,091.98	2,200.00	636.20	27.20	.....	1,966.30	2,538.62	44
West Point.....	3	3,451.53	1,400.00	172.50	11.20	.....	3,732.40	1,770.83	30
West Troy.....	3	7,373.08	1,600.00	246.72	21.86	2,773.73	1,083.70	1,431.87	49
Whitehall.....	3	4,880.77	1,600.00	205.00	7.76	.....	1,812.76	3,077.01	37
White Plains.....	3	6,852.41	1,700.00	323.30	20.68	.....	2,049.18	4,803.23	30

Presidential from February 27, 1890.

Presidential from April 1, 1890.

In Government building.  
Do.

Delinquent from April 1 to 7, 1890.

In Government building.

Part delinquent third quarter, 1890.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ending June 30, 1880*—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>NEW YORK—continued.</b>											
Wildstone.....	3	\$2,658.37	\$1,000.00	.....	\$132.00	\$6.08	.....	\$1,138.08	\$1,520.29	43	Presidential from July 1, 1880.
Wolcott.....	3	2,313.40	1,100.00	.....	135.55	88	.....	1,206.43	1,076.97	53	
Yonkers.....	2	30,900.05	2,700.00	\$2,863.34	1,750.00	135.16	\$10,320.01	17,777.51	13,122.54	58	
Total.....		9,877,506.24	418,942.77	1,574,413.88	106,291.55	75,781.29	1,853,880.94	4,110,319.43	5,758,186.81	42	
<b>NORTH CAROLINA.</b>											
Asheville.....	2	16,906.64	2,400.00	2,100.00	417.46	163.85	1,772.48	6,853.70	10,052.85	41	
Charlotte.....	2	18,821.77	2,600.00	2,600.00	756.27	343.36	3,432.40	9,632.03	9,189.74	51	
Cherokee.....	2	3,557.05	1,400.00	150.00	227.15	2.16	.....	1,779.31	1,777.74	50	
Durham.....	2	12,814.27	2,200.00	1,149.72	500.00	11.12	.....	3,800.84	8,953.43	30	
Edenton.....	2	2,450.39	1,100.00	76.00	111.26	2.16	.....	1,280.42	1,169.97	52	
Elizabeth City.....	3	2,980.54	1,300.00	100.00	101.50	5.12	.....	1,566.02	1,413.52	55	
Fayetteville.....	3	6,160.63	1,700.00	400.00	334.85	5.68	.....	2,430.43	3,729.50	39	
Goldsmere.....	3	5,921.35	1,700.00	800.00	352.25	12.16	.....	2,891.41	3,056.94	48	
Greensborough.....	3	10,520.69	2,000.00	1,445.55	.....	22.50	.....	3,408.05	7,052.64	33	In Government building.
Henderson.....	3	3,823.73	1,500.00	195.26	193.74	5.36	.....	1,897.30	1,926.37	50	
Hickory.....	3	3,680.12	1,200.00	150.00	183.00	4.02	.....	1,637.02	1,443.10	53	
High Point.....	3	2,795.91	1,200.00	150.00	151.93	2.96	.....	1,504.89	1,291.02	54	
Kinston.....	3	2,477.93	1,200.00	150.00	189.50	2.57	.....	1,642.07	835.86	66	
Monroe.....	3	1,064.88	1,100.00	149.57	92.20	.....	1,341.77	623.11	2,052.31	68	
New Bern.....	3	4,729.02	1,800.00	400.00	300.00	26.71	.....	2,596.71	2,410.31	38	
Oxford.....	3	4,434.04	1,500.00	300.00	218.29	6.41	.....	2,023.73	2,410.31	46	
Raleigh.....	3	21,402.05	2,600.00	4,479.69	.....	89.34	3,951.90	11,136.99	19,265.06	52	In Government building.
Roanoke.....	3	4,204.25	1,000.00	350.00	256.90	1.20	.....	2,108.10	2,096.15	50	
Salem.....	3	2,747.72	1,275.00	150.00	190.00	1.68	.....	1,625.08	2,122.64	64	
Salisbury.....	3	5,614.45	1,700.00	800.00	330.25	7.29	.....	2,837.45	2,777.00	51	
Shelby.....	3	2,238.02	1,700.00	300.00	135.50	2.72	.....	1,533.22	684.80	69	
Starke.....	3	5,190.71	1,600.00	500.00	241.25	4.80	.....	2,346.05	2,844.66	45	
Stearns.....	3	3,889.48	1,600.00	75.97	193.98	5.12	.....	1,775.07	2,114.41	43	
Tarboro'.....	3	3,194.81	1,400.00	100.00	133.00	6.21	.....	1,638.21	1,556.63	51	
Washington.....	3	28,854.22	2,700.00	3,900.11	1,806.90	169.65	.....	13,000.82	15,853.40	47	
Wilmington.....	3	3,887.90	1,500.00	300.00	232.51	5.28	.....	1,827.79	2,060.11	47	
Wilton.....	3	10,643.81	2,100.00	1,175.00	248.10	287.12	.....	3,810.22	6,833.59	36	
Total.....		197,109.81	44,975.00	22,335.87	8,016.79	1,194.49	14,075.00	90,547.15	100,562.66	46	

Delinquent, second quarter, 1890.

Presidential from February 12, 1890.

NORTH DAKOTA.									
Bismarck .....	6,475.44	1,800.00	800.00	305.00	6.08	.....	2,911.08	3,564.36	45
Cassiot .....	2,854.85	1,400.00	200.00	175.00	2.80	.....	1,573.80	1,279.05	55
Devil's Lake .....	3,640.87	1,000.00	200.00	174.35	2.64	.....	2,003.80	1,546.98	58
Ellendale .....	2,322.83	1,200.00	200.00	174.00	.....	.....	1,574.56	1,748.27	68
Fargo .....	233,209.99	2,600.00	4,475.35	1,150.26	62.09	3,359.36	11,640.06	11,500.93	50
Grafton .....	3,630.98	1,600.00	200.00	168.70	2.00	.....	1,870.50	1,760.48	52
Hillsboro .....	14,102.36	2,300.00	1,300.00	882.50	103.75	.....	4,588.28	9,514.08	33
Grand Forks .....	2,773.14	1,200.00	1,300.00	179.00	1.64	.....	1,380.04	1,393.10	50
Jamestown .....	6,086.00	1,800.00	300.00	303.29	5.12	.....	2,438.41	3,587.59	41
Larimore .....	2,356.61	1,100.00	100.00	152.84	1.64	.....	1,433.47	897.14	62
Lasbon .....	2,931.63	1,400.00	200.00	226.00	1.00	.....	1,827.60	1,154.03	62
Mandan .....	2,090.87	1,300.00	200.00	201.75	1.04	.....	1,592.79	1,197.08	56
Mayville .....	2,223.04	1,100.00	.....	135.50	1.04	.....	1,256.54	966.50	57
Minot .....	4,940.55	1,600.00	.....	222.50	.....	.....	1,823.14	3,117.41	37
Park River .....	2,348.70	1,200.00	.....	108.95	.....	.....	1,368.95	1,979.75	58
Valley City .....	2,971.44	1,400.00	.....	230.00	.....	.....	1,636.00	1,345.44	55
Wahpeton .....	3,074.54	1,125.00	75.00	206.00	3.52	.....	1,409.52	1,605.02	46
Total .....	88,636.81	25,625.00	7,954.34	5,287.34	191.39	3,359.36	42,400.63	46,256.21	48
OHIO.									
Ada .....	5,125.93	1,600.00	.....	175.35	4.72	.....	1,780.07	3,345.86	35
Akron .....	50,394.84	3,100.00	5,000.00	1,380.00	148.63	10,522.15	20,150.78	30,244.00	40
Alliance .....	10,269.97	2,000.00	1,175.00	553.74	22.16	.....	3,730.00	6,539.07	36
Ashland .....	7,376.74	1,000.00	405.00	210.91	11.12	.....	2,536.03	4,840.71	34
Ashmulla .....	8,430.76	2,000.00	945.06	350.00	14.64	.....	3,309.70	5,130.06	39
Athens .....	6,106.50	1,700.00	500.00	297.20	12.64	.....	2,409.84	3,636.66	40
Aurietable .....	3,235.52	1,200.00	.....	149.75	8.28	.....	1,353.03	1,882.49	42
Barnesville .....	4,585.33	1,600.00	300.00	166.49	6.32	.....	2,072.81	2,512.52	47
Baravia .....	1,800.40	1,100.00	900.00	134.58	3.84	.....	1,328.42	577.98	70
Bellaco .....	8,932.25	1,900.00	1,175.00	556.52	29.80	.....	3,861.32	4,970.09	44
Bellefontaine .....	5,140.25	1,700.00	800.00	272.50	10.64	.....	2,983.14	5,969.11	33
Bellview .....	3,696.62	1,500.00	200.00	293.50	4.16	.....	2,197.00	2,942.69	43
Berea .....	5,354.05	1,500.00	1,300.41	209.25	5.36	.....	1,723.11	1,973.51	47
Bowling Green .....	5,186.00	1,600.00	200.00	155.25	6.90	.....	1,802.21	3,110.18	40
Bradport .....	5,535.18	1,700.00	249.39	350.19	8.00	.....	2,307.58	2,521.84	43
Bryan .....	9,645.89	2,000.00	1,000.00	450.00	17.19	.....	3,497.19	6,178.70	36
Cadiz .....	6,923.40	1,600.00	416.66	298.50	5.08	.....	2,320.84	2,602.56	47
Caldwell .....	7,301.92	1,000.00	158.23	105.85	2.72	.....	1,296.90	1,035.02	55
Canton .....	6,024.30	1,800.00	350.00	369.50	13.76	.....	2,533.26	4,091.13	38
Canton Over .....	5,910.27	1,500.00	150.00	133.79	6.16	.....	1,780.95	2,120.32	40
Canton .....	42,731.61	2,900.00	3,246.14	1,300.00	177.22	8,907.03	16,630.39	27,220.62	38
Carey .....	2,942.67	1,400.00	.....	184.75	2.72	.....	1,587.47	1,492.36	52
Carrollton .....	2,771.07	1,000.00	200.00	135.00	2.64	.....	1,337.64	905.03	60
Celina .....	2,326.89	1,300.00	53.61	46.94	1.04	.....	1,619.76	359.80	53
Chagrin Falls .....	2,384.07	1,000.00	100.00	155.70	8.64	.....	1,368.82	1,801.12	46
Chardon .....	2,434.81	1,200.00	100.00	173.60	3.12	.....	1,295.85	1,595.31	53

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1890.—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.
Onto—continued.											
Chillicothe	2	\$16,192.54	\$2,400.00	\$2,200.00	\$1,000.00	\$41.72	\$4,384.26	\$10,925.98	\$6,167.56	62	In Government building.
Cincinnati	2	809,065.87	6,000.00	144,039.02	1,617.30	4,559.74	149,778.81	305,991.87	503,074.00	38	
Cleveland	3	8,139.54	2,800.00	375.00	200.33	30.32	.....	3,055.65	5,083.89	33	Do.
Cleveland	1	461,854.03	3,800.00	58,906.00	11.10	2,614.44	91,508.08	156,931.42	304,922.61	34	
Columbiana	3	3,016.14	1,200.00	200.00	250.00	7.92	.....	1,966.92	1,049.22	60	
Columbiana	3	2,516.56	1,200.00	.....	122.14	3.92	.....	1,325.66	1,184.90	63	Do.
Columbus	1	166,947.55	3,500.00	21,628.50	138.38	877.44	31,251.83	57,158.07	109,789.48	34	
Columbus Grove	3	2,324.30	1,100.00	60.00	.....	2.06	.....	1,301.34	1,023.02	56	
Congress	3	4,879.08	1,600.00	.....	282.44	2.80	.....	1,885.24	2,993.84	39	
Cookeston	3	5,848.27	1,700.00	350.00	290.46	9.12	.....	2,349.58	3,498.69	40	
Covington	3	2,558.04	1,100.00	100.00	144.46	2.88	.....	1,347.34	1,210.70	53	
Crestline	3	2,886.14	1,200.00	350.00	152.05	5.68	.....	1,808.33	1,077.81	63	
Cuyahoga Falls	3	3,714.62	1,500.00	350.00	191.19	5.28	.....	1,696.47	2,018.15	46	
Davison	1	111,739.55	3,300.00	11,661.54	3,314.87	629.60	15,952.36	34,258.43	77,472.12	31	
Defiance	2	9,759.17	2,100.00	1,100.00	252.00	14.08	.....	3,466.08	6,293.09	35	
Delaware	2	13,309.55	2,300.00	1,600.00	668.98	33.26	3,456.97	8,050.31	5,241.24	61	
Delphos	3	4,469.52	1,500.00	250.00	240.50	7.60	.....	2,004.10	2,465.42	45	
Denison	3	659.62	205.46	.....	41.25	1.76	.....	348.57	311.05	53	Presidential from March 12, 1890.
East Liverpool	2	12,354.75	2,300.00	1,158.42	700.00	35.55	2,214.33	6,498.50	5,946.45	52	
Edon	2	4,087.67	1,500.00	900.00	254.00	4.00	.....	1,958.50	2,129.17	48	
Ellettsville	2	9,418.04	2,200.00	1,156.54	650.00	18.16	2,583.66	6,008.36	3,409.68	70	
Findlay	2	27,956.87	2,500.00	2,400.00	425.00	68.10	5,482.77	10,875.57	17,081.30	50	
Findlay	2	13,254.13	2,100.00	1,316.55	356.00	37.18	1,700.23	5,604.36	6,644.87	46	
Franklin	2	13,440.24	2,400.00	1,400.00	196.50	7.76	.....	1,604.26	1,835.98	47	
Franklin	2	11,064.00	2,200.00	1,350.00	477.00	31.53	3,538.59	7,097.40	3,966.60	70	
Gallatin	2	5,598.66	1,800.00	900.00	176.90	12.48	.....	2,192.47	3,406.19	39	
Gallatin	2	7,082.73	1,400.00	500.00	306.00	15.60	.....	2,715.00	4,367.73	30	
Garrettsville	3	2,662.94	1,100.00	.....	161.00	1.84	.....	1,262.84	1,400.10	51	Delinquent January 1 to February 28, 1890.
Geneva	2	6,652.71	1,337.78	75.25	70.21	4.08	.....	1,367.32	5,285.39	21	Presidential from March 4, 1890.
Gilard	3	551.71	306.56	.....	29.50	1.28	.....	391.34	160.37	71	
Granville	3	3,169.65	1,400.00	.....	144.00	2.24	.....	1,546.24	1,623.41	49	
Greenfield	3	3,099.35	1,800.00	.....	135.15	4.16	.....	2,130.31	2,869.04	43	
Greenview	3	7,616.23	2,800.00	300.00	385.73	12.88	.....	2,098.21	4,918.02	35	
Hamilton	2	22,077.19	2,500.00	3,650.00	600.00	96.00	6,806.67	13,712.70	8,364.49	62	
Harbor	3	3,495.05	1,200.00	.....	170.25	4.24	.....	1,377.49	2,117.56	39	
Hicksville	3	3,254.34	1,300.00	.....	184.75	2.48	.....	1,487.23	1,767.11	46	
Hillsborough	3	7,064.03	1,900.00	600.00	250.00	6.00	.....	2,750.00	4,308.03	39	
Hudson	3	1,863.41	2,000.00	.....	165.25	.88	.....	1,666.13	1,827.28	73	
Hudson	3	2,673.17	1,200.00	.....	112.80	3.30	.....	1,316.16	1,357.01	49	
Ironton	2	11,229.14	2,000.00	1,350.00	409.45	20.95	.....	3,840.40	7,388.74	34	

		Presidential from May 1, 1864.				Presidential from February 24, 1860.			
Jackson	3	5,044.65	1,000.00	256.00	287.58	5.12	4,788.07	2,901.96	42
Jefferson	3	3,303.41	1,400.00	506.00	210.00	4.96	1,814.56	1,488.85	55
Kent	2	4,405.67	2,000.00	200.00	310.00	4.96	2,114.96	2,290.71	48
Kenton	3	10,005.83	2,000.00	1,130.00	413.73	10.58	3,554.61	6,451.22	36
Lancaster	2	9,679.77	2,100.00	281.65	261.65	27.08	3,488.78	6,191.04	36
Lebanon	2	8,110.80	2,200.00	1,200.00	263.50	7.92	3,671.42	4,438.38	45
Leetonia	2	2,881.89	1,800.00	168.28	168.28	6.53	1,471.80	1,410.09	61
Leipsic	3	331.93	187.58	13.41	18.30	1.16	1,197.45	1,154.48	56
Lima	2	22,070.15	2,500.00	2,600.00	1,600.00	4.22	11,077.23	10,992.92	50
Logan	2	3,907.39	1,500.00	200.00	244.00	10.72	1,954.72	1,852.67	60
Lorain	3	4,898.17	1,600.00	250.00	271.40	7.36	2,128.76	2,770.41	43
Lorain	3	4,006.15	1,500.00	200.00	208.75	4.86	1,914.63	2,991.53	43
Londonville	3	2,082.85	1,000.00	126.39	126.39	1.44	1,127.83	985.02	54
McCormacville	3	2,464.84	1,000.00	86.98	86.98	3.44	1,190.40	1,284.44	54
Manassah	2	29,164.34	2,200.00	3,689.98	1,560.00	123.36	18,386.37	15,777.97	46
Marblehead	2	11,116.71	2,200.00	1,600.00	568.95	33.16	6,817.33	4,299.38	61
Marietta	2	11,465.47	2,200.00	1,232.50	487.52	2.40	3,922.42	7,543.05	34
Martin's Ferry	2	4,162.67	1,600.00	150.00	166.80	12.08	1,928.88	2,233.79	46
Marysville	2	4,836.11	2,200.00	1,625.00	298.75	4.61	1,903.39	2,935.72	39
Massillon	2	11,341.73	1,600.00	1,625.00	120.00	45.12	7,428.42	3,919.81	66
Mechanicaburg	2	5,541.22	1,200.00	1.62	173.25	1.62	1,874.77	1,166.55	54
Medina	3	5,009.78	1,600.00	200.00	245.00	4.08	2,049.08	2,960.70	41
Miamibury	3	4,107.55	1,500.00	200.00	212.86	5.68	1,718.54	2,889.01	47
Middlebury	3	2,927.22	1,200.00	164.23	100.80	5.60	1,360.83	1,557.39	42
Middleport	3	3,111.28	2,300.00	1,000.00	474.75	3.76	1,413.56	1,697.72	48
Middletown	3	13,053.73	2,300.00	1,100.00	474.75	14.90	6,284.54	6,760.19	48
Millersburg	3	3,222.10	1,400.00	124.85	144.90	3.84	1,529.73	1,092.37	47
Mount Gilead	3	3,371.87	1,300.00	1,447.44	536.25	29.63	1,448.74	1,923.13	43
Mount Vernon	3	3,681.94	1,400.00	221.87	221.87	5.38	1,613.32	6,719.77	38
Napoleon	3	3,733.56	1,500.00	133.34	219.78	2.72	1,627.23	2,054.71	44
Nelsonville	3	3,507.71	1,500.00	1,600.00	823.50	4.60	1,402.72	2,350.84	37
Newark	3	15,120.33	2,400.00	1,600.00	132.00	9.16	1,837.92	1,649.79	53
New Lexington	3	2,329.79	1,100.00	300.00	231.00	7.12	1,299.12	5,094.97	63
New Lisbon	3	4,278.72	1,500.00	1,000.00	108.48	6.56	2,037.64	2,241.16	52
New London	3	2,568.81	1,200.00	200.00	217.25	2.00	1,310.46	1,256.35	51
New Philadelphia	3	5,882.87	1,700.00	200.00	192.51	7.24	2,124.53	3,758.31	36
Niles	3	4,005.77	1,400.00	1,447.44	536.25	29.63	1,600.51	2,405.26	40
North Baltimore	3	944.16	420.00	18.70	18.70	1.16	438.70	505.46	46
North	3	10,640.38	2,200.00	1,450.00	715.56	15.40	7,838.13	2,892.45	46
Norwalk	3	10,596.52	2,200.00	1,400.00	420.00	21.22	5,598.04	4,988.48	53
Oberlin	3	2,793.87	1,200.00	69.44	147.50	3.44	1,420.38	1,373.49	61
Orrville	3	2,771.78	1,200.00	200.00	194.65	5.76	1,800.26	1,471.82	60
Ottawa	3	5,627.92	1,500.00	194.65	194.65	8.48	1,703.13	3,924.60	30
Oxford	3	1,881.97	1,000.00	1,500.00	382.15	7.14	4,289.29	7,592.08	26
Painesville	3	2,829.82	1,200.00	1,576.26	144.20	2.68	1,348.70	1,483.06	48
Paulding	3	16,739.98	2,400.00	1,576.26	1,033.93	17.83	7,870.39	8,499.51	47
Piqua	3	2,362.46	1,000.00	230.33	230.33	2.68	1,133.48	1,068.98	52
Pomeroy	3	4,961.30	1,500.00	100.00	135.00	2.68	1,915.61	2,119.75	48
Port Clinton	3	14,090.34	2,300.00	1,733.70	400.00	33.14	8,266.30	6,534.01	56
Portsmouth	3	6,940.40	1,800.00	336.37	237.04	12.48	2,447.89	4,502.51	57
Ravenna	3								56

No. 10.—Gross receipts, expenses, and net revenue of *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. expenses to gross receipts.	Remarks.
OHIO—continued.											
Richwood	3	\$2,836.57	\$1,200.00	.....	\$92.28	\$1.68	.....	\$1,293.96	\$1,565.61	45	
Ripley	3	3,122.24	1,400.00	.....	213.50	3.92	.....	1,617.42	1,504.82	52	
St. Clairsville	3	5,600.80	1,300.00	\$180.00	150.00	4.80	.....	1,634.80	4,966.00	65	
St. Mary's	3	3,287.39	1,300.00	200.00	138.12	4.24	.....	1,642.36	1,615.03	50	
Salem	3	13,178.21	2,300.00	1,033.70	425.53	3.08	\$2,576.69	6,839.21	6,339.00	48	
Sandusky	3	20,183.67	2,500.00	3,600.00	.....	114.26	6,858.39	13,972.65	7,111.02	65	
Shelby	3	3,706.39	1,400.00	.....	138.50	3.04	.....	1,541.54	2,164.85	42	
Sidney	3	10,994.61	2,100.00	1,249.84	569.15	18.12	.....	3,937.11	7,057.50	36	
Springfield	3	73,695.04	3,200.00	9,950.00	2,532.82	179.14	13,515.20	29,377.16	44,317.88	40	
Stouffville	2	15,343.98	2,400.00	1,279.20	1,100.00	116.01	5,747.07	10,642.28	4,701.70	69	
Tiffin	3	13,501.47	2,300.00	1,475.00	625.00	40.18	4,068.15	8,408.33	5,093.14	62	
Toledo	1	173,916.15	3,400.00	23,774.00	.....	638.41	30,475.39	68,347.71	115,568.44	34	Do.
Troy	3	10,688.03	2,100.00	1,150.00	600.00	19.97	.....	3,899.97	6,818.06	36	
Urbansville	3	3,145.03	1,400.00	163.00	220.00	5.28	.....	1,793.28	1,352.40	57	
Upper Sandusky	3	5,165.78	1,600.00	199.99	147.25	10.08	.....	1,957.32	3,208.46	38	
Urbana	3	10,700.19	2,200.00	1,590.00	492.30	26.68	1,965.29	6,094.27	4,605.92	57	
Van Wert	3	8,393.21	1,900.00	399.93	359.87	10.88	.....	2,670.74	5,722.47	32	
Wadsworth	3	9,067.51	1,900.00	.....	17.50	1.12	.....	1,018.62	1,048.92	49	
Wapakoneta	3	5,214.07	1,700.00	309.60	284.86	6.79	.....	2,291.58	2,922.49	44	
Wapakoneta	3	11,720.20	2,300.00	1,462.50	650.00	61.47	2,210.88	6,084.85	5,635.35	57	
Washington C. H.	3	10,391.45	1,800.00	1,274.90	406.68	22.71	.....	3,804.29	6,587.16	37	
Watson	3	4,108.67	1,500.00	.....	261.50	1.92	.....	1,763.42	2,345.25	43	
Waverly	3	5,947.88	1,700.00	200.00	238.50	3.76	.....	1,393.00	4,554.88	69	
Wellington	3	2,737.62	1,400.00	150.00	197.40	64	.....	2,194.02	3,152.60	41	
Wellington	3	6,063.97	1,300.00	100.00	167.50	21.04	.....	1,748.13	1,040.79	33	
Wentworth	3	2,628.00	1,400.00	100.00	152.00	2.70	.....	1,046.04	4,087.96	92	
West Liberty	3	2,669.69	1,300.00	100.00	208.75	3.08	.....	1,432.50	1,237.19	63	
Wilmington	3	6,625.39	1,700.00	300.00	300.90	0.52	.....	2,316.51	3,708.88	38	
Wilmington	3	11,354.28	2,300.00	1,273.33	710.55	26.48	2,969.23	7,273.39	4,074.89	64	
Woodsport	3	10,907.18	2,200.00	1,600.00	511.08	124.47	2,952.57	7,348.12	3,559.06	67	
Xenia	3	31,662.35	2,700.00	3,200.00	1,200.00	172.87	6,732.89	14,065.76	17,596.59	44	
Youngstown	3	36,384.20	2,800.00	4,100.00	1,100.00	139.10	6,851.99	17,011.09	19,373.11	47	
Zanesville	3	2,894,237.87	269,655.37	363,365.14	51,951.16	12,108.81	461,735.16	1,101,205.04	1,792,942.23	40	
Total											
OREGON.											
Albany	3	6,779.60	4,700.00	200.00	177.25	12.16	.....	2,089.41	4,590.19	31	
Arlington	3	963.53	613.76	111.00	88.44	1.76	.....	816.90	116.57	88	Presidential from December 10, 1889.

		In Government building.		Presidential from June 21, 1890.		In Government building.		Presidential from May 6, 1890.	
Asbland	3	2,975.66	1,400.00	390.60	184.85	1.44	1,760.29	1,200.37	59
Astoria	3	10,375.94	7,000.00	1,390.98	17.12	17.12	3,417.10	6,988.87	33
Baker City	3	3,183.19	1,600.00	360.00	287.80	7.20	2,394.70	2,790.49	46
Corvallis	3	4,145.35	1,500.00	130.00	139.30	5.68	1,814.98	2,328.57	44
East Portland	3	7,907.66	1,700.00	130.85	330.35	20.80	2,551.13	5,716.52	28
Engene	3	8,482.33	1,600.00	590.00	278.78	3.70	2,682.84	3,399.70	38
Heppner	3	112.42	37.47	.....	.....	.....	37.47	81.05	25
La Grande	3	3,366.07	1,300.00	66.66	190.75	2.24	1,559.65	1,806.42	40
McMinnville	3	3,010.93	1,100.00	.....	132.25	1.20	1,353.45	1,756.58	40
Oregon City	3	3,693.28	1,300.00	.....	190.25	3.44	1,499.69	2,193.59	41
Pendleton	3	6,420.82	1,700.00	590.91	67.50	8.80	2,376.21	4,014.61	37
Portland	1	133,614.98	3,300.00	16,382.14	654.58	13,736.25	34,292.97	99,822.01	26
Roseburg	3	2,919.72	1,200.00	250.00	178.75	.....	1,628.75	1,200.97	56
Salem	3	14,233.37	2,200.00	1,400.00	1.00	30.47	6,412.72	7,820.65	45
The Dalles	3	7,100.64	1,900.00	400.00	405.00	11.04	2,715.04	4,384.60	38
Total		218,214.81	26,143.23	22,450.67	2,677.97	811.69	68,400.06	149,814.75	31
PENNSYLVANIA.									
Allegheny	1	68,467.86	3,200.00	7,178.94	1,500.00	1,257.44	38,922.50	30,445.56	56
Allentown	2	30,977.73	2,700.00	1,600.00	975.00	596.45	16,080.77	14,296.90	54
Ambler	3	2,144.05	248.15	.....	25.54	1.76	273.45	1,870.60	13
Altoona	3	19,303.78	2,700.00	3,950.00	1,083.23	156.14	15,442.61	13,861.27	53
Apollo	3	3,068.52	1,000.00	96.99	110.14	4.80	1,214.93	1,853.59	40
Ashland	3	5,033.06	1,600.00	.....	279.12	9.68	1,888.80	3,144.86	38
Athens	3	4,347.12	1,500.00	100.00	250.28	5.12	1,855.40	2,491.72	43
Bangor	3	3,473.05	1,200.00	.....	211.45	3.12	1,414.57	2,058.48	41
Barnhart's Mills	3	2,842.05	1,000.00	.....	128.74	8.20	1,131.94	1,710.11	40
Beaver	3	2,977.27	1,200.00	.....	116.93	18.88	1,395.81	1,611.46	46
Beaver Falls	3	13,383.79	2,300.00	1,408.75	450.00	737.72	7,890.09	5,486.50	59
Bedford	3	3,398.24	1,600.00	162.00	236.78	7.36	2,005.14	3,392.10	37
Bellefonte	3	11,006.93	2,100.00	1,423.00	390.00	15.13	3,920.33	7,089.80	36
Berwick	3	3,008.64	1,400.00	.....	183.75	6.32	1,590.07	2,018.57	44
Bethlehem	3	13,237.92	3,300.00	1,712.91	776.72	34.50	7,884.58	5,343.34	60
Blairsville	3	7,125.20	1,400.00	230.00	186.07	11.12	1,747.19	1,752.03	50
Bloomsburg	3	7,125.20	1,800.00	200.00	380.17	12.96	2,432.13	4,063.07	34
Bloomington	3	6,573.21	1,200.00	280.59	164.97	1.84	1,596.81	722.24	68
Bradford	3	22,621.89	2,800.00	3,190.99	630.35	65.37	11,380.55	4,763.02	31
Bristol	3	6,061.19	1,700.00	238.50	12.00	50.50	2,130.50	3,830.69	35
Brownsville	3	5,379.55	1,700.00	490.33	334.23	21.20	2,554.70	2,824.59	47
Bryn Mawr	3	3,496.21	1,400.00	.....	198.00	16.00	1,014.00	1,882.21	46
Butler	3	4,358.58	1,600.00	282.50	12.80	12.80	1,805.30	2,463.28	43
Cambridgeborough	3	12,976.22	2,100.00	926.00	354.00	30.16	3,418.16	8,660.06	28
Canonsburg	3	3,838.25	1,300.00	.....	113.95	6.88	1,422.86	75.31	66
Canton	3	3,141.20	1,300.00	.....	149.43	2.48	1,320.83	1,517.42	47
Carlisle	3	8,183.38	1,900.00	250.00	360.00	17.36	1,451.91	1,659.29	46
Catsburg	3	12,234.01	2,200.00	1,542.19	450.00	33.20	7,527.56	5,656.02	31
Catawissa	3	4,774.96	1,200.00	201.50	201.50	7.41	7,378.40	4,855.61	60
Chambersburg	3	13,974.82	2,300.00	1,616.55	515.69	.....	7,911.04	2,996.02	37
							3,478.50	5,163.78	61

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hlrv.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
PENNSYLVANIA—Cont'd.											
Chester.....	3	\$19,470.04	\$2,560.00	\$2,400.00	\$957.30	\$67.06	\$5,402.90	\$11,037.41	\$8,417.53	59	
Clarion.....	3	1,591.14	1,200.00	200.00	302.50	12.47	.....	3,120.97	2,400.17	47	
Coatsburg.....	3	5,231.77	1,700.00	200.00	333.50	0.82	.....	2,230.52	3,501.25	30	
Columbia.....	3	5,503.20	1,700.00	200.00	367.04	12.56	.....	2,230.50	3,314.70	40	
Columbia.....	3	6,464.69	1,800.00	800.00	360.00	31.20	.....	3,091.50	3,368.49	36	
Cornwallville.....	3	2,079.20	1,000.00	100.00	132.10	1.00	.....	1,233.70	865.50	39	
Cornwallville.....	3	6,270.42	1,700.00	300.00	319.50	24.16	.....	2,313.66	3,956.76	30	
Cornwallville.....	3	4,018.16	1,500.00	300.00	223.00	8.08	.....	2,037.08	1,981.08	51	
Corry.....	3	10,553.30	2,500.00	1,423.70	430.00	14.30	1,941.06	6,019.06	4,561.44	57	
Coudersport.....	3	3,148.05	1,300.00	200.00	106.25	3.20	.....	1,705.45	1,442.60	54	
Coudersport.....	3	3,041.82	1,200.00	300.00	175.00	2.00	.....	1,681.00	1,360.82	55	
Danville.....	3	9,425.64	2,000.00	1,075.00	568.30	17.32	.....	3,601.22	5,764.42	39	
Downtown.....	3	2,855.09	1,400.00	100.00	41.83	8.72	.....	1,630.54	1,205.45	38	
Doylesstown.....	3	5,648.57	1,800.00	325.00	136.32	8.40	.....	2,289.72	3,358.85	41	
Du Bois.....	3	5,926.45	1,700.00	300.00	316.57	17.44	.....	2,364.01	3,572.44	40	
Dunmore.....	3	3,094.66	1,100.00	.....	133.80	3.61	.....	1,237.03	1,431.63	40	
Easton.....	3	20,434.41	2,600.00	3,800.00	1,310.72	187.02	10,322.70	17,960.44	8,474.97	68	
Ebensburg.....	3	2,904.93	1,200.00	100.00	154.93	5.20	.....	1,460.13	1,444.80	50	
Edinboro.....	3	2,440.71	1,200.00	.....	158.50	5.58	.....	1,356.38	1,084.33	56	
Edinboro.....	3	2,431.78	1,100.00	.....	110.00	2.16	.....	1,212.16	1,239.62	49	
Emporium.....	3	15,851.67	1,200.00	135.53	83.00	3.28	.....	1,421.81	1,432.86	50	
Emporium.....	3	3,350.08	1,200.00	50.00	180.05	3.64	.....	1,442.89	1,944.09	43	
Ephrata.....	3	2,606.83	1,100.00	.....	103.08	3.44	.....	1,207.12	1,399.71	46	
Erie.....	1	52,477.30	3,100.00	6,800.00	.....	172.00	14,449.28	24,521.37	27,955.93	41	In Government building.
Everett.....	2	2,635.84	900.00	.....	113.83	68	.....	1,086.71	1,546.17	47	Delinq <sup>u</sup>
Franklin.....	2	12,501.14	2,200.00	750.00	893.72	27.11	.....	4,262.68	8,238.46	34	ent third quarter, 1890.
Freeland.....	3	2,323.99	1,000.00	.....	116.96	2.56	.....	1,116.52	1,204.47	48	
Freepoint.....	3	2,314.94	1,100.00	.....	90.10	8.24	.....	1,108.34	1,116.60	52	
Gettysburg.....	3	6,627.60	1,800.00	800.00	238.04	9.20	.....	2,847.24	3,780.42	43	
Greencastle.....	3	2,200.88	1,100.00	.....	134.80	3.00	.....	1,238.40	962.48	56	
Greenville.....	2	13,726.19	2,100.00	933.23	810.00	549.60	.....	4,417.90	9,311.20	32	
Greenville.....	3	7,159.27	1,800.00	100.00	310.00	13.84	.....	2,223.84	4,935.43	31	
Grove City.....	3	3,402.58	1,200.00	.....	107.94	5.44	.....	1,313.38	1,680.20	44	
Hanover.....	3	5,374.53	1,700.00	300.00	178.70	9.08	.....	2,188.38	3,186.15	41	
Harrisburg.....	1	60,325.55	3,000.00	10,737.90	.....	343.53	13,232.73	27,514.16	32,811.39	46	In Government building.
Hawley.....	3	2,046.74	1,000.00	.....	20.63	2.40	.....	1,023.03	1,023.71	50	
Hazleton.....	3	12,480.65	2,300.00	1,450.90	1,200.00	18.58	3,570.25	7,537.73	4,942.92	61	
Holidayburg.....	3	4,803.18	1,600.00	100.00	255.00	10.08	.....	1,905.08	2,903.10	40	
Honesdale.....	3	4,047.39	1,400.00	.....	207.50	20.50	.....	1,628.06	2,419.34	40	
Honesdale.....	3	7,334.04	1,800.00	400.00	300.00	8.72	.....	2,568.72	4,765.32	35	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
1,889.90	1,291.87	6,077.31	2,650.16	1,903.06	1,096.38	1,505.51	13,638.20	1,708.35	1,850.19	1,865.96	2,210.82	143.11	18,003.01	939.48	2,075.99	9,780.88	1,357.77	2,370.46	2,238.77	2,202.24	6,495.29	8,692.45	2,579.68	1,983.97	1,768.81	1,625.88	2,340.60	4,619.07	8,025.39	4,734.07	8,845.81	2,366.40	1,728.77	3,317.06	9,065.89	1,063.28	1,441.43	5,122.89	762.13	1,976.63	2,016.03	2,089.80	1,345.92	2,895.77	2,085.65	2,512.97	4,836.25	5,838.29	1,342.36	9,993.91	1,330.68	3,594.30	70.67	4.40	1.08	287.50	98.76	1,438.42	600.00	230.72	194.94	93.74	201.75	750.00	202.91	247.31	259.00	200.00	184.50	2,300.00	4,000.00	1,500.00	885.48	3,187.44	5,983.72	17,684.62	2,331.27	2,760.05	6,970.01	6,522.72	1,890.51	11,690.51	14,961.49	6,992.66	1,600.00	1,831.70	3,141.48	3,244.95	6,910.62	19,822.20	6,939.27	10,973.25	4,705.48	3,122.18	6,190.84	2,123.14	2,381.14	2,794.58	7,332.45	3,755.70	4,619.36	3,897.86	4,673.66	8,743.77	4,488.12	6,491.97	18,895.23	5,694.01	2,353.59	1,100.00	1,100.00	2,400.00	300.00	2,300.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890*—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.											
Newville.....	3	\$2,561.27	\$1,160.60	\$300.00	\$98.10	\$2.72	.....	\$1,500.82	\$1,060.45	59	
Northtown.....	2	2,400.00	2,400.00	1,375.26	1,000.00	64.45	\$5,059.71	9,809.42	7,054.20	58	
North East.....	3	1,500.00	1,500.00	.....	212.64	1.92	.....	1,714.56	2,434.54	41	
Northumberland.....	2	1,100.00	1,100.00	.....	138.68	4.16	.....	1,242.82	1,105.26	52	
Oil City.....	2	2,400.00	2,400.00	2,038.42	510.00	32.16	.....	5,000.58	11,458.58	30	
Olyphant.....	3	985.70	1,100.00	.....	128.00	1.12	.....	1,112.82	706.93	58	
Oswego Mills.....	3	2,446.70	1,500.00	.....	143.55	3.92	.....	1,247.77	1,108.93	51	
Oxford.....	3	3,878.22	1,500.00	1,800.00	142.03	4.96	.....	1,897.89	2,050.33	47	
Parker's Landing.....	3	1,191.00	1,000.00	.....	132.29	5.52	.....	1,137.81	1,053.19	52	
Parkertown.....	1	1,500.45	665.70	.....	82.14	96	.....	748.86	751.59	50	
Philadelphia.....	1	2,218,839.39	6,000.00	368,424.69	8,133.85	12,281.36	689,235.05	1,080,974.95	1,128,804.44	49	Presidential from November 1, 1889.
Phoenixville.....	3	7,913.08	1,900.00	150.00	435.00	8.72	.....	2,368.72	5,544.36	30	
Phoenixville.....	3	8,537.00	1,900.00	300.00	435.00	16.80	.....	2,651.80	5,885.80	31	
Pittsburgh.....	1	524,047.55	3,900.00	99,358.52	1,470.54	5,362.69	94,399.01	204,490.76	310,556.79	39	
Pittsburgh.....	2	12,454.80	2,000.00	1,775.00	613.29	12.10	4,228.95	8,920.31	3,525.49	71	Do.
Pittston.....	3	6,110.59	1,800.00	.....	355.84	6.40	.....	2,162.24	3,948.35	35	
Plymouth.....	3	2,492.06	1,100.00	.....	152.25	1.44	.....	1,253.69	1,238.97	50	
Port Allegheny.....	2	11,907.06	2,500.00	.....	800.00	37.74	.....	4,229.41	7,677.65	36	
Pottstown.....	2	18,526.23	2,500.00	2,070.21	700.00	69.02	6,778.70	12,216.96	6,309.24	66	
Pottsville.....	2	4,114.36	1,500.00	260.00	289.04	6.40	.....	1,923.90	2,190.46	47	
Punxsutawney.....	3	58,789.47	3,100.00	8,100.00	290.00	254.36	17,764.97	20,007.97	27,151.50	52	
Reading.....	3	4,306.23	1,200.00	.....	230.00	6.16	.....	1,736.16	2,570.07	40	
Renovo.....	3	3,375.18	1,400.00	.....	1,341.19	4.24	.....	1,538.43	1,836.75	46	
Reynoldsville.....	3	3,657.07	1,000.00	100.00	208.73	7.68	.....	2,006.41	1,650.66	35	
Ridgway.....	3	4,618.08	1,500.00	.....	164.75	16.72	.....	1,681.47	2,936.61	30	
Royer's Ford.....	3	3,180.70	1,200.00	.....	143.00	2.72	.....	1,243.62	1,934.08	39	
St. Mary's.....	3	2,612.30	1,200.00	.....	163.25	2.96	.....	1,363.21	1,246.09	62	
Salisbury.....	3	2,585.31	1,100.00	.....	100.00	3.92	.....	1,292.92	1,292.39	46	
Sandy Lake.....	3	2,171.80	1,000.00	150.00	128.84	.....	.....	1,278.84	892.96	56	
Sayre.....	3	2,689.41	1,200.00	.....	174.76	2.72	.....	1,577.48	1,311.93	51	
Scottsdale.....	3	4,453.53	1,500.00	.....	209.00	.....	.....	1,577.88	2,875.65	59	
Scranton.....	1	61,324.03	3,100.00	8,217.45	2,980.00	291.89	17,966.62	32,516.16	28,807.87	53	
Selin's Grove.....	3	3,392.39	1,200.00	.....	113.95	2.96	.....	1,316.91	1,075.45	55	
Sevierley.....	3	3,241.61	1,400.00	.....	141.45	23.16	.....	1,563.61	1,678.00	48	
Shamokin.....	3	10,693.97	2,100.00	875.00	400.00	29.44	.....	3,494.44	6,694.53	33	
Sharon.....	3	10,288.00	2,000.00	850.00	420.00	29.22	.....	3,300.22	6,982.78	32	
Sharpsburg.....	3	3,024.23	1,200.00	.....	140.00	18.08	.....	1,248.08	1,776.15	45	
Sharpsville.....	3	2,407.67	1,100.00	.....	131.50	1.84	.....	1,233.43	1,174.14	51	
Shenandoah.....	3	9,044.69	2,100.00	1,912.01	231.61	15.36	1,017.73	4,536.64	4,508.05	50	
Shippensburg.....	3	4,322.53	1,600.00	300.00	242.75	8.00	.....	2,161.35	2,161.18	50	
Shillington.....	3	2,811.86	1,200.00	.....	160.20	5.44	.....	1,935.64	1,456.22	43	

**Presidential from March 8, 1890.**

3	2,492.28	1,200.00	107.98	4.00	1,371.98	1,120.30	55
3	9,231.51	1,400.00	214.00	5.84	1,870.77	1,470.77	56
3	9,231.51	1,400.00	360.00	31.84	2,431.74	1,471.74	57
3	2,780.00	1,200.00	170.00	9.28	1,370.72	1,471.72	58
3	6,250.52	1,200.00	171.61	13.52	1,885.13	1,965.29	59
3	6,537.22	1,600.00	165.79	6.80	1,934.56	1,962.03	60
3	7,487.58	1,900.00	360.00	34.40	2,594.40	1,962.03	61
3	5,180.17	1,700.00	325.88	6.96	2,287.84	1,962.03	62
3	4,121.77	1,500.00	184.50	19.48	1,673.98	1,962.03	63
3	8,701.46	1,400.00	62.97	2.16	1,619.78	1,962.03	64
3	863.72	1,300.00	145.89	2.34	1,731.23	1,962.03	65
3	3,307.27	2,400.00	774.01	44.34	4,358.98	1,962.03	66
3	14,900.96	2,400.00	500.00	8.51	2,001.49	1,962.03	67
2	10,115.89	2,000.00	1,168.42	3.20	1,502.01	1,962.03	68
3	3,503.90	1,400.00	98.81	4.34	1,771.19	1,962.03	69
3	4,425.35	1,400.00	362.50	18.72	1,915.26	1,962.03	70
3	8,344.92	1,900.00	212.47	3.12	1,681.55	1,962.03	71
3	4,480.20	1,600.00	434.51	42.80	2,638.62	1,962.03	72
3	9,204.98	1,900.00	1,934.44	1,000.00	1,424.87	1,962.03	73
2	23,270.24	2,300.00	1,066.66	32.07	1,448.57	1,962.03	74
3	15,876.43	2,300.00	144.25	4.32	1,305.90	1,962.03	75
3	3,148.93	1,300.00	290.15	0.16	1,551.83	1,962.03	76
3	9,441.70	1,300.00	361.50	9.68	1,791.18	1,962.03	77
3	2,824.01	1,700.00	340.00	6.85	2,302.88	1,962.03	78
3	3,311.02	1,700.00	1,000.00	5.19	9,095.25	1,962.03	79
3	17,230.02	2,000.00	1,000.00	3.44	2,303.06	1,962.03	80
2	9,032.92	2,000.00	220.00	10.16	3,023.44	1,962.03	81
2	3,083.32	1,500.00	211.51	1.62	1,731.67	1,962.03	82
3	3,308.32	1,100.00	155.00	14.61	2,536.92	1,962.03	83
3	2,201.50	1,600.00	1,300.00	33.76	19,351.83	1,962.03	84
3	36,092.18	2,900.00	1,481.07	201.73	19,351.83	1,962.03	85
2	3,092.45	2,900.00	1,001.25	3.57	13,463.90	1,962.03	86
2	40,707.45	2,700.00	986.87	3.57	1,023,180.41	1,962.03	87
2	30,727.18	608,540.98	75,338.70	30,946.40	2,060,013.20	1,962.03	88
2	4,391,586.51	331,165.65	75,338.70	30,946.40	2,060,013.20	1,962.03	89
2	5,122.87	1,700.00	253.75	14.95	1,714.96	1,962.03	90
3	9,252.99	1,700.00	296.25	10.16	2,903.91	1,962.03	91
3	4,736.01	1,600.00	174.00	9.60	1,905.85	1,962.03	92
3	9,620.00	1,300.00	11.76	1.76	1,234.84	1,962.03	93
3	3,727.97	1,733.34	44.34	.80	778.48	1,962.03	94
3	36,163.95	2,600.00	3,990.00	354.79	18,289.74	1,962.03	95
3	8,700.13	2,600.00	650.00	11,236.04	2,886.91	1,962.03	96
3	27,835.20	2,700.00	3,110.34	154.71	13,392.36	1,962.03	97
3	90,826.15	2,600.00	1,582.50	49,139.31	82,883.93	1,962.03	98
3	3,471.17	1,400.00	195.00	7.36	1,594.53	1,962.03	99
2	10,895.95	2,300.00	490.32	4.243.66	9,102.28	1,962.03	100
2	14,687.57	2,400.00	846.74	37.40	6,055.79	1,962.03	101
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	102
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	103
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	104
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	105
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	106
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	107
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	108
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	109
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	110
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	111
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	112
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	113
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	114
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	115
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	116
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	117
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	118
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	119
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	120
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	121
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	122
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	123
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	124
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	125
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	126
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	127
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	128
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	129
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	130
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	131
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	132
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	133
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	134
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	135
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	136
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	137
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	138
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	139
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	140
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	141
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	142
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	143
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	144
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	145
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	146
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	147
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	148
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	149
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	150
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	151
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	152
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	153
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	154
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	155
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	156
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	157
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	158
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	159
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	160
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	161
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	162
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	163
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	164
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	165
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	166
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	167
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	168
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	169
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	170
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	171
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	172
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	173
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	174
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	175
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	176
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	177
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	178
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	179
2	300,098.54	24,033.34	4,568.79	2,095.50	77,805.40	212,005.60	180
2	300,098.54	24,033.34					

**In Government building.**

Delinquent fourth quarter, 1889.  
In Government building.

**Do.**

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—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>SOUTH CAROLINA.</b>											
Aiken	3	\$1,105.53	\$1,600.00	\$200.00	\$282.50	\$8.50	.....	\$2,191.30	\$1,917.23	53	
Anderson C. H.	3	4,009.23	1,500.00	533.61	234.75	3.76	.....	1,890.12	2,613.13	43	
Beaufort	3	3,767.61	1,400.00	300.00	216.43	4.40	.....	1,820.83	1,946.76	43	
Bennettsville	3	2,750.12	1,100.00	100.00	183.80	1.13	.....	1,239.93	1,426.19	43	
Candlen	3	2,756.92	1,200.00	300.00	148.80	2.72	.....	1,531.59	1,205.33	56	
Charleston	3	71,372.80	3,200.00	13,059.83	148.80	350.30	\$19,341.24	35,994.33	38,518.37	48	In Government building.
Chester	3	3,164.25	1,400.00	150.00	204.30	6.08	.....	1,700.38	1,463.87	45	
Columbia	2	20,441.90	2,500.00	2,600.00	.....	02.51	4,374.05	1,536.38	10,908.32	47	Do.
Darlington C. H.	3	2,092.85	1,300.00	.....	120.80	2.50	.....	1,432.46	1,560.39	48	
Florence	3	3,808.39	1,300.00	150.00	140.80	2.80	.....	1,593.60	2,304.79	41	
Georgetown	3	2,646.27	1,100.00	150.00	135.25	3.70	.....	1,492.40	1,360.89	48	
Greenville C. H.	2	10,977.67	2,100.00	1,237.49	320.57	21.57	3,125.08	1,891.01	2,304.79	41	
Laurens C. H.	3	2,625.96	923.64	103.07	112.50	3.12	.....	6,801.71	4,172.96	62	
Marion	3	2,481.50	1,100.00	100.00	128.58	4.46	.....	1,142.33	1,483.63	44	
Newberry C. H.	3	3,843.46	1,500.00	181.43	138.80	4.19	.....	1,825.96	1,155.54	54	
Orangeburgh C. H.	3	3,578.03	1,400.00	300.00	206.32	2.96	.....	1,827.42	2,018.01	48	
Rock Hill	3	3,501.69	1,200.00	.....	151.34	1.68	.....	1,906.28	1,666.75	53	
Spartanburg C. H.	3	6,927.54	1,800.00	580.00	279.25	19.68	.....	1,353.02	1,948.67	41	
Sumter C. H.	3	5,397.98	1,600.00	200.00	160.08	5.44	.....	2,678.93	4,248.61	39	
Union	3	2,529.68	1,100.00	250.00	129.00	2.32	.....	1,965.52	3,432.46	36	
Windsor	3	2,354.51	1,100.00	76.00	112.79	2.00	.....	1,481.32	1,048.36	59	
Yorkville	3	2,549.00	1,100.00	100.00	142.50	2.69	.....	1,290.79	1,033.72	56	
.....	.....	.....	.....	.....	.....	.....	.....	1,345.16	1,204.44	53	
Total	.....	172,998.51	32,623.64	20,214.32	3,497.36	517.00	20,843.37	83,093.69	80,302.82	48	Presidential from August 29, 1889.
<b>SOUTH DAKOTA.</b>											
Aberdeen	3	15,506.95	2,400.00	1,154.99	644.77	17.77	.....	4,217.53	11,289.42	27	
Alexandria	3	1,833.96	1,000.00	.....	135.00	1.16	.....	1,135.16	698.80	62	
Britton	3	2,111.58	1,100.00	.....	146.00	.....	.....	1,246.00	865.58	59	
Brookings	3	3,625.41	1,400.00	.....	226.00	1.12	.....	1,627.12	1,998.29	45	
Canton	3	2,964.84	1,400.00	50.39	224.05	1.70	.....	1,725.20	1,239.64	58	
Chamberlain	3	2,735.21	1,200.00	199.94	177.62	1.84	.....	1,570.40	1,155.81	68	
Clark	3	2,148.24	1,100.00	75.00	152.70	.....	.....	1,327.70	820.54	62	
Columbia	3	1,892.65	1,100.00	.....	161.00	.....	.....	1,291.08	631.57	67	
Deadwood	3	6,048.29	1,700.00	900.00	397.67	.....	.....	2,957.67	3,090.69	49	
Dell Rapids	3	2,328.67	1,200.00	.....	160.75	.....	.....	1,300.75	907.92	58	
De Smet	3	2,037.17	1,100.00	.....	161.00	.....	.....	1,291.88	765.29	62	
Faulkton	3	1,532.16	1,000.00	50.42	137.11	1.39	.....	1,188.92	343.24	77	
Getzen	3	3,203.35	1,200.00	75.00	184.50	2.16	.....	1,561.72	1,641.63	49	
Huron	3	11,044.99	2,300.00	1,700.00	505.25	7.43	2,515.43	7,118.11	4,826.88	60	

Delinquent first quarter, 1890.

Ipswich	1,947.59	1,400.00	.....	195.00	1.60	1,506.60	350.99	52
Kimball	1,935.91	1,100.00	.....	146.00	1.48	1,346.47	589.44	70
Lead City	2,194.78	1,975.00	.....	51.25	80	1,097.53	1,067.73	47
Madison	4,329.70	1,600.00	.....	276.25	2.34	1,768.49	2,561.21	46
Millbank	3,080.84	1,400.00	.....	103.50	1.64	1,708.54	1,371.30	57
Millert	2,144.04	1,200.00	.....	381.50	1.76	1,563.30	580.78	73
Mitchell	2,914.82	2,000.00	.....	161.00	11.30	4,322.52	4,322.52	57
Parke	2,557.92	1,100.00	.....	157.35	8.98	2,638.23	1,160.19	54
Perre	8,477.73	1,500.00	.....	314.75	8.08	2,722.83	5,754.92	32
Plankinton	3,616.43	1,600.00	.....	236.05	2.60	1,936.25	1,680.18	54
Rapid City	6,596.33	1,800.00	.....	416.00	2.91	2,812.96	3,783.37	43
Redfield	3,576.34	1,500.00	.....	211.30	2.24	1,913.34	1,663.80	57
Sioux Falls	2,253.90	1,100.00	.....	156.70	1.76	1,467.71	826.23	64
Sutton	19,796.75	2,500.00	.....	1,260.00	1.80	3,709.69	10,279.26	48
Vermillion	3,285.85	1,300.00	.....	136.25	2.64	1,668.80	1,626.96	52
Watertown	5,679.99	2,000.00	.....	400.00	10.56	3,710.56	5,912.43	39
Webster	2,466.49	1,100.00	.....	225.00	1.54	1,447.42	1,019.07	59
Woonsocket	2,649.79	1,200.00	.....	162.00	1.94	1,576.04	1,079.75	59
Yankton	5,517.40	1,857.78	.....	235.11	12.84	3,776.73	5,741.67	40
Total	157,994.62	47,502.78	13,958.28	8,681.33	99.09	76,466.60	81,528.02	48

TENNESSEE.								
Athens	3,130.06	1,200.00	.....	176.50	5.46	1,681.90	1,448.10	54
Bristol	7,695.93	1,800.00	.....	290.82	14.08	2,413.62	5,282.31	31
Brownsville	3,271.78	1,400.00	.....	93.75	4.56	1,798.31	1,473.47	65
Chattanooga	60,249.74	3,100.00	.....	612.11	348.10	26,193.06	40,056.68	40
Clarksville	10,587.92	2,200.00	.....	323.35	18.40	3,700.15	6,887.77	35
Cleveland	3,867.31	1,000.00	.....	233.14	6.64	1,681.78	1,885.53	51
Columbia	8,337.00	1,900.00	.....	433.36	12.64	2,846.00	5,491.00	33
Covington	686.49	322.22	.....	32.83	1.08	356.13	324.50	52
Dayton	2,737.61	1,200.00	.....	102.18	3.36	1,305.54	1,432.07	48
Dyersburg	2,899.45	1,300.00	.....	139.40	2.04	1,442.53	1,456.92	50
Fayetteville	3,028.06	1,300.00	.....	160.00	4.01	1,764.01	1,264.95	58
Franklin	3,347.04	1,400.00	.....	197.65	2.64	1,800.29	1,546.75	54
Gallatin	3,633.59	1,400.00	.....	222.25	6.40	1,878.65	1,751.94	52
Greenville	3,587.71	1,200.00	.....	137.12	3.60	1,540.72	2,046.99	43
Humboldt	2,136.82	1,100.00	.....	109.98	4.48	1,210.46	946.36	56
Jackson	9,409.09	2,000.00	.....	471.98	471.98	3,595.00	5,874.09	38
Johnson City	5,492.33	1,400.00	.....	187.50	8.30	1,711.07	3,781.26	31
Knoxville	62,941.24	3,100.00	.....	166.03	166.03	29,245.47	42,695.77	32
Lebanon	3,506.37	1,500.00	.....	3.52	3.52	2,183.69	1,322.68	62
McKenzie	797.97	436.84	.....	155.00	0.98	445.92	352.05	66
McMinnville	2,601.75	1,200.00	.....	122.37	2.06	1,525.33	1,076.42	59
Memphis	148,180.58	3,400.00	.....	539.97	539.97	45,869.01	102,321.57	51
Morris	3,937.34	1,500.00	.....	215.25	6.64	2,021.89	1,915.45	31
Murfreesborough	3,456.18	1,700.00	.....	132.10	8.32	2,190.42	3,265.70	40
Nashville	137,198.61	3,400.00	.....	50.00	80.32	47,216.00	89,987.71	34
Paris	3,983.10	1,300.00	.....	147.55	2.60	1,700.15	1,392.95	59
Pulaski	3,679.49	1,500.00	.....	246.00	4.88	2,101.48	1,578.01	57

Presidential from March 9, 1890.

In Government building.

Do.

Presidential from February 9, 1890.

In Government building.

Do.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—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>TENNESSEE—continued.</b>											
St. Elmo.....	3	\$1,686.62	\$1,266.85	.....	\$90.00	\$1.12	.....	\$1,357.97	\$3,328.05	29	Presidential from August 5, 1889.
Shelbyville.....	3	3,825.61	3,500.00	.....	144.99	6.64	.....	2,091.63	1,821.98	52	Presidential from July 2, 1889.
South Pittsburg.....	3	3,536.85	1,290.47	.....	177.29	3.84	.....	1,477.60	2,059.25	42	
Sweet Water.....	3	2,172.45	1,000.00	.....	85.95	1.54	.....	1,207.40	964.06	56	
Trenton.....	3	2,130.11	1,200.00	.....	107.50	3.56	.....	1,311.06	1,119.05	54	
Tullahoma.....	3	3,439.81	1,400.00	.....	116.99	195.91	.....	1,718.66	1,931.15	47	
Union City.....	3	4,894.15	1,600.00	.....	202.00	6.24	.....	2,008.94	2,885.91	41	
Winchester.....	3	2,788.65	1,300.00	.....	126.25	5.20	.....	1,431.45	1,357.20	51	
Total.....	.....	529,637.91	55,316.38	64,138.95	5,438.56	2,545.60	\$97,788.15	195,227.64	344,410.27	36	
<b>TEXAS.</b>											
Abilene.....	3	6,658.13	1,600.00	300.00	270.00	9.12	.....	2,189.08	4,469.05	33	
Alvord.....	3	2,400.41	1,100.00	.....	133.60	1.16	.....	1,233.16	1,167.25	51	
Austin.....	3	23,884.32	2,900.00	8,248.86	.....	144.22	6,810.27	18,103.35	15,780.97	53	In Government building.
Bastrop.....	3	9,144.54	1,000.00	295.00	138.90	2.48	.....	1,356.36	3,788.16	63	
Beaumont.....	3	5,929.96	1,700.00	300.00	325.75	2.32	.....	2,328.07	3,592.19	39	
Bellton.....	3	7,853.17	1,700.00	199.98	30.85	8.06	.....	1,938.89	5,614.58	26	
Bonham.....	3	4,622.90	1,600.00	200.00	43.50	2.72	.....	1,816.22	3,106.68	37	
Bowie.....	3	5,611.94	1,500.50	.....	17.50	1.16	.....	227.22	284.72	41	Presidential from April 23, 1890.
Brackettville.....	3	1,925.60	1,000.00	75.00	195.35	.....	.....	1,202.15	752.85	61	
Brenham.....	3	6,836.59	1,800.00	500.00	392.50	.....	.....	2,622.50	4,313.89	38	
Brownsville.....	3	2,762.79	1,200.00	200.00	200.50	6.46	.....	1,706.96	1,055.83	62	
Brownwood.....	3	4,619.04	1,500.00	300.00	288.65	2.88	.....	1,891.53	2,727.51	41	
Bryan.....	3	5,077.37	1,600.00	150.00	206.10	2.84	.....	1,939.94	3,047.43	39	
Burnet.....	3	2,470.61	1,100.00	400.00	115.00	5.20	.....	1,630.20	816.41	66	
Calvert.....	3	3,173.61	1,400.00	.....	183.75	2.88	.....	1,586.63	1,586.98	50	
Clarksville.....	3	3,653.01	1,300.00	250.00	221.02	6.66	.....	1,771.98	1,881.03	50	
Cleburne.....	3	5,130.13	1,700.00	400.00	181.27	3.20	.....	2,960.47	2,252.66	44	
Coleman.....	3	2,832.02	1,100.00	.....	110.00	.....	.....	1,910.00	1,211.02	51	
Colorado.....	3	3,869.66	1,600.00	.....	121.13	1.28	.....	1,678.71	2,280.86	42	
Columbus.....	3	2,440.70	1,100.00	300.00	127.35	3.44	.....	1,630.79	815.91	63	
Corpus Christi.....	3	5,136.60	1,600.00	200.00	201.65	11.28	.....	2,772.83	2,063.76	53	
Corsicana.....	3	9,873.04	2,000.00	1,200.00	376.00	6.09	2,146.80	3,772.40	4,200.58	58	
Cuero.....	3	3,872.35	1,400.00	200.00	191.65	9.44	.....	1,801.00	2,091.20	46	
Dallas.....	3	100,696.24	3,200.00	14,153.32	.....	189.45	14,731.44	32,294.21	67,774.03	32	In Government building.
Decatur.....	3	3,762.73	1,400.00	350.00	183.15	2.16	.....	1,695.31	1,857.42	51	
Denton.....	3	10,321.49	2,500.00	300.00	421.49	184.37	4,346.59	10,252.45	5,069.04	67	
Denton.....	3	4,667.76	1,600.00	300.00	248.00	2.48	.....	2,150.48	2,517.28	46	
Eagle Pass.....	3	3,062.18	1,500.00	100.00	225.00	2.16	.....	1,827.16	2,135.02	40	

El Paso.....	2, 400.00	2, 800.00	692.20	121.00	2, 414.08	8, 427.28	8, 152.25	51		
Ensis.....	1, 400.00	.....	215.75	1.02	.....	1, 117.07	1, 743.67	48		Presidential from August 6, 1899.
Farmeraville.....	1, 802.17	115.27	98.22	1.45	.....	1, 117.11	513.07	69		Presidential from July 25, 1899.
Flaonia.....	1, 121.74	93.50	136.52	2.66	.....	1, 354.42	1, 124.73	55		
Fort Worth.....	2, 500.00	6, 645.00	1, 014.60	191.57	8, 068.06	18, 739.23	25, 667.15	42		
Galveston.....	2, 100.00	1, 292.12	13.30	12.62	.....	3, 418.04	7, 494.44	31		In Government building.
Galveston.....	3, 100.00	10, 946.71	.....	186.96	10, 972.26	25, 205.93	39, 141.46	39		
Georgetown.....	1, 100.00	200.00	141.25	.....	.....	1, 441.25	982.11	69		Delinquent second quarter, 1899.
Georgetown.....	1, 125.00	187.50	163.30	48	.....	1, 476.28	1, 751.01	46		
Gonzales.....	1, 200.00	250.00	172.50	2.24	.....	1, 619.74	1, 153.94	58		
Greenville.....	1, 800.00	350.00	361.25	8.50	.....	2, 519.75	3, 238.79	44		
Hempstead.....	1, 000.00	100.00	115.65	1.20	.....	1, 217.15	8, 8, 65	59		
Henrietta.....	1, 200.00	333.33	161.10	5.04	.....	1, 699.47	2, 165.46	44		
Hillboro.....	1, 500.00	150.00	26.00	4.84	.....	1, 680.88	2, 803.79	27		
Honey Grove.....	1, 500.00	150.00	215.20	2.32	.....	1, 867.52	1, 617.07	53		
Houston.....	2, 301.09	6, 611.49	1, 859.64	201.61	8, 038.62	20, 032.45	26, 401.01	43		
Huntville.....	1, 500.00	79.98	225.50	2.43	.....	1, 807.90	2, 882.51	39		
Jeferson.....	1, 500.00	200.00	137.00	3.68	.....	1, 8, 0.68	2, 376.03	44		
La Grange.....	1, 200.00	350.00	148.35	6.40	.....	1, 704.75	1, 174.58	59		
Lampasas.....	1, 000.00	250.00	205.00	4.50	.....	2, 059.40	2, 461.51	46		
Laredo.....	1, 000.00	1, 000.00	420.00	8.58	.....	3, 238.56	5, 958.27	36		
Longview.....	1, 300.00	300.00	179.50	2.80	.....	1, 782.30	1, 184.47	52		
Luling.....	1, 085.05	90.00	149.50	2.32	.....	1, 328.87	1, 270.03	51		
McKinney.....	1, 600.00	198.90	281.05	4.40	.....	2, 068.53	2, 722.21	43		
Marlin.....	1, 200.00	.....	167.05	88	.....	1, 368.53	1, 551.84	47		
Marshall.....	2, 100.00	1, 200.00	866.25	7.70	.....	2, 673.95	5, 201.45	41		
Mexia.....	1, 400.00	200.00	214.75	2.08	.....	1, 910.82	2, 716.94	49		
Mineola.....	1, 050.00	200.00	129.25	2.40	.....	1, 131.65	1, 734.21	65		
Nacato.....	1, 400.00	200.00	186.50	2.80	.....	1, 784.30	1, 658.80	52		
Orange.....	1, 400.00	.....	134.25	2.72	.....	2, 535.05	2, 785.89	35		
Paris.....	1, 505.00	600.00	283.25	6.62	.....	2, 368.67	4, 735.84	54		
Perkins.....	2, 100.00	1, 400.00	284.75	6.63	3, 230.77	7, 008.13	2, 921.00	71		
Reckdale.....	1, 100.00	100.00	142.00	4.3	.....	1, 112.09	1, 324.07	80		Presidential from May 28, 1899.
Rusk.....	1, 112.09	.....	.....	.....	.....	2, 058.51	51.99	88		
San Angelo.....	1, 000.00	150.00	274.05	3.50	.....	2, 058.51	3, 206.08	39		
San Antonio.....	3, 000.00	7, 556.05	1, 573.25	486.02	10, 000.34	27, 974.76	24, 190.15	49		
San Marcos.....	1, 400.00	100.00	215.00	3.28	.....	1, 718.28	2, 006.60	46		
Saginaw.....	2, 400.00	1, 675.27	484.80	10.40	3, 888.25	8, 438.72	251.37	56		Presidential from April 1, 1899.
Salisbury Springs.....	1, 400.00	.....	226.00	2.83	.....	1, 628.82	9, 009.77	48		
Taylor.....	1, 500.00	200.00	186.44	6.06	.....	2, 183.52	1, 744.13	48		
Temple.....	1, 700.00	250.00	321.36	7.28	.....	2, 274.64	3, 089.22	38		
Terrill.....	1, 700.00	100.00	31.65	3.68	.....	1, 853.33	3, 622.78	39		
Texas.....	1, 500.00	200.00	253.52	4.80	.....	1, 858.32	2, 913.57	39		
Tyler.....	1, 900.00	382.39	.....	10.08	.....	2, 302.47	2, 882.97	40		
Veron.....	1, 085.65	67.22	125.99	5.28	.....	2, 294.14	6, 634.21	26		In Government building.
Victoria.....	1, 500.00	400.00	188.50	10.88	.....	2, 099.38	4, 034.67	24		Presidential from August 2, 1899.
Waco.....	2, 600.00	4, 038.42	17.88	17.88	4, 439.62	11, 115.82	15, 379.20	48		
Warabache.....	1, 195.05	3, 373.62	161.42	1.28	.....	1, 731.97	4, 004.26	42		In Government building.



[illegible]

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890*—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>VIRGINIA—continued.</i>											
Winchester.....	3	\$4,204.22	\$1,000.00	\$800.00	\$357.65	\$20.64	.....	\$3,078.39	\$5,126.23	38	
Woodstock.....	3	2,135.83	1,100.00	150.00	118.18	1.69	.....	1,309.80	705.85	63	
Wytheville.....	3	4,355.78	1,000.00	300.00	130.92	7.30	.....	2,141.22	2,216.56	49	
Total.....	.....	517,443.36	67,219.25	64,062.97	7,652.51	1,906.60	\$77,194.97	218,036.39	299,406.97	42	
<i>WASHINGTON.</i>											
Cheney.....	3	435.60	234.07	38.90	30.82	.....	.....	365.79	131.87	70	Presidential from April 21, 1890.
Centrals.....	3	322.12	164.29	.....	274.34	48	.....	164.77	357.35	32	Presidential from May 16, 1890.
Chester.....	3	238.36	90.66	.....	.....	.....	.....	100.35	167.80	35	Presidential from June 1, 1890.
Coffax.....	3	6,274.85	1,700.00	700.00	208.50	2.96	.....	2,701.46	3,573.39	43	
Dayton.....	3	3,489.36	1,500.00	300.00	43.00	40	.....	1,843.40	1,645.96	53	
Elkensburg.....	3	6,871.48	1,700.00	61.55	338.50	3.84	.....	2,103.89	4,767.59	31	
Montesano.....	3	336.84	104.40	.....	.....	.....	.....	104.40	232.44	31	Presidential from May 24, 1890.
North Yakima.....	3	4,119.51	1,400.00	500.00	176.65	1.28	.....	2,677.93	2,041.58	50	
Olympia.....	3	8,539.17	1,465.22	457.88	274.34	10.64	.....	2,208.08	6,331.09	26	Delinquent part third quarter, 1890.
Pomeroy.....	3	1,926.24	1,100.00	12.36	132.25	24	.....	1,264.85	655.39	66	
Port Townsend.....	3	9,548.75	1,700.00	1,000.00	318.86	8.08	.....	3,026.94	6,519.81	32	
Seattle.....	3	77,605.86	3,000.00	12,205.00	2,323.37	484.03	9,502.88	27,515.28	49,090.58	36	
Spokane Falls.....	2	39,652.11	2,600.00	6,856.52	588.35	432.60	5,560.57	15,024.10	24,626.01	38	
Sprague.....	2	3,810.47	1,500.00	66.66	269.00	1.12	.....	1,826.78	1,983.69	48	
Tacoma.....	2	62,658.05	2,800.00	7,586.96	360.00	210.51	8,351.90	19,280.37	42,768.68	31	
Vancouver.....	3	4,063.99	1,200.00	199.99	163.00	4.72	.....	1,567.71	2,496.28	39	
Whitecourt.....	3	1,859.50	418.89	25.00	30.00	.....	.....	1,473.89	1,385.61	25	Presidential from March 6, 1890.
Walla Walla.....	2	13,175.76	2,300.00	1,538.33	620.00	13.71	2,133.30	6,625.34	6,548.42	50	
Total.....	.....	244,488.28	24,977.53	31,569.15	5,976.64	1,174.67	24,514.65	28,212.64	156,275.64	36	
<i>WEST VIRGINIA.</i>											
Buchanan.....	3	314.49	167.58	41.67	22.63	.....	.....	232.43	81.66	74	Presidential from May 1, 1890.
Charleston.....	3	16,356.51	2,400.00	1,716.85	.....	.65	.....	6,740.30	9,016.21	41	In Government building.
Charlestown.....	3	4,301.25	1,500.00	100.00	244.93	6.64	2,639.45	2,018.07	2,449.68	43	Do.
Clarksburg.....	3	5,635.91	1,600.00	395.03	.....	.....	.....	1,612.24	1,900.50	36	
Fairmont.....	3	3,612.80	1,300.00	200.00	100.60	18.08	.....	1,946.72	2,655.12	46	
Grafton.....	3	3,981.84	1,500.00	200.00	290.00	10.72	.....	1,388.71	1,293.09	52	
Hinton.....	3	2,681.80	1,100.00	138.38	127.85	2.43	.....	1,388.71	1,293.09	52	
Huntington.....	3	9,140.67	1,900.00	300.00	435.50	18.10	.....	2,614.75	6,495.92	29	
Keyser.....	3	2,611.43	1,100.00	115.33	130.00	5.70	.....	1,306.57	1,304.86	52	
Martinsburg.....	3	6,996.07	1,800.00	400.00	167.10	17.00	.....	2,384.70	4,384.27	34	

		Government building.										Do.		Delinquent January 1 to February 22, 1890.										Part delinquent, third, fourth, and first quarters. Delinquent July 1 to August 31, 1889.	
		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Morgantown.....	3	3,006.43	1,300.00	147.12	106.75	7.84	.....	.....	.....	1,561.71	1,504.72	51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Moundsville.....	3	2,701.29	1,300.00	.....	98.82	4.80	.....	.....	.....	1,403.62	1,297.67	52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Parkersburg.....	3	16,777.04	2,400.00	3,362.50	.....	60.16	.....	.....	.....	8,008.43	8,070.21	53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Piedmont.....	3	4,345.16	1,600.00	.....	102.26	7.04	.....	.....	.....	1,000.30	2,735.86	57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Point Pleasant.....	3	2,619.07	1,200.00	149.50	129.50	4.40	.....	.....	.....	1,483.40	1,135.07	57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wellsburg.....	3	3,073.71	1,300.00	.....	139.26	6.00	.....	.....	.....	1,445.20	1,028.45	47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Weston.....	3	3,417.60	1,200.00	250.00	153.18	4.40	.....	.....	.....	1,697.58	1,810.02	47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wheeling.....	1	52,234.90	3,100.00	9,380.29	.....	311.15	.....	.....	.....	23,834.42	28,390.54	46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	143,761.53	27,067.58	15,921.54	2,187.87	503.80	.....	.....	.....	63,280.14	80,472.39	44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WISCONSIN.																									
Antigo.....	3	4,762.65	1,600.00	.....	285.10	3.02	.....	.....	.....	2,080.02	2,673.63	44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Appleton.....	3	13,401.65	2,300.00	1,800.00	850.16	11.12	.....	.....	.....	10,080.31	9,080.31	08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ashland.....	3	13,710.90	2,400.00	2,038.42	600.00	1.41	.....	.....	.....	10,251.25	3,468.71	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Augusta.....	3	6,037.24	1,100.00	.....	128.00	1.04	.....	.....	.....	1,229.04	829.20	60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baraboo.....	3	6,228.32	1,700.00	300.00	345.47	4.16	.....	.....	.....	2,340.63	3,878.60	38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bellevue.....	3	5,392.17	1,700.00	.....	390.90	3.52	.....	.....	.....	2,004.51	3,387.60	37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bellevue Dam.....	3	1,822.27	2,300.00	1,464.53	827.89	3.76	.....	.....	.....	4,598.20	8,224.07	36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Berlin.....	3	7,768.10	1,800.00	231.00	185.00	2.80	.....	.....	.....	2,218.80	4,579.30	33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Black River Falls.....	3	9,853.06	1,600.00	300.00	275.00	1.44	.....	.....	.....	2,176.44	1,070.02	56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boscobel.....	3	9,801.12	1,100.00	100.00	165.31	1.04	.....	.....	.....	1,855.89	1,945.23	59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brookfield.....	3	7,725.17	1,300.00	150.00	190.25	.56	.....	.....	.....	1,606.81	1,078.36	60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington.....	3	1,030.07	1,100.00	.....	291.75	1.36	.....	.....	.....	1,503.11	1,555.90	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chilton.....	3	1,920.70	1,100.00	11.10	115.25	1.04	.....	.....	.....	1,227.39	1,409.20	64	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chippewa Falls.....	3	9,356.99	2,100.00	1,200.00	800.00	1.08	.....	.....	.....	7,887.70	1,409.65	61	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clifton.....	3	2,516.88	1,100.00	150.00	155.35	1.88	.....	.....	.....	1,468.23	1,000.50	44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Columbus.....	3	4,562.88	1,700.00	.....	308.10	2.16	.....	.....	.....	2,010.26	2,582.62	55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Darlington.....	3	3,126.36	1,400.00	100.00	219.25	2.48	.....	.....	.....	1,721.73	1,404.83	55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
De Pere.....	3	4,013.24	1,600.00	.....	192.41	3.32	.....	.....	.....	1,705.93	2,317.31	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dodgeville.....	3	3,024.26	1,400.00	100.00	222.10	2.00	.....	.....	.....	1,705.20	1,318.97	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eau Claire.....	3	2,492.76	1,200.00	100.00	149.50	4.00	.....	.....	.....	1,440.90	1,042.86	58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eau Claire.....	3	19,336.81	2,500.00	2,277.13	1,500.00	68.72	.....	.....	.....	13,000.22	6,235.59	47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Edgerton.....	3	2,253.81	1,100.00	200.00	152.24	1.48	.....	.....	.....	1,153.72	801.09	64	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elkhorn.....	3	2,861.63	1,300.00	.....	134.15	1.00	.....	.....	.....	1,435.75	1,427.88	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Evansville.....	3	3,240.94	1,192.89	.....	117.00	1.32	.....	.....	.....	1,312.41	1,928.53	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florence.....	3	2,369.83	1,100.00	.....	148.90	.38	.....	.....	.....	1,249.78	1,000.05	54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fond du Lac.....	3	14,006.00	2,400.00	2,741.58	880.54	2.50	.....	.....	.....	1,100.64	3,770.02	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fort Atkinson.....	3	3,541.44	1,700.00	250.00	365.51	1.32	.....	.....	.....	2,257.73	3,583.71	41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fort Howard.....	3	3,081.95	1,300.00	300.00	154.55	3.04	.....	.....	.....	1,957.59	1,254.36	64	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Rapids.....	3	2,220.33	1,100.00	100.00	155.50	1.04	.....	.....	.....	1,356.84	872.79	61	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Green Bay.....	2	13,024.96	2,300.00	1,504.38	462.17	17.92	.....	.....	.....	1,208.80	7,831.63	42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hayward.....	3	2,578.90	1,300.00	.....	108.30	1.76	.....	.....	.....	1,476.00	1,158.84	61	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hudson.....	3	4,103.40	1,600.00	162.00	272.37	9.60	.....	.....	.....	2,043.97	2,140.52	49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hurley.....	3	4,890.56	325.67	.....	.....	.....	.....	.....	.....	328.67	9,560.89	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Janesville.....	3	10,150.17	2,078.80	2,078.78	1,127.74	9.12	.....	.....	.....	3,890.91	9,064.52	48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jefferson.....	3	4,416.13	1,500.00	25.00	197.62	2.64	.....	.....	.....	1,725.36	2,600.87	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kenosha.....	3	7,805.89	1,900.00	200.00	385.00	12.10	.....	.....	.....	2,491.10	5,308.73	32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kilbuck City.....	3	2,132.97	1,000.00	.....	194.90	.56	.....	.....	.....	1,350.35	907.42	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—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—continued.											
La Crosse.....	3	\$8,156.46	\$2,900.00	\$4,119.25	\$1,414.47	\$140.75	\$9,843.88	\$18,424.35	\$19,732.11	48	In Government building.
Lake Geneva.....	3	4,885.93	1,600.00	76.00	253.52	3.44	.....	1,912.90	2,982.97	39	
Lancaster.....	3	3,039.40	1,300.00	150.00	192.90	1.84	.....	1,674.74	1,364.66	53	Do.
Madison.....	3	33,881.92	2,800.00	5,229.78	.....	82.50	6,040.15	14,143.43	19,738.40	49	
Manitowish.....	3	8,247.24	2,000.00	1,000.00	376.00	6.50	.....	3,382.56	4,864.68	41	
Marquette.....	2	10,240.08	2,100.00	1,030.00	400.00	6.50	.....	3,616.72	6,623.36	32	
Marshfield.....	3	3,334.41	1,500.00	100.00	196.00	2.48	.....	1,698.48	1,635.93	51	
Mauston.....	3	2,921.18	1,500.00	.....	218.00	6.41	.....	1,718.64	1,202.54	59	
Medford.....	3	2,070.72	1,100.00	.....	131.21	1.20	.....	1,232.41	838.31	60	
Menasha.....	3	4,792.76	1,500.00	400.00	244.00	1.20	.....	2,148.56	2,644.20	45	
Merrill.....	3	5,416.94	1,700.00	500.00	324.55	6.80	.....	2,531.35	2,885.59	47	
Milwaukee.....	3	7,459.46	1,800.00	300.00	324.20	5.20	.....	2,429.40	5,030.06	33	
Mineral Point.....	1	333,385.52	3,700.00	48,984.30	1,574.85	1,441.67	73,449.57	129,150.69	224,234.83	37	Do.
Monroe.....	3	3,247.46	1,400.00	150.00	139.35	1.60	.....	1,710.95	1,536.51	53	
Monroe.....	3	5,621.64	1,700.00	300.00	332.25	6.24	.....	2,359.49	3,262.15	40	
Neenah.....	3	298.94	126.37	.....	.....	.....	.....	126.37	142.57	47	
Neenah.....	3	7,036.94	1,800.00	150.00	280.00	.....	.....	2,210.00	4,816.94	31	
Neillsville.....	3	3,340.91	1,500.00	250.00	.....	2.26	.....	1,981.26	1,359.65	59	
New London.....	3	2,421.91	1,100.00	.....	137.14	1.52	.....	1,228.66	1,193.25	51	
New Richmond.....	3	3,175.65	1,400.00	80.00	208.50	1.68	.....	1,680.18	1,485.47	53	
Oconomowoc.....	3	3,006.51	1,500.00	200.00	227.93	4.22	.....	1,922.25	2,084.26	49	
Oconomowoc.....	3	5,370.14	1,600.00	150.00	165.79	2.40	.....	1,918.19	3,451.95	36	
Oconto.....	3	26,475.69	2,700.00	3,192.92	1,194.15	88.48	7,767.72	14,932.37	11,543.32	56	In Government building.
Phillips.....	3	297.62	90.69	.....	.....	.....	.....	90.69	116.96	44	Presidential from June 1, 1890.
Platteville.....	3	4,102.97	1,500.00	90.00	253.87	1.36	.....	1,815.23	2,287.74	45	
Portage.....	3	5,086.81	1,700.00	500.00	311.04	8.24	.....	2,519.32	2,567.49	42	
Prairie du Chien.....	3	9,698.11	1,300.00	200.00	192.00	2.16	.....	1,694.16	8,003.95	41	
Racine.....	3	35,204.07	2,800.00	3,658.50	1,462.95	171.43	8,956.50	17,048.74	18,255.33	51	
Reedsburg.....	3	3,001.04	1,500.00	.....	168.75	1.12	.....	1,469.87	1,531.17	40	
Rhinelander.....	3	3,049.68	1,400.00	.....	293.00	1.36	.....	1,627.36	1,422.32	28	
Rice Lake.....	3	2,865.61	1,200.00	157.50	231.75	1.04	.....	1,346.36	1,500.25	48	
Ripon.....	3	3,181.80	1,300.00	600.00	522.25	4.80	.....	2,512.89	2,668.91	43	
Richland Center.....	3	3,461.37	1,400.00	.....	223.00	3.84	.....	2,537.63	2,923.74	47	
River Falls.....	3	3,501.91	1,500.00	.....	33.75	4.11	.....	1,629.54	1,872.37	40	
Shawano.....	3	13,018.31	2,300.00	30.11	83.75	10.08	4,340.04	3,224.27	1,088.04	61	Presidential from April 1, 1890.
Sheboygan.....	2	13,018.31	2,300.00	1,197.00	83.75	10.08	.....	3,747.39	4,270.92	67	
Sheboygan Falls.....	3	2,637.17	1,200.00	.....	197.63	3.50	.....	1,358.21	1,278.96	54	
Shullsburg.....	3	7,762.18	1,375.00	.....	43.00	2.4	.....	2,103.24	5,658.94	56	
Sparta.....	3	5,279.13	1,700.00	300.00	197.00	5.76	.....	2,133.47	3,145.66	41	Presidential from February 15, 1890.
Stevens Point.....	3	7,578.15	1,900.00	300.00	360.00	10.68	.....	2,576.88	5,001.27	34	

Stoughton.....	3	4,094.40	1,500.00	.....	187.20	1.44	.....	1,068.64	2,426.16	41
Sturgeon Bay.....	3	2,220.63	1,000.00	366.70	123.40	3.08	.....	1,530.37	680.26	69
Superior.....	3	3,040.43	1,100.00	.....	126.53	3.36	.....	1,233.59	1,806.54	41
Tonah.....	3	3,610.80	1,400.00	216.81	224.63	2.00	.....	1,843.14	1,767.36	51
Yroqua.....	3	2,602.13	1,500.00	200.00	131.61	1.92	.....	1,553.53	1,018.62	60
Washburn.....	3	2,734.08	1,900.00	.....	163.82	1.36	.....	1,467.18	1,297.50	54
Watertown.....	2	9,459.63	2,000.00	952.94	607.63	13.84	.....	3,576.43	5,881.20	38
Waukesha.....	2	10,817.13	2,900.00	1,500.00	520.00	13.04	.....	3,835.04	6,882.09	36
Waupaca.....	3	3,863.77	1,400.00	150.00	213.30	1.84	.....	1,707.34	2,153.43	45
Waupun.....	3	4,022.49	1,900.00	1,100.00	348.35	88	1,986.39	1,744.38	2,278.11	43
Wausau.....	2	9,685.56	2,900.00	.....	415.00	58.00	.....	5,863.04	4,021.62	39
West Superior.....	3	12,643.49	1,900.00	150.00	.....	14.08	.....	7,478.08	10,004.41	20
White Water.....	3	7,408.12	1,900.00	.....	366.25	4.64	.....	2,270.89	5,197.23	30
<b>Total.....</b>		<b>835,016.09</b>	<b>141,744.39</b>	<b>96,028.71</b>	<b>30,517.23</b>	<b>2,354.65</b>	<b>142,371.57</b>	<b>413,016.55</b>	<b>522,599.54</b>	<b>44</b>
<b>WYOMING.</b>										
Buffalo.....	3	2,257.62	1,100.00	50.00	158.50	.....	.....	1,308.60	949.12	58
Carbon.....	3	1,934.65	1,000.00	.....	128.35	.....	.....	1,129.31	805.34	58
Cheyenne.....	2	13,289.57	2,400.00	2,316.63	1,500.00	25.20	2,604.78	8,846.61	4,442.96	67
Evansston.....	3	4,096.08	1,500.00	.....	228.50	2.64	.....	1,732.14	2,364.84	42
Laramie.....	2	8,310.46	2,100.00	991.85	52.00	5.47	.....	3,149.42	5,161.04	38
Larwins.....	3	3,657.60	1,500.00	250.00	246.50	2.40	.....	1,998.90	1,658.70	55
Rock Springs.....	3	4,487.30	1,400.00	.....	197.88	2.08	.....	1,599.96	2,887.34	36
<b>Total.....</b>		<b>38,034.18</b>	<b>11,000.00</b>	<b>3,608.58</b>	<b>2,512.73</b>	<b>38.75</b>	<b>2,604.78</b>	<b>10,764.84</b>	<b>18,268.34</b>	<b>52</b>

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1890.

States and Territories.	Balance from last year.	Domestic money-orders issued.			Postal-notes issued.		
		Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama	\$26,132.24	193,694	\$2,256,119.94	\$18,090.25	74,947	\$130,021.41	\$2,250.93
Alaska		480	12,409.81	74.32	158	270.48	4.74
Arizona	11,014.74	30,228	641,773.60	4,329.85	15,884	30,766.99	477.15
Arkansas	29,059.14	160,562	2,031,237.06	15,003.97	83,674	145,547.98	2,513.40
California	123,035.18	399,370	4,949,316.49	37,092.49	207,080	398,029.08	6,223.05
Colorado	23,822.60	209,021	2,654,907.40	20,357.13	114,734	210,008.09	3,445.62
Connecticut	13,144.20	132,719	1,324,333.68	11,404.90	98,863	179,285.52	2,970.09
Delaware	2,290.48	13,324	136,280.68	1,163.16	13,558	26,161.12	407.31
District of Columbia	11,111.02	55,084	744,396.31	5,546.28	20,992	53,706.77	812.64
Florida	20,843.53	111,994	1,157,866.29	9,793.37	65,428	112,498.49	1,965.87
Georgia	31,113.75	196,442	2,258,172.82	18,250.65	122,036	223,913.54	3,668.19
Idaho	31,988.64	31,647	515,041.16	3,572.72	17,509	32,995.70	525.84
Illinois	87,651.00	775,619	7,608,363.10	66,092.05	500,171	873,705.81	15,031.86
Indiana	40,281.81	436,343	3,921,003.38	35,647.85	269,698	462,087.8	8,081.94
Indian Territory	948.10	22,906	295,440.26	2,232.26	12,763	22,730.30	308.10
Iowa	66,109.55	552,621	4,599,648.06	43,597.02	305,568	818,411.35	15,188.85
Kansas	42,359.90	476,378	4,035,276.14	37,921.49	384,669	623,822.05	11,548.56
Kentucky	10,185.34	139,379	1,308,754.98	11,591.57	75,504	130,355.95	2,268.81
Louisiana	86,155.12	153,282	2,439,164.48	17,244.51	39,069	71,276.29	1,192.68
Maine	16,380.50	106,700	1,264,472.27	10,070.34	76,606	137,310.13	2,301.29
Maryland	8,696.73	67,111	818,000.25	6,444.44	61,138	117,231.29	1,830.93
Massachusetts	68,463.59	346,619	3,868,700.20	31,507.29	251,074	466,682.85	7,544.16
Michigan	67,201.00	496,507	4,788,487.28	41,987.77	334,000	581,683.85	10,048.71
Minnesota	38,890.31	248,270	2,459,040.29	21,593.13	170,769	293,434.78	5,119.61
Mississippi	24,328.70	198,530	2,375,560.46	19,943.98	62,276	105,334.89	1,870.32
Missouri	59,160.61	452,580	4,488,901.87	38,785.10	313,803	538,683.79	9,424.56
Montana	28,951.44	61,784	972,253.55	6,767.56	41,653	79,557.31	1,250.28
Nebraska	22,129.87	213,092	1,758,411.50	16,690.17	219,859	352,267.49	6,662.22
Nevada	8,156.89	27,877	462,545.35	3,216.63	11,181	22,730.58	363.70
New Hampshire	5,523.18	69,835	663,495.54	5,831.87	65,904	118,680.67	1,909.27
New Jersey	11,958.22	121,162	1,423,998.73	11,334.62	79,919	142,814.72	2,401.08
New Mexico	12,391.91	36,646	461,016.51	3,569.14	22,720	42,479.25	682.35
New York	107,466.63	757,821	8,470,978.09	69,026.64	527,592	953,283.57	15,864.09
North Carolina	15,142.64	144,661	1,548,569.19	12,936.91	80,879	148,090.31	2,429.13
North Dakota	3,379.62	35,123	343,401.79	2,995.27	39,528	67,555.47	1,187.22
Ohio	51,236.58	672,287	6,359,945.86	66,262.09	459,855	775,396.11	13,541.67
Oregon	94,092.11	109,816	1,674,503.84	11,089.32	60,901	109,886.82	1,830.69
Pennsylvania	68,583.79	599,192	6,305,934.23	53,024.57	440,202	799,192.08	13,224.50
Rhode Island	4,137.00	42,215	493,162.85	3,093.79	23,521	41,645.63	707.11
South Carolina	10,515.26	114,018	1,122,972.62	9,776.22	54,011	98,281.44	1,621.65
South Dakota	18,455.93	70,207	611,371.39	5,785.0	78,122	131,069.77	2,346.81
Tennessee	21,932.50	174,184	1,830,721.82	15,389.67	74,437	106,873.13	2,236.14
Texas	114,371.01	572,297	7,842,757.43	58,811.30	273,065	462,812.13	8,203.23
Utah	17,617.00	43,613	634,786.50	4,686.08	20,690	40,738.02	621.57
Vermont	5,330.64	60,009	548,389.66	4,037.62	50,884	88,718.68	1,527.96
Virginia	10,419.56	136,908	1,431,879.32	12,095.14	77,487	140,855.32	2,327.16
Washington	29,122.93	142,493	1,984,380.62	14,250.86	61,556	113,110.37	1,819.47
West Virginia	5,815.17	57,430	562,230.95	4,894.58	43,327	77,738.67	1,301.28
Wisconsin	53,262.29	341,513	3,492,133.19	29,844.99	215,667	382,526.07	6,476.49
Wyoming	6,460.25	27,322	388,775.18	2,847.93	15,761	28,908.18	473.49
Total	1,679,721.22	10,624,727	114,362,757.12	950,755.57	6,927,825	12,160,489.00	208,123.23

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 received from postmasters.	Drafts on postmaster at New York, N. Y.
	Number.	Amount.	Fees.			
Alabama.....	2,602	\$43,531.02	\$524.80	13,684	\$1,106,987.67	\$47,025.00
Alaska.....	66	2,806.12	29.00			
Arizona.....	372	9,017.07	99.50		27,456.00	150.00
Arkansas.....	1,002	17,970.13	210.10	14,687	1,014,141.44	57,910.00
California.....	44,712	885,867.74	10,255.50	24,363	3,913,176.94	64,595.00
Colorado.....	20,797	486,435.41	5,439.25	15,189	1,631,420.66	66,354.94
Connecticut.....	24,235	356,371.41	4,437.05	7,680	478,873.56	180,115.00
Delaware.....	1,638	22,311.25	284.00	7,292	1,052,281.89	8,075.00
District of Columbia.....	4,947	76,771.81	486.70	7,222	430,617.76	7,500.00
Florida.....	2,007	41,918.18	486.70	8,636	397,872.00	35,872.00
Georgia.....	3,407	75,941.71	867.00	27,195	1,683,131.71	247,685.00
Idaho.....	468	11,377.70	128.10	933	125,894.41	5,392.00
Illinois.....	72,612	1,088,346.25	13,658.65	110,889	7,898,203.66	1,531,087.00
Indiana.....	7,710	97,206.11	1,292.85	31,057	1,373,566.32	821,881.00
Indian Territory.....	196	3,756.81	45.40			9,950.00
Iowa.....	8,446	77,797.83	1,353.70	60,758	2,014,086.84	917,543.02
Kansas.....	4,863	70,779.71	905.40	5,474	267,722.58	921,616.00
Kentucky.....	3,933	61,657.38	763.40	11,468	617,740.69	297,382.00
Louisiana.....	7,921	203,956.92	2,248.75	30,574	3,688,106.30	175.00
Maine.....	7,490	127,269.69	1,545.40	13,276	1,004,550.94	79,885.00
Maryland.....	5,156	118,007.31	1,500.90	13,240	860,040.91	55,234.00
Massachusetts.....	96,723	1,387,773.45	17,383.70	36,383	3,028,189.70	370,722.00
Michigan.....	35,101	538,310.99	6,730.80	39,611	1,831,912.65	760,288.00
Minnesota.....	13,617	198,054.59	2,535.70	40,139	1,812,206.88	393,005.00
Mississippi.....	516	9,565.64	111.20			105,860.00
Missouri.....	16,590	253,207.91	3,151.55	143,370	7,196,019.46	329,376.00
Montana.....	10,434	242,248.73	2,656.20	5,791	784,782.00	370.00
Nebraska.....	5,353	76,601.29	972.80	28,415	1,310,138.32	148,156.00
Nevada.....	1,650	40,157.93	448.00		350.00	290.00
New Hampshire.....	6,546	91,637.78	1,184.55			90,017.00
New Jersey.....	44,569	595,188.59	7,021.20	1,949	99,723.75	290,274.60
New Mexico.....	791	18,884.29	210.35	6,486	324,204.00	20,893.00
New York.....	213,945	2,976,381.92	37,660.85	88,811	38,247,475.94	1,245,636.38
North Carolina.....	1,019	21,058.69	248.50	5,940	283,817.14	121,880.00
North Dakota.....	1,120	15,941.17	206.25			32,653.00
Ohio.....	34,281	459,846.30	5,961.20	70,492	3,234,749.40	1,070,001.00
Oregon.....	5,744	129,233.49	1,466.00	18,555	2,308,280.93	58,950.00
Pennsylvania.....	74,484	1,088,638.05	13,701.05	65,161	5,490,161.27	454,112.60
Rhode Island.....	14,429	205,062.29	2,508.50	2,760	197,067.84	2,160.00
South Carolina.....	1,175	27,080.31	310.00	12,194	646,012.13	77,225.00
South Dakota.....	2,420	63,801.20	608.30	2,170	187,062.85	131,635.00
Tennessee.....	3,061	56,557.54	609.45	24,833	1,415,885.83	103,806.45
Texas.....	8,271	141,806.92	1,710.20	55,029	4,479,134.59	258,246.00
Utah.....	4,295	73,245.18	846.80	5,216	517,184.72	23,770.00
Vermont.....	4,586	80,527.70	958.40			124,605.43
Virginia.....	3,391	73,070.53	830.90	20,749	1,188,316.52	239,200.00
Washington.....	9,023	220,828.49	2,457.40		7,000.00	500.00
West Virginia.....	968	17,436.30	206.30			61,550.00
Wisconsin.....	15,850	201,435.38	2,683.55	38,305	2,511,895.24	353,406.60
Wyoming.....	1,581	34,415.35	591.55			20,490.00
Total.....	869,054	13,230,135.71	163,613.90	1,107,214	106,315,322.87	12,151,865.42

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Transferred from post- age fund.	Gain.	Pre- mium.	Balance due post- masters.	Domestic money-orders paid.		Domestic money- orders repaid.	
					Number.	Amount.	No.	Amount.
Alabama.....	\$2,630.43			\$188.47	88,447	\$1,218,529.58	1,689	\$16,545.60
Alaska.....					28	712.35	3	14.00
Arizona.....	351.32			4.91	8,449	229,427.36	340	6,083.51
Arkansas.....	1,810.60	\$0.73		819.37	68,975	1,007,353.92	1,636	16,789.46
California.....	30,662.22			258.23	307,237	4,842,862.13	3,176	39,943.58
Colorado.....	7,922.74			265.94	116,090	1,701,312.71	2,658	31,659.60
Connecticut.....	8,177.55			252.98	132,743	1,342,979.43	747	7,358.62
Delaware.....	1,569.61			19.54	7,376	97,127.00	63	550.17
District of Columbia.....					89,713	929,564.49	332	4,809.31
Florida.....	9,412.89	.25		530.97	56,129	725,624.96	1,026	9,379.49
Georgia.....	3,516.14	.73		548.73	176,471	1,992,365.25	1,524	13,412.50
Idaho.....	926.34	.21		5.53	7,688	182,645.81	269	4,644.95
Illinois.....	58,714.90	7.37		2,361.86	1,334,408	11,788,373.53	5,400	55,125.28
Indiana.....	15,595.72	.28		1,255.62	323,766	3,662,998.68	2,873	22,012.66
Indian Territory.....	5,371.00			52.39	6,529	114,661.81	254	2,371.23
Iowa.....	21,792.48	.18		2,295.27	336,237	3,673,142.34	4,218	30,963.25
Kansas.....	26,769.93		\$2.67	4,667.86	273,045	3,240,335.56	4,568	33,980.67
Kentucky.....	7,551.60	2.22		346.55	136,176	1,531,063.09	1,190	9,225.49
Louisiana.....	1,390.75	6.04		364.79	190,427	2,453,785.75	1,124	14,364.63
Maine.....	7,316.85			271.25	96,273	1,120,460.00	555	5,646.46
Maryland.....	4,226.10	1.19		139.49	165,220	1,320,107.82	426	4,839.05
Massachusetts.....	26,399.57			240.97	649,557	5,099,851.99	2,635	21,891.09
Michigan.....	28,279.44	4.22		1,039.77	367,725	4,053,506.63	3,628	32,918.69
Minnesota.....	189,876.89	.10		370.75	211,056	2,333,787.43	1,909	16,432.37
Mississippi.....	4,279.71	2.20		402.31	60,509	913,629.19	1,680	15,860.92
Missouri.....	22,054.03	6.44		1,958.70	622,895	7,197,013.96	3,765	33,526.59
Montana.....	2,041.39			37.90	17,013	339,891.87	528	7,692.16
Nebraska.....	17,719.87	1.62		1,165.19	131,097	1,482,298.06	2,631	15,261.35
Nevada.....	62.90			9.30	6,376	121,458.14	214	3,644.83
New Hampshire.....	6,243.25			96.07	44,162	546,693.28	344	2,843.17
New Jersey.....	14,720.81	.78		204.59	103,559	1,398,615.66	737	8,112.95
New Mexico.....	413.54			23.02	9,538	180,117.67	359	4,086.52
New York.....	54,481.18	461.04		2,488.17	1,688,111	14,770,026.84	5,360	66,278.77
North Carolina.....	8,326.36	1.19		257.52	74,499	924,706.66	1,091	9,014.62
North Dakota.....	1,996.27			199.07	11,480	175,973.17	343	2,865.31
Ohio.....	27,719.56	.90		1,584.79	736,988	7,172,633.34	4,279	38,444.33
Oregon.....	2,245.03	.11		139.22	63,073	1,344,797.12	1,091	18,418.27
Pennsylvania.....	36,576.98	.73		1,395.24	709,874	6,722,465.51	4,324	43,862.08
Rhode Island.....	701.00			12.73	29,596	357,980.67	229	2,324.36
South Carolina.....	2,637.43			79.11	56,191	627,861.45	753	6,184.74
South Dakota.....	4,680.43	13.35		204.36	32,965	437,587.89	727	6,898.37
Tennessee.....	7,585.24			781.98	185,676	2,238,637.82	1,424	13,701.04
Texas.....	21,624.37	23.10		2,222.12	310,515	5,105,999.58	5,553	59,928.73
Utah.....	867.27			42.29	23,247	466,877.20	374	4,715.42
Vermont.....	5,894.16			266.21	38,473	476,906.02	392	3,889.12
Virginia.....	8,811.36			136.80	119,013	1,465,705.55	1,016	9,094.27
Washington.....	5,859.42	.50		12.56	45,057	978,624.54	1,544	28,776.83
West Virginia.....	2,697.98			264.64	26,326	340,829.90	441	3,784.12
Wisconsin.....	17,487.30			1,383.28	257,742	2,935,023.10	2,279	22,000.95
Wyoming.....	921.15				5,987	128,871.25	202	3,045.81
Total.....	738,843.69	535.39	2.67	31,628.41	10,514,548	113,513,300.06	82,060	834,331.29

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories	Postal-notes paid.		Postal-notes re-paid.		International orders paid.		International orders repaid.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Alabama	30,054	\$58,975.25	398	\$775.38	277	\$6,104.77	8	\$36.83
Alaska	7	15.22						
Arizona	3,237	7,178.17	6	16.60	88	1,517.31		
Arkansas	31,797	63,799.00	401	791.57	301	9,294.31	5	93.00
California	153,759	318,998.88	1,481	3,021.25	11,179	267,654.02	153	2,857.82
Colorado	59,429	110,404.50	378	722.31	2,231	60,901.76	41	1,123.59
Connecticut	96,251	159,815.82	754	1,455.61	5,679	78,623.97	75	893.88
Delaware	5,099	10,488.26	66	132.22	195	4,709.70	2	25.00
District of Columbia	84,425	123,870.83	163	313.30	5,118	39,055.44	28	596.55
Florida	29,390	51,404.83	431	754.03	803	17,947.66	8	91.86
Georgia	96,656	178,641.26	793	1,472.02	377	7,366.21	12	230.18
Idaho	3,229	7,189.63	68	137.05	60	1,671.59	3	70.00
Illinois	885,230	1,540,444.60	2,764	5,161.02	27,032	492,736.60	200	2,530.92
Indiana	172,256	321,805.96	1,093	2,059.01	3,419	75,390.39	40	375.50
Indian Territory	2,563	5,404.75	51	104.83	39	1,232.88		
Iowa	245,271	459,204.28	2,019	3,490.40	4,075	105,514.18	26	362.36
Kansas	105,827	292,511.41	1,960	3,450.35	1,707	48,414.41	24	294.50
Kentucky	61,241	115,257.02	477	861.19	944	23,715.36	13	175.98
Louisiana	292,667	439,119.10	322	610.62	2,335	45,025.63	34	317.92
Maine	63,406	107,623.43	321	526.89	3,859	47,793.89	28	358.75
Maryland	66,594	132,563.76	638	1,290.08	2,291	49,492.60	20	297.34
Massachusetts	448,690	790,564.02	971	1,544.09	26,197	361,265.43	288	4,211.72
Michigan	231,958	419,284.99	1,158	1,959.60	11,813	234,344.83	150	1,000.02
Minnesota	134,737	250,303.60	1,069	2,059.18	5,937	166,595.65	43	570.47
Mississippi	20,455	39,702.58	297	522.01	63	1,617.06	3	29.83
Missouri	407,127	736,436.16	1,708	3,311.84	4,718	115,308.78	69	1,007.99
Montana	10,610	21,741.82	133	244.09	490	16,734.79	20	626.76
Nebraska	110,650	202,965.63	1,301	2,203.79	1,966	69,542.75	20	374.79
Nevada	2,227	5,143.63	98	225.98	109	2,813.91	8	223.49
New Hampshire	38,386	73,441.67	298	559.34	891	17,479.62	19	258.44
New Jersey	63,782	107,061.16	541	1,066.44	6,553	141,204.98	114	1,403.73
New Mexico	4,822	9,820.65	49	98.72	112	4,131.25	5	123.97
New York	1,223,625	2,048,997.23	2,636	5,277.23	86,464	1,277,115.49	611	8,898.01
North Carolina	39,495	79,392.75	61	107.62	186	4,410.30	6	178.62
North Dakota	9,419	15,960.49	152	243.51	63	30,888.33	8	98.87
Ohio	480,588	837,275.21	1,434	2,673.00	10,836	213,471.96	35	1,345.95
Oregon	26,763	53,915.12	391	820.58	1,503	42,864.61	17	889.05
Pennsylvania	487,589	848,327.34	3,332	7,003.66	22,418	349,780.25	232	2,965.79
Rhode Island	19,763	34,473.03	303	680.40	1,828	32,261.68	45	674.75
South Carolina	25,369	51,028.22	268	517.24	145	3,310.20	1	.97
South Dakota	27,532	49,675.20	319	539.55	859	30,550.18	10	192.99
Tennessee	71,726	127,930.02	364	659.91	523	11,237.25	12	162.24
Texas	128,445	238,098.99	1,477	2,589.97	1,840	54,419.84	38	577.20
Utah	8,865	19,531.47	59	104.04	398	8,605.91	25	430.70
Vermont	24,776	45,916.83	223	401.99	1,009	17,122.33	15	274.25
Virginia	40,730	100,672.53	433	747.34	776	16,728.65	7	97.34
Washington	17,293	35,497.52	336	612.03	2,151	61,793.14	30	710.90
West Virginia	15,830	32,045.54	163	319.80	186	4,449.69	2	16.00
Wisconsin	138,825	269,527.60	448	783.70	5,450	162,789.86	57	652.63
Wyoming	2,792	5,961.30	86	154.77	164	4,744.11	1	5.00
Total	8,831,206	12,063,005.09	34,705	63,569.35	268,405	4,842,396.29	2,677	39,141.53

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Drafts paid by postmaster at New York, N. Y.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Expense.
Alabama.....		\$2,293,885.95	\$198.94	\$204.00	\$29.55
Alaska.....		11,460.00			
Arizona.....		466,333.49		23.00	1.80
Arkansas.....		2,152,672.52	28.52	15.00	104.75
California.....		4,816,044.45	38.78	88.12	5,217.14
Colorado.....		3,133,348.34	1.03	399.70	1,035.32
Connecticut.....		950,134.62	191.91	73.02	356.83
Delaware.....		83,254.90	154.00		
District of Columbia.....		834,070.65			8,774.78
Florida.....		972,090.93	130.28	142.47	9.25
Georgia.....		2,311,096.68	74.00		226.94
Idaho.....		493,023.00	46.97		
Illinois.....		5,195,470.91	15,113.72	540.15	18,983.31
Indiana.....		2,635,981.43	400.49	48.00	16.65
Indian Territory.....		208,269.91			
Iowa.....		4,269,314.37	218.07	220.22	10.00
Kansas.....		2,364,021.74	604.80	13.05	28.35
Kentucky.....		662,680.00	306.00		7.00
Louisiana.....		3,480,329.19	127.54	797.99	7.55
Maine.....		1,347,259.68	66.04	44.52	10.20
Maryland.....		474,507.43	9.23		16.95
Massachusetts.....		2,915,367.95	565.11	32.10	3,701.86
Michigan.....		3,851,360.72	928.50	23.43	12.00
Minnesota.....		2,595,653.25	364.38	35.48	19.07
Mississippi.....		1,638,467.05	150.81	435.52	22.12
Missouri.....		4,772,634.30	780.32	50.51	5,826.07
Montana.....		1,080,793.38	20.66	6.49	9.25
Nebraska.....		1,900,322.95	195.74		4.26
Nevada.....		394,614.13	1.02		
New Hampshire.....		335,646.00	226.00		8.05
New Jersey.....		921,938.91	423.29	80.48	
New Mexico.....		680,341.00		166.00	1.00
New York.....	\$12,001,993.59	21,066,576.26	663,810.01	223.26	34,225.64
North Carolina.....		1,119,516.45	414.16		2.00
North Dakota.....		237,540.37	275.85	25.00	7.20
Ohio.....		3,701,554.19	465.79	127.94	6,689.39
Oregon.....		2,824,879.32	47.00	880.00	1.75
Pennsylvania.....		6,249,537.52	578.77	.37	83,364.47
Rhode Island.....		516,881.49		4.83	4.81
South Carolina.....		1,291,783.13	843.17		379.16
South Dakota.....		630,335.89		14.54	3.90
Tennessee.....		1,155,114.00	294.00		3,864.00
Texas.....		7,786,063.97	1,002.92	812.93	1,005.81
Utah.....		816,712.00	590.00		240.03
Vermont.....		307,957.91	80.00		
Virginia.....		1,492,867.77	155.00	6.35	1,694.30
Washington.....		1,238,888.29	6.64		
West Virginia.....		342,517.48	69.00		222.74
Wisconsin.....		3,588,597.68	125.67	123.42	79.22
Wyoming.....		331,300.52			80.60
Total.....	12,001,993.59	115,536,413.57	690,811.13	5,158.89	126,285.27

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.	Balance due post- masters last year.
Alabama .....	\$6,136.02	\$588.57	\$31,214.50	\$377.82
Alaska .....	20.19	1.03	3,371.07	.....
Arizona .....	1,384.58	162.77	13,295.43	18.01
Arkansas .....	5,978.00	811.64	28,818.91	280.22
California .....	9,260.03	1,408.83	103,784.05	834.75
Colorado .....	5,818.46	847.26	56,451.35	378.94
Connecticut .....	3,041.02	623.42	14,143.88	263.81
Delaware .....	372.21	105.31	1,622.86	20.49
District of Columbia .....	.....	.....	12,092.27	.....
Florida .....	4,391.42	644.57	25,273.43	321.10
Georgia .....	5,961.15	973.22	34,540.10	424.46
Idaho .....	1,416.01	199.48	36,885.18	16.74
Illinois .....	24,846.85	4,374.53	96,551.82	3,025.27
Indiana .....	14,284.40	2,214.69	38,615.93	1,407.59
Indian Territory .....	1,044.81	140.24	4,567.64	124.54
Iowa .....	20,572.25	4,093.38	58,558.02	1,291.33
Kansas .....	18,522.63	3,847.34	35,979.91	1,387.57
Kentucky .....	4,095.26	602.49	9,948.64	29.65
Louisiana .....	4,805.43	296.65	70,859.88	284.75
Maine .....	4,011.48	692.75	20,523.84	396.23
Maryland .....	1,640.68	352.59	6,858.47	299.28
Massachusetts .....	6,198.92	1,145.02	66,406.65	586.63
Michigan .....	16,843.11	2,808.84	59,928.01	874.15
Minnesota .....	7,754.12	1,388.37	38,706.86	563.90
Mississippi .....	7,437.83	626.78	26,713.10	1,043.62
Missouri .....	14,460.74	2,759.30	56,792.43	1,421.03
Montana .....	1,997.93	367.53	31,636.86	153.27
Nebraska .....	7,886.28	2,141.19	26,426.81	1,233.34
Nevada .....	878.59	00.43	9,078.19	41.21
New Hampshire .....	2,495.06	592.53	7,278.46	198.36
New Jersey .....	2,868.93	476.38	15,323.54	605.64
New Mexico .....	1,321.05	217.03	14,286.89	55.71
New York .....	16,276.23	2,949.34	214,942.77	3,055.70
North Carolina .....	5,469.49	775.56	18,127.01	552.85
North Dakota .....	1,381.96	387.61	4,261.27	166.19
Ohio .....	18,984.97	3,244.43	58,826.81	2,091.15
Oregon .....	3,826.71	535.52	101,942.94	89.57
Pennsylvania .....	15,784.02	3,001.04	84,765.12	2,648.35
Rhode Island .....	542.44	71.34	5,165.63	57.51
South Carolina .....	4,042.20	508.27	15,871.88	169.54
South Dakota .....	2,974.32	768.75	17,225.29	267.52
Tennessee .....	5,330.85	597.58	22,506.73	462.91
Texas .....	20,601.67	2,507.34	115,604.21	1,117.27
Utah .....	1,051.50	121.77	15,326.05	43.31
Vermont .....	2,358.33	467.94	5,967.69	249.62
Virginia .....	4,363.28	531.84	19,082.03	274.34
Washington .....	3,543.04	443.10	30,392.99	62.00
West Virginia .....	2,188.10	415.62	7,164.57	44.40
Wisconsin .....	12,164.28	1,879.52	58,118.71	967.54
Wyoming .....	823.25	116.04	8,554.06	20.43
Total .....	329,452.68	55,797.37	1,860,381.68	29,756.41

## 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	199	\$3,172.75	\$39.89	1,450	\$21,808.07	\$262.79
Alaska	38	2,016.25	20.09	7	167.87	1.99
Arizona	32	726.15	8.40	141	3,489.18	38.29
Arkansas	97	1,303.08	17.20	349	6,200.52	73.15
California	4,049	80,883.10	946.50	16,188	258,221.95	3,127.25
Colorado	1,896	49,227.63	548.00	12,666	237,092.80	2,721.00
Connecticut	1,374	23,718.80	287.85	13,009	147,445.40	1,962.20
Delaware	69	1,037.20	12.80	924	9,878.17	121.09
District of Columbia	318	5,133.28	64.70	2,360	30,536.48	403.49
Florida	230	4,643.68	55.80	814	14,522.42	176.50
Georgia	408	10,201.50	111.00	1,539	29,672.99	348.00
Idaho	67	2,220.86	24.20	265	5,712.68	63.70
Illinois	4,347	67,463.84	840.25	24,032	290,885.50	3,826.05
Indiana	453	4,747.76	68.70	2,164	23,820.89	327.95
Indian Territory	2	3.71	.20	149	2,354.60	28.50
Iowa	748	7,599.90	113.50	2,637	27,150.06	388.23
Kansas	365	3,888.86	56.05	1,820	25,156.14	327.80
Kentucky	216	3,367.22	42.60	1,500	20,236.45	257.10
Louisiana	225	5,608.58	64.40	922	19,586.44	225.38
Maine	2,836	51,443.92	611.60	3,511	49,985.52	635.90
Maryland	295	4,619.88	58.00	2,648	41,456.08	515.70
Massachusetts	20,020	364,949.39	4,294.25	54,311	612,784.61	8,181.20
Michigan	8,216	117,122.86	1,512.55	12,711	162,454.88	2,096.95
Minnesota	2,435	41,963.80	518.95	3,739	45,518.01	607.60
Mississippi	49	601.66	8.10	176	3,008.13	36.10
Missouri	959	13,410.00	174.75	6,017	77,636.32	1,002.25
Montana	900	23,768.52	262.00	7,885	169,502.54	1,864.30
Nebraska	373	4,855.47	64.90	1,973	24,804.47	322.40
Nevada	173	5,520.09	59.50	1,008	19,012.70	222.80
New Hampshire	1,473	25,403.40	310.20	4,072	51,881.19	664.55
New Jersey	1,151	18,155.83	224.40	25,068	274,640.02	3,720.80
New Mexico	69	1,260.03	15.70	423	8,919.51	99.75
New York	12,029	185,110.09	2,323.80	103,048	1,258,658.00	16,368.40
North Carolina	86	1,468.38	18.60	500	8,011.14	90.60
North Dakota	316	3,509.74	51.20	802	4,865.57	53.75
Ohio	2,533	36,095.47	481.10	15,244	180,695.74	2,414.70
Oregon	670	12,885.43	182.70	1,751	31,033.80	368.50
Pennsylvania	2,602	44,098.58	542.20	45,251	548,082.39	7,223.75
Rhode Island	1,471	26,046.14	316.90	9,431	110,388.91	1,476.00
South Carolina	65	823.11	10.30	478	10,272.08	110.00
South Dakota	138	2,766.44	32.85	1,670	35,946.21	405.20
Tennessee	246	4,098.24	50.50	1,300	20,847.83	250.70
Texas	363	5,595.71	71.20	2,501	39,391.48	486.10
Utah	235	3,510.51	44.90	2,853	47,566.60	577.00
Vermont	732	10,051.01	133.05	3,094	54,469.78	64.15
Virginia	414	6,296.69	76.20	1,817	40,374.61	482.90
Washington	2,048	49,632.36	556.20	2,624	48,665.37	566.60
West Virginia	24	170.15	3.10	452	5,714.69	72.20
Wisconsin	1,044	17,418.40	216.70	2,961	35,083.02	476.75
Wyoming	76	1,103.44	14.50	979	17,121.96	199.95
Total	79,184	1,360,751.18	16,516.25	402,775	5,211,262.47	66,923.65

*issued, paid, and repaid, and fees collected during the fiscal year ended June 30, 1890.*

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.
550	9,202.52	112.90	78	1,143.38	14.10	105	3,694.00	38.40
116	2,058.10	23.90	1	10.00	.10	4	146.00	1.50
385	5,988.27	73.65	21	860.65	8.80	27	847.00	8.90
10,661	194,145.07	2,283.70	94	1,417.19	17.30	68	1,857.74	20.10
1,574	30,102.85	351.20	2,057	47,824.71	531.70	1,722	46,957.56	502.90
3,286	38,877.13	521.20	1,304	52,426.10	567.80	791	33,159.83	343.40
432	5,369.77	71.10	391	6,999.70	85.80	2,764	74,763.82	802.35
1,200	18,555.56	220.50	49	1,150.00	13.10	36	1,493.36	15.90
248	4,290.27	61.10	149	2,490.06	30.90	319	7,756.32	86.20
899	22,368.26	254.20	45	793.47	9.50	300	9,873.08	105.40
72	2,049.45	21.80	61	1,607.68	17.70	84	2,469.20	26.70
22,954	296,578.18	3,884.40	17	432.00	5.00	4	38.20	.70
3,544	41,167.14	562.50	6,567	104,003.10	1,308.45	3,116	111,433.24	1,175.75
2	25.00	.30	429	5,857.48	77.35	157	4,707.33	50.70
2,771	31,125.59	431.50	8	375.00	3.80	80	942.00	9.80
1,225	14,732.00	200.75	296	5,158.88	62.50	140	2,850.17	31.60
1,613	35,310.31	315.70	234	3,432.56	43.85	257	7,235.54	77.60
1,028	21,684.20	243.70	209	3,983.83	40.80	233	6,418.63	69.90
265	4,999.89	01.00	378	8,604.03	95.30	4,428	133,092.87	1,426.40
3,515	44,835.11	593.60	43	482.62	6.30	198	7,940.19	83.20
6,988	96,970.25	1,249.20	681	8,714.29	115.80	578	10,067.89	117.70
5,788	64,746.88	896.55	1,021	18,805.14	222.00	2,957	91,986.43	983.90
3,280	34,032.72	480.65	802	15,063.66	180.00	960	34,314.77	360.20
172	3,031.45	35.60	382	5,709.79	71.70	272	9,207.80	97.70
5,862	76,737.15	1,004.75	6	73.30	.80	69	2,120.80	22.20
634	12,192.70	139.60	1,236	23,001.33	271.40	1,072	37,861.69	398.00
1,725	22,221.23	292.45	57	1,657.84	17.70	255	12,717.24	130.40
182	4,002.20	45.30	153	1,777.02	22.00	204	5,519.41	60.30
328	5,091.36	63.70	61	2,203.78	23.10	153	6,125.82	62.80
10,919	147,100.64	1,893.30	51	1,116.12	12.00	98	3,383.73	35.80
179	4,447.94	48.70	1,729	32,106.67	377.20	1,456	42,296.04	454.80
62,284	876,480.72	11,132.55	13	426.70	4.00	65	3,696.38	32.40
346	9,958.62	111.80	12,065	177,847.58	2,208.60	2,562	94,047.44	711.50
176	2,828.65	34.50	5	79.60	1.00	8	172.00	2.00
11,267	144,826.71	1,913.80	27	414.65	5.10	8	52.75	.70
1,196	23,317.19	260.60	2,287	30,017.30	397.20	1,256	34,698.55	378.40
15,773	231,338.19	2,956.10	483	10,601.73	116.70	128	3,753.81	40.60
899	12,584.21	162.40	2,500	50,988.73	590.30	2,980	112,183.53	1,176.70
406	10,690.83	120.50	148	2,670.29	31.50	279	5,839.42	66.60
206	2,734.34	35.55	14	200.73	2.40	56	1,139.27	13.10
568	10,406.46	126.70	44	891.60	10.50	99	4,390.51	44.90
3,310	55,549.37	675.10	445	8,178.76	96.05	351	11,971.01	127.30
259	4,113.18	50.50	620	11,739.37	136.50	643	10,036.36	177.70
146	2,771.74	27.50	97	1,465.56	18.40	43	1,350.95	14.20
548	10,237.21	122.40	29	437.28	5.40	227	6,704.14	71.30
1,053	20,312.34	231.40	23	730.50	7.90	223	7,360.68	78.00
290	3,593.87	40.80	169	4,085.53	43.70	213	7,202.05	75.30
8,017	82,801.04	1,178.00	55	1,598.40	17.00	114	5,832.94	54.80
137	2,063.76	26.20	1,190	13,021.88	181.80	200	5,233.13	57.70
			88	3,106.06	36.10	31	1,449.85	14.90
198,968	2,790,739.62	35,669.80	38,855	678,483.60	8,180.70	32,358	1,005,270.37	10,739.30

No. 12.—Statement showing the number and amount of international money-

States and Territories.	France.			Sweden.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama	115	\$1,656.52	\$20.80	39	\$1,724.30	\$18.00
Alaska				15	420.00	4.50
Arizona	20	432.09	5.00	12	569.00	5.90
Arkansas	24	254.36	3.70	18	318.05	3.90
California	2,255	38,253.90	457.25	3,707	112,884.80	1,224.60
Colorado	210	3,979.30	42.00	2,091	73,486.61	790.95
Connecticut	344	5,940.50	72.20	2,431	45,637.70	544.15
Delaware	17	255.67	3.40	93	2,613.76	22.90
District of Columbia	393	8,126.00	97.60	41	917.56	10.60
Florida	74	945.82	12.80	19	1,192.00	13.70
Georgia	113	1,598.03	26.20	48	1,265.41	13.90
Idaho	6	71.13	1.20	11	415.00	4.30
Illinois	816	8,738.40	126.90	6,053	120,233.46	1,428.00
Indiana	184	2,267.43	32.30	517	9,805.55	115.45
Indian Territory	5	56.50	.80			
Iowa	102	710.92	13.60	771	10,846.33	146.60
Kansas	142	1,316.76	20.90	649	11,247.86	139.50
Kentucky	123	1,228.39	18.60	9	151.79	1.80
Louisiana	719	10,523.11	133.20	35	957.85	10.70
Maine	71	698.10	16.60	93	1,896.31	21.60
Maryland	200	2,638.98	35.50	46	672.28	8.00
Massachusetts	2,047	31,838.84	402.90	6,582	110,972.43	1,356.29
Michigan	225	2,972.05	39.80	4,160	109,278.10	1,238.25
Minnesota	133	2,614.61	32.45	2,235	41,242.54	503.60
Mississippi	18	237.95	3.00	19	360.75	4.00
Missouri	334	4,816.95	61.60	620	10,776.63	131.00
Montana	122	1,656.81	20.76	389	14,669.57	165.50
Nebraska	49	521.95	7.20	647	11,877.79	143.05
Nevada	11	361.00	3.80	23	1,294.30	13.50
New Hampshire	74	1,485.38	18.30	377	5,131.82	65.70
New Jersey	924	13,990.66	177.30	743	12,758.18	154.60
New Mexico	39	718.95	8.90	1	1.50	.10
New York	7,286	112,336.50	1,404.05	5,632	103,773.69	1,234.25
North Carolina	16	213.39	2.70	9	100.00	1.10
North Dakota	7	167.04	2.00	162	2,924.98	34.80
Ohio	424	5,724.04	75.30	369	8,297.12	93.90
Oregon	127	1,934.77	23.50	731	23,776.82	256.00
Pennsylvania	1,480	21,051.80	271.20	1,976	40,859.04	476.20
Rhode Island	263	3,476.41	46.30	1,346	27,467.04	318.30
South Carolina	41	573.60	7.80	21	527.37	5.80
South Dakota	8	85.08	1.20	137	4,767.59	51.90
Tennessee	59	783.80	10.00	17	386.00	4.60
Texas	252	4,352.37	52.50	309	4,705.46	58.70
Utah	14	138.78	1.90	304	5,383.69	65.70
Vermont	24	368.20	4.10	287	5,626.95	66.89
Virginia	72	1,416.20	17.10	39	1,088.50	11.50
Washington	186	2,977.74	35.00	1,228	39,457.25	425.00
West Virginia	24	303.08	4.10	3	75.25	.90
Wisconsin	86	1,176.66	16.40	557	10,626.93	127.00
Wyoming	39	525.57	6.50	140	5,298.36	55.80
Total	20,317	308,451.65	3,892.70	45,861	999,987.78	11,566.00

orders 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.
32	\$746.12	\$8.40	13	\$249.00	\$3.00				4	\$99.45	\$1.20
4	99.00	1.10	8	168.05	2.00	1	\$15.00	\$0.20			
1,699	51,687.86	587.20	174	4,359.37	48.70	142	4,365.10	46.30	48	1,202.66	13.70
76	1,834.62	21.20	15	348.25	4.00				11	357.09	4.10
267	5,569.19	65.20	39	511.53	6.10	4	164.99	1.70	17	157.28	2.40
27	869.75	9.70	1	5.00	.10				1	30.00	.30
29	366.52	5.00	27	584.80	7.10	4	8.66	.40	13	262.18	3.10
200	4,870.05	53.50	2	55.00	.60	1	20.00	.20	5	180.75	1.90
225	6,367.49	70.40	12	100.01	1.60	1	10.00	.10	1	25.00	.30
3	15.00	.30	6	122.00	1.30						
2,741	60,800.27	706.70	429	7,560.72	89.95	1	10.60	.10	499	5,254.06	75.90
22	1,018.62	10.80	119	2,028.61	23.80				41	658.78	8.60
244	8,866.71	49.15	87	938.80	12.10				338	3,106.16	52.50
24	1,254.20	12.90	87	1,254.42	15.05				4	47.00	.60
1	28.50	.30	9	90.22	1.40				6	241.91	2.70
69	1,863.61	20.40	62	1,485.36	16.50	3	17.50	.30	5	164.00	1.80
333	7,660.95	87.90	2	49.69	.60	2	25.00	.30	3	46.00	.60
83	1,875.24	21.50	16	197.78	2.80	7	438.33	4.60	19	301.80	3.90
1,262	25,512.83	265.20	140	2,686.22	26.10	315	7,649.96	84.60	124	2,010.91	24.60
637	13,767.57	159.30	169	3,388.38	40.70	2	2.50	.20	1,052	8,520.29	140.80
791	11,752.80	149.00	35	699.96	7.90				26	149.43	2.80
			7	120.60	1.30						
25	446.95	5.80	188	4,041.59	47.20	4	36.23	.60	69	1,002.12	12.60
132	4,832.73	51.50	20	124.39	2.40						
27	706.87	8.70	6	71.39	1.00				8	95.00	1.20
4	245.00	2.50				2	90.00	.90			
48	715.50	8.40							5	72.30	1.00
1,431	36,642.02	400.10	142	2,701.28	31.30				444	5,247.29	74.20
									1	3.28	.10
6,079	145,750.14	1,655.90	651	10,893.92	136.60	30	388.14	5.20	318	5,830.05	70.30
37	880.16	9.60	1	1.48	.10						
109	1,473.83	19.30				1	3.50	.10			
456	11,357.72	126.00	175	3,718.54	41.90	2	12.00	.20	61	649.83	9.20
470	15,865.91	170.00	32	732.51	8.30	20	1,057.75	10.80	10	160.18	2.00
541	13,106.57	144.60	835	16,557.15	189.40	9	74.81	1.20	47	689.17	9.00
272	8,698.01	92.70	81	3,759.21	39.90	58	1,258.52	14.20	17	144.77	2.20
85	2,376.06	25.80							3	91.17	1.00
95	1,749.56	21.00									
			5	96.36	1.20				1	25.00	.30
117	1,656.01	20.70	34	986.91	10.60	1	5.42	.10	3	26.10	.50
90	1,298.86	16.90	1	25.00	.30				15	284.00	3.30
35	580.00	6.80	2	1.88	.20						
124	2,835.60	32.50	4	224.08	2.40	10	800.00	8.00	6	67.00	.80
989	29,598.73	323.20	54	1,670.00	17.40				5	92.35	1.20
1	27.00	.30	3	14.00	.30						
1,270	26,679.08	314.50	100	1,556.55	19.20				83	924.99	13.40
20	653.50	7.20	4	160.00	1.70						
21,226	513,038.71	5,798.95	3,777	73,749.01	858.10	620	16,451.41	180.30	3,313	38,218.79	544.10

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No. 12.—Statement showing the number and amount of international money-

States and Territories.	New South Wales.			Victoria.			Japan.		
	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									
Alaska									
Arizona									
Arkansas				3	\$150.00	\$1.50			
California	232	\$5,611.40	\$63.90	97	2,090.61	24.16	267	\$3,180.18	\$44.40
Colorado	9	320.76	3.50	9	305.59	3.20	7	119.50	1.40
Connecticut	3	63.74	.70	4	49.93	.70	28	1,538.46	16.30
Delaware							1	75.20	.80
District of Columbia	4	263.49	2.70	5	423.42	4.30	28	713.71	7.70
Florida							1	40.00	.40
Georgia							1	9.74	.10
Idaho	1	10.00	.10						
Illinois	17	183.12	2.20	26	482.95	6.00	14	109.10	1.70
Indiana				1	24.35	.30	9	95.02	1.40
Indian Territory									
Iowa				2	23.04	.30	1	5.00	.10
Kansas	2	34.18	.40	6	295.21	3.00	4	88.33	1.00
Kentucky	1	2.01	.10						
Louisiana	2	73.05	.80						
Maine	1	18.49	.20	3	57.75	.70	2	17.20	.20
Maryland	3	27.27	.40	14	623.36	6.50	8	243.75	2.90
Massachusetts	23	485.11	5.80	19	517.00	5.65	30	554.81	6.70
Michigan	4	70.12	.80				5	142.28	1.60
Minnesota	2	12.14	.20	11	367.93	4.10	5	20.54	.50
Mississippi							1	2.20	.10
Missouri	6	21.68	.00	8	137.12	1.70	7	98.57	1.40
Montana	1	10.00	.10	18	696.52	7.30	2	40.00	.40
Nebraska	3	43.01	.60	1	1.50	.10	1	50.00	.50
Nevada	2	7.49	.20	2	17.31	.20			
New Hampshire				3	150.00	1.50	3	85.00	.90
New Jersey	6	127.84	1.60	3	24.74	.40	9	169.38	1.99
New Mexico				1	10.00	.10			
New York	128	3,867.19	42.10	93	2,146.24	24.80	59	1,057.51	12.06
North Carolina							1	20.00	.20
North Dakota									
Ohio	5	58.02	.90	8	201.17	2.70	6	80.18	1.10
Oregon	13	224.03	2.60	9	105.17	1.60	18	1,053.50	10.70
Pennsylvania	19	302.81	3.60	14	563.73	5.80	27	469.81	5.50
Rhode Island				2	31.66	.40	3	13.00	.30
South Carolina									
South Dakota									
Tennessee	1	4.26	.10				4	67.00	.80
Texas							1	21.00	.30
Utah	1	39.00	.40	2	35.00	.40	1	4.00	.10
Vermont							1	10.00	.10
Virginia	1	4.87	.10				4	66.99	.80
Washington	4	88.04	1.00	11	365.80	3.90	281	13,396.05	135.70
West Virginia				3	140.01	1.50			
Wisconsin	9	142.09	1.90						
Wyoming									
Total	503	12,115.21	137.60	378	10,037.80	112.75	840	23,597.01	260.00

orders issued, paid, and repaid, and fees collected, etc.—Continued.

New Zealand.			Hawaiian Kingdom.			Jamaica.			Cape Colony.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
			3	\$34.80	\$0.40	1	\$2.44	\$0.10			
3	\$35.87	\$0.50									
167	2,954.61	36.00	123	2,732.66	31.00	23	183.18	2.50	4	\$79.08	\$0.90
4	182.38	1.90	2	26.00	.40				1	4.99	.10
3	52.74	.60				1	2.56	.10	1	24.35	.30
2	11.36	.20	2	12.80	.30	1	2.01	.10			
			1	.15	.20	1	2.44	.10	1	3.00	.10
7	48.94	.80									
32	832.73	9.50	7	156.14	1.90	5	88.46	1.20	3	119.90	1.20
4	41.46	.60	2	11.00	.20						
			1	8.00	.10						
1	25.00	.30	2	100.00	1.00	1	25.00	.30			
1	2.92	.10				6	120.25	1.50			
			2	4.75	.20				2	6.68	.20
3	243.50	2.50	6	49.80	.80						
10	180.00	2.20	20	130.76	2.40	15	199.98	2.70	6	147.40	1.70
1	10.00	.10	4	128.90	1.40				1	.49	.10
13	338.66	3.70				4	198.01	2.00			
2	51.10	.60	6	158.00	1.80	3	36.69	.60			
1	4.87	.10							1	5.00	.10
7	277.63	2.90									
15	445.03	4.70	1	10.90	.20	1	2.38	.10			
			5	231.59	2.50	10	386.67	4.20	3	49.92	.70
68	1,316.66	16.00	26	421.11	5.50	111	1,646.12	20.40	17	419.45	4.80
1	5.01	.10									
			2	10.00	.20						
3	77.45	.80	1	3.00	.10	1	10.35	.20			
17	462.85	5.30	4	30.60	.50	1	50.00	.50			
9	88.07	1.20	6	195.50	2.20	20	460.93	4.90	4	93.54	1.10
3	46.95	.60				2	79.99	.80	2	11.99	.20
1	12.50	.20									
1	50.00	.50	2	136.20	1.40	37	487.17	6.80	2	53.71	.60
108	1,777.67	21.30							1	4.99	.10
12	323.93	3.40	9	284.16	3.10	2	7.87	.20	1	19.99	.20
6	61.69	1.00				1	50.00	.75			
505	9,970.58	118.30	237	4,891.67	58.40	247	3,991.50	49.95	50	1,044.57	12.40

No. 12.—Statement showing the number and amount of international money-

States and Territories.	Windward Islands.			Leeward Islands.			Tasmania.		
	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	1	\$10.00	\$0.10						
Alaska									
Arizona									
Arkansas									
California	8	111.48	1.50	1	\$15.00	\$0.20	3	\$16.37	\$0.30
Colorado				2	9.98	.20			
Connecticut	6	51.68	.60	1	42.21	.50	1	10.00	.10
Delaware									
District of Columbia	11	300.44	3.20						
Florida	1	10.00	.10	1	10.00	.10			
Georgia	1	5.40	.10						
Idaho									
Illinois	6	92.27	1.10	1	9.74	.10	2	5.13	.20
Indiana									
Indian Territory									
Iowa									
Kansas									
Kentucky									
Louisiana	1	19.48	.20						
Maine				1	2.01	.10			
Maryland	1	15.00	.20	5	73.05	.90			
Massachusetts	54	516.95	7.40	39	541.83	6.70	1	5.01	.10
Michigan	3	30.00	.30						
Minnesota									
Mississippi									
Missouri									
Montana									
Nebraska									
Nevada									
New Hampshire									
New Jersey	23	449.39	5.30	1	4.99	.10			
New Mexico									
New York	126	1,942.05	23.50	35	584.55	7.30	7	162.20	1.80
North Carolina				2	8.01	.20			
North Dakota									
Ohio	13	122.33	1.40						
Oregon									
Pennsylvania	48	621.53	7.90	14	120.21	1.80	1	5.50	.10
Rhode Island	15	285.39	3.30						
South Carolina	6	90.03	1.10						
South Dakota									
Tennessee									
Texas	3	21.99	.30						
Utah									
Vermont									
Virginia	3	104.99	1.10	3	45.00	.60			
Washington				1	19.99	.20			
West Virginia									
Wisconsin	1	.75	.10				3	102.44	1.10
Wyoming							3	146.10	1.50
Total	331	4,801.15	58.80	101	1,486.57	19.00	21	452.75	5.20

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Queensland.			Denmark.			Newfoundland.			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	\$97.40	\$1.00	11	\$330.87	\$3.90				2,602	\$43,531.62	\$324.80
			1	40.00	.40				66	2,806.12	29.00
			2	20.00	.20				372	9,017.07	90.50
			9	178.00	2.00				1,062	17,970.13	210.10
31	724.75	8.10	1,030	23,746.57	266.40	24	\$435.77	\$5.20	44,712	885,867.74	10,255.50
2	18.96	.90	137	3,362.67	38.00				20,797	480,435.41	5,430.25
1	3.25	.10	232	4,443.02	52.70	15	303.33	3.30	24,225	356,371.41	4,427.95
			18	133.37	2.30				1,658	22,311.25	281.00
1	29.99	.30	13	186.17	2.40	7	92.00	1.20	4,947	76,771.8	960.90
			11	192.20	2.30	7	250.00	2.60	2,002	41,918.18	486.70
			14	241.00	2.70				3,407	75,941.71	867.00
			9	242.50	2.70				468	11,377.76	120.10
4	89.08	1.00	923	12,918.87	195.30	17	297.90	3.20	72,612	1,088,346.25	13,658.05
			01	937.66	11.90	3	17.03	.30	7,710	97,206.11	1,202.85
									106	3,756.81	43.40
			329	4,416.24	58.00				8,446	97,797.83	1,353.70
			43	788.66	9.50				4,863	70,775.71	903.40
			9	448.12	4.80				3,933	61,657.38	763.40
			27	734.67	8.10				7,921	203,956.92	2,248.75
1	6.13	.10	83	1,092.45	14.60	38	849.44	9.20	7,490	127,259.09	1,545.40
			19	511.42	5.60	9	405.00	4.20	8,156	118,007.31	1,600.90
5	184.60	1.90	324	5,669.59	68.30	716	13,157.80	151.00	96,723	1,387,773.45	17,383.70
			352	5,457.28	69.20				35,101	538,310.99	6,736.80
			245	3,149.24	41.90	9	178.61	2.00	13,617	148,054.69	2,535.70
									516	9,565.64	111.20
1	4.87	.10	160	2,668.32	32.20	11	255.00	2.70	16,590	253,207.01	3,151.55
1	10.00	.10	16	354.00	4.00				10,434	242,248.73	2,656.20
			182	3,966.14	47.70	1	1.04	.10	5,363	76,601.29	972.80
			22	1,000.54	10.40				1,650	40,187.93	448.00
			3	17.00	.30	9	91.70	1.30	6,546	84,637.78	1,184.55
1	48.70	.50	415	7,480.21	89.20	11	161.50	2.10	44,509	565,188.59	7,621.20
									791	18,884.29	210.35
42	1,738.22	18.30	1,128	18,212.33	221.90	121	2,136.91	25.70	213,945	2,976,383.92	37,669.85
			7	122.90	1.50				1,019	21,058.69	248.50
			12	188.76	2.50	1	170.00	.10	1,120	15,941.17	206.25
1	3.05	.10	154	2,973.54	35.70	15	313.59	3.50	34,281	459,840.30	5,961.20
			118	2,187.44	26.10				5,748	129,233.49	1,466.00
6	81.41	1.00	278	6,054.70	70.00	35	620.25	7.30	74,481	1,088,638.05	13,701.05
7	193.66	2.00	67	1,237.29	14.80	43	829.43	9.10	14,429	205,062.29	2,568.50
			12	305.00	3.20				1,175	27,089.31	310.00
			23	469.87	5.20				2,420	53,801.20	608.30
			5	89.90	1.00				3,003	56,557.54	608.45
			38	982.29	10.50	1	10.00	.10	8,271	141,806.92	1,710.20
			262	6,204.38	71.50				4,285	73,245.18	886.80
			5	84.73	1.10	3	77.00	.80	4,586	80,527.70	958.40
			100	1,436.61	17.60				3,391	73,079.53	839.90
1	24.85	.30	132	2,402.50	29.10	9	192.00	2.10	9,023	220,828.49	2,437.40
			9	458.00	4.70				968	17,430.39	206.30
1	29.22	.30	319	6,486.33	76.35	2	60.00	.60	15,850	201,415.38	2,683.55
			61	2,569.66	28.90	3	7.10	.30	1,581	34,415.35	391.55
107	3,358.24	36.10	7,430	137,232.97	1,636.65	1,110	20,742.10	238.00	859,054	13,230,135.71	163,613.90

No. 12.—Statement showing the number and amount of international money-

States and Territories.	Canada.				Great Britain and Ireland.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama	54	\$905.89	1	\$0.87	123	\$2,243.33	2	\$1.97
Alaska	7	313.50			12	357.71		
Arizona		1,068.46	1	25.00	72	1,390.53	1	18.60
California	3,700	71,900.29	30	636.06	2,857	52,752.13	41	431.32
Colorado	784	17,782.29	8	98.00	945	10,820.08	15	214.90
Connecticut	3,590	31,778.91	11	88.87	1,155	18,182.45	32	223.91
Delaware	46	729.20			76	1,569.30		
District of Columbia	1,769	10,487.89	3	77.56	2,193	11,813.64	16	265.37
Florida	141	9,324.00	9	8.00	490	10,541.74	1	4.87
Georgia	122	1,376.28	1	6.00	144	2,624.20	6	74.28
Idaho	12	229.00	1	10.00	19	535.71	2	60.00
Illinois	14,634	134,933.04	26	310.89	4,423	69,742.43	54	607.31
Indiana	1,661	19,553.60	6	133.18	560	9,281.42	8	30.50
Indian Territory	1	20.00			16	549.81		
Iowa	1,474	14,696.37	5	77.00	651	11,781.22	7	87.72
Kansas	281	4,959.09	3	41.00	547	10,151.56	9	143.46
Kentucky	253	3,540.21	1	5.00	203	3,265.00	5	46.98
Louisiana	1,056	6,865.01	3	32.02	905	5,755.11	7	40.70
Maine	2,015	35,809.02	16	215.11	449	4,473.06	8	125.20
Maryland	608	8,364.41			578	10,528.69	2	34.95
Massachusetts	18,712	222,705.26	89	1,197.18	4,797	68,382.10	112	983.10
Michigan	7,820	118,824.09	79	1,138.15	1,730	32,748.72	18	77.62
Minnesota	2,354	40,616.73	16	232.05	834	15,885.91	8	36.47
Mississippi	11	110.60			17	296.05	2	19.85
Missouri	1,209	15,279.85	10	51.06	992	17,249.97	24	313.73
Montana	260	8,238.81	4	174.00	132	3,449.58	11	369.76
Nebraska	252	5,476.52	5	33.67	453	8,714.24	6	91.50
Nevada	50	1,072.85	2	115.00	26	991.37	4	53.49
New Hampshire	624	12,348.75	8	165.82	168	3,434.62	8	43.82
New Jersey	1,561	20,673.72	6	85.88	2,387	39,227.37	50	536.45
New Mexico	30	1,216.47			39	973.48	3	102.27
New York	44,010	411,591.68	90	1,265.15	18,052	229,794.84	220	2,513.15
North Carolina	61	1,669.25	1	14.50	61	1,220.18	3	129.22
North Dakota	330	8,032.14	4	34.50	125	3,049.16	3	58.46
Ohio	4,857	52,881.00	14	201.90	2,308	36,556.72	41	566.76
Oregon	694	14,302.61	4	88.61	328	6,087.44		
Pennsylvania	9,068	74,324.10	15	144.63	7,724	114,298.93	110	989.48
Rhode Island	806	10,746.11	15	170.15	784	13,519.53	22	357.45
South Carolina	13	263.37			74	1,233.38	1	.97
South Dakota	215	3,700.27			152	3,174.29	1	29.99
Tennessee	162	2,811.62	1	1.00	167	2,468.76	5	22.08
Texas	111	2,184.31	2	6.01	665	12,976.60	7	98.54
Utah	54	1,282.59	2	10.00	254	4,434.55	14	316.36
Vermont	807	15,050.42	5	41.01	128	2,253.31	5	98.27
Virginia	174	3,871.99	1	7.00	444	9,450.90	4	41.69
Washington	1,288	31,857.36	6	111.90	456	9,421.55	13	306.90
West Virginia	34	1,361.76			68	1,188.31		
Wisconsin	1,491	21,625.20	6	154.50	679	11,198.00	10	94.23
Wyoming	44	1,124.95			88	2,011.00		
Total	129,955	1,475,691.03	503	7,149.13	59,990	903,197.98	921	10,604.41

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.
52	\$1,302.88	1	\$25.00	15	\$557.00		
13	607.04			1	3.80		
137	4,821.76	2	20.00	34	1,524.33		
1,342	55,165.66	30	608.83	243	10,786.84	6	\$70.37
271	13,219.23	5	155.00	37	1,464.99	5	320.69
476	15,724.94	16	235.46	72	3,433.36	2	20.50
27	1,083.74	2	25.00	60	608.04		
458	5,476.88	4	55.13	7	205.30		
90	3,369.69	2	27.01	4	54.98	1	20.00
72	2,409.93	2	30.00	1	4.76		
13	415.47			650	27,275.58	13	205.69
5,122	199,887.94	71	892.46	88	3,149.73		
883	38,328.57	18	139.26				
13	463.44						
1,326	57,738.48	10	168.08				
560	21,228.53	6	69.04	136	5,107.43	2	7.96
317	10,568.07	5	82.00	111	3,976.16		
279	9,163.32	3	26.00	107	4,136.31		
33	817.39			26	594.94		
742	21,323.29	9	150.42	2	13.32		
715	20,039.45	20	253.91	61	2,424.92		47.50
1,283	49,873.35	24	193.20	92	2,981.94	10	181.03
1,428	59,689.54	11	112.00	145	6,279.37	9	286.09
21	863.09			224	9,868.82		
1,818	63,869.45	10	93.97	7	171.28		
44	1,934.68	4	142.00	264	8,653.94	6	38.56
874	39,953.21	4	150.61	9	506.53		
8	257.75	1	40.00	142	5,775.29		
23	907.35	1	25.00	1	10.72		
1,861	58,206.46	37	568.46	2	3.50		
27	1,446.91			263	8,979.90	2	76.00
11,388	329,968.99	143	2,280.25	7	109.31		
42	1,232.62	2	34.90	1,715	46,452.40	36	751.56
265	8,067.90			4	140.48		
2,545	91,037.69	27	369.93	22	1,316.39		5.91
249	10,736.28	1	15.00	460	17,923.13	1	50.51
3,451	109,482.16	55	931.19	101	6,897.46	4	70.49
77	1,944.36	1	4.00	466	15,831.10	8	68.80
36	1,105.97			11	196.83		
360	15,302.40	3	15.00	4	81.02		
168	3,499.54	1	5.00	25	1,575.93		
735	26,893.57	19	260.45	133	740.44		49.42
21	752.25	1	24.26	10	5,670.71	3	48.45
24	519.68			3	377.06		
81	2,847.77	1	43.65	3	67.15		
205	10,525.32	6	136.50	10	362.04		
67	2,297.67	2	15.00	30	1,348.67		
2,377	97,509.08	32	337.06	8	185.68		
25	1,325.26			356	14,013.48	4	32.96
						1	5.00
42,297	1,475,787.80	592	8,700.63	6,204	221,933.43	118	2,381.43

## 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.....	3	\$286.23	1	\$6.00	15	\$518.12	3	\$2.99
Alaska.....								
Arizona.....					3	35.26		
Arkansas.....	1	0.54	1	30.00	6	72.16		
California.....	65	2,889.71	10	87.28	349	11,513.24	11	214.51
Colorado.....	35	2,592.19	2	50.00	25	798.04		
Connecticut.....	49	2,304.79	7	164.00	52	1,199.57	6	159.92
Delaware.....					15	485.41		
District of Columbia.....	33	297.55			175	1,621.99	2	56.00
Florida.....	10	497.32			23	320.34	2	17.00
Georgia.....	3	8.40	1	97.40	7	87.73	1	2.50
Idaho.....								
Illinois.....	90	3,837.32	13	294.76	255	4,834.31	7	46.95
Indiana.....	7	225.27	2	10.94	50	1,165.90	3	6.62
Indian Territory.....	2	95.40			2	41.33		
Iowa.....	1	4.77			28	738.44	1	5.00
Kansas.....	10	327.77	1	2.00	35	1,181.67	2	21.00
Kentucky.....	6	276.96	1	40.00	17	570.45	1	2.00
Louisiana.....	108	4,933.77	0	162.00	339	10,695.85	12	57.14
Maine.....	5	224.22			12	258.34	3	8.44
Maryland.....	15	314.63	2	25.00	65	1,157.12	5	25.07
Massachusetts.....	86	3,018.34	15	942.00	268	3,960.12	22	267.38
Michigan.....	11	676.73	5	30.84	57	1,241.25	2	50.67
Minnesota.....	6	268.11			62	1,655.73	1	1.98
Mississippi.....			1	0.98				
Missouri.....	12	432.80	10	365.00	129	3,285.72	7	131.27
Montana.....	1	19.08	1	1.00	8	258.57		
Nebraska.....	2	60.11	2	85.00	10	286.56		
Nevada.....	7	320.55	1	15.00				
New Hampshire.....	2	49.20			22	282.29	1	78.80
New Jersey.....	55	2,298.61	2	60.00	137	2,683.47	11	101.94
New Mexico.....	4	228.98	1	15.00	3	71.25	1	6.70
New York.....	624	18,741.74	17	486.84	2,178	35,691.40	81	1,191.11
North Carolina.....	1	9.54			12	163.72		
North Dakota.....					7	493.14		
Ohio.....	22	728.21			143	3,091.09	5	42.98
Oregon.....	15	728.53	3	71.95	17	583.20	4	125.00
Pennsylvania.....	130	5,191.05	8	326.00	352	6,853.44	19	242.53
Rhode Island.....	26	639.14	1	20.00	49	3,561.70	3	38.15
South Carolina.....	3	160.02			11	446.44		
South Dakota.....	4	111.97	5	147.00	2	23.26		
Tennessee.....	7	227.83	1	25.00	16	334.86		
Texas.....	27	1,012.29	4	155.00	93	3,294.35	3	28.75
Utah.....	1	11.45					2	30.00
Vermont.....	1	35.61			13	549.80	2	80.00
Virginia.....	12	309.94	1	5.00	22	718.20		
Washington.....	2	164.95	1	25.00	14	569.38	1	5.60
West Virginia.....	1	57.25			2	60.06		
Wisconsin.....	3	39.10	1	5.00	29	942.22	2	10.47
Wyoming.....					1	3.80		
Total.....	1,508	54,539.97	130	3,739.99	5,136	108,399.04	226	3,058.77

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.
3	\$33.41						
1	34.85						
68	2,893.36	3	\$92.25	38	\$2,132.42	4	\$15.46
48	2,244.69	4	185.00	2	98.45		
18	535.44			8	333.46		
3	160.85			5	209.45		
89	533.25			60	183.75		
7	285.36			3	32.10	1	.35
1	38.49			5	74.45		
3	90.61						
500	20,844.78	2	10.00	259	7,565.40	4	44.84
22	1,075.78	1	25.00	2	14.80		
108	4,725.57			39	1,354.34	1	16.09
63	3,173.80	2	13.00	3	98.09		
2	101.99						
18	1,483.58						
5	362.78			2	52.00		
133	4,626.33	8	104.58	4	150.98	1	15.00
101	4,558.33	6	61.00	32	904.05	1	15.00
177	21,286.62	4	144.16	26	823.50	2	7.00
2	53.60			266	8,961.91	2	24.06
23	1,334.61	1	350.00	1	13.41		
8	576.98			9	249.82		
77	3,672.56	1	10.00	6	54.80		
				9	345.55		
6	154.00	1	5.00	2	25.00		
28	1,183.80			15	662.28		
316	7,803.05	4	57.80	190	4,168.65	2	70.00
106	6,322.08			1	2.50		
5	137.32			52	2,173.80		
26	1,114.12	1	12.00	7	93.81		
125	4,316.81	4	44.00	15	661.73		
4	56.29	2	50.00	19	294.81		
				3	46.18		
40	2,533.20	1	1.00	49	1,849.63		
11	447.91			2	63.00		
12	520.31	2	22.00	3	101.68		
1	73	2	30.00	2	3.80		
2	56.69			1	9.00		
38	2,257.44	2	75.00	52	3,109.39		
71	3,398.02			110	3,734.14	1	13.41
2,571	105,029.39	51	945.29	1,302	40,657.13	19	355.77

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	3	\$73.28						
Alaska								
Arizona								
Arkansas								
California	42	2,059.11	1	\$1.00	28	\$1,210.76	4	\$105.00
Colorado	16	679.67	2	100.00				
Connecticut	12	148.54			21	1,787.07		
Delaware	1	57.14						
District of Columbia	17	52.99			2	2.86		
Florida	1	14			1	1.62		
Georgia	2	63.09						
Idaho	8	87.20						
Illinois	114	5,086.61	1	5.00	7	254.57		
Indiana	20	609.98	1	20.00	6	34.67		
Indian Territory	5	60.00						
Iowa	11	340.52						
Kansas	24	1,002.85	1	5.00				
Kentucky	12	769.10			1	10.00		
Louisiana	48	2,878.55						
Maine	1	16.95			1	10.14		
Maryland	10	229.11			2	16.74		
Massachusetts	68	1,576.72			55	2,758.34		
Michigan	82	3,624.50	2	41.25	1	4.86		
Minnesota	28	1,375.69	1	19.75				
Mississippi	2	42.85						
Missouri	28	857.67			1	5.25		
Montana	4	153.30						
Nebraska	7	99.77						
Nevada								
New Hampshire								
New Jersey	26	1,319.43	1	6.00				
New Mexico								
New York	310	5,790.51	4	71.32	76	1,301.81		
North Carolina								
North Dakota	1	5.52						
Ohio	37	1,316.22						
Oregon	8	246.75						
Pennsylvania	104	2,575.45	6	165.50	10	321.42		
Rhode Island	1	4.76			1	68.00	1	33.00
South Carolina								
South Dakota	7	197.19						
Tennessee	6	140.92	1	50.00				
Texas	6	77.86						
Utah	3	3.74						
Vermont	1	20.00	1	25.00				
Virginia	1	95.23			2	51.50		
Washington	13	819.86						
West Virginia	1	3.80						
Wisconsin	79	3,049.69						
Wyoming								
Total	1,170	37,612.26	22	479.82	215	7,839.61	5	140.00

*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.
1	\$20.00			4	\$86.79		
4	129.08						
21	425.80			223	5,086.83	4	\$100.00
4	39.21			7	214.22		
11	185.87			15	131.12		
31	104.59			15	159.86	3	142.40
5	37.51			2	29.22		
1	14.00						
134	3,121.95	2	\$15.00	80	1,122.58		
9	228.43	1	10.00	20	187.99		
134	4,271.26			10	160.87		
14	462.38						
6	173.81			3	70.61		
1	12			127	817.52		
8	249.36			4	58.91		
36	528.75			46	402.79	2	100.00
297	6,810.09	1	5.00	20	303.51		
49	976.21			6	113.29		
1	26.00			34	978.48		
43	596.53			10	255.92		
8	58.71	1	1.01	2	56.74		
99	2,238.06	2	6.00	15	498.20		
1	65.00			505	7,932.85		
357	4,056.90	2	62.00				
1	5.00						
4	39.87						
40	919.49			34	427.02		
6	79.73			9	212.55		
53	1,060.42			112	2,506.65		
2	17.93			4	37.50		
1	13.00						
18	376.12			1	9.74		
5	66.00			4	165.58		
15	464.81						
1	38.31			1	19.48		
3	37.18						
4	270.92			3	97.40		
3	103.00						
50	995.88			6	139.89		
2	79.36						
1,483	29,387.24	9	99.01	1,322	22,404.11	9	402.49

## No.12.—Statement showing the number 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.....	2	\$38.96			2	\$38.88		
Alaska.....								
Arizona.....								
Arkansas.....								
California.....	216	4,836.18			322	16,329.64	1	\$25.00
Colorado.....	11	304.13			3	155.08		
Connecticut.....	14	220.96			22	306.07		
Delaware.....								
District of Columbia.....	10	91.90			21	241.81		
Florida.....	4	49.83			1	1.00		
Idaho.....					11	334.73		
Illinois.....								
Indiana.....	65	811.06			52	1,386.95		
Indian Territory.....	17	329.78			13	403.56		
Iowa.....								
Kansas.....	7	169.61						
Kentucky.....	1	48.70			7	43.00		
Louisiana.....	1	34.09			4	40.00		
Maine.....	3	27.99			5	114.20		
Maryland.....	111	1,109.44			2	28.51		
Massachusetts.....	2	48.04			8	187.32		
Michigan.....	55	1,107.40	1	\$10.00	70	1,128.54		
Minnesota.....	10	139.24			97	5,426.90		
Mississippi.....	3	25.15			6	161.00		
Missouri.....					1	40.00		
Montana.....	21	548.96	1	10.00	15	511.53		
Nebraska.....								
Nevada.....								
New Hampshire.....								
New Jersey.....	2	31.85						
New Mexico.....	23	555.87			8	89.17		
New York.....								
North Carolina.....	539	7,962.83	2	12.15	310	3,578.74	1	5.00
North Dakota.....					2	20.00		
Ohio.....								
Oregon.....	54	1,393.76	1	4.87	31	1,102.24		
Pennsylvania.....					1	2.50		
Rhode Island.....	84	1,089.26			46	538.92		
South Carolina.....	8	155.75			6	400.00	2	10.30
South Dakota.....					1	30.00		
Tennessee.....								
Texas.....	1	14.61	1	9.74	14	666.60		
Utah.....	3	29.22			4	109.61		
Vermont.....	1	4.87			1	1.50		
Virginia.....					11	300.00		
Washington.....					4	22.06		
West Virginia.....	10	326.28			1	2.50	1	50.00
Wisconsin.....					5	295.16		
Wyoming.....	9	332.27			2	53.00		
Total.....	1,287	21,831.99	6	46.76	1,169	28,090.12	5	90.30

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.
				2	\$200.00		
				1	5.00		
297	\$6,105.11			1,152	20,623.46	7	\$201.80
3	56.49			8	235.50		
13	124.32			27	237.16		
3	63.30			4	157.00		
11	162.00			31	332.65		
4	17.09			3	17.33		
				1	50.00		
98	935.05			129	1,391.76		
19	87.79			17	270.76		
2	28.20			20	270.80		
3	48.82			15	511.00		
5	124.99			9	149.40		
				85	981.05		
187	1,451.95			31	687.85		
4	78.12			13	168.08		
103	982.10	1	\$0.49	215	2,811.93	1	5.00
28	294.88	1	4.00	25	263.72		
5	31.89			9	130.75		
17	200.48			21	248.64		
1	4.87			1	16.00		
15	109.55			5	22.00		
2	38.06			3	65.00		
1	1.21			2	100.00		
10	134.21			23	386.18		
635	6,345.32	1	9.74	610	6,475.89		
49	626.39			74	871.39		
4	122.72			8	272.90		
105	1,412.83			129	1,264.31		
5	84.03			7	106.00		
1	1.21			1	6.50		
3	19.48	1	10.00	2	12.50		
4	58.67			5	21.55		
				4	23.00		
5	166.10			16	394.50		
11	491.96			13	127.55		
1,653	20,410.00	4	24.23	2,721	39,910.11	8	206.80

No. 12.—Statement showing the 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								
Alaska								
Arizona								
Arkansas								
California	21	\$498.93			3	\$77.92		
Colorado	3	53.57			2	11.44		
Connecticut	37	223.34			3	35.30		
Delaware								
District of Columbia	11	171.02			4	8.52		
Florida	5	128.57						
Georgia	1	24.35			1	1.21		
Idaho								
Illinois	41	673.04			17	157.74	1	\$4.87
Indiana	1	14.61						
Indian Territory								
Iowa	11	325.38						
Kansas	3	61.87						
Kentucky								
Louisiana	32	659.71			2	29.22		
Maine	65	358.03			34	319.49		
Maryland	39	1,289.10			26	1,181.57		
Massachusetts	70	930.30			30	527.61		
Michigan	6	43.88			2	11.19		
Minnesota	6	83.00			2	60.87		
Mississippi								
Missouri	7	81.45			8	184.53		
Montana					1	9.74		
Nebraska								
Nevada								
New Hampshire	4	28.33						
New Jersey	25	478.70			2	.97		
New Mexico								
New York	1,331	34,555.42			188	2,601.41		
North Carolina								
North Dakota	2	58.44						
Ohio	48	1,120.32			7	110.77		
Oregon					1	48.70		
Pennsylvania	120	1,522.31	1	\$5.01	10	243.49	1	19.48
Rhode Island	15	393.67			3	48.70		
South Carolina								
South Dakota								
Tennessee	1	4.99						
Texas	19	478.95						
Utah								
Vermont	1	20.00						
Virginia	3	17.15						
Washington								
West Virginia								
Wisconsin	3	49.62			6	173.43		
Wyoming								
Total	1,931	44,343.05	1	5.01	352	5,843.82	2	24.35

orders issued paid, and repaid, and fees collected, etc.—Continued.

[illegible]

## 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								
Alaska								
Arizona								
Arkansas								
California	28	\$784.52			75	\$1,845.12		
Colorado					3	102.27		
Connecticut	1	34.09			12	399.99		
Delaware								
District of Columbia					4	104.90		
Florida					2	48.70		
Georgia								
Idaho								
Illinois	11	99.76			47	949.18		
Indiana	2	12.66			9	156.25		
Indian Territory								
Iowa	3	4.91			1	48.70		
Kansas								
Kentucky	3	107.14						
Louisiana	1	2.44			5	108.18		
Maine	45	201.37			33	119.78		
Maryland	1	24.35			1	9.74		
Massachusetts	11	69.82			19	546.69		
Michigan					5	81.32		
Minnesota								
Mississippi								
Missouri					6	58.54		
Montana								
Nebraska					3	102.27		
Nevada								
New Hampshire								
New Jersey	7	296.58			2	5.88		
New Mexico								
New York	80	800.30			153	1,858.27	1	9.74
North Carolina								
North Dakota								
Ohio	7	92.61			31	688.58		
Oregon					6	150.97		
Pennsylvania	20	112.29			26	283.54		
Rhode Island	1	19.36						
South Carolina								
South Dakota								
Tennessee								
Texas								
Utah								
Vermont								
Virginia					1	15.34		
Washington					1	1.82		
West Virginia								
Wisconsin	2	48.70			1	1.21		
Wyoming								
Total	223	2,710.90			446	7,681.24	1	9.74

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Denmark.				Newfoundland.				Totals.			
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.	Am't of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
								277	\$0, 104. 77	8	\$30. 83
								38	1, 517. 31		
								301	9, 294. 31	5	93. 00
89	\$3, 937. 59	1	\$100. 00	1	\$40. 00			11, 179	267, 854. 02	153	2, 857. 82
14	712. 35				60			2, 231	60, 901. 76	41	1, 123. 69
22	571. 76			48	757. 29			5, 679	78, 523. 97	75	893. 88
5	194. 37							195	4, 709. 76	2	25. 00
31	39. 76			89	500. 74			5, 118	39, 055. 44	28	596. 55
2	26. 80			2	20. 10			803	17, 947. 66	8	91. 88
1	2. 00							377	7, 366. 21	12	230. 18
4	108. 84							60	1, 571. 59	3	70. 00
245	7, 079. 64	6	93. 15	50	700. 33			27, 032	492, 736. 60	200	2, 530. 92
8	247. 84			5	17. 00			3, 419	75, 390. 39	40	375. 50
								39	1, 232. 98		
111	3, 603. 61							4, 075	105, 514. 18	26	362. 36
27	1, 056. 90			2	50. 80			1, 707	48, 414. 41	24	294. 50
3	22. 78			1	4. 87			944	23, 715. 36	13	175. 08
13	544. 24							2, 335	45, 025. 63	34	317. 92
4	146. 76	1	10. 00	50	316. 42			3, 859	47, 793. 89	28	358. 75
3	26. 08			33	1, 590. 02			2, 291	49, 492. 86	26	297. 94
54	1, 046. 54			456	18, 348. 36	4	\$77. 00	26, 197	361, 265. 43	188	4, 211. 72
54	2, 026. 88	1	35. 00	10	266. 80			11, 813	234, 344. 83	150	1, 900. 02
157	5, 212. 70			13	70. 01			5, 937	166, 593. 55	43	570. 47
								63	1, 617. 06	3	20. 63
22	562. 55			6	117. 26			4, 716	115, 308. 78	69	1, 067. 99
5	235. 93							490	15, 794. 79	20	626. 76
110	4, 863. 41	1	3. 00					1, 966	69, 542. 75	20	374. 70
								109	2, 813. 94	8	225. 49
					2. 22			891	17, 479. 82	19	258. 44
49	974. 75	3	25. 00	11	294. 85			6, 553	141, 264. 98	114	1, 405. 73
1	17. 85							112	4, 131. 25	5	123. 97
318	6, 262. 72	6	92. 75	743	10, 895. 73			80, 464	1, 277, 115. 49	611	8, 898. 04
								186	4, 410. 30	6	178. 62
9	226. 89							863	30, 388. 33	8	98. 87
14	450. 79	1	100. 00	27	665. 98			10, 836	213, 471. 95	95	1, 345. 95
15	616. 36							1, 503	42, 864. 61	17	389. 05
58	1, 158. 99	2	14. 00	68	887. 94			22, 418	349, 780. 25	232	2, 968. 79
7	146. 51			6	59. 43			1, 828	32, 261. 88	45	674. 75
2	37. 00							145	3, 310. 20	1	. 97
35	1, 697. 18							859	30, 550. 18	10	192. 99
4	84. 39			1	3. 40			523	11, 237. 35	12	162. 24
11	519. 23			5	197. 42			1, 840	54, 419. 84	38	577. 20
31	1, 116. 17	3	24. 08					398	8, 695. 94	25	436. 70
1	58. 98			4	134. 36			1, 009	17, 122. 33	15	274. 28
1	72. 04			7	434. 83			776	18, 728. 65	7	97. 34
17	785. 02							2, 151	61, 793. 14	30	710. 90
								186	4, 449. 69	2	15. 00
144	4, 905. 41	1	5. 00	8	160. 67			5, 450	162, 789. 86	57	652. 63
4	199. 74							164	4, 744. 11	1	5. 00
1, 705	51, 599. 35	26	501. 98	1, 657	42, 537. 55	4	77. 00	268, 405	4, 842, 396. 29	2, 677	39, 141. 53

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No. 13.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1890.*

## RECEIPTS.

Balance in the hands of postmasters June 30, 1889 .....		\$1,679,721.22
Amount received for domestic money orders issued .	\$114,362,757.12	
Amount received for postal notes issued .....	12,160,489.69	
Amount received for international money orders issued .....	13,230,135.71	
<b>Total issued .....</b>		<b>139,753,382.43</b>
Amount received for fees on domestic money orders issued .....	950,755.57	
Amount for fees on postal notes issued .....	208,123.23	
Amount received for fees on international money orders issued .....	163,613.90	
<b>Total fees .....</b>		<b>1,322,492.70</b>
Amount of deposits received from postmasters .....	106,315,322.87	
Amount of drafts drawn on postmasters at New York, N. Y. ....	12,151,865.42	
Amount transferred from postage fund .....	738,843.09	
Amount of gain .....	535.39	
Amount of premium .....	2.67	
Balance due postmasters June 30, 1890 .....	31,628.41	
		<b>119,238,197.85</b>
<b>Total receipts .....</b>		<b>261,993,794.20</b>

## DISBURSEMENTS.

Amount of domestic money-orders paid .....	113,513,300.06	
Amount of postal-notes paid .....	12,063,005.09	
Amount of international money-orders paid .....	4,842,396.29	
<b>Total paid .....</b>		<b>130,418,701.44</b>
Amount of domestic money-orders repaid .....	834,331.29	
Amount of postal-notes repaid .....	65,569.35	
Amount of international money orders repaid .....	39,141.53	
<b>Total repaid .....</b>		<b>939,042.17</b>
Amount of drafts paid by postmaster at New York, N. Y. ....	12,001,993.59	
Amount deposited at first-class offices .....	115,536,413.57	
Amount transferred to postage fund .....	690,811.13	
Amount of expense .....	126,285.27	
Amount of loss .....	5,158.89	
Amount paid for commissions on money-orders .....	329,452.68	
Amount paid for commissions on postal-notes .....	55,797.37	
Balance due postmasters June 30, 1889 .....	29,756.41	
Balance in the hands of postmasters June 30, 1890 ..	1,860,381.68	
		<b>130,636,050.50</b>
<b>Total disbursement .....</b>		<b>261,993,794.20</b>

No. 14.—*Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1890.*

Amount transferred to money-order account .....	\$738,843.09	
Balance due postal account June 30, 1889 .....	314,743.69	
		<b>\$1,053,586.78</b>
Amount transferred from money-order account .....	690,811.13	
Balance due postal account June 30, 1890 .....	362,775.65	
		<b>1,053,586.78</b>

No. 15.—*Statement showing the money-order transactions with the United States assistant treasurer at New York, N. Y., during the fiscal year ended June 30, 1890.*

Balance in the hands of the assistant treasurer June 30, 1889 .....	\$2, 875, 030. 63	
Amount deposited with the assistant treasurer ....	5, 681, 738. 08	
		<u>\$8, 556, 768. 71</u>
Amount of drafts paid by the assistant treasurer ...	5, 575, 967. 41	
Balance in the hands of the assistant treasurer June 30, 1890 .....	2, 980, 801. 30	
		<u>8, 556, 768. 71</u>

No. 16.—*Statement showing the revenue which accrued on money-order and postal-note transactions during the fiscal year ended June 30, 1890.*

## DOMESTIC.

Amount received for fees on orders issued .....	\$950, 755. 57	
Amount of gain .....	535. 39	
Amount of premium .....	2. 67	
		<u>\$951, 293. 63</u>
Amount allowed postmasters:		
For commissions .....	324, 743. 00	
For incidental expenses .....	97, 017. 54	
For lost remittances and burglaries .....	5, 158. 89	
		<u>426, 919. 43</u>
Net revenue .....		<u>524, 374. 20</u>
		<u>951, 293. 63</u>

## POSTAL NOTE.

Amount received for fees on postal notes issued .....	\$208, 123. 23	
Amount allowed postmasters:		
For commissions .....	\$55, 797. 37	
For incidental expenses .....	22, 652. 24	
		<u>78, 449. 61</u>
Net revenue .....		<u>129, 673. 62</u>
		<u>208, 123. 23</u>

## INTERNATIONAL.

*Statement showing the revenue which accrued on international money-order transactions during the fiscal year ended June 30, 1890.*

## CANADA.

Amount received for fees on orders issued .....	\$16, 516. 25	
Excess of commissions received .....	789. 85	
		<u>\$17, 306. 10</u>
Amount allowed postmasters:		
For commissions .....	700. 59	
For incidental expenses .....	517. 40	
		<u>1, 217. 99</u>
Net revenue .....		<u>16, 088. 11</u>
		<u>17, 306. 10</u>

## GREAT BRITAIN AND IRELAND.

Amount received for fees on orders issued.....	\$66,923.65	
Amount received for gain on exchange.....	7,125.95	
		<u>\$74,049.60</u>
Amount allowed postmasters:		
For commissions.....	2,193.59	
For incidental expenses .....	2,644.27	
		<u>4,837.86</u>
Amount paid Great Britain:		
For excess of commissions..	21,565.10	
For incidental expenses.....	131.98	
		<u>21,697.08</u>
Net revenue .....		<u>47,514.66</u>
		<u>74,049.60</u>

## GERMANY.

Amount received for fees on orders issued.....	35,669.80	
Amount received for gain on exchange .....	21,959.43	
		<u>57,629.23</u>
Amount allowed postmasters:		
For commissions .....	852.15	
For incidental expenses .....	1,653.56	
		<u>2,505.71</u>
Amount paid Germany:		
For excess of commissions.....	6,448.30	
For incidental expenses.....	25.15	
		<u>6,473.45</u>
Net revenue .....		<u>48,650.07</u>
		<u>57,629.23</u>

## SWITZERLAND.

Amount received for fees on orders issued.....	8,120.70	
Amount received for gain on exchange.....	10,608.78	
		<u>18,789.48</u>
Amount allowed postmasters:		
For commissions .....	170.42	
For incidental expenses.....	302.78	
		<u>473.20</u>
Amount paid Switzerland for excess of commissions.....		<u>2,272.47</u>
Net revenue .....		<u>16,043.81</u>
		<u>18,789.48</u>

## ITALY.

Amount received for fees on orders issued .....	10,739.30	
Amount received for gain on exchange.....	22,011.17	
		<u>32,750.47</u>
Amount allowed postmasters:		
For commissions .....	203.50	
For incidental expenses .....	615.37	
		<u>818.87</u>
Amount paid Italy for excess of commissions.....		<u>4,757.64</u>
Net revenue .....		<u>27,173.96</u>
		<u>32,750.47</u>

## FRANCE.

Amount received for fees on orders issued .....	\$3,892.70	
Amount received for gain on exchange.....	3,364.17	
		<u>\$7,256.87</u>
Amount allowed postmasters:		
For commissions .....	81.08	
For incidental expenses .....	134.81	
		<u>215.89</u>
Amount paid France for excess of commissions.....		687.97
Net revenue.....		<u>6,353.01</u>
		<u>7,256.87</u>

## JAMAICA.

Amount received for fees on orders issued .....	49.95	
Amount received for excess of commissions .....	212.97	
		<u>262.92</u>
Amount allowed postmasters:		
For commissions .....	61	
For incidental expenses.....	7.24	
		<u>7.85</u>
Net revenue .....		<u>255.07</u>
		<u>262.92</u>

## NEW ZEALAND.

Amount received for fees on orders issued .....	118.30	
Amount received for excess of commissions.....	69.00	
		<u>187.30</u>
Amount allowed postmasters:		
For commissions.....	2.78	
For incidental expenses.....	3.02	
		<u>5.80</u>
Net revenue .....		<u>181.50</u>
		<u>187.30</u>

## VICTORIA.

Amount received for fees on orders issued .....	112.75	
Amount received for excess of commissions .....	110.76	
		<u>223.51</u>
Amount allowed postmasters:		
For commissions.....	1.10	
For incidental expenses .....	2.04	
		<u>3.14</u>
Net revenue .....		<u>220.37</u>
		<u>223.51</u>

## NEW SOUTH WALES.

Amount received for fees on orders issued .....	137.60	
Amount received for excess of commissions .....	88.23	
		<u>225.83</u>
Amount allowed postmasters:		
For commissions .....	3.04	
For incidental expenses .....	2.37	
		<u>5.41</u>
Net revenue .....		<u>220.42</u>
		<u>225.83</u>

## BELGIUM.

Amount received for fees on orders issued.....	\$858.10	
Amount received for gain on exchange.....	829.58	
		<u>\$1,687.68</u>
Amount allowed postmasters:		
For commissions .....	24.52	
For incidental expenses .....	35.28	
		<u>59.80</u>
Amount paid Belgium for excess of commissions .....		178.86
Net revenue .....		<u>1,449.02</u>
		<u>1,687.68</u>

## PORTUGAL.

Amount received for fees on orders issued.....		180.30
Amount allowed postmasters:		
For commissions .....	4.23	
For incidental expenses .....	20.61	
		<u>24.84</u>
Amount paid Portugal:		
For loss on exchange.....	54.40	
For excess of commissions.....	29.16	
		<u>83.56</u>
Net revenue .....		<u>71.90</u>
		<u>180.30</u>

## SWEDEN.

Amount received for fees on orders issued.....		11,566.00
Amount allowed postmasters:		
For commissions .....	263.27	
For incidental expenses .....	301.00	
		<u>564.27</u>
Amount paid Sweden:		
For loss on exchange.....	4,005.05	
For excess of commissions.....	4,542.95	
		<u>8,548.00</u>
Net revenue .....		<u>2,453.73</u>
		<u>11,566.00</u>

## TASMANIA.

Amount received for fees on orders issued.....	5.20	
Amount received for excess of commissions .....	14.58	
		<u>19.78</u>
Amount allowed postmasters:		
For commissions .....	.31	
For incidental expenses .....	.04	
		<u>.35</u>
Net revenue .....		<u>19.43</u>
		<u>19.78</u>

## WINDWARD ISLANDS.

Amount received for fees on orders issued.....	58.80	
Amount received for excess of commissions .....	400.55	
		<u>459.35</u>

Amount allowed postmasters :		
For commissions .....	\$3. 44	
For incidental expenses.....	20. 76	
		<u>\$21. 20</u>
Net revenue.....		<u>438. 15</u>
		<u>459. 35</u>

## JAPAN.

Amount received for fees on orders issued .....	260. 90	
Amount received for excess of commissions .....	23. 74	
		<u>284. 64</u>
Amount allowed postmasters :		
For commissions .....	2. 07	
For incidental expenses.....	5. 57	
		<u>7. 64</u>
Net revenue .....		<u>277. 00</u>
		<u>284. 64</u>

## CAPE COLONY.

Amount received for fees on orders issued .....	12. 40	
Amount received for excess of commissions.....	30. 96	
		<u>43. 36</u>
Amount allowed postmasters :		
For commissions .....	. 17	
For incidental expenses.....	1. 76	
		<u>1. 93</u>
Net revenue .....		<u>41. 43</u>
		<u>43. 36</u>

## HAWAIIAN KINGDOM.

Amount received for fees on orders issued .....	58. 40	
Amount received for excess of commissions.....	307. 00	
		<u>365. 40</u>
Amount allowed postmasters :		
For commissions .....	4. 26	
For incidental expenses .....	1. 95	
		<u>6. 21</u>
Net revenue .....		<u>359. 19</u>
		<u>365. 40</u>

## QUEENSLAND.

Amount received for fees on orders issued .....	36. 10	
Amount received for excess of commissions .....	28. 25	
		<u>64. 35</u>
Amount allowed postmasters :		
For commissions .....	. 90	
For incidental expenses.....	. 54	
		<u>1. 44</u>
Net revenue .....		<u>62. 91</u>
		<u>64. 35</u>

## LEEWARD ISLANDS.

Amount received for fees on orders issued .....	19. 00	
Amount received for excess of commissions.....	24. 03	
		<u>43. 03</u>

Amount allowed postmasters:		
For commissions .....	\$0.30	
For incidental expenses .....	19.72	
		\$20.02
Net revenue .....		23.01
		<u>43.03</u>

## NORWAY.

Amount received for fees on orders issued .....		5,798.95
Amount allowed postmasters:		
For commissions .....	124.95	
For incidental expenses .....	171.26	
		296.21
Amount paid Norway:		
For loss on exchange .....	2,403.88	
For excess of commission .....	2,401.97	
		4,805.85
Net revenue .....		696.89
		<u>5,798.95</u>

## NETHERLANDS.

Amount received for fees on orders issued .....	544.10	
Amount received for gain on exchange .....	130.81	
		674.91
Amount allowed postmasters:		
For commissions .....	24.79	
For incidental expenses .....	42.58	
		67.37
Amount paid Netherlands for excess of commissions .....		36.93
Net revenue .....		570.61
		<u>674.91</u>

## DENMARK.

Amount received for fees on orders issued .....		1,636.65
Amount allowed postmasters:		
For commissions .....	49.16	
For incidental expenses .....	108.79	
		157.95
Amount paid Denmark:		
For loss on exchange .....	397.45	
For excess of commissions .....	416.30	
		813.75
Net revenue .....		664.95
		<u>1,636.65</u>

## NEWFOUNDLAND.

Amount received for fees on orders issued .....	238.00	
Amount received for excess of commissions .....	109.44	
		347.44
Amount allowed postmasters:		
For commissions .....	1.45	
For incidental expenses .....	2.77	
		4.22
Net revenue .....		343.22
		<u>347.44</u>

No. 17.—*Recapitulation of net revenue.*

Revenue on domestic money-order transactions .....	\$524,374.20
Revenue on postal-note transactions .....	129,673.62
Revenue on transactions with—	
Canada .....	\$16,088.11
Great Britain and Ireland .....	47,514.66
Germany .....	48,650.07
Switzerland .....	16,043.81
Italy .....	27,173.96
France .....	6,353.01
Jamaica .....	255.07
New Zealand .....	181.50
Victoria .....	220.37
New South Wales .....	220.42
Belgium .....	1,449.02
Portugal .....	71.90
Sweden .....	2,453.73
Tasmania .....	19.43
Windward Islands .....	438.15
Japan .....	277.00
Cape Colony .....	41.43
Hawaiian Kingdom .....	359.19
Queensland .....	62.91
Leeward Islands .....	23.01
Norway .....	696.89
Netherlands .....	570.61
Denmark .....	664.95
Newfoundland .....	343.22
	<hr/>
	170,172.42
Total revenue .....	<hr/> 824,220.24

No. 18.—*Statement of assets and liabilities, June 30, 1890.*

## ASSETS.

Balance in the hands of the United States assistant treasurer at New York, N. Y., June 30, 1890 .....	\$2,980,801.30
Balance in the hands of postmasters, June 30, 1890 .....	1,860,381.68
Total .....	<hr/> 4,841,182.98

## LIABILITIES.

Amount due postal account .....	362,775.65
Revenue on money-order and postal-note account for quarters ended March 31, 1890, and June 30, 1890 .....	393,792.56
Unpaid domestic money-orders, postal-notes, and international money-orders, outstanding certificates of deposit, and balances of unadjusted international accounts .....	4,052,986.36
Balances due postmasters .....	31,628.41
Total .....	<hr/> 4,841,182.98

No. 19.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1890.

Nationalities.	Number.	Value.	Increase.		Decrease.	
			Number.	Value.	Number.	Value.
<i>International lists of orders of United States issue received, examined, registered, and checked.</i>						
Canada	318	\$1,346,593.08		\$48,803.12	12	
Great Britain	185	5,175,188.20		53,153.09	1	
Germany	168	2,781,780.39	1	98,469.56		
Switzerland	161	573,792.10	6			\$16,171.29
Italy	157	1,008,693.11	4	86,530.87		
France	12	297,913.26		33,183.90		
Jamaica	80	4,199.37	9	1,140.50		
New Zealand	28	13,965.45	1			1,709.41
New South Wales	29	15,711.87	1	2,596.73		
Victoria	24	10,971.41			4	188.51
Belgium	151	75,027.12	1	17,995.44		
Portugal	166	20,710.45	39	6,390.09		
Sweden	149	1,024,675.27		268,657.49	3	
Tasmania	28	679.92	2			238.31
Windward Islands	66	5,389.49	14			2,182.36
Cape Colony	71	1,009.18		225.30	2	
Hawaii	63	5,468.92	4			243.52
Queensland	28	4,423.38	1			4,264.11
Japan	32	23,401.20			15	231.67
Leeward Islands	26	683.89			11	670.24
Norway	159	520,696.93		92,161.70	1	
Netherlands	151	37,828.58		5,501.63	2	
Denmark	157	137,708.52	3	41,510.63		
Newfoundland	53	25,518.66	53	25,518.66		
	2,462					
<i>International lists of orders of foreign issue received, examined, registered, and checked.</i>						
Canada	318	1,481,272.27		49,477.18	12	
Great Britain	383	888,783.72	9	43,002.21		
Germany	104	1,488,388.46		94,042.50		
Switzerland	192	219,482.61		15,271.64	28	
Italy	104	55,845.78		490.84	1	
France	12	111,039.36		24,741.65		
Jamaica	66	46,794.22	7			38,640.88
New Zealand	35	25,200.45	8	1,205.89		
New South Wales	27	29,796.34			1	4,913.00
Victoria	34	29,284.53	6			5,424.81
Belgium	105	38,805.88		5,399.72		
Portugal	95	7,991.44	13			4,253.68
Sweden	368	110,058.63		35,455.16		
Tasmania	18	3,479.54	3	217.97		
Windward Islands	85	85,488.28	13	33,467.27		
Cape Colony	51	7,197.63		1,799.05	1	
Hawaii	94	51,498.12	8	10,273.29		
Queensland	28	9,753.68	1	1,006.19		
Japan	45	28,150.42		4,517.55	2	
Leeward Islands	46	12,555.18	5	2,933.37		
Norway	366	40,232.69	1	9,978.72		
Netherlands	205	30,504.94		3,906.24	3	
Denmark	388	54,059.47	3	11,266.96		
Newfoundland	51	47,346.87	51	47,346.87		
	3,220					
<i>International accounts received and adjusted.</i>						
Canada	4	2,855,241.18		107,869.38		
United Kingdom	12	6,115,374.76		98,595.69		
Germany	4	4,306,292.15		184,981.27		
Switzerland	4	800,957.72				1,598.36
Italy	4	1,074,291.53		87,835.17		
France	3	312,817.07			1	44,336.55
Jamaica	4	51,334.41				37,745.60
New Zealand	3	28,906.58			1	11,607.34
New South Wales	4	46,533.05				2,092.23
Victoria	4	40,847.39				200.42
Belgium	4	115,004.30		23,448.65		
Portugal	4	28,815.51		14,882.11		

No. 19.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1890—Continued.

Nationalities.	Number.	Value.	Increase.		Decrease.	
			Number.	Value.	Number.	Value.
<i>International accounts received and adjusted—Continued.</i>						
Sweden .....	4	\$1,147,809.27		\$305,860.44		
Tasmania .....	4	4,186.59				\$108.21
Windward Islands .....	4	91,587.43		31,556.32		
Cape Colony .....	4	8,327.81		2,012.63		
Hawaii .....	4	57,728.58		10,299.38		
Queensland .....	3	10,000.60			1	1,153.46
Japan .....	4	52,225.12		17,023.72		
Leeward Islands .....	2	6,209.31			2	4,981.75
Norway .....	4	564,268.69		102,663.53		
Netherlands .....	4	68,793.59		9,397.95		
Denmark .....	4	193,752.39		53,757.54		
Newfoundland .....	4	73,480.17		73,480.17		
	99					

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, 1890.

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 .....	36,683,485	181,635,777	4,928,665	10,711,670	1,032,131	5,654,258
Conard (limited) New York...	43,979,325	203,826,237	3,721,880	9,041,809	904,676	5,761,935
Hamburg-American .....	5,396,926	31,461,826	739,718	1,761,032	148,809	834,680
Inman and International .....	17,494,441	76,656,337	1,686,409	3,569,234	355,935	1,890,964
Liverpool and Great Western .....	8,288,698	42,478,252	873,417	2,048,105	165,605	1,072,945
White Star .....	13,954,339	56,105,782	960,573	2,051,922	207,174	773,984
General Transatlantic .....						
Anchor .....	156,724	417,225	595	250	860	70
Conard (limited) from Boston .....	652,844	4,207,954			133,234	1,090,285
Netherlands Steam Navigation Company .....						
Red Star .....					8,311	1,845
American .....	155	312				
Thingvall .....						
Total .....	126,596,437	596,789,902	12,911,257	29,184,042	2,955,835	17,070,986
Increase compared with last year .....	7,914,018	12,669,918	1,805,907	3,134,637		
Decrease compared with last year .....					74,036	609,134

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	3,290,498	8,020,448	4,842,749	24,815,125	11,352,894	168,145,502
Cunard (limited) New York	595,055	987,085	564,954	1,374,916	8,081,613	30,825,808
Hamburg-American	272,416	591,795	823,108	5,016,237	3,364,005	15,053,500
Inman and International	275,957	529,231	2,174,857	11,381,497	3,378,012	13,462,478
Liverpool and Great Western	211,820	459,855	963,300	6,622,197	2,186,119	10,625,136
White Star	70,360	148,140	1,243,396	5,554,179	1,407,223	4,126,004
General Transatlantic			9,338,980	42,645,270		
Anchor			5,905	5,835	4,745	620
Cunard (limited) Boston			47,076	487,025	45,476	448,889
Netherlands Steam Navigation Company						
Red Star						
American						
Thingvalla						
Total	4,626,106	10,740,154	20,004,405	97,902,281	59,820,087	242,688,927
Increase compared with last year	148,531	967,959	1,581,844	7,722,415	1,813,135	8,326,158

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	4,066,045	11,848,980	1,396,569	5,143,100	6,384,733	13,898,714
Cunard (limited) New York	241,410	601,415	1,201,010	4,867,110	1,050,299	1,900,090
Hamburg-American	751,375	2,706,465	198,270	838,885	553,668	852,000
Inman and International	1,972,300	5,507,705	416,965	1,342,185	467,932	765,320
Liverpool and Great Western	1,063,265	3,097,580	176,825	738,885	402,735	667,400
White Star	1,165,945	3,162,350	278,855	708,270	135,185	234,010
General Transatlantic	5,537,830	21,786,215				
Anchor	540		895	300		
Cunard (limited) Boston						
Netherlands Steam Navigation Company			8,170	2,090		
Red Star						
American						
Thingvalla					950	3,575
Total	14,798,710	48,710,710	3,677,559	13,640,825	8,995,522	18,328,145
Increase compared with last year	811,840	1,652,380	339,834	1,210,885		749,710
Decrease compared with last year					486,008	

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	336,880	701,215	7,188,945	9,832,485	412,540	2,923,380
Cunard (limited) New York	11,495	38,640	1,084,225	1,555,765	39,405	158,845
Hamburg-American	51,715	114,145	622,145	661,855	72,050	566,765
Inman and International	163,875	411,460	580,365	779,425	171,405	1,100,835
Liverpool and Great Western	81,870	193,925	411,125	694,745	105,505	682,445
White Star	76,405	207,580	187,145	237,820	94,915	844,585
General Transatlantic	365,745	1,386,045			692,720	5,780,795
Anchor			20	40	320	40
Cunard (limited) Boston						
Netherlands Steam Navigation Company						
Red Star						
American						
Thingvalla						
Total	1,087,985	3,053,010	10,073,970	13,762,135	1,588,860	12,057,090
Increase compared with last year	112,680	93,325	728,445	2,108,275		
Decrease compared with last year					730,040	2,771,655

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.....	13,770,875	44,197,544	1,449,400	6,532,365	735,830	4,904,280
Cunard (limited) New York.....	1,985,875	5,071,662	185,337	559,125	101,445	819,010
Hamburg-American.....	1,282,569	3,367,082	259,330	1,477,845	50,975	478,850
Inman and International.....	1,030,651	2,163,581	625,215	3,086,865	49,610	300,240
Liverpool and Great Western.....	836,280	1,763,621	330,660	1,652,105	34,605	227,150
White Star.....	290,180	601,502	350,585	1,653,925	16,940	88,980
General Transatlantic.....			2,115,425	11,552,125		
Anchor.....			890	820		
Cunard (limited), Boston.....						
Netherlands Steam Navigation Company.....						
Red Star.....						
American.....						
Thingvalla.....						
Total.....	19,196,430	57,694,992	5,326,842	26,515,175	989,405	6,818,510
Increase compared with last year.....		7,231,932	246,372	824,420	256,385	250,725
Decrease compared with last year.....	107,986					

## RECAPITULATION BY STEAM-SHIP LINES.

Steam-ship lines.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd.....	127,872,239	498,964,843
Cunard (limited), New York.....	63,649,004	267,286,072
Hamburg-American.....	14,586,179	63,787,038
Inman and International.....	20,853,649	122,887,567
Liverpool and Great Western.....	16,131,369	73,014,406
White Star.....	20,439,220	76,409,031
General Transatlantic.....	18,050,700	83,156,450
Anchor.....	171,494	425,200
Cunard (limited), Boston.....	878,630	6,294,151
Netherlands Steam Navigation Company.....	8,170	2,000
Red Star.....	8,311	1,845
American.....	155	312
Thingvalla.....	950	3,575
Total.....	292,649,410	1,194,356,584
Increase compared with last fiscal year.....	14,360,841	43,370,950

## RECAPITULATION BY COUNTRIES.

Countries.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
England.....	128,596,437	506,780,902
Austria.....	12,911,257	29,184,042
Belgium.....	2,955,835	17,070,986
Denmark.....	4,626,106	10,740,154
France.....	20,004,405	97,902,281
Germany.....	50,820,087	242,688,027
Italy.....	14,708,710	48,710,710
Netherlands.....	3,677,569	13,640,825
Norway.....	8,905,522	18,328,145
Portugal.....	1,087,985	3,053,010
Russia.....	10,073,970	13,762,135
Spain.....	1,588,860	12,057,600
Sweden.....	19,196,430	57,694,992
Switzerland.....	5,326,842	26,515,175
Turkey.....	989,405	6,818,510
Total.....	292,649,410	1,194,356,584
Increase compared with last fiscal year.....	14,360,841	43,370,950

No. 21.—Statement showing the weight of letters and newspapers, etc., conveyed to foreign countries other than European, by steam-ship lines, during the fiscal year ending June 30, 1890.

Steam-ship lines.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Oceanic.....	3,816,568	98,664,454
Pacific Mail, New York.....	3,843,055	69,849,727
Plant Investment, Tampa.....	3,074,246	41,213,442
Occidental and Oriental.....	3,307,616	34,374,434
Pacific Mail, San Francisco to Japan, etc.....	2,887,561	27,663,453
Red D.....	1,733,610	21,594,800
Quebec.....	1,578,775	16,416,230
United States and Brazil.....	1,516,725	24,962,235
Atlas.....	1,146,370	10,232,355
Oceanic to Hawaii, direct.....	1,093,768	12,495,627
Boston, Halifax, and Prince Edward Island.....	1,004,543	636,676
Pacific Mail, San Francisco to Panama, etc.....	912,911	8,051,540
Mexican International.....	885,464	5,902,780
Oregon Railroad and Navigation.....	691,381	.....
New York and Cuba.....	667,035	6,244,145
Royal Mail.....	894,787	7,832,067
Yarmouth.....	553,865	.....
Pacific Coast.....	544,867	10,220,166
Costa Rica and Honduras.....	397,823	4,884,218
Stomans Brazil.....	386,791	7,106,206
Anchor.....	278,180	3,440,835
Morgan.....	274,272	2,559,562
Clyde.....	261,630	3,984,530
Honduras and Central American.....	254,435	3,723,171
Christall.....	178,510	2,236,340
Royal Dutch.....	177,565	1,650,940
Taurus.....	163,235	994,075
James E. Ward.....	127,735	2,597,380
Booth.....	109,655	877,025
Red Cross.....	108,479	856,053
New York and Porto Rico.....	94,135	657,155
Spanish Transatlantic.....	93,850	1,329,415
French Contract.....	88,654	1,422,192
Barber and Co.'s.....	82,882	1,917,974
Earn to South America.....	78,936	1,569,973
Winchester.....	80,847	1,475,703
Oteri Pioneer.....	49,341	449,718
Earn to West Indies.....	46,977	680,474
Hoadley.....	39,532	315,298
Central America.....	35,588	360,009
Hamburg.....	28,610	498,100
Busk and Jevons.....	20,410	336,980
Atlantic and West India.....	19,600	151,140
Thebaud.....	15,420	337,270
People's Line.....	10,795	142,370
Edith Hough.....	10,048	32,206
Mary Jane.....	7,549	2,856
Lizzie Henderson.....	5,550	5,525
Alejandro.....	3,481	106,709
Lord and Austin.....	2,420	24,990
Bernard.....	70	.....
Total.....	34,599,092	442,917,812
Increase compared with last fiscal year.....	3,077,720	38,934,711

No. 22.—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, 1890.

Countries and colonies.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Cuba.....	3,977,016	39,442,617
Japan.....	3,280,574	26,592,990
Australasia (non-union).....	2,903,374	26,425,990
Hawaiian Islands.....	2,163,513	26,181,462
Mexico.....	1,634,603	14,961,323
Windward Islands.....	1,437,891	14,562,700
Nova Scotia.....	1,476,970	.....
United States of Colombia.....	1,323,497	26,592,990
Venezuela.....	1,299,365	17,126,265
Brazil.....	1,226,863	14,426,046
Hong-Kong.....	1,667,889	4,379,722
British Columbia.....	1,000,000	1,000,000

No. 22.—Statement showing the weight of letters and newspapers, etc.—Continued.

Countries and colonies.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Argentine Republic	793, 320	17, 119, 759
Guatemala	844, 195	10, 740, 880
Chili	816, 110	19, 037, 970
Bermuda	768, 485	7, 964, 265
Jamaica	776, 930	9, 055, 602
Peru	764, 326	12, 997, 996
Nicaragua	716, 132	7, 671, 867
United States consul at Shanghai	673, 332	12, 388, 316
Costa Rica	590, 340	6, 631, 699
Hayti	564, 565	4, 582, 195
Republic of Honduras	500, 964	5, 273, 471
Salvador	438, 975	6, 409, 461
Ecuador	377, 473	4, 501, 849
Curaçoa	359, 365	2, 733, 495
Bahamas	296, 424	3, 522, 391
British Honduras	242, 215	2, 309, 578
From United States consul at Shanghai	228, 101	542, 857
Uruguay	204, 720	3, 570, 622
Porto Rico (direct)	257, 370	1, 561, 230
San Domingo	180, 220	3, 255, 975
Porto Rico and St. Thomas, via Cuba	175, 710	2, 701, 640
Samoa	103, 976	1, 551, 697
Tahiti	77, 977	1, 261, 937
Newfoundland	75, 210	615, 906
Bolivia	74, 085	1, 947, 810
Manilla	57, 742	1, 222, 131
Turk's Island	28, 655	260, 900
Singapore	22, 713	571, 459
Paraguay	13, 848	367, 029
Marquesas and Marshall Islands	10, 677	160, 255
New Caledonia	7, 320	132, 979
St. Pierre and Miquelon	7, 228	20, 770
Java	6, 874	57, 296
Azores	12, 470	24, 470
Dutch Guiana	6, 620	6, 160
Siam	5, 925	152, 671
Cochin China	4, 920	75, 092
British Guiana	2, 140	2, 440
Total	34, 599, 092	442, 917, 812
Increase compared with last fiscal year	3, 077, 720	38, 934, 711

No. 23.—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, 1890.

Steam-ship lines.	Letters.	Prints.	Amount.
	<i>Grams.</i>	<i>Grams.</i>	
North German Lloyd	10, 759, 743	36, 552, 360	\$13, 916. 46
Cunard (limited)	6, 526, 395	29, 063, 170	8, 234. 97
White Star	2, 321, 081	8, 810, 879	3, 090. 09
General Transatlantic	2, 098, 288	8, 448, 087	2, 840. 09
Liverpool and Great Western	2, 143, 619	6, 430, 877	2, 689. 17
Plant Investment	1, 009, 712	6, 851, 470	(*)
Hamburg-American	798, 824	2, 734, 894	1, 034. 78
Inman	3, 934, 988	11, 818, 162	4, 937. 72
Pacific Mail	153, 864	1, 683, 608	310. 95
New York and Cuba	135, 548	2, 671, 848	388. 64
Red D.	68, 344	765, 039	139. 83
Anebor	18, 962	59, 693	24. 05
Morgan	15, 200	13, 847	16. 00
Quebec	13, 167	81, 456	20. 57
Clyde	3, 682	75, 166	10. 81
Royal Dutch	5, 360	56, 850	10. 66
Atlas	8, 613	17, 625	10. 01
Honduras and Central American	2, 518	5, 201	2. 94
United States and Brazil	1, 253	1, 393	1. 34
Christall Line	623	2, 412	. 83
Total	30, 109, 784	107, 144, 637	37, 673. 01

\* Contract service.

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