

ANNUAL REPORT

OF THE

POSTMASTER-GENERAL

91383

OF THE

UNITED STATES

FOR THE

FISCAL YEAR ENDED JUNE 30, 1881.



WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
1881.

# CONTENTS.

	Page.
<b>REPORT PROPER OF THE POSTMASTER-GENERAL.....</b>	5-55
Financial statement, 5; Amount drawn from the Treasury on appropriations, 6; Deficiency appropriations, 6; Estimates for 1883, 7; Postage-stamps, stamped envelopes, and postal cards, 7; Increase in issue of postage-stamps, 8; Postage on second-class matter, 8; Dead letters, 9; Statistics of registration, 9; Postal money-order system, 10; Number of domestic money-order offices, 10; Issues and payments of domestic money-orders, 10; Duplicate money-orders, 11; Transfer of money-order funds, 11; Remittances of surplus money-order funds, 12; Lost remittances, 12; Money-orders erroneously paid, 13; Revenues and expenses of the money-order system, 13; Cause of reduction of gross revenue, 14; International money-order business, 14; Exchange of money-orders with Switzerland, 15; Exchange of money-orders with Great Britain, 16; with Germany, 16; with Canada, 16; with Italy, 16; with France, 17; Revenue from international money-orders, 17; General financial results of the money-order business, 17; Proposed modification of the money-order system, 18; Unclaimed money-order funds, 19; No provision of law under which unclaimed money can now be disposed of, 19; Postal orders for less than five dollars, 20; New building needed for the money-order system in Washington, 21; Postal savings depositories, 22; Statistics of inland transportation, 23; Postal service to be self-supporting, 24; Business principles, 25; Rapid expansion of the postal service, 25; Beginning of deficiencies, 25; Government mails, 26; The scope of the Post-Office Department, 27; Express mails of California, 27; Great overland mail service, 28; The annual deficiency, 28; The situation in 1859, 29; Effects of the war upon the postal revenues, 29; The theory that the postal fund should be charged with subsidies for the development of commerce, 30; Straw-bidding, 31; Degradation of official morals, 31; Re-establishment of Southern mail service, 31; The post-office should now be self-sustaining, 31; Abuses in the star-route service, 32; Constantly increasing cost of the railway mail service, 33; The Post-Office Department a common carrier of merchandise, 34; Additional postal cars needed, 34; Reduction of the cost of railway mail service, 35; Salaries and allowances of postmasters, 35; Reduction of letter postage, 36; Mail service other than railway, 36; Cost of railway service, 37; Railway post-office cars, 37; Special facilities, 37; Additional postal facilities between the East and West, 37; Reorganization of the railway mail service, 38; Chief head clerks of the railway mail service, 38; Pensions in the railway mail service, 39; Foreign mails, 39; Cost of the ocean mail service, 40; Admissions to the Universal Postal Union, 40; Modifications of postal union arrangements and details, 41; Modification of arrangements respecting exchanges with Canada, and countries and colonies not embraced in the Universal Postal Union, 43; Appropriation in aid of steamship service to New Zealand and New South Wales, 44; Foreign mail matters requiring legislation, 44; Improvement of mail communications with Mexico, 45; Foreign mail statistics, 45; Post-offices established and postmasters appointed, 46; Employés of the railway mail service, 46; Employés of the postal service, 47; The free delivery system, 47; Compensation of auxiliary letter-carriers, 49; Substitute letter-carriers, 49; Work of the topographer's office, 49; Post-office Inspectors, 50; Arrests and convictions, 50; Cases acted upon by inspectors, 51; Permissible writing on mail matter of the fourth class, 52; Explosive and other dangerous articles in the mails, 52; Postal laws and regulations, 53; Salaries of the Assistant Postmaster-Generals, 53; Compensation of postmasters at the large offices, 53; Reorganization of the Post-Office Department, 54; Civil-service reform, 54.	
<b>REPORT OF THE FIRST ASSISTANT POSTMASTER-GENERAL.....</b>	73-95
Appointment division—bond division, 75; Salary and allowance division, 76; Free delivery division—postage on local matter, 77; Lease desk, 78; Letter-book desk—principal messenger, 79.	

I P M

	Page.
<b>REPORT OF THE SECOND ASSISTANT POSTMASTER-GENERAL</b> .....	99
Inland transportation—railroad service, 99; Estimates for railway post-office cars,—Special facilities,—Pacific roads, 100; Rates of pay to railroads, 101; Mail messengers,—Star service, 102; Estimates for star service, 103; Steamboat service—mail equipments—clerical force, 104; Fines and deductions, 105; Cost of inland transportation, 106; Explanation of tables, 107.	
Table A. Showing the character of the mail service, length of mail routes, number of miles of annual transportation, and the cost thereof, as exhibited by the state of the arrangements at the close of the fiscal year 1881.....	108-109
Table B. Exhibiting, by States, the railroad service in operation June 30, 1881, with the annual cost per mile of each road.....	110-153
Table C. Exhibiting, by States, the steamboat service in operation June 30, 1881, with the annual cost per mile of each route.....	154-159
Table D. Showing the weight of mails, the speed with which they are conveyed, the accommodations for mails and agents, the trips per week, and the rates of pay per mile per annum on railroad routes in States in which the contract term expired June 30, 1881, and also in other States and Territories; the returns having been obtained with a view to the readjustment of the pay in accordance with the acts of March 3, 1873, July 12, 1876, and June 17, 1878.....	160-197
Table E. Showing the readjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1881, and also in other States, and on certain new routes, the readjustment of the rates, based upon returns of the weight of the mails, the speed with which they are conveyed, the accommodations for mails and agents, and the number of trips per week, in accordance with the acts of March 3, 1873, July, 1876, and June 17, 1878.....	198-233
<b>INDEX TO TABLE D</b> .....	234-238
<b>INDEX TO TABLE E</b> .....	239-242
Table F. Showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ended June 30, 1880, and June 30, 1881, and the increase or decrease of 1881 as compared with 1880, and the reasons therefor.....	244-251
Table G. Statement of all contracts for mail-bags, mail-catchers, mail-bag tags, mail-bag label-cases, fasteners, use of patents, and mail-locks, keys, and mail-key chains, in operation June 30, 1881.....	243
Table H. Statement of the number, description, and prices of mail-bags, mail-catchers, &c., purchased, and of the expense incurred on account thereof during the fiscal year ended June 30, 1881.....	262
Table I. Statement of the expense incurred during the year ended June 30, 1881, on account of mail locks and keys ordered to be manufactured and furnished according to contracts, and the quantities, descriptions, and prices thereof.....	253
Table K. Showing the increase and decrease in mail transportation and cost during the year ended June 30, 1881.....	254-255
Table L. Railway post-office lines in the United States June 30, 1881, showing the increase and decrease in the service since June 30, 1880.....	256-259
Table M. Railway post-office, route agent, and mail-messenger service in operation in the United States on the 30th of June, 1881.....	260-312
<b>REPORT OF THE GENERAL SUPERINTENDENT OF THE RAILWAY MAIL SERVICE</b> .....	313-343
Employés of the railway mail service—Appropriations for their payment, 315; Growth and development of the service—study required of employés—case examinations—chief head clerks, 316; Reorganization of the service, 317; Estimates for 1883, 318; More local agents needed—increase of railroad service—mails distributed, errors, &c., 319; Casualties—railway post-office service—fast mails and special facilities, 320; Estimates for special facilities for 1883, 321; A additional route-agent service needed, 322; Cost of railroad service—improvement suggested in through registered pouches, 323; Conclusion, 324.	
Table A. Statement for the years 1870 to 1881, inclusive, showing the number of railway post-office clerks, route-agents, mail-route messengers, and local agents employed; total amount paid to each class; and the percentage of increase and decrease in number of employés and annual expenditure.....	325
Table B. Statement for the years 1870 to 1881, inclusive, of steamboat and railroad routes, miles of annual service on the same, also miles of railway post-office service and miles of annual service thereon, together with the increase and decrease per cent.....	326
Table C. Statement of mail distributed en route on the cars by employés of the railway mail service during the fiscal year ended June 30, 1881.....	327
Table D. Statement of errors made by employés of the railway mail service during the fiscal year ended June 30, 1881.....	327

	Page.
<b>REPORT OF THE SUPERINTENDENT OF THE RAILWAY MAIL SERVICE—Continued.</b>	
Table E. Statement of errors in the distributing and forwarding of mails made by post-offices during the fiscal year ended June 30, 1881.....	328-340
Table G. Statement of casualties in the railway mail service during the fiscal year ended June 30, 1881.....	340-343
<b>REPORT OF THE THIRD ASSISTANT POSTMASTER-GENERAL .....</b>	<b>345-400</b>
Financial statement, 348; Amounts drawn from the Treasury—condition of deficiency appropriations, 349; Estimates for 1883—transactions at depositories, 350; Contracts entered, and accounts kept—appropriations, expenditures, and estimates for service of office, 351; Postage-stamps, stamped envelopes, postal cards, &c., 352; Postage collected on second-class matter, 354; Dead letters, 355; Division of registration—losses—the through-pouch system, 356; New registered lock—brass-lock registry exchange system, 357; Manifold process for registry forms—registered package tag envelopes—registration of third and fourth class matter, 358; Retrospective, 359; Files, records, and mails, 360; Condition of appropriations for 1881, 363; Receipts and expenditures in detail, 364-367; Receipts and disbursements at Treasury depositories, 368-372; Receipts and disbursements at depository post-offices, 373-375; Issues of postage-stamps, &c., 376-385; Cost of procuring supplies, 386; Statistics of dead-letter office, 387-393; Statistics of registration, 394-400.	
<b>POSTAL ORDERS FOR SUMS LESS THAN FIVE DOLLARS. Letter from the Superintendent of the Money-Order System to the Postmaster-General .....</b>	<b>401-410</b>
<b>TABLES EXHIBITING THE OPERATIONS OF THE MONEY-ORDER SYSTEM.....</b>	<b>411-420</b>
Operations from November 1, 1864, up to June 30, 1881—duplicate money-orders issued, 413; Money-order funds lost, allowed, and recovered, 414-416; Money-orders improperly paid, 417; Recovered—charged to payee—paid to proper payee, 418; Charged to department—unsettled, 410.	
<b>NEW BUILDING FOR MONEY-ORDER OFFICE—REPORT OF COMMITTEE .....</b>	<b>421-425</b>
<b>ADDITIONAL MONEY-ORDER CONVENTION WITH ITALY.....</b>	<b>427-435</b>
<b>STATISTICS OF FOREIGN MAILS.....</b>	<b>439</b>
Cost of ocean mails, 439; Estimate of amount of mail matter exchanged during fiscal year ended June 30, 1881, 440; Countries and colonies which have acceded to the Postal Union since the date of the last Annual Report of the Postmaster-General, 440; Table showing equivalents according to which postage rates are levied in countries of the Postal Union which have not the franc for a monetary unit, 441; Poste-restante letters, 442; Regulations within the Postal Union respecting the stoppage and return to senders of letters of the international service, 443; Statement of surtaxes charged on correspondence addressed to the United States, 444.	
<b>ADDITIONAL CONVENTION FOR THE EXCHANGE OF CORRESPONDENCE WITH CANADA.....</b>	<b>447-450</b>
<b>REPORT OF THE TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.....</b>	<b>451-457</b>
<b>OPERATIONS OF THE BLANK AGENCY.....</b>	<b>459-463</b>
<b>REPORT OF A. M. GIBSON, SPECIAL U. S. ATTORNEY, ON THE STAR ROUTE SERVICE.....</b>	<b>465-651</b>
<b>REPORT OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.....</b>	<b>653-690</b>
Revenue of the Post-office Department, 655; Summary of revenues and expenditures, 656; Deficiency account—postmasters' quarterly accounts current—stamps sold, 657; Letter postages—balances due foreign countries—mail transportation, 658; Foreign mail transportation—Pacific Railroad account, 659; Statement of the condition of the accounts of late postmasters—money-order account, 660; Quarterly receipts, 661; Quarterly expenditures, 662, 663; Receipts and expenditures by States, 664-666; Condition of appropriations, 667; Miscellaneous payments, 668, 674; Revenues and expenses of free-delivery offices, 675, 676; Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1881, 677; Money-order business, 678-687; Weight of foreign mails dispatched, 687-689.....	
<b>ALPHABETICAL INDEX.....</b>	<b>693</b>



# REPORT

## OF THE

# POSTMASTER-GENERAL.

---

WASHINGTON, D. C., *November* 15, 1881.

SIR: I have the honor to submit herewith the following report of the operations of this department for the fiscal year ended June 30, 1881.

### FINANCIAL STATEMENT.

The total expenditures made on account of service for the fiscal year ending June 30, 1881, were.....	\$39,251,736 40
The revenues were as follows:	
Ordinary receipts.....	\$38,489,816 58
Receipts from money-order business.....	295,581 39
	36,785,397 97
Excess of expenditures on account of the fiscal year over receipts for the same.....	2,466,338 49
To which should be added the net amount charged on the books of the Auditor—as appears by his report—for "bad debts" and "compromise" accounts.....	14,780 86
	2,481,129 35
<b>Making a total excess of.....</b>	<b>2,481,129 35</b>

This deficit, supplied out of the general Treasury, was 6.3 per cent. of the amount expended, and it will be somewhat augmented when the unadjusted liabilities for the year have been ascertained and paid.

The expenditures for the service of the fiscal year were \$3,149,916.08, or 8.7 per cent., more than those of the preceding year.

In addition to the expenditures above stated, the sum of \$340,829.76 was paid on account of indebtedness incurred in previous years, making the total amount expended during the year \$39,592,566.22.

Table No. 2 (page 363), accompanying the report of the Third Assistant Postmaster-General, shows the appropriations by items for the last fiscal year and the amounts expended out of the same.

As will appear from this table, the item of compensation to postmasters was the only one in which the expenditure exceeded the appropriation, the latter amounting to \$7,500,000, and the former to \$8,298,742.79, or an excess of \$798,742.79. In the remaining items there was a total unexpended balance of the appropriations of \$751,907.73. The

total amount of appropriations was \$39,204,901.40, and the total expenditures, as before stated, \$39,251,736.46, or a net excess of expenditures of \$46,835.06, growing out of the excess of compensation to postmasters. This item of expenditure is one that is beyond the control of the department. The law regulates the compensation, basing it upon the amount of business done, and authorizes postmasters to retain it out of the receipts of their offices before turning over the surplus to the government. By operation of law it comes out of the postal receipts, and these were sufficiently in excess of the estimate to cover the outlay without depriving the department of the means necessary to meet other authorized items of expenditure. To cover the expenditure by the authority of an appropriation, however, I would respectfully recommend that Congress appropriate the sum of \$798,742.79 to supply a deficiency in the compensation of postmasters for the fiscal year ending June 30, 1881, payable out of the postal revenues for said fiscal year.

The receipts for the year were \$3,469,918.63, or 10.4 per cent., more than those of the preceding year, and \$4,575,397.97, or 14.2 per cent., more than the estimate which was made two years ago, before the present period of business prosperity had fairly begun, to which the increase is in a large degree attributable.

The receipts and expenditures by quarters, and the increase or decrease therein as compared with the corresponding periods in the two previous fiscal years, are shown by Table No. 3 which accompanies the report of the Third Assistant Postmaster-General.

#### AMOUNT DRAWN FROM THE TREASURY ON APPROPRIATIONS.

The following amounts were drawn from the Treasury during the fiscal year on account of deficiency and special appropriations:

1. Out of the appropriation to supply deficiencies in the postal revenues for the year ended June 30, 1881.....	\$3,000,000 00
2. Out of the appropriation to supply deficiencies for the fiscal year ended June 30, 1870, to meet payments on account of service of said fiscal year.....	279,556 03
3. To pay scheduled claims authorized by act approved March 3, 1881 (21 Statutes, chap. 132, p. 433), for the service of the year 1878 and prior years, as shown by report of the Auditor, hereto annexed.....	18,315 43
4. To enable the Postmaster-General to refund to A. J. Brooks the contents of a dead letter erroneously covered into the Treasury. (Act of March 3, 1881. 21 Statutes, chapter 132, page 423).....	50 00
Total.....	<u>3,297,921 46</u>

#### DEFICIENCY APPROPRIATIONS.

The following statement shows the condition of the appropriations to supply deficiencies in the postal revenues, viz:

1. For the fiscal year ended June 30, 1881, the amount appropriated from the Treasury to supply deficiencies in the postal revenue was \$3,883,420, of which \$2,466,338.49 was actually expended at the close of the fiscal year, to which should be added \$14,790.86, being the net

amount charged on the books of the Auditor during the year to "bad debts" and "compromise" accounts. Of the \$3,000,000 drawn from the Treasury on account, there remained in the hands of the Treasurer at the close of the year (after deducting the item of \$14,790.86 charged to bad debts, &c.) the sum of \$518,870.65; and the remainder of the appropriation, \$883,420, is still in the Treasury subject to requisition, making \$1,402,290.65 as the total amount unexpended at the close of the fiscal year, and available for outstanding liabilities.

2. Of the amount appropriated to supply deficiencies in the postal revenue for the fiscal year ended June 30, 1880, \$448,453.93 was in the hands of the Treasurer to the credit of the Post-Office Department on the 30th June, 1881, and \$1,957,376.10 was left undrawn in the general Treasury, making a total of \$2,405,830.03 unexpended on the 30th June, 1881, and available for unsettled liabilities on account of service for the fiscal year ended on that date.

ESTIMATES FOR 1883.

The expenditures for the fiscal year ending June 30, 1883, are estimated at.....	\$43, 661, 800 00
The ordinary revenues are estimated at .....	\$42, 561, 722 05
The revenue from money-order business is estimated at.....	180, 000 00
<b>Total estimated revenue for the fiscal year ending June 30, 1883 .....</b>	<b>42, 741, 722 05</b>
<b>Estimated excess of expenditures to be appropriated out of the Treasury to supply deficiency in the total revenue.....</b>	<b>920, 077 95</b>

The ordinary revenue is estimated upon the basis of an annual increase of eight per cent. on the revenues from the same source for the fiscal year ended June 30, 1881. As before stated, the actual increase for that fiscal year was 10.4 per cent., but it is not deemed safe to allow for a higher rate of increase than 8 per cent., as the department would be left without the means to meet its authorized expenditures in case the actual revenue should fall below the estimate. The decrease in the estimated amount of money-order receipts is owing to a contemplated reduction of the fees on money-orders for small amounts, as recommended elsewhere in this report.

Table No. 1 (page 361), attached to the report of the Third Assistant Postmaster-General, furnishes the estimates in detail.

POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The number of ordinary postage-stamps issued during the fiscal year was.....		Valued at.
Newspaper and periodical stamps .....	954, 128, 450	\$24, 040, 627 00
Special stamps for the collection of postage due.....	1, 995, 788	1, 398, 674 00
Postal-cards .....	8, 045, 710	254, 303 00
Stamped envelopes, plain .....	308, 536, 500	3, 086, 605 00
Stamped envelopes, special request.....	106, 291, 300	2, 647, 567 74
Newspaper-wrappers .....	85, 024, 000	2, 624, 481 75
Official postage-stamps .....	35, 751, 750	431, 154 60
Official stamped envelopes and wrappers .....	2, 012, 544	107, 777 32
<b>Aggregating .....</b>	<b>1, 504, 311, 542</b>	<b>34, 625, 435 91</b>

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

The increase in the number and amount of the foregoing issues over those of the previous year is shown as follows :

Description.	Fiscal year ended June 30, 1880.	Fiscal year ended June 30, 1881.	Increase.	
			Value.	Per ct.
Ordinary postage-stamps .....	\$22,414,928 00	\$24,040,627 00	\$1,625,699 00	7.2
Newspaper and periodical stamps .....	1,262,903 30	1,366,674 00	145,770 70	11.6
Postage-due stamps .....	251,836 00	254,393 00	2,557 00	1. +
Postal-cards .....	2,753,470 00	3,086,605 00	333,135 00	12. +
Stamped envelopes, plain .....	2,496,238 83	2,647,567 74	151,328 81	6. +
Stamped envelopes, special request .....	2,381,355 15	2,624,481 75	243,126 60	10.2
Newspaper-wrappers .....	381,787 60	431,154 60	49,367 00	12.9
Total ordinary issues .....	31,932,518 98	34,483,503 09		
Total increase, ordinary issues .....			2,550,984 11	7.9
Official stamps, stamped envelopes, and wrappers .....	154,823 48	141,932 82	*12,890 66	*8.3
	32,087,342 46	34,625,435 91		
Aggregate increase .....			2,538,093 45	7.9

\* Decrease.

The registry system is used for transmitting supplies from the point of manufacture to the various post-offices in the country; and of the 379,862 registered packages inclosing postage-stamps, stamped envelopes, and postal-cards to the value of \$34,625,435.91, not a single package was lost in transit. Considering the great number and value of the packages, the wide area of territory over which they were distributed, and the modes of transportation in the distant and sparsely settled regions of the country, the total exemption from loss is very remarkable, and proves the value of the registry system as a certain and secure mode of conveyance.

## POSTAGE ON SECOND-CLASS MATTER.

The total amount of postage collected during the year on newspapers and periodicals mailed to regular subscribers from known offices of publication, and from news agencies, at two cents per pound, was \$1,399,048.64, an increase of \$172,596.06, or a little over 14 per cent.

Of the total amount derived from this source, 27.65 per cent. was collected at New York; 10.01 per cent. at Chicago; 5.95 per cent. at Boston; 5.02 per cent. at Philadelphia; 4.65 per cent. at Augusta, Me.; 4.61 per cent. at Saint Louis; 3.96 per cent. at Cincinnati; 1.71 per cent. at San Francisco; 1.53 per cent. at Detroit; 1.29 per cent. at Louisville; 1.25 per cent. at Cleveland; 1.21 per cent. at Milwaukee; 1.02 per cent. at Pittsburgh; 1.01 per cent. at Toledo; and eighty-eight one hundredths of one per cent. at Baltimore.

The fifteen offices named collected 71.75 per cent., or nearly three-fourths, of the whole amount realized.

The weight of second class matter mailed was 69,952.432 pounds, or 34,976+ tons. The number of post-offices at which the matter was mailed was 4,821, an increase of 398 over the number for the previous year.

#### DEAD LETTERS.

By careful reckoning based upon an actual count made in every post office in the United States during the first week in December, 1880, it has been ascertained that the whole number of letters mailed in this country in the last fiscal year was 1,046,107,348. The number reaching the Dead-Letter Office during the same period was 3,323,621, or one in every 315. The total number of letters, and of packages that were of sufficient value to be recorded and filed, received during the year ended June 30, 1881, was 3,674,205, an increase of 354,623 over the number received during the preceding year. For convenience of treatment they were classified as follows: Unclaimed domestic letters, 2,791,050; held for postage, 279,244; misdirected, 242,556 (not including 31,184 foreign letters with imperfect or erroneous addresses); without any superscription whatever, (the majority of them bearing stamps to pay postage,) 9,479; letters addressed to foreign countries, and containing articles (coin, jewelry, &c.) which are forbidden to be sent in the international mails, 1,292; letters of foreign origin, 284,127 (of which 31,184 were sent to the Dead-Letter Office on account of erroneous or imperfect addresses); foreign parcels (unopened), 13,866; and domestic packages, 52,591.

Of the letters and packages opened, 18,617 were found to contain money amounting to \$40,587.80; 22,012 contained drafts, money orders, checks, notes, &c., the aggregate face value of which was \$1,899,062.51; 37,978 contained receipts, paid notes, and canceled obligations of all sorts; 33,731 contained photographs; 61,556 contained small remittances of postage-stamps; and in 75,213 there were found valuable articles of third and fourth class matter in endless variety. The amount of money separated from dead letters for which no claimant could be found was \$6,584.40, which was deposited in the Treasury. The amount of postage collected upon short-paid matter forwarded to destination, and upon unclaimed packages of third and fourth class matter returned to owners, was \$3,109.34. The records of the department show that 8,338,918 registered letters and packages were mailed in this country during the year. Of this number only 2,614 reached the Dead-Letter Office; and of these 2,131 were finally delivered to the owners, the balance being placed on file awaiting identification by the parties interested.

#### STATISTICS OF REGISTRATION.

The total number of letters and parcels registered during the fiscal year was 8,338,919, consisting of 6,159,297 domestic letters, 645,213 domestic parcels, 312,553 letters and 11,759 parcels to foreign countries, and 1,210,096 letters and parcels of official matter for the government, by law exempt from the payment of registry fees. The amount of regis-

try fees collected was \$712,882.20, an increase over the previous year of \$117,107.90, or 19.19 per cent. The increase in the total number of letters and parcels registered was 1,342,405, or 19.66 per cent.

The registration of third and fourth class matter, begun on the 1st October, 1878, continues to grow in popular favor. The amount of fees collected from this source during the last fiscal year was \$65,697.20, an increase over the previous year of \$20,006.90. The revenue derived from the registration of this class of matter is some compensation for the loss the department sustains in handling and transporting it, but the expense is still largely in excess of the total receipts.

The registry system is now in most excellent condition, having been almost completely remodeled during the past four years, with financial results that well attest the wisdom of the changes made. The amount of fees collected during the year ended June 30, 1877, was \$367,438.80, and for the year ended June 30, 1881, was \$712,882.20, an increase of the latter over the former year of \$345,443.40, or a little more than 94 per cent. This rate of growth is unprecedented, and is gratifying not only as an evidence of the public appreciation, but because of the fact that the registry system is a profitable contributor to the postal revenues, the fees realized being much in excess of the cost of the work. The report of the Third Assistant Postmaster-General is worthy of special attention in connection with the subject of registration.

#### THE POSTAL MONEY-ORDER SYSTEM.

The operations of the money-order system are multiplying yearly under the impulse of prosperous trade and the influence of immigration, with the rapid development of the newer States and Territories, and the demand for additional means of intercommunication and exchange.

#### NUMBER OF DOMESTIC MONEY-ORDER OFFICES.

At the commencement of the last fiscal year the total number of post-offices authorized to issue and to pay domestic money orders was 4,829. During the year 341 additional money-order offices were established, and 7 were discontinued, leaving 5,163 in operation on the 30th day of June, 1881. Since then 338 new offices have been established, making the whole number of money-order offices in operation at date of this report 5,499.

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

The number of domestic money-orders issued during the year was 7,663,232, of the aggregate value of.....	\$105,075,769 35
The number of such orders paid during the same time was 7,627,710, amounting in value to.....	\$104,219,871 65
To which must be added the amount of orders repaid to remitters.....	704,981 96
<hr/>	
Making the total amount of payments and repayments.....	104,924,853 61
The excess of issues over payments was .....	150,915 74
<hr/>	
The total amount of fees paid by the public to postmasters for the issues of domestic orders was .....	966,732 75

The foregoing figures show an increase of \$4,722,950.52, or 4.71 per cent., in the amount of orders issued; an increase of \$4,758,870.83, or 4.75 per cent., in the amount of orders paid and repaid, and a gain of \$50,279.95, or 5.49 per cent., in the amount of fees received over the like transactions of the previous year. The domestic money orders issued during the year averaged \$13.71 each, the average being about 15 cents smaller than that of the previous year, and the average fee upon each was  $12\frac{2}{10}\%$  cents, being  $\frac{1}{10}$  of a cent less than the average fee for the year preceding.

As in previous years, in compliance with the request of the War Department to insure correct payment, money orders issued by the postmaster at Washington, D. C., to the Paymaster-General of the Army for the payment of claims against the United States for services rendered by colored soldiers of the late war have been transmitted through the office of the superintendent of the money-order system to the paying postmasters, instead of being mailed, as are other money orders, by the remitter directly to the beneficiaries. The amount of orders thus transmitted through the office of the superintendent during the past year was \$14,512.45.

#### DUPLICATE MONEY ORDERS.

Duplicates of domestic money orders to the number of 18,391 were issued by the department during the last fiscal year. The number issued during the previous year was 20,647. Such orders are issued without additional charge. They are given in cases where the originals have been destroyed before payment, or lost in transmission, or from some unknown cause have failed to reach the payee, or when, through the operation of law, the originals have become invalid because not presented for payment until more than a year from date, or are invalidated by a second indorsement; also, to the remitters and in their favor in cases where the payment of the originals, drawn in favor of the proprietors or agents of fraudulent lotteries, or of persons engaged in conducting other schemes or devices for obtaining money through the mails by means of false or fraudulent pretenses, has been prohibited by the Postmaster-General in pursuance of the provisions of section 4041 of the Revised Statutes of the United States. A classified statement of the number of duplicates issued during the last fiscal year will appear in Table B, page 413, of the Appendix.

#### TRANSFER OF MONEY-ORDER FUNDS.

At many offices the amount of money orders payable is continuously or occasionally greater than the amount of orders issued. Postmasters at such offices are authorized to transfer funds from the postage to the money-order account for the purpose of meeting the demand for the payment of money orders. In cases where the postage funds are insufficient or not available for the purpose at offices east of the Rocky Mountains, postmasters are allowed each a credit to a designated amount with the

postmaster at New York and instructed to draw upon him as the exigencies of the money-order business may require. In like cases in the Pacific States and Territories postmasters are supplied with funds by the postmaster at San Francisco, Cal., or the postmaster at Portland, Oreg. The drafts drawn by postmasters during the year against the credits allowed them, as stated, with the postmaster at New York, amounted to \$9,654,220.34, while during the same period postmasters on the Pacific slope who required assistance to pay orders drawn upon their offices were furnished with funds to the amount of \$263,702 by the postmaster at San Francisco, and to the amount of \$25,936 by the postmaster at Portland, Oreg. The transfers made by postmasters from the postage to the money-order account amounted to \$895,908.35, and the transfers made by them from the money order to the postage account to \$431,403.28, leaving at the close of the year a balance in favor of the latter account of \$464,505.07, which sum has been duly refunded by a deposit made September 27, 1881, in the Treasury for the postal service.

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

During the past year the sum of \$95,326,072.31 surplus money-order funds, *i. e.*, funds which had accumulated from the excess of issues over payments at the remitting offices, was transmitted for deposit by postmasters to certain of the larger money-order offices designated as depositories.

#### LOST REMITTANCES.

Seventy-seven cases of alleged lost remittances of surplus money-order funds, amounting to \$10,753, as shown in Table C, page 414, were under investigation during the year. Seventeen of these, involving the amount of \$3,452, were cases undergoing investigation at the close of the previous year, and five, in which the amount involved was \$517, were cases of loss alleged to have occurred during that year, but not reported to the department until after June 30, 1880. Allowances were granted during the year, after due investigation on account of losses of this kind, aggregating \$167 to the credit of the postmasters by whom the remittances were made, which sum constitutes the item of "lost remittances" under the head of Revenues and Expenses of the Domestic Money-Order System, stated below. Claims for credit to the amount of \$1,817 on account of the loss of nine of the alleged remittances were disallowed, and \$2,334 of the losses reported were recovered by post-office inspectors in the service of the department, while in three instances, in which the amounts together aggregated the sum of \$486, it was ascertained that the remittances had been delayed in transit and had finally reached their destination. Thus, as is minutely set forth in the aforementioned Table C, thirty-four of the total number of cases, aggregating \$4,804, were disposed of during the year ended June 30, 1881, and forty-three, in which the claims together amounted to \$5,949, remained unsettled at that date.



MONEY ORDERS ERRONEOUSLY PAID.

During the year claims were filed in thirty-six cases on account of alleged improper payment of money orders. The amount of all these claims was \$767.07. Their number, compared with the total number of payments made during the year, was as 1 to 211,881.

Ninety-nine cases of alleged improperly paid money orders, amounting to \$2,153.49, were investigated during the year. Sixty-three of them were cases of payments made during previous years, and of these twenty-two were not brought to the notice of the department until after June 30, 1880. In thirty-three instances the amounts, the total of which was \$477.75, were recovered by post-office inspectors and paid over to the rightful owners; in seven cases, in which the orders altogether amounted to \$84.15, the paying postmasters were, after due investigation, held responsible for the erroneous payments; in four, where erroneous payment was directly attributable to carelessness on the part of remitters, payees, or indorsees, they were required to sustain the loss, \$124; in nine, the loss, \$268.88 altogether, was assumed by the department, the paying postmaster having been found not at fault; and in eleven it was ascertained that the orders, amounting to \$236.52, had been originally paid to the proper persons. Thirty-five claims, involving the payment of \$962.19, were pending at the close of the year. Each of these cases of alleged improper payment will be found separately reported in the table marked D, page 417.

REVENUES AND EXPENSES OF THE MONEY-ORDER SYSTEM.

The receipts and expenditures of the domestic money-order system for the fiscal year ended June 30, 1881, are reported by the Auditor as follows:

RECEIPTS.	
Fees on orders issued.....	\$966, 732 75
Premiums, &c.....	1, 040 18
	967, 772 93
EXPENDITURES.	
Commissions and clerk-hire.....	\$607, 160 19
Lost remittances .....	167 00
Bad debts.....	3, 692 28
Incidental expenses.....	104, 438 83
	715, 458 29
Excess of receipts over expenditures, being gross revenue .....	252, 314 64

During the past year allowances for clerk-hire, amounting in the aggregate to \$166,528.23, against \$151,596.82 in 1879-'80, were made for certain of the larger offices out of the surplus of commissions accruing from the issue and payment of money orders at such offices, that is to say, in each case out of the excess over and above such amount of money-order commissions as accruing at his office and added to his fixed annual salary made the postmaster's entire compensation for the year \$4,000,

the limit fixed by law, except in the case of the postmaster at New York City. These allowances are included under the above head of "commissions and clerk-hire."

The item of "incidental expenses" includes the cost of books, blanks, and printing furnished to the Money-Order Office of the Post-Office Department by the Public Printer for distribution to postmasters and for use by the latter in the transaction of their money-order business, viz, \$68,406.23, which amount was paid during the year directly out of the proceeds of the money-order business. Of this sum, \$19,406.97 was paid for material and work ordered from the Public Printer during the previous fiscal year.

#### CAUSE OF REDUCTION OF GROSS REVENUE.

The amount of gross revenue is found to be \$5,260.44, or  $2\frac{4}{100}$  per cent. less than the gross revenue for the year ended June 30th, 1880, notwithstanding the fact that a comparison of the receipts for one year with those of the other shows that the amount received during the last year is the larger by \$48,681.35.

This falling off is attributable in part to a readjustment of allowances for clerk-hire, which for the year ended June 30, 1880, amounted to  $16\frac{5}{100}$  per cent., and for the year ended June 30, 1881, to  $17\frac{2}{100}$  per cent. of the total amount of fees received, respectively, during each of those years. In part it may be referred to an increase in the amount of "bad debts," under which head the Auditor this year reports \$3,692.28, against \$1,011.03 the previous year. In a larger measure it is due to heavier requisitions on the Public Printer, involving an expenditure, for books and blanks, of \$25,240.48 over and above the amount paid for like supplies during the preceding year. This additional expenditure was necessary for the replenishment of exhausted stocks of books and blanks for the use of postmasters. The readjustment of allowances for clerk-hire was made, as usual, upon the basis of the number of transactions during the preceding year at the offices to which the allowances were apportioned.

In the appendix (page 413) will be found a tabular statement (A) showing the number of money-order offices in operation, with the amount of orders issued, of orders paid, fees received, expenses, and revenue each year since the establishment of the system, November 1, 1864, to June 30, 1881.

#### INTERNATIONAL MONEY-ORDER BUSINESS—NEW CONVENTIONS.

The conventions for the exchange of money orders between the United States, on the one hand, and Switzerland, Great Britain and Ireland, the German Empire, Canada and Newfoundland, and France and Algeria, on the other, have remained in force, without alteration, since the close of the fiscal year ended June 30, 1880. A convention has recently been concluded for the establishment of a like system of exchange between

the United States and the island of Jamaica, to go into operation on the 1st of January next, and negotiations for a similar purpose are now in progress between the United States and the British Australasian Colonies of Victoria, New South Wales, Tasmania, and New Zealand.

Prior to date of the last annual report certain modifications of the original money-order convention between the United States and the Kingdom of Italy had been agreed upon by the postal administrations of the two countries. A new convention embodying these modifications went into effect on the 1st of October, 1880, after having been ratified by the proper authorities. Its provisions greatly simplify the method, besides lessening the expense, of conducting the exchange of money orders between the two countries, and tend still further to secure uniformity of system in our entire international money-order correspondence.

By the terms of this new convention, a copy of which is hereto annexed, the rate of commission to be paid by the postal administration of each of the contracting countries, on orders issued within it, to the postal administration of the other, was lowered sufficiently to warrant a reduction, which has been made, of the charges for the issue of Italian orders in this country from two and a half to one and a half per cent. on the maximum amounts of the different divisions of the scale of fees for such orders.

On the 30th day of June, 1880, there were in the United States 185 Swiss, 1,193 British, 706 German, 435 Canadian, 143 Italian, and 1,193 French international money-order offices. At present 1,347 offices are authorized to transact British, German, Canadian, Italian, and French international money-order business, and 185 the Swiss business. It is intended that every office transacting one kind of international money-order business shall issue and pay international money orders of all kinds, upon the ratification of a proposed new convention with Switzerland, the terms of which will admit of the use of the same forms and methods in the transaction of Swiss as in the conduct of British, German, Canadian, Italian, and French international money order business.

#### EXCHANGE OF MONEY ORDERS WITH SWITZERLAND.

The number of Swiss international orders issued in the United States during the year was 7,521, amounting to \$145,749.94, of which amount \$485.56 were repaid to the remitters; and the number paid in the United States was 3,630, amounting to \$109,371.31. The fees received for the orders issued in the United States amounted to \$4,106.90. These statements show, in comparison with the totals of similar transactions during the preceding year, an increase of \$15,148.38, or nearly 12 per cent., in the issues; an increase of \$30,710.23, or rather more than 39 per cent., in the payments; and an increase of \$371.40, or nearly 10 per cent., in fees.

## EXCHANGE OF MONEY ORDERS WITH GREAT BRITAIN.

The number of British international orders issued in the United States was 145,244, amounting to \$2,001,989.65, of which amount \$4,662.91 were repaid to the remitters; and the number paid in the United States was 21,169, amounting to \$360,736.71. The fees received for the orders issued in the United States amounted to \$58,225.10. By comparing these amounts with those representing the aggregate of British international money-order business transacted during the year ended June 30, 1880, there is shown an increase of \$376,046.70, or about 23 per cent., in the issues; an increase of \$22,646.26, or nearly 7 per cent., in the payments, and an increase of \$11,236.20, or nearly 24 per cent., in fees.

## EXCHANGE OF MONEY ORDERS WITH GERMANY.

The number of German international orders issued in the United States was 84,291, amounting to \$1,395,725.83, of which amount \$6,350.41 were repaid to the remitters; and the number paid in the United States was 28,007, amounting to \$825,021.07. The fees received for the orders issued in the United States amounted to \$24,904.60. Compared with the figures representing the business of the previous year, these amounts show an increase of \$381,263.94, or nearly 38 per cent., in the issues, and an increase of \$187,864.04, or a little over 29 per cent., in the payments, but a decrease of \$895.75, or about 3½ per cent., in fees. This decrease is attributable to the adoption of a new scale of fees April 1, 1880.

## EXCHANGE OF MONEY ORDERS WITH CANADA.

The number of Canadian international money orders issued in the United States was 40,008, amounting to \$827,756.92, of which amount \$3,826.94 were repaid to the remitters; and the number paid in the United States was 38,375, amounting to \$611,163.69. The fees received for the orders issued in the United States amounted to \$14,058.65. A comparison of this business with that of the preceding year exhibits an increase of \$316,140.34, or nearly 62 per cent., in the issues; of \$188,434.02, or nearly 45 per cent., in the payments, and of \$2,485.45, or nearly 21½ per cent., in fees.

## EXCHANGE OF MONEY ORDERS WITH ITALY.

The number of Italian international orders issued in the United States was 9,385, amounting to \$239,673.95, of which amount \$1,031.99 were repaid to the remitters; and the number paid in the United States was 528, amounting to \$13,548.15. The fees received for the orders issued in the United States amounted to \$4,497.90. As compared with the transactions of the previous year, these figures show an increase of \$71,820.39, or nearly 43 per cent., in the issues; a decrease of \$242.92, or about 1¾ per cent., in the payments, and an increase of \$15.65, or a little more than ½ of 1 per cent. in fees.

## EXCHANGE OF MONEY ORDERS WITH FRANCE.

The number of French international orders issued in the United States was 4,649, amounting to \$73,030.09, of which amount \$817.14 were repaid to the remitters; and the number paid in the United States was 1,676, amounting to \$38,380.22. The fees received for the orders issued in the United States amounted to \$1,333.30. The system of exchange of money orders between the United States and France did not go into operation until the 1st of April, 1880.

## REVENUE FROM INTERNATIONAL MONEY ORDERS.

The length of time required for the adjustment of the yearly accounts between the Auditor for this department and the proper accounting officers of the several foreign countries exchanging money orders with the United States precludes the incorporation herein of a report of the revenues derived from the transaction of international money-order business during the last year. A detailed statement, however, of the receipts, expenditures, and revenues for the year ended June 30, 1880, of the Swiss, British, German, Canadian, Italian, and French international money-order business will be found in the Auditor's report hereto annexed, page 685.

From this statement it appears that the revenue, for the year in question, from the Swiss international money-order business was \$2,200.82; from the British, \$22,987.10; from the German, \$8,250.13; from the Canadian, \$7,271.40; from the Italian, \$2,656.88. In the transaction of French international money-order business during the three months ended June 30, 1880, a net loss of \$99.58 was sustained consequent upon the outlay incident to the establishment of the system. The system of exchange of money orders with France, as before stated, did not go into operation until the 1st of April, 1880, three months before the termination of the period embraced in the Auditor's statement of account which includes the above item of "net loss." Deducting this loss from the aggregate net revenue derived from the Swiss, British, German, Canadian, and Italian business, for the year ended June 30, 1880, there remained a balance of net revenue amounting to \$43,266.75 from the exchange of money-orders with foreign countries during that year.

## GENERAL FINANCIAL RESULTS OF THE MONEY-ORDER BUSINESS.

The gross number of domestic and international money orders issued in the United States during the last fiscal year was 7,954,330, of the aggregate value of \$109,759,695.73. The fees thereon amounted to \$1,073,859.20. The whole number of domestic and international money orders paid in the United States during the same period was 7,721,095, amounting to \$106,178,092.80, to which should be added the amount of

domestic and international orders repaid to the remitters, \$722,156.91, these two amounts of orders, paid and repaid yielding a total of \$106,900,249.71.

The aggregate gross revenue for the year, from the transaction of domestic money-order business, together with that of the previous year from the transaction of international money-order business, was \$295,581.39, as reported by the Auditor, without taking into account certain expenses which, during the past year, were paid out of general appropriations, and which may be itemized as follows:

Salaries to 37 employes in the Superintendent's office.....	\$48,954 48
Salaries to 105 employes in the money-order division of the Auditor's office.....	121,143 03
Stationery furnished for use in the Superintendent's office.....	566 36
Books, blanks, printing, and stationery furnished for use in the money order division of the Auditor's office.....	5,373 24
<b>Total</b> .....	<b>176,037 11</b>

Deducting the total amount of these items, there remains the sum of \$119,544.28 in excess of all determinable legitimate expenses.

In accordance with section 4,050 of the Revised Statutes of the United States, the sum of \$295,581.39, the same being the aggregate net proceeds of the domestic money-order business for the fiscal year ended June 30, 1881, and of the international money-order business for the previous year, as reported by the Auditor, was deposited in the Treasury, for the service of the Post-Office Department, on the 28th day of September, 1881.

#### PROPOSED MODIFICATION OF THE MONEY-ORDER SYSTEM—REDUCTION OF FEES.

My immediate predecessor, on the 5th of January last, in response to Senate resolution of June 15, 1880, calling for reports as to changes that might prove beneficial in the laws regulating the management of the Post-Office and other Departments, transmitted to the President of the Senate the draft of a "Bill to modify the Postal Money-Order System and to provide for a reduced scale of fees on domestic money-orders"; also the draft of a bill entitled "A bill to provide for the disposal of the amounts of money orders remaining five years unpaid." These bills failed from lack of time to receive consideration during the short session of the forty-sixth Congress. I respectfully commend to the consideration of Congress the suggestions of the Superintendent of the Money-Order System which are embodied in the above-named drafts, viz, that the unclaimed amounts of money orders remaining unpaid after a certain number of years from the date of issue be covered into the Treasury for the service of the Post-Office Department, that the fee charged for the issue of money orders for sums not exceeding five dollars be reduced from 10 cents to 5 cents, while at the same time the maximum limit of the amount of a money order be made \$100 in place of \$50, and finally that the compensation to postmasters for the issue and payment of money

orders be fixed at three cents for each transaction instead of the present rate of one-third of the fees received and one-fourth of one per cent. on the gross amount of orders paid. As the labor of issuing and of paying a small order is as great as that of issuing and paying a large one, it not infrequently happens that postmasters who issue and pay orders for small sums mainly, receive less compensation for the same amount of work than others who issue and pay orders chiefly of the higher denominations.

#### UNCLAIMED MONEY-ORDER FUNDS.

The amount of unclaimed money orders, domestic and foreign, at the close of the fiscal year ended June 30, 1881, is estimated by the Auditor as \$1,250,000. (See Appendix, page 410.) At the end of the same year on the approximate amount due by the United States to foreign countries on account of the exchange of money orders with them was \$330,000, and the money-order system was liable at the same time for the payment to the Treasury for the service of the Post-Office Department of the amount of the revenue from the international money-order business for the fiscal year ended June 30, 1881, estimated at \$50,000. But the total available amount of money-order funds in the sub-treasury at New York City on June 30, 1881, after deducting the amount due the postage account for transfers from the postage to the money-order account, and also the amount of the annual revenue for the last year, was \$1,561,654.37. It is apparent, therefore, that the total unclaimed amount as estimated by the Auditor, \$1,250,000, could not be turned over to the Treasury for the service of the Post-Office Department without detriment to the money-order system, because, in that event, there would remain in the hands of the assistant treasurer only \$311,654.37, a sum insufficient by \$68,345.63 to pay the indebtedness to foreign countries and the revenue from the international money-order business for the last fiscal year. The amount representing this deficit forms part of the sum of \$1,427,108.59, which at date of June 30, 1881, was in the hands of postmasters in the form of reserves to meet the payment of orders and in remittances in transit, this latter sum of \$1,427,108.59 forming the larger portion of the working capital of the money-order system. There is

#### NO PROVISION OF LAW UNDER WHICH THIS UNCLAIMED MONEY CAN NOW BE DISPOSED OF.

It would seem to be expedient that a portion of it should be turned over to the Treasury for the service of the Post-Office Department. The superintendent of the money-order system suggests that it would be well to retain in the hands of the assistant treasurer, for the operations of the service, a sum equal to the amount of all unpaid money-orders during a period of five years next preceding the commencement of each fiscal year. It rarely happens that a money order more than

five years' old is presented for payment. If deemed expedient, in the interest of payees of money-orders, a longer period, for example seven or ten years, might be fixed by Congress, during which the amount of any money order would be payable to the owner thereof, and beyond which the amount of all orders unpaid would accrue to the United States.

#### POSTAL ORDERS FOR LESS THAN FIVE DOLLARS.

Although the money order fulfills every reasonable expectation of remitter and payee where the amount sent is considerable, a strong and growing demand has arisen, since the withdrawal of fractional currency from circulation, for some device by which amounts under five dollars could be transmitted by mail at less cost than at present. I desire to call special attention to the plan proposed by the superintendent, for the transmission of sums less than five dollars by means of an order of a new form, to be termed "Postal Order," in which the written application and the advice, which is the chief element of expense as well as of security, are to be dispensed with, so that these orders may be issued more expeditiously and at cheaper rates than money-orders. The details of this plan will be found on page 403, in the appendix to this report.

The chief and distinguishing features of the proposed postal orders, besides the absence of the application and the advice, are these, viz: as a complete safeguard against alteration of the amount to be paid, the figures which represent that amount are to be punched from three rows of figures upon the right of the order, as, for example, if a postal order be issued for \$2.84, the 2 is to be punched out of the first or dollars column, the 8 from the second or dimes column, and the 4 from the third or cents column. Again, no record is to be kept of the name of the remitter or of the payee of a postal order which is to be payable to the bearer at a designated money-order office, at any time within three months from the month of issue. If presented after the expiration of three months from the last day of the month of issue it is to be cashed only upon payment of an additional fee, equal to the original fee, for every three months or portion of three months in excess of that period; it is to be sold to the public for a fee of three cents, and no duplicate can be issued of a postal order lost in the mails or otherwise.

As stated above, this postal order is to be confined to sums under \$5; and is not intended as a substitute for money orders of like small amounts, but is to be issued concurrently with the ordinary money order, so that a remitter who desires to send a small sum by mail will have the option of purchasing a postal order, for 3 cents, of which, if it be lost, a duplicate cannot be issued, or a money order for the same amount, for 5 cents, for which, in case of loss, a duplicate is granted. In the one case the risk is taken by the remitter, if he chooses to do so; in the other case, the department assumes the entire responsibility for the transmission and payment of the amount to a designated payee.



Postal orders are to be printed upon thin, bank-note paper, from engraved plates, with every precaution against counterfeiting, and are to be of such a size as to be conveniently transmitted in an ordinary letter-size envelope.

For making small remittances by mail the postal order would answer the purpose for which fractional currency was formerly largely used and for which coin is not suitable, while at the same time this order could not be conveniently employed as a circulating medium, because it would be issued, not, like fractional currency, for round sums, but for all possible amounts under \$5, and would be invalid if not presented for payment within three months from the month of issue.

I am of the opinion that the superintendent's plan is entirely practicable and well calculated to meet the popular demand, and that appropriate legislation to carry out the project would be very acceptable to the public.

#### NEW BUILDING NEEDED FOR THE MONEY-ORDER SYSTEM IN WASHINGTON.

At the last session of Congress an act was passed authorizing the Postmaster-General "to take the necessary steps to rent a suitable building, or buildings, for the use of the money-order office of the Post-Office Department and of the money-order division of the Auditor of the Treasury for the Post-Office Department," provided "that the annual rental of such building or buildings shall not exceed \$5,000, and the cost of the necessary furniture for the same shall not exceed \$10,000, and that these expenses shall be paid out of the proceeds of the money-order business.

A committee, consisting of three officers of this department and two from the Treasury, were appointed by me in April last to inquire into the matter of renting a building, or buildings, for the purpose set forth in the act. This committee reported under date of June 4, 1881, that owing to the failure of Congress to make provision for watchmen and laborers to take proper care of such building, and to perform the manual labor required therein, and for the cost of fuel, gas, and other expenses of a miscellaneous character, the building contemplated in the act of Congress, even if rented, could not be made available for occupancy, and recommended that the renting of such building be delayed until after Congress shall have made, upon application therefor, provision for these necessary items of expense.

In a final report, made November 4, 1881, which will be found upon page 423 of the appendix, the committee state that no structure well suited to the requirements of the money-order service can be obtained within a convenient distance from this department, and recommend that Congress be asked to make an appropriation of \$150,000 to defray the cost of a plain and substantial brick edifice of sufficient dimensions to

meet those requirements, to be erected under the direction of the Supervising Architect of the Treasury, in some suitable locality in the immediate vicinity of the Post-Office Department.

I fully concur with the committee in this recommendation, and in view of the overcrowded condition of the general post-office building, respectfully urge that speedy action be taken by Congress in the premises.

The committee, furthermore, call attention to the fact that the net revenue arising from the transactions of the money-order system during the two fiscal years ended respectively June 30, 1880, and June 30, 1881, which has been duly deposited in the Treasury, for the service of the Post-Office Department, amounted, in the aggregate, to \$225,981.13, a sum considerably in excess of the above estimate of the cost of a building which would, in the opinion of the committee, not only meet the present wants of the money-order system, but would accommodate its rapidly increasing business for at least ten years to come.

#### POSTAL SAVINGS DEPOSITORIES.

As early as 1871 a recommendation was made by one of my predecessors for the establishment of a system of savings depositories in connection with this department, and in several subsequent annual reports this recommendation has been renewed.

December 18, 1873, "A bill to establish and maintain a National Savings Depository as a branch of the Post-Office Department" was introduced in the House of Representatives by Hon. Horace Maynard, of Tennessee. From time to time since that date the measure has occupied the attention of Congress, and many bills have been introduced, but without securing definite action.

A system of post-office savings-banks went into operation in Great Britain September 16, 1861. At the close of its first complete year, the number of open accounts was 178,495, and the amount standing to the credit of depositors was £1,698,221, being an average of £9 10s. 3d. to each account. Since that time the institution has grown rapidly in popular favor, and on the 31st of December, 1879, the number of outstanding accounts had risen to 1,988,477, and the amount of the credit of depositors to £32,012,134, an average of £16 1s. 11½d. to each. The interest paid to depositors is only two and one-half per centum, a rate so low as practically to exclude the post-office savings-banks from competition with other banking institutions, as the history of the rise and progress of savings institutions in Great Britain has demonstrated, the object of the government being to offer to the depositor security rather than profitable investment for his earnings, and to promote frugality, steady habits, and consequent thrift among the laboring classes.

My predecessor, in his last annual report, said that in the larger portion of the United States there are no savings depositories, and are not likely to be; and he expressed the opinion that, to the peo-

ple of these parts, the use of the post-office for this purpose would be a real boon. That it would be an advantage to the patrons of the institution, that deposits would be available at any depository post-office in the country, "an important consideration with a people so migratory as ours." He further expressed the belief that the system would interfere little with the business of the savings-banks, but would rather absorb funds not now deposited in them. He thought that the patronage of the government would not be sensibly increased, since the system would be conducted by persons already in the public service, with no considerable addition to their number.

In these views I concur. It is my earnest conviction that a system of this description, if adopted, would inure more than almost any other measure of public importance to the benefit of the working people of the United States, and I commend it to the favorable consideration of Congress.

#### STATISTICS OF INLAND TRANSPORTATION.

On the 30th day of June, 1881, there were 5,156 contractors for transportation of mails on inland routes.

There were 2,129 special offices, each with a mail carrier whose pay must not exceed the net postal yield of the office.

There were in operation 11,592 routes (of which 1,194 were railroad routes, showing an increase of 76 routes of this class since the last annual report), aggregating in length 344,006 miles, and in annual cost \$19,323-890; adding the compensation of railway post-office clerks, route-agents, mail-route messengers, local agents, and mail-messengers, amounting to \$3,872,142, the total annual cost was \$23,196,032.

The service was divided as follows:

Railroad routes: Length 91,569 miles; annual transportation, 103,521,229 miles; annual cost, \$11,613,368 (including \$1,364,107 for railway post-office car service), about 11.22 cents per mile.

Steamboat routes: Length, 21,138 miles; annual transportation, 5,046-507 miles; annual cost, \$753,167, about 14.92 cents per mile.

"Star" routes, on which the mails are required to be conveyed "with celerity, certainty, and security:" Length, 231,299 miles; annual transportation, 79,557,296 miles; annual cost, \$6,957,355, about 8.74 cents per mile.

There were 5,014 offices supplied by mail-messengers, at an annual cost of \$763,341.

The railroad routes were increased in length 6,249 miles, and in cost \$1,114,382.

The steamboat routes were decreased in length 2,182 miles, and in cost \$134,054.

The "star" routes were decreased in length 3,949 miles, and in cost \$364,144.

Since the last annual report, there was an increase in the total length

of routes of 118 miles; in annual transportation, 9,888,036 miles; in annual cost, \$616,184. Adding the increase in cost of railway post-office clerks, route-agents, mail-route messengers, local agents, and mail-messengers, amounting to \$323,864, the total increase in cost was \$940,048.

The founders of our government intended

#### THE POSTAL SERVICE TO BE SELF-SUPPORTING.

The guardianship of the postal revenues was assumed in order that the whole power and all the machinery of government might be employed to enforce the strictest accountability. That the people might have the greatest possible advantages from an institution peculiarly their own, at the least possible cost, all competition was forbidden. To preserve with sacred inviolability the communications intrusted to the mail, the sovereignty of the government was to be everywhere present.

For more than half a century the wisdom of the fathers of the Republic was unquestioned, and the Post-Office Department was administered in accordance with their theory. So well was this theory understood that the sole limitation placed by Congress upon the discretion of the Postmaster-General in regard to the transportation of the mails was that he should simply keep the expenses within the revenues. The act of 1792 says the Postmaster-General "shall provide for carrying the mail," and "shall defray the expense thereof, together with all other expenses arising on the collection and management of the revenue of the Post-Office" out of the current receipts of the service. He was to determine the manner and frequency of carrying the mail, but he was required to "have

#### DUE REGARD TO THE PRODUCTIVENESS" OF THE VARIOUS POST-ROADS.

That Congress might exercise some supervision over the extensions of post-roads the act of 1797 required the Postmaster-General "to report annually to Congress every post-road which shall not, after the second year from its establishment, have produced one-third of the expense of carrying the mail on the same." The act of 1814 excepted from the provisions of the act of 1797 post-roads necessary to furnish mail communications to county towns which had no mail; but the act of 1825 required the Postmaster-General to discontinue all post-roads which, after three successive years, failed to yield one-fourth the expense of carrying the mail on the same, provided they were not necessary to connect other profitable routes, or to supply county towns. Every enactment of Congress down to 1845 adhered to the original theory, and contemplated the management of the business of the Post-Office Department upon

## BUSINESS PRINCIPLES.

The act of 1845 made the first reduction in letter postage; and, to provide for any deficiency which might result temporarily therefrom, Congress appropriated the sum of \$450,000, which the act of appropriation said might be applied "under the direction of the Postmaster-General, to supply any deficiency in the regular revenues from postage in the same manner as the revenues of said department are now by law applied." The same act provided however, "that the amount of expenditures for the Post Office Department shall not in the entire aggregate, exclusive of salaries of officers, clerks, and messengers of the general Post-Office, and the contingent fund of the same, exceed the annual amount of four million five hundred thousand dollars." This restriction not only prevented any extravagance, because the total expenditures, including the items excluded by the above quoted proviso, ordinarily ranged from four millions to four millions and a half a year; but it evidenced the purpose of Congress not to depart from the theory that the postal service must be self-supporting.

The act of March 3, 1847, which appropriated annually the sum of \$200,000 "in compensation for such mail service as may be performed for the several departments of the Government," was a recognition of the principle that the postal fund was a sacred one, and that the transportation even of the official mail of the government ought not to be a charge upon it. Every argument that has been made to abolish or restrict the franking privilege has been based upon the same broad principle.

From 1790—the earliest date at which the exact financial status of the Post-Office Department is given—down to 1838, the excess of expenditures over receipts occurred rarely, and the deficiency was always trifling. In 1838 railway mail service began; and the department from that time to this has been engaged in an unsuccessful struggle to adjust the pay for this class of service upon just and equitable rules. There was also, as one of the ablest Postmaster-Generals has said, about this time,

"A TOO RAPID EXPANSION OF THE SERVICE,"

which was "the first manifested tendency to a permanent excess of expenditure." This was, however, soon checked, and the department again brought upon a solid business basis. The reduction of the rates of letter postage, in 1845, caused some reduction of receipts; but with the exception of 1848, when the expenditures exceeded the receipts by \$165,772, the balance at the close of each fiscal year, till 1852, was in favor of the department.

THE BEGINNING OF DEFICIENCIES.

The rates of letter postage were reduced by the act of March 3, 1851, from five to three cents. There were also reductions made for second and third-class matter. The effect of these reductions was a very much

greater diminution of the revenues than was expected; at the same time it was found necessary to readjust the commissions of postmasters which sensibly increased the cost of collecting the revenues of the department. But there was at this date

#### A RADICAL DEPARTURE

from the theory which the founders of our government adopted, and which had up to that time been tenaciously adhered to. Section 7 of the act of March 3, 1851, provided "that no post-office now in existence shall be discontinued, nor shall the mail service on any mail route in any of the States or Territories be discontinued or diminished, in consequence of any diminution of the revenues that may result from this act; and it shall be the duty of the Postmaster-General to establish new post-offices, and place the mail service on any new mail routes established, or that may hereafter be established, in the same manner as though this act had not passed."

This did not repeal the act of 1825, requiring the Postmaster-General to discontinue all routes not producing after three years one-fourth the cost of maintaining them. It was not designed to repeal that law; it was a mere temporary provision; no post-office was to be discontinued, and the mail service was not to suffer because "of any diminution of the revenues that may result from this act." Nevertheless, the discontinuance of routes because they did not yield one-fourth the expense of maintaining them gradually ceased, and the law of 1825 in this particular became a dead letter.

The principle recognized in the act of 1847, that

#### THE GOVERNMENT'S MAILS

ought not to be a charge upon the postal fund, was still more positively recognized in the act of 1851. Not only was an annual appropriation of \$500,000 made to pay "for the mail service performed for the two houses of Congress and the other departments and offices of the government," but the money appropriated by the act of 1847, which had not been drawn from the Treasury, was made available and the appropriation continued. By these two enactments Congress solemnly recognized the great principle underlying the establishment of the Post-Office Department that the revenues collected through postal charges are not to be used for any other purpose than that for which they are assessed and collected, namely, to afford the people the best possible postal facilities at the least possible cost. Not even the government, which assumed the control and administration of the postal fund, has an equitable right to charge it with the cost of performing its official mail service. However, from 1851 dates the policy which enlarged very much

## THE SCOPE OF THE POST-OFFICE DEPARTMENT.

The opportunity which was then offered for increased expenditures of money in extending the mail service was a very favorable one. The recently acquired territory on the Pacific coast had, by the discovery of gold, assumed the utmost importance. The tide of emigration westward received a new impetus. The populous States east of the Mississippi River were separated from the new Eldorado by a vast stretch of uninhabited country and by what was then supposed to be an almost impassable range of mountains. The cost of supplying the rapidly-accumulating population on the Pacific coast with mails was necessarily great. What was practically a branch post-office department had to be established in San Francisco. The advertisement and letting of mail routes had to be delegated to a special agent of the department clothed with extraordinary power for this purpose. The great distance from the seat of government, and the delay in communicating with the department's agents, incident to a long sea voyage, crippled the efforts of the government in establishing a mail service. Private enterprise, always alert to seize opportunities which promise large returns upon small investments, was equal to this occasion, and

## THE EXPRESS MAILS OF CALIFORNIA

were the result. The miners depended largely upon the private express companies, not only for their necessary supplies, but as safe mediums of transmitting their accumulations to friends or a place of safety. It was but natural that the general office of the express company at San Francisco should become the address of all the adventurers who flocked to the golden shores of the Pacific. The express company readily undertook the task of delivering letters thus accumulating at their office, because it was very profitable. They could charge what they pleased. This was the origin of what is known as Wells, Fargo & Co.'s postal service in California—an institution to which the people have become so accustomed that notwithstanding the acknowledged efficiency of the government service, they still very largely patronize it. The building of the Panama Railroad did not decrease the cost of transporting the mails to California. That company had a monopoly of transportation across the isthmus and regulated its own charges. For several years the government was at the mercy of the railroad company. Then followed other mail routes by way of Tehuantepec and across Mexico.

## ADVENTURERS AND SCHEMERS

swarmed about the corridors of the Capitol and labored session after session of Congress for special contracts. The great overland routes were established, and vast sums were annually drawn from the Treasury for this costly branch of the service.

It is not my purpose to discuss the wisdom of the administration of the Post-Office Department during this period. It was an unusual occasion. It was undoubtedly the duty of the government to furnish to these outlying settlements the speediest and safest postal facilities possible. It must be remembered also that Congress assumed the entire responsibility of the

#### GREAT OVERLAND MAIL SERVICE,

and established the routes, and prescribed the service and the rates of compensation therefor. The only discretion left to the Postmaster-General was the determination, in the first instance, of the one most advantageous among the several routes suggested. And, moreover, the cost of operating these large and expensive routes was not made a charge upon the regular postal fund. The appropriation was at first specific, and the accounts kept separate in the Post-Office Department as well as in the Treasury. But little by little the departure from the long-established principle of the department grew more and more radical, and

#### THE ANNUAL DEFICIENCY

kept pace, till in the year 1860 the expenditures exceeded the receipts by more than ten and a half million of dollars. The people gradually became, in a manner, accustomed to the enormous expenditures of the department. The contractors, who grew rich at the expense of the government, found it comparatively easy, and probably very profitable, to defy a Postmaster-General disposed to economize and by degrees bring back the department to the honest business basis upon which our fathers had established it. It became the fashion to go to Congress and lobby through bills establishing routes and prescribing the pay for such and such service thereon. If the department attempted to hold contractors to a strict performance of their contracts, and to exact penalties for the non-performance of service, they resorted to Congress for relief, and seldom failed to obtain it.

#### THE INEVITABLE RESULT.

The result was of course inevitable. In this as in every other case, the departure once made from a wise and prudent practice, and every species of extravagance necessarily follows. It is not the immediate evil that is to be feared the most, but the train of other and still greater resultant evils. The condition of the department in 1860 had become alarming. The deficit was \$10,652,542.59, and this enormous deficiency was, in spite of a late but honest effort, which was made toward the close of Buchanan's administration, to reform existing abuses and curb lavish expenditures.



## THE SITUATION IN 1859.

Postmaster-General Holt, in his annual report for 1859, thus eloquently depicted the situation and earnestly recommended reform. He said :

This department cannot much longer occupy its present equivocal position. If allowed to return to the principles on which it was constructed in its earlier and better days—the days alike of its independence, its efficiency, and its renown—borne down by the pressure of the existing course of legislation, it will ultimately become an established burden on the national revenues. The first step which would probably follow thereafter would be for Congress in creating and adjusting the principal post-routes to declare what should be the compensation of the contractors. This would open an almost illimitable field for mercenary intrigue and spoliation. An approach to the inauguration of this system has already been made, and the results are before the country. Since 1853 Congress has interposed and made extra allowances to contractors, amounting to \$649,161.22, beyond what the department regarded them as entitled to receive under their contracts, and beyond what it was believed the postal service demanded or required. It has also fixed the compensation for the semi-weekly overland mail at \$600,000 per annum, though the receipts from the route are but \$27,229.94, and for the transportation of the California mails via the isthmus it paid annually \$738,250, though the same service, less that from San Francisco to Astoria and San Diego, under a recent contract with the department is now performed at the rate of \$351,000 per annum, with an arrangement for its further reduction. These are fair illustrations of the fruits which naturally, if not inevitably, follow from transferring the contract bureau of this department to the halls of Congress. Should this step be taken, the department being thus completely dependent and sustained by an exhausted treasury, and having no longer the powerful motive to economy which has ever been the conservative element of its being, would be tempted to plunge deeper and deeper into schemes of extravagance and waste, until, it may well be apprehended, all the safeguards of its purity would finally disappear. With its army of postmasters and contractors, now numbering 36,000 and constantly increasing, with its twenty millions of disbursements, for they will soon reach and surpass that sum, and with its ramifications extending to every city and village and neighborhood in the Union, it could not fail to be seized upon by ambitious hands, and wielded for political power, until the very air of its being might become an atmosphere of political corruption. The gigantic system of internal improvements by the general government, which a few years since was overthrown by the voice of the American people, in the omnipresence of its complete development, could scarcely have a more potent instrument for exhausting the treasury and depraving the public morals.

The immediate

## EFFECT OF THE WAR, UPON THE POSTAL REVENUES,

was largely to increase them. This is not surprising, because with a million of soldiers in the field, chiefly drawn from a class whose correspondence is in ordinary times quite limited, the volume of mail matter was thereby greatly increased. And, moreover, every business interest was stimulated to the utmost by the enormous expenditures of the government for war material and supplies. The general correspondence was, of course, proportionately increased and the postal revenues swollen. The cutting off of the mail service in the South and Southwest largely reduced the expenditures of the Post-Office Department, and

although the expensive and unprofitable overland mails continued to be a heavy drain, the department at first slowly and then rapidly began to be lifted

#### OUT OF THE SLOUGH OF INSOLVENCY.

In 1863 the expenditures exceeded the receipts by \$2,825,543.23. In 1864 the deficit was \$206,532.42, but in 1865 the receipts had mounted above the expenditures \$861,430.42.

A grand opportunity was offered, at the close of the rebellion, to have maintained the department upon the ancient basis of honest business principles to which the accident of war had brought it back. But, unfortunately, this opportunity was not embraced. The field for successful ventures upon the Treasury was restricted as the demand for war supplies ceased, and

#### THE POST-OFFICE DEPARTMENT ATTRACTED THE SPOILERS,

who had found occupation elsewhere during the war. The prosperity of the loyal States was at flood-tide. The million of brave men who returned to peaceful vocations carried into civil life the same courage and persistence which enabled them to crush the rebellion. Southern society was demoralized, southern industry was paralyzed, by the transition from an old to a new system. The South languished for a time, but the contagion of prosperity was resistless. Her cotton fields, as if quickened to renewed vigor by the blood shed in their heroic defense, blossomed with an increased yield of a staple for which the markets of the world were eager. The war taxation, continued in peace, filled the Treasury to overflowing. The people, flushed with victory, radiant with joy at the return of peace and the preservation of the Union, prosperous and contented, were not disposed to question the motives of their servants, or to grumble if expenditures were not reduced.

The time was auspicious and the opportunity favorable for extravagant expenditures by the Post-Office Department. The

#### FALSE AND VICIOUS THEORY

that the postal fund could be properly charged with subsidies for the development of commerce on the high seas, or the encouragement of private enterprise on land, had zealous advocates in the department and in Congress. The men who profited by the ill-judged liberality, the criminal waste of the public money, swarmed about the halls of legislation, and in the midst of the political excitement and confusion incident to the administration of Andrew Johnson, were enabled to lobby through many schemes which the sober judgment of the country has since pronounced unmitigated evils. It was during this period that the practice of

## STRAW BIDDING

unblushingly prevailed, and increased largely the cost of the star mail service in the Western States and Territories. The combination of contractors, who then dominated the department and defied the law, not only robbed the government, but their evil influence is felt to this day. The extension of the mail service was unquestionably far in advance of the actual needs of the country. The enormous pay for fast daily service over many long star routes was in reality a subsidy or bounty to the proprietors of stage-lines. The excuse for these excessive expenditures was that the development of the country was accelerated and civilization advanced thereby. Admitting this to be true, for the sake of argument, it is questionable whether the good accomplished in the remote regions of the West compensated for the positive evil which resulted here from the

## DEGRADATION OF OFFICIAL MORALS.

It is a fact, which cannot be denied, that the scandals attending the administration of the Post-Office Department during the past quarter of a century have been very serious in their consequences. The responsibility for this evil rests largely upon the legislative branch of the government, because the power to remedy it could have been exerted at any time.

## RE-ESTABLISHMENT OF SOUTHERN MAIL SERVICE.

The re-establishment of mail service in the Southern States after the war increased considerably the expenditures of the department, and the revenues were not increased in the same proportion. There was a diminution of the receipts in 1866, and but a slight increase in 1867. The expenditures in 1867 exceeded the revenues by nearly four million dollars, or more than one-fifth of the total receipts. In 1876, a decade later, the deficiency had not diminished; the percentage still being the same. From that time, however, the increase of the revenues has been large, and in 1880 the deficiency was only ten per cent. of the revenues. This was accomplished by the natural growth of the country and not by any effort to economize.

## THE POST-OFFICE SHOULD NOW BE SELF-SUSTAINING.

The country has reached that stage in the progress of its material development where, it seems to me, an effort ought to be made to bring the credit and debit sides of the department's balance sheet nearer together. All or nearly all the long and expensive star routes have been superseded by railroad service. The cost of the star service ought therefore to rapidly decrease in the Western States and Territories. A careful and impartial examination of the star service made during the

past summer, satisfied the department that large reductions could be made without causing any inconvenience to the sections of country supplied thereby. In this connection I respectfully call attention to that portion of the very able report of the Second Assistant Postmaster-General which deals with the star service. He says:

New service has been established, and increased trips have been ordered on routes believed to require additional facilities, while routes believed to be useless have been discontinued, others reduced in trips, curtailed in distance, and diminished in expedition. The reduction of 3,949 miles in excess of the number embraced in the increase of 409 routes has been accomplished only by careful investigation touching the needs of the people in the section of country affected. A part, however, of the decrease is due to the extension of railroad routes, which superseded a portion of the star service. In certain instances it was ascertained that increased trips and expedited schedules had not been performed by contractors, after the orders and allowances therefor, and in but few instances have the people upon the routes made complaint. As far as can be ascertained the orders reducing this service have not caused embarrassment, and in a few cases, to those citizens directly interested in the routes, the first information that any increased trips or speed had been ordered was contained in the notices of discontinuance.

#### REDUCTION IN STAR AND STEAMBOAT SERVICE IN 1881.

The total reductions made during the last fiscal year in the star service was \$655,832 per annum, but some of the orders did not take effect till the beginning of the present fiscal year. The net reduction, allowing for new and increased service, during the last fiscal year was \$364,144. The aggregate reduction of the cost of steamboat service for the last fiscal year was \$282,009, from which is to be deducted the cost of increased service, \$30,653, making the net reduction \$251,356. Thus far in the present fiscal year reductions amounting to \$701,551 have been made in the star service. The steamboat service during the same time has been reduced \$51,872. There have been increases in the cost of the star service to the extent of \$164,597; and of steamboat service to the amount of \$56,569. The net reductions from July 1 to October 31, in the star and steamboat service, are \$532,257. These results may be summarized as follows:

Aggregate reductions in star service from March to June 30, 1881 .....	\$655,832	
Aggregate reductions in star service from July 1 to October 31, 1881.....	701,551	
Aggregate reductions in steamboat service from March to June 30, 1881.....	282,009	
Aggregate reductions in steamboat service from July 1 to October 31, 1881.....	51,872	
		1,691,264
Aggregate increases of star service from March to June 30, 1881 .....	\$201,688	
Aggregate increases of star service from July 1 to October 31, 1881.....	164,597	
Aggregate increases of steamboat service from March to June 30, 1881....	30,653	
Aggregate increases of steamboat service from July 1 to October 31, 1881.	56,569	
		543,507
Net reduction of star and steamboat service.....		1,147,757

#### A minute investigation into alleged

#### ABUSES IN THE STAR ROUTE SERVICE

was instituted by direction of the late President, and is still being prosecuted. The Post-Office Department has co-operated, and will continue

to co-operate, with the Department of Justice in this investigation. No one who has not been directly concerned in the matter can fully appreciate the magnitude of the undertaking, the mass of record evidence examined, the difficulties of a personal investigation in sparsely-settled territories, and the results attained by the patient and intelligent labors of the inspectors of this department. There can be no doubt, from the facts already ascertained, that the existing statutes leave the way open to great abuses, and that there is abundant ground for asking a judicial investigation of the transactions of the last few years.

The one serious difficulty in the way of bringing back the department to a self-sustaining basis is the

#### CONSTANTLY INCREASING COST OF THE RAILWAY MAIL SERVICE.

This increase during the past fiscal year was \$487,446. I regret to say that there is a deficiency of \$478,155 for this branch of the service for the fiscal year ended June 30, 1881, which must be provided for, and also that there must be an increased appropriation for the same service of \$1,097,319 for the fiscal year ending June 30, 1882. The estimate for the fiscal year ending June 30, 1883, for the railway service is \$10,655,000. There has recently been an unprecedented growth of railroads, and this accounts largely for the enormous increase of the cost of the railway service. There were up to June 30, 1881, 5,221.81 miles of new service on which the pay under the law was readjusted; and from July 1 to October 18 new service was established on 3,352 miles of new road. It is estimated that there will be between October 18, 1881, and June 30, 1882, 5,000 miles of new service to be added. These figures, however, do not represent the entire cost of the railway mail service. The pay for postal cars and special facilities for fast mail must be added. The cost of these two items for the fiscal year ended June 30, 1881, was as follows:

Railway post-office cars.....	\$1,268,221 50
Special facilities for fast mails .....	349,748 69
Total .....	1,617,970 19

The actual payment for the railway mail service during the fiscal year, 1881, was therefore \$11,411,120.90. The cost for the current fiscal year will be \$12,006,601, and the estimates for 1883 are \$13,181,601. The enormous growth of railroads in 1880 and 1881, and their anticipated increase of mileage in the near future, will account for a great proportion of the augmented cost of the service. But there are other causes which must also be taken into consideration. The increase in the weight of the mail transported by the trunk lines has been unparalleled and the maximum does not appear to have been reached. The legitimate function of the postal service is undoubtedly to transmit intelligence and diffuse knowledge. If this were the sole requirement of

the service now, the present cost of the railway mail service could not be justified. But it is not; Congress saw fit a few years since to make

#### THE POST OFFICE DEPARTMENT A COMMON CARRIER OF MERCHANDISE.

And, moreover, it fixed the rates of transportation so low that the mere cost of handling this class of mail matter, to say nothing of its transportation, is unremunerative. The compensation the government receives for the reception, transportation, and delivery of second, third, and fourth class matter is far below the cost. The revenue derived from letter postage and other sources is more than consumed by the losses sustained on second, third, and fourth class matter. The transportation on trunk lines of the mail thus increased in bulk and weight is not the only problem the department has to solve. The reception and preparation for dispatching these classes of mail matter, their transportation to the railroad depots, the loading into postal cars, and their distribution in the cars, all seriously interfere with the dispatch, distribution, and delivery of the letter mail en route. The transportation of second class matter, which is composed of newspapers and periodicals is, of course, legitimate postal business. They disseminate intelligence among the people, and Congress has accordingly provided by law for their distribution by mail at a low rate, without regard to the cost of transportation. Third and fourth class matter, being transient printed matter and merchandise, come under a different category. If it were probable that in the course of time their transportation would become remunerative, or at least self-sustaining, then it might perhaps be well to nurture it, but this is not possible. The more this matter grows in bulk, the greater will be the loss to the government. The rates for third and fourth class matter are not only unremunerative, but the wisdom of requiring the government to become a carrier of merchandise is very questionable.

#### ADDITIONAL POSTAL CARS NEEDED.

Already, as I have said, the transportation of the mails, increased as they are by second, third, and fourth class matter, has become a serious problem for the department and railway trunk lines. An additional postal car on the Hudson River Road is now demanded. It will not be long before a like demand will have to be made of the Pennsylvania Road. The principal trunk lines are already complaining, and doubtless with justice, that they are not adequately compensated for their services. In the near future one of four things will have to be done: first, either to increase largely the pay of these roads; or, second, to increase the rates on third and fourth class matter; or, third, to dispatch by fast-mail trains only first and second class matter; or, fourth, to abandon the fourth class altogether.

I am satisfied that public sentiment and justice to the department demand a

#### REDUCTION OF THE COST OF THE RAILWAY MAIL SERVICE.

It is undoubtedly true that while some railroads may not be fully paid for the service they render, the great majority are overpaid. There is and always has been a disposition on the part of railroad corporations in dealing with the department to exact their own terms. The subject is a complex one, and while it demands immediate attention it should have a most careful consideration. There can be no doubt that if the pay for this branch of the postal service is adjusted upon a basis alike equitable and just to the department and the railroad companies, the result will be a very large saving. I am so strongly impressed with the necessity for this, and so confident that Congress will lose no time in giving the subject intelligent and prompt consideration, that I have thought it my duty to recommend a less appropriation for railway transportation than the superintendent of that branch of the service and the Second Assistant Postmaster-General have urged in their reports. I had hoped to be able to submit the outline of proposed legislation, which I believe would accomplish a great saving in the cost of the railway mail service, improve its efficiency, and be satisfactory to the country, the department, and the railroad companies. The sad events of the past summer rendered the accomplishment of this duty impossible. I desire, however, in this connection, to call attention to the very wise suggestions contained in the report of the Second Assistant Postmaster-General, page 101.

The public sentiment of the country demands the reduction of taxation, and Congress will doubtless undertake the task. This will only add another to the many existing reasons for the greatest possible economy in every branch of the postal service. A very considerable saving has, without any injury to the service or detriment to the public, been made in the star and steamboat mail service. I think it cannot be doubted that a corresponding reduction in the cost of the railway mail service is feasible.<sup>1</sup> In addition to these two items of cost come the

#### SALARIES AND ALLOWANCES OF POSTMASTERS.

Some saving has already been effected in the matter of allowances to postmasters, and still more may be practicable. The salaries of postmasters in towns of ten thousand inhabitants and less are greater than the compensation for equally onerous and responsible duties paid by banks and express companies. A saving in this direction can be made without injustice to the office-holders or detriment to the postal service.

If these suggestions are deemed worthy of consideration, and Congress carries them out, the

## REDUCTION OF LETTER POSTAGE

from three to two cents will be possible within three years. I believe this reduction could be accomplished without the proportionate diminution of receipts which followed the adoption of three-cent postage in 1851. The people have shown their appreciation of cheap postage. The introduction of the postal card, instead of diminishing the receipts, has on the whole largely increased them. Two-cent postage would, I believe, after one or two years' trial produce the same result. It is my deliberate judgment that two-cent postage is feasible in the near future. I would favor it even if the rates of postage on third and fourth class matter had to be increased. The great mass of the people are interested in cheap letter postage. The proportion of those benefited by the unremunerative rates on third and fourth class matter is comparatively small. Moreover, the people who are benefited could afford to pay more liberally for the advantages extended to them. The bulk and weight of third and fourth class matter adds so largely to the cost of transporting the mails that all the profit realized from letter postage is thereby absorbed. If these classes of matter contributed proportionately, two-cent postage would at once be assured. If the government is to be a common carrier, ought it to be compelled to lose money thereby? Ought the many who are interested in cheap letter postage be taxed for the benefit of the few who are concerned for low rates on third and fourth class matter?

## MAIL SERVICE OTHER THAN RAILWAY.

The estimate of the Second Assistant Postmaster-General, for the item of star routes, \$7,250,000 for the year 1883, it will be observed, is \$650,000 less than the amount appropriated for the current year; for the steamboat service \$800,000, or \$125,000 less than the last appropriation; and for mail messengers \$800,000, or \$24,250 more than the current appropriation.

Sufficient service should be provided for all communities with a reasonable expenditure of public money, and appropriations corresponding with the estimates given above will, in my judgment, accomplish the object desired.

The recommendations of the Second Assistant Postmaster-General, presented in his report, relative to the extension of post routes after advertisement and award of service, and the repeal of the laws requiring the deposit of certified checks with proposals of bidders for carrying the mails, have my concurrence. Respecting the certified checks, it may be said that in some States, and in the Territories, many persons who desire to enter proposals for the transportation of the mails on star routes are restrained from bidding because of distant residence from national banks, and their inability to pay, besides traveling expenses to secure loans, exorbitant rates of interest for money during the time when the mail service is open to competition.



## COST OF RAILWAY SERVICE.

The cost of the transportation of mails on railroad routes for the year ended June 30, 1881, was by the books of this department \$9,908,991, and by the accounts of the Auditor \$9,543,155. The appropriation for the same year was \$9,315,000.

The appropriation for the year ending June 30, 1882, is \$9,458,282. It will therefore be seen, as is elsewhere explained in detail, that the appropriation for this year will not be sufficient to cover the cost of the service, and that an additional appropriation will be required.

The amount estimated to be necessary for the fiscal year ending June 30, 1883, is placed at \$10,655,000; this is \$500,000 less than is estimated by the superintendent of railway mail service and recommended by the Second Assistant Postmaster-General. I have before in this report given at length my reasons for recommending a less appropriation for railway mail service than the superintendent of that branch of the service and the Second Assistant Postmaster-General recommend.

## RAILWAY POST-OFFICE CARS.

The appropriation for the use of postal cars for the current fiscal year is \$1,426,000, which is \$176,000 more than was appropriated for 1881. The estimate for the year ending June 30, 1883, is placed at \$1,526,000, which is \$100,000 more than the sum appropriated for the current year.

## SPECIAL FACILITIES.

Appropriations have been made each year since 1878 to enable the department to secure from railroad companies facilities for the transportation of mails for which compensation could not be made under the general law. The advantages secured to the public by this expenditure are very great and are specially valuable to the chief centers of population. The appropriation for this object for the current year is \$425,000, and I recommend that \$500,000 be appropriated for the fiscal year ending June 30, 1883.

## ADDITIONAL POSTAL FACILITIES BETWEEN THE EAST AND THE WEST.

I desire to call attention to the fact that numerous petitions have been received from the Pacific Coast, from the city of New York, and from the Eastern States, asking for more speedy and frequent service between the two sections. In my opinion, the service should be extended so as to accord better with the volume of business transacted. The time between New York and San Francisco has recently been reduced twenty-four hours by the action of the Pennsylvania Railway Company in establishing the Chicago Limited Express, which leaves New York at 8 a. m., and arrives at Chicago the following day at 10 a. m., in time to make the overland connection. An effort will be made to have the mail arrive in San Francisco at 6 a. m. instead of at 1.30 p. m., as at present,

and to depart at 6 p. m. instead of 4 p. m. Additional facilities will also be asked from Mr. Vanderbilt, president of the northern line to Chicago, so as to give the same facilities to the Eastern States in general as are now possessed by the city of New York and the State of Pennsylvania for communication with Chicago and points west. The promptness always shown by Mr. Vanderbilt in meeting the wishes of the department induces the belief that these negotiations will be successful, especially as it is not his habit to permit the country supplied by his lines to possess mail facilities inferior to those enjoyed by other sections.

#### REORGANIZATION OF THE RAILWAY MAIL SERVICE.

By an order of the Postmaster-General (printed on page 317), dated April 7, 1881, and taking effect on the 1st of May following, the railway mail service was completely reorganized and its efficiency greatly promoted. It appears from the report of the general superintendent of this service (page 315) that the effect of the reorganization has been most salutary; that it has been accepted by the employés as an assurance that their advancement to the highest salary allowed by law depended upon themselves, and that they now feel that to secure promotion they have only to earn it. In consideration of the fact that the duties required of all employés of the railway mail service are similar in character, varying only in the amount of work assigned to each and the study necessary for its proper performance, I indorse the recommendation of the general superintendent that the appropriation for their payment be made in one gross sum of \$3,480,000 for railway mail service clerks, and that at the same time it be enacted that hereafter the railway mail service clerks be divided into five classes, whose salaries shall not exceed the annual sums of—

For the first class.....	\$800 00
For the second class.....	900 00
For the third class.....	1,000 00
For the fourth class.....	1,200 00
For the fifth class.....	1,400 00

This would involve no change in the service as reorganized under the order of April 7, and would greatly simplify the accounts of the department.

#### CHIEF HEAD CLERKS OF THE RAILWAY MAIL SERVICE.

The recommendation of the general superintendent of railway mail service that an allowance be made to chief head clerks of railway mail service for their necessary traveling expenses is worthy the serious attention of Congress. The duties of these officers are difficult and laborious, requiring a high grade of executive ability, and it is hardly fair that when they are required to travel upon the business of the government they should suffer therefor a decrease of their salaries to the extent of the extra expense necessarily incurred.

## PENSIONS IN THE RAILWAY MAIL SERVICE.

During the past fiscal year sixty-two railway accidents have been reported to this department, in which seven employés of the railway mail service lost their lives, six of them having been burned to death, fifteen were severely, and twenty-two slightly, injured. No provision has ever been made for the widows and orphans of men killed in this service, nor for the continuance of pay to men disabled by injuries received while in the line of duty. Should no better plan commend itself to the wisdom of Congress, I would recommend that the Postmaster-General be authorized, as suggested by the general superintendent of railway mail service, to pay to the widow or guardian of the minor children of employés of this service killed in railway accidents the salary of the deceased for a period not to exceed two years. I also recommend that authority be given by law to continue men disabled by such accidents upon full pay until recovery, not to exceed one year.

## FOREIGN MAILS.

The total weight of mails dispatched during the year to countries and colonies of the Universal Postal Union (the Dominion of Canada excepted) was 794,392,727 grams, or 1,751,523 pounds. The weight of the letter mails was 154,652,944 grams, or 340,988 pounds, and of printed matter and samples of merchandise 639,739,783 grams, or 1,410,535 pounds, being an increased weight as compared with the preceding year of 68,807 pounds of letters and 229,115 pounds of printed matter and samples.

Of the letter mails dispatched, 155,835 pounds (45.70 per cent.) were sent to Great Britain and Ireland, 84,091 pounds (24.66 per cent.) to Germany, 75,110 pounds (22.02 per cent.) to other countries of Europe, and 25,952 pounds (7.61 per cent.) to Postal Union countries and colonies other than European.

Of the printed matter and samples dispatched, 670,688 pounds (47.55 per cent.) were sent to Great Britain and Ireland, 285,434 pounds (20.23 per cent.) to Germany, 261,200 pounds (18.52 per cent.) to other countries of Europe, and 193,213 pounds (13.70 per cent.) to other Postal Union countries and colonies.

Compared with the weights of the mails dispatched during the preceding year, there was an increase in the letter mails of 25.28 per cent., and in the printed matter and sample mails of 19.39 per cent.

A statement of the weights of mails dispatched to each Postal Union country and colony is appended (see pages 440).

The number of letters exchanged with foreign countries and colonies not embraced in the Universal Postal Union, exclusive of Canada, was 755,216, of which number 434,165 were sent to, and 321,051 received from such countries, a decrease compared with the previous fiscal year of 14,570 letters sent, and 788 letters received from non-union countries.

## COST OF THE OCEAN MAIL SERVICE.

The sums reported for payment on account of the sea transportation of the United States mails dispatched to foreign countries during the fiscal year 1881, including 13,197 francs and 43 centimes (\$2,547.10) credited to France in the quarterly accounts with the French postal administration, for the conveyance of United States mails by French contract packets from New York to Havre, amounted to \$239,149.21, an increase, compared with the cost of same service in 1880, of \$40,481.75. Of this amount, \$189,673.73 was reported for the trans-Atlantic service; \$13,683.14 for the trans-Pacific service, and \$33,225.24 for services to and from the isthmus of Panama, Central America, and the South Pacific, to Mexico, to Cuba and Port Rico, to and from the West India Islands, to Brazil, the Argentine Republic, Paraguay and Uruguay, to Venezuela and Curaçoa, and to Canada and New Foundland. Particulars of these several services are appended (see page 439).

The additional sum of \$13,355.83 was reported for payment on account of the Atlantic sea conveyance of the British and Australian closed mails from New York to Great Britain, for which credit was claimed in the quarterly accounts with the British office, making the total cost of sea transportation of mails during the year \$252,505.04.

The aggregate amount of the quarterly balances, paid to this department, on settlements of postage accounts with other Postal Union administrations, was \$108,196.51, and the aggregate amount of the quarterly balances paid by this department to other union administrations was \$28,091.57.

The sums credited to this department, by Postal Union administrations, on account of the United States territorial and sea transit of foreign mails amounted to \$115,181.45, and the sum credited by this department to union administrations on account of the foreign territorial and sea transit of United States mails amounted to \$51,818.61.

## ADMISSIONS TO THE UNIVERSAL POSTAL UNION.

The following countries and colonies have since the last report declared their adhesion to the universal postal union :

1. The British colonies of Grenada, St. Lucia, Tobago, and Turks Islands, admitted from February 1, 1881.
2. The Republic of Chili, admitted from April 1, 1881.
3. The Republic of Hayti, admitted from July 1, 1881.
4. The Republic of Paraguay, admitted from July 1, 1881.
5. The United States of Colombia, admitted on special conditions, from July 1, 1881.
6. The Republic of Guatemala, admitted from August 1, 1881.
7. The British colonies Barbadoes and St. Vincent, admitted from September 1, 1881.
8. The Sandwich Islands, admitted from January 1, 1882.
9. The Republic of Nicaragua, admitted from May 1, 1882.

The United States of Colombia, having ceded in 1849 to the Panama Railroad Company for a term of 99 years the exclusive right to transport mails across the isthmus of Panama, at certain rates fixed by that

company, the government of that country no longer possesses complete sovereignty in postal matters so far as isthmus transportations are concerned. Consequently the United States of Colombia has been admitted to the Union with the reservation that special rates of transit of mails across the isthmus are to be applied in lieu of the Union territorial transit charges fixed by article 4 of the Convention of Paris.

The countries and colonies having organized postal services which have not yet adhered to the Postal Union are Bolivia in South America, Costa Rica in Central America, New Zealand and the British colonies in Australia. With these exceptions the territory of the Universal Postal Union may now be said to embrace the civilized world. It includes an area of over 50,000,000 square miles, with a population of about 800,000,000.

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

The administrations of the union, in order to establish uniformity of treatment for registered articles which may be insufficiently prepaid, or which do not fulfill the conditions of form required for admission to the mails at the lower rate, have adopted a proposition that registered articles, insufficiently prepaid or not fulfilling the conditions of form demanded by the category to which they belong, shall not be taxed at the charge of the addressee nor stopped in their circulation. Under this arrangement deficient postages may be reclaimed from the senders through the respective offices. This treatment is not to apply, however, to registered articles of the domestic service, which, by reason of reforwarding, pass into the international service.

The consent of this department has been given that the special arrangement of 13th November, 1880, with the postal administration of France, extending the limits of weight and dimensions for packets of samples of merchandise prescribed by article V of the Convention of Paris shall be so interpreted that the same shall be terminable at any time on a notice by either government of one year.

A clause has been added to the first paragraph of Article XVII of the regulations of detail and order for the execution of the Convention of Paris, of which the following is a translation :

The mechanical processes designated under the names of chromography, polygraphy, hectography, papyrography, velocigraphy, &c., are considered as easy to be recognized; but in order to enjoy the privilege of the reduced rate the reproductions obtained by means of these processes must be mailed at the post-office windows and in the minimum number of twenty perfectly identical copies.

Paragraph 7 of Article XXXII of the regulations of detail and order has been modified so as to read as follows :

7. The post-offices which the administration of the English colony of Hong-Kong maintains at Kiang-Chow, Canton, Swatow, Amoy, Foochow, Ningpo, Shanghai, and Hankow (China).

The following paragraph has been added to Article XX of the regulations of detail and order, to take effect January 1, 1882:

4. The correspondence of all kinds, ordinary or registered, which, bearing an incomplete or erroneous address, is returned to the senders for them to complete or rectify, is not considered, when re-entering the service with a completed or corrected address, as reforwarded correspondence, but as newly dispatched, and becomes in consequence subject to a new postage.

Articles IX and X of the regulations of detail and order have been modified as follows, to take effect January 1, 1882.

The two following sentences are inserted between paragraphs 2 and 3 of Article IX:

The return receipts for registered articles entered in table I of the letter bill are indicated by the letters A R placed opposite the articles to which they relate in the column of observations of said table.

Return receipts are entered in said table, either individually or collectively, according as the receipts are more or less numerous.

The first paragraph of Article X is amended to read as follows:

The registered articles, the return receipts relating thereto, and, if necessary, the special list specified in paragraph 3 of Article IX, are placed together in a separate packet, which must be suitably inclosed and sealed so as to preserve its contents.

The following new paragraph is added after paragraph 4:

"5. Return receipts in course of return are placed in an envelope by the office distributing the registered articles to which these receipts relate. These envelopes, bearing the inscription '*Acte de reception en retour, bureau de poste de \* \* \* pays, \* \* \**' are subjected to the formalities of registration, and are forwarded to destination as other registered articles."

The postal administration of Japan having requested an abatement in its favor of the special United States territorial transit charge for articles of mail matter other than letters conveyed between San Francisco and the Atlantic seaboard, alleging that the rate of two francs per kilogram practically prohibits the use by Japan of the United States route for correspondence of this class mailed in Japan for European destination, I considered it expedient, in view of the comparatively small amount of such matter forwarded from Japan in transit through the United States, to accept a reduced transit charge thereon of one franc per kilogram.

Tabular statements are appended (page 441) giving detailed information with corrections to latest date—

1. Of the equivalents, according to which postage rates are levied in countries of the Universal Postal Union which have not the franc for a monetary unit, with the fees charged for registration and for return receipts.

2. Of the length of time for retaining in the offices of destination unclaimed correspondence addressed *poste restante*.

3. Of the regulations within the Postal Union respecting the return to the senders of letters of the international service.

4. Of the sur-taxes charged in certain union countries on correspondence addressed to the United States.

**MODIFICATIONS OF POSTAL REGULATIONS AND DETAILS RESPECTING MAIL EXCHANGES WITH THE DOMINION OF CANADA, AND WITH COUNTRIES AND COLONIES NOT EMBRACED IN THE UNIVERSAL POSTAL UNION.**

The special postal arrangement between the United States and Canada has been modified by the execution of additional articles, authorizing the reciprocal transmission in the mails between the two countries of insufficiently paid letters, on which at least one full rate of postage has been prepaid, and also empowering the Canada office to collect double rate of Canadian postage on newspapers, periodicals, and other printed matter published or originating in this country and posted in Canada for destinations in the United States, with the apparent purpose of evading the payment of the higher rates of United States domestic postage or the laws and regulations governing the treatment of such matter in the United States.

It having been found that large numbers of United States mail sacks, which for a long series of years had been sent with correspondence to Canada, had failed to be returned to the sending United States post-office, regulations were proposed by this department and agreed to by the Canada office, providing for the exclusive use by each country for its mails to the other of its own sacks, and the prompt return, empty, to the sending country of the sacks belonging to it.

My attention having been called to the frequent transmission in the mails from Canada to this country of Canadian reprints of American books, &c., published in Canada in violation of copyrights granted by the United States, an order has been issued, in conformity with the provision of the act of March 3, 1879, including all such publications received by mail from Canada in the classification of unmailable matter.

The provisions of the 3d paragraph of article 4 of the postal conventions concluded with the colonial governments of New South Wales, New Zealand, Queensland, and Victoria respectively, have been further modified by accepting a reduced United States sea transit charge on closed mails from said colonies forwarded from San Francisco to Panama of 9 cents per ounce for letter mails and 4 cents per pound for printed matter mails.

The arrangement concluded with the British colony of Victoria, Australia, for the redirection and forwarding of ordinary (unregistered) international letters from the United States to Victoria, or *vice versa*, on application of the senders without prepayment of postage, has been made to apply generally to the redirection and transmission upon the same conditions of all ordinary letters of whatever origin or place of first dispatch.

An arrangement has been concluded with the post department of New South Wales for the registration as far as Sydney in that colony of letters addressed to South Australia, North Australia, West Australia, and Tasmania.

A proposition of the post department of Queensland to amend article 3 of the postal convention with that colony by the substitution of 16 cents for 12 cents as the single rate of postage between the two countries has been declined by this department, but consent was given, as a temporary measure, to the levying by the Queensland office of an increased postage of 8 pence per single rate on letters forwarded to the United States by the San Francisco route, such increase having been represented as necessary to meet the cost of the transit charge on such letters between Brisbane and Sydney.

APPROPRIATION IN AID OF STEAMSHIP SERVICE TO NEW ZEALAND  
AND NEW SOUTH WALES.

The act of March 3, 1881, making appropriations for the service of the Post-Office Department, contained a proviso authorizing the Postmaster-General "to pay to the colonies of New Zealand and New South Wales so much of the cost of the overland transportation of the British closed mails to and from Australia as he may deem just, not to exceed one-half of said cost," and appropriated the sum of \$40,000 for that purpose. In compliance with the terms of this act, I have ordered that the sum of \$40,000, if not exceeding one-half of the cost of the overland charges paid to this department by the British post-office for the United States territorial transit of the British and Australian closed mails during the current fiscal year, be paid to the colonies of New Zealand and New South Wales from this appropriation. As the object of this legislation is understood to have been the granting of aid to the colonies of New Zealand and New South Wales in maintaining the present monthly mail-steamship service between Sydney and San Francisco, the propriety of continuing such aid during the next fiscal year is respectfully referred to Congress.

FOREIGN MAIL MATTERS REQUIRING LEGISLATION.

The existing law in regard to the treatment of letters irregularly received in the United States by vessels arriving from foreign ports is imperfect and difficult of execution on account of the changed conditions of international mail exchanges established under the Universal Postal Union Convention. Such letters are frequently received by vessels regularly employed in carrying mails from foreign ports, including those of Postal Union countries, and cannot be treated under the present law as ship letters, such treatment being restricted to letters brought by vessels not regularly employed in carrying the mails, and as they are not made up and dispatched by offices of exchange under the forms, regulations, and conditions prescribed by the Convention of Paris, they cannot be regarded as regular mails, and the department is often greatly embarrassed respecting their proper treatment. Additional legislation is needed prescribing a uniform treatment for such letters in harmony with existing postal arrangements.



The recommendations of my predecessors for legislative authority to carry into effect the provisions of article VI of the Paris Convention, and also for a modification of the provisions of section 17<sup>o</sup> of the act of March 3, 1879, are respectfully renewed.

#### IMPROVEMENT OF MAIL COMMUNICATIONS WITH MEXICO.

The comparatively recent growth of commercial mining and railway interests in Mexico, largely augmented by the capital and enterprise of citizens of the United States, together with the reduction of postage rates effected by the adhesion of Mexico to the Universal Postal Union, while contributing to an extensive increase of the mails exchanged with that country, have at the same time developed the necessity for increased mail facilities. Correspondence in relation to the subject, had with the Mexican post department, has shown that that government is ready to co-operate with this department in remedying any existing defects, and in effecting such necessary improvements of interior mail service on both sides as will secure more rapid and frequent exchanges of mails between the two countries. A considerable increase of frontier exchanges has been already effected, and by these and other border exchanges which are in process of arrangement, and will shortly go into operation, the larger and more populous districts of Mexico will be placed in more frequent communication by overland routes, via the frontier, with the United States.

Owing to the peculiar organization of the Mexican postal service, which commits to the several states the inauguration and modification of mail services within them, it has been found that arrangements by correspondence relative to this subject have been protracted and tedious, propositions of this character submitted to the central administration at Mexico requiring reference to the state organizations interested before definite conclusions in regard thereto could be reached. This difficulty, and the necessity for an early improvement, particularly in the overland mail communications, which shall be at once comprehensive and methodical, has suggested the advisability of effecting desired modifications by means of a commission to be sent from this department to Mexico for that purpose.

#### FOREIGN MAIL STATISTICS.

The estimated amount of mail matter exchanged during the year with foreign countries, based upon counts of such matter taken at the respective United States offices of exchange during the first seven days in October, 1880, and April 1881, is as follows:

Total number of letters.....	43, 082, 547
Total number of single rates.....	44, 584, 919
Total number of postal cards.....	2, 083, 913
Total number of packets, of newspapers, other printed matter, and business papers.....	33, 303, 186
Total number of packets of samples of merchandise.....	481, 671
Total number of registered articles.....	831, 260

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

On prepaid letters <i>sent</i> .....	\$1,086,363 68
On unpaid and insufficiently paid letters <i>received</i> .....	107,058 08
On postal cards <i>sent</i> .....	27,771 42
On newspapers, printed matter, samples, and business papers <i>sent</i> .....	334,748 38
On insufficiently paid newspapers, &c., <i>received</i> .....	4,756 34
	1,560,697 90

The estimated amount of registration fees on registered articles sent to foreign countries is \$37,698.50.

The estimated amount of unpaid postages are as follows :

On unpaid letters <i>sent</i> .....	\$15,883 60
On newspapers, &c., <i>sent</i> .....	298 17
	16,181 77
On unpaid letters <i>received</i> .....	\$107,058 08
On unpaid newspapers <i>received</i> .....	4,756 34
	111,814 42

For other details respecting these estimates see page 440 of the appendix.

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

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

Number of post-offices established during the year.....	2,915
Number discontinued.....	1,415
Increase.....	1,500
Number in operation June 30, 1880.....	43,012
Number in operation June 30, 1881.....	44,512
Number filled by appointment of the President.....	1,863
Number filled by appointment of the Postmaster-General.....	42,649

#### APPOINTMENTS WERE MADE DURING THE YEAR,

On resignations and commissions expired.....	6,217
On removals.....	958
On changes of names and sites.....	242
On deaths of postmasters.....	421
On establishment of new post-offices.....	2,915
Total appointments.....	10,753
Number of cases acted on during the year.....	12,59

#### EMPLOYÉS OF THE RAILWAY MAIL SERVICE.

The number and aggregate compensation of railway post-office clerks, route agents, mail route messengers, and local agents in service during the year ended June 30, 1881, were :

1,298 railway post-office clerks.....	\$1,487,500
1,886 route agents.....	1,266,780
822 mail route messengers.....	196,741
176 local agents.....	157,720
	3,108,801

Disbursements on account of appropriation for post-office inspectors and mail depreddations during the fiscal year ended June 30, 1881, salaries and expense allowance of post-office inspectors, attorneys' fees, rewards, &c., \$143,608.85.

There are claims against this fund still unadjusted.

EMPLOYÉS IN THE POSTAL SERVICE.

The following table shows the number of employés in the Post-Office Department; also the number of postmasters, contractors, clerks in post-offices, railway post-office clerks, route agents, and other officers in the service June 30, 1880, and June 30, 1881:

Officers and employés.	June 30, 1880.	June 30, 1881.
DEPARTMENTAL OFFICERS AND EMPLOYÉS.		
Postmaster-General.....	1	1
Assistant Postmasters-General.....	3	3
Superintendent of money-order system.....	1	1
Superintendent of foreign mails.....	1	1
Superintendent of railway adjustment.....	1	1
Chief clerk to the Postmaster-General.....	1	1
Chiefs of divisions.....	5	5
Topographer for Post-Office Department.....	1	1
Disbursing officer and superintendent of building.....	1	1
Law clerk.....	1	1
Stenographer.....	1	1
Appointment clerk.....	1	1
Superintendent of blank agency.....	1	1
Chief clerks of bureaus.....	5	5
Clerks, messengers, watchmen, &c.....	424	437
	447	461
POSTMASTERS AND OTHER OFFICERS AND AGENTS.		
Postmasters.....	43,012	44,512
Contractors.....	5,862	5,156
Clerks in post-offices.....	5,519	5,200
Letter-carriers.....	2,688	2,861
Railway post-office clerks.....	1,206	1,293
Route agents.....	1,252	1,386
Mail route messengers.....	338	322
Local agents.....	150	176
Post-office inspectors and railway mail service superintendents.....	56	77
	60,530	61,444

\* Railway mail service superintendents not included last year.

THE FREE-DELIVERY SYSTEM.

The appropriation for this service was \$2,500,000, an increase of \$85,000 over that of the preceding year. The total cost of the service was \$2,499,911.54, leaving an unexpended balance of \$88.46. The increase in the cost of the service over that of the previous year was \$136,218.40. This increase was owing to the extension of the service to additional cities as authorized by the act of February 21, 1879, and to the appointment of additional letter-carriers to improve its efficiency, where already in operation.

The service was extended during the year to Leadville, Colo., Mansfield, Ohio, Meriden, Conn., Richmond, Ind., and Zanesville, Ohio.

The operations of this branch of the service during the last fiscal year are presented in detail with the accompanying report of the First Assistant Postmaster-General. From the tabular statement included therein, it will be seen that there has been an increase during the year of more than 84,000,000 in the number of letters and other articles of mail matter delivered and collected by carriers, and of \$204,833.25 in the receipts from local postage; those receipts exceeding the cost of the service by \$779,658.25. This exhibit furnishes in itself a sufficient reason for the increase in the estimate of appropriation for free-delivery service over the estimate for the same purpose submitted in the last annual report of my predecessor. That, in cities covering so large an extent of territory as to render frequent communication by post between their residents a necessity, the employment of a sufficient number of carriers to insure efficiency in such a service results in large profit to the department, is a fact which has been amply demonstrated by experience.

It has been observed in connection with the establishment of street letter-boxes (from which collections are made by the postmaster or his clerks) at convenient points in towns where no letter-carriers are employed, that a marked increase in the number of letters posted for mailing has invariably followed—a proof that the furnishing of means whereby correspondence may be readily and conveniently deposited acts as an incentive to the writing of letters which would otherwise have remained unwritten.

The receipts for local postage at the larger post-offices have enabled the department to show, in several successive annual reports, that the free-delivery service, as a whole, has become a source of revenue instead of an item of expense; and I present herewith, in tabular form, a statement showing the remarkable increase during the past ten years, both in the operations of the service and in the receipts from local postage incident thereto:

Fiscal year ending June 30—	Letters, &c. delivered and collected by carriers.	Expenditures free-delivery service.	Receipts from local postage.	Deficiency.	Surplus.	Number of offices.
1872.....	311,847,897	\$1,385,965 76	\$907,351 93	\$478,613 83	.....	52
1873.....	374,915,664	1,422,495 48	1,112,251 21	310,244 27	.....	52
1874.....	503,386,397	1,802,696 41	1,611,481 66	191,214 75	.....	87
1875.....	574,201,474	1,880,041 99	1,947,559 54	.....	\$87,517 55	87
1876.....	631,777,473	1,981,186 51	2,085,561 73	.....	84,375 22	87
1877.....	666,563,478	1,893,619 85	2,254,597 83	.....	360,977 98	87
1878.....	715,782,150	1,824,166 96	2,452,251 51	.....	628,084 55	87
1879.....	809,854,065	1,947,706 61	2,812,523 86	.....	864,817 25	88
1880.....	932,121,843	2,363,693 14	3,068,797 14	.....	705,104 00	104
1881.....	1,016,197,562	2,493,972 14	3,273,630 39	.....	779,658 25	101

In the face of a record which shows that every dollar expended at points where an extensive local postal business is transacted returns so large a profit, it is difficult to perceive how an argument can be made against appropriation for the service at those points to any reasonable

extent that may be asked. The increase in the receipts of the free-delivery offices during the past year has been 17 per cent.

I have felt no hesitation in pressing the claims of the free-delivery branch of the service with some urgency, for the reason that the advantages which I believe will result from an allowance sufficient to provide for an extension of its operations will not be confined to any particular city, nor to any section of the country, but will be shared by the business community and the general public in every portion of the land.

The successful operation of our postal service is a matter in which the entire nation is interested. I venture to hope that the utmost liberality will be exercised by Congress in its appropriations for that branch of the service, the revenues from which so largely aid in reducing the present deficiency.

#### COMPENSATION OF AUXILIARY LETTER-CARRIERS.

I recommend that section 3 of the act approved February 21, 1879, be so amended as to increase the annual compensation of auxiliary letter-carriers from \$400 to \$600 for their first year's service in that grade, and to \$700 for such term as they may thereafter serve in the same capacity. This recommendation is made not only on the ground that such increased pay is no more than a fair compensation for the service performed, but because experience has shown the difficulty of obtaining for the inadequate sum now paid the services of persons who possess the educational and other desirable qualifications for appointment.

#### SUBSTITUTE LETTER-CARRIERS.

I have also to recommend such legislation as will authorize the appointment of substitute letter-carriers at post-offices where their employment is necessary, to be paid a nominal salary of \$1 per annum and the *pro-rata* compensation of the carriers in whose places they may be called on to serve.

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

During the past year new editions have been issued of all the maps hitherto prepared (23 in number, comprising 61 sheets).

Successive editions, at short intervals, have been, and always will be, required to show the numerous additions and changes of post-offices, and the course and frequency of the service on the several post-routes.

New maps to take the place of provisional copies are in course of preparation, and are well advanced. These embrace the Pacific States and the Territories, and the State of Florida (showing the Gulf and the mail connections of the West India Islands). A new set, in engraved form, of the maps of Virginia, West Virginia, North Carolina, and South Carolina is almost completed; also a map showing the river and side-connecting service of the Mississippi River between Saint Louis and New Orleans.

The work of this office necessarily increases with the extension of the mail service. Maps for the use of the postal employés are in constant

demand—more particularly for those of the railway mail service—as indispensable for the intelligent performance of their duties. For the more rapid production of revised editions of the maps, I have directed to be taken into consideration the advisability of having the printing (by lithography or otherwise) of these successive editions done within the walls of the department, so as to be under more constant and direct control.

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

Attention is again called to the desirability of the compilation and publication of an extended table of distances for use in the settlement of these accounts, the existing edition of the table having long been obsolete in many details. This shall be provided for as soon as arrangements can be perfected.

In the estimates for the next fiscal year I have requested for this bureau an amount the same as that allowed for the present year, taking into account the general increase of the work. As usual, this will cover the salaries of draughtsmen, clerks, and others employed in keeping up the special maps or diagrams for the department proper, as well as the miscellaneous expenses connected with the production, printing, and distribution of the post-route maps.

#### POST-OFFICE INSPECTORS.

It affords me gratification to call attention to the competent, faithful, and expeditious manner in which the arduous and varied duties imposed upon the post-office inspectors, who are the direct agents of the Postmaster-General in guarding the interests of the service, have been performed.

#### ARRESTS AND CONVICTIONS.

There were 461 arrests made during the year. Of this number 424 cases were prosecuted in the United States courts, and 37 in the courts of the several States in which the arrests were made. Of the former, 188 persons were convicted, 26 were acquitted, 3 escaped, 5 forfeited bail, 24 proceedings were dismissed, 1 was killed while resisting arrest, and 177 await trial; 30 highwaymen were arrested and prosecuted in United States courts. The arrests are classified as follows—

Subject to jurisdiction of United States courts :	
Postmasters .....	42
Assistant postmasters.....	11
Clerks in post-offices .....	16
Postal clerks and route agents.....	9
Letter-carriers .....	8
Mail-carriers .....	18
Other employes.....	6
Highwaymen .....	30
Burglars .....	61
All others, for various offenses .....	223
Subject to jurisdiction of State courts :	
Burglars .....	7
All others, for various offenses .....	30
	164

## CASES ACTED UPON BY INSPECTORS.

The number of cases referred to inspectors for investigation during the year was 31,649, as follows:

*Registered cases, Class A, 4,636.*—The number of registered letters reported lost was 3,635; of which 1,307 contained money, and 2,328 contents were not specified. Of this number, 1,838 were reported as having been recovered and delivered to addresses, viz: 491 with valuable inclosures, and 1,347 with contents not specified. Of the 387 letters reported as having been rifled of their contents, investigation of 109 of the complaints showed the claim of valuable inclosures to be false. Only 13 registered letters were reported as having been tampered with, and investigation of 5 cases (the remaining 8 still under investigation) showed there had been no loss.

Registered packets reported lost 387, of which 268 were delivered. Eighty-six packets were reported rifled, of which reports 44 were found to be false.

The disbursements of moneys collected and recovered on account of lost and rifled registered letters and packets amounted, in 578 cases, to \$13,657.90.

Attention is invited to the fact, that of the total number of complaints of registered letters and packages as lost, rifled, tampered with, and detained, viz, 4,636, 2,575 were recovered or satisfactorily accounted for, leaving only 2,061 still under investigation, or finally closed as lost, including losses by fire, highway robberies, and ordinary thefts. By comparing this number, 2,061, with the entire number of letters and packets registered during the year, viz, 8,300,000, the certainty and security of the registered mail is clearly demonstrated.

*Ordinary cases, Class B, 23,782.*—There were 16,562 ordinary letters reported lost, of which 12,108 were letters with valuable inclosures, and 4,454 contents not specified. Of this number, 1,737 were reported as delivered. The number of ordinary packets reported lost was 6,508, of which 451 were found to have been delivered. The disbursements of money recovered on account of lost ordinary letters amounted, in 77 cases, to \$701.23.

Three hundred and twenty-three robberies of post-offices were reported during the year, and 92 offices were burned. Robberies of mail stages on the highway numbered 86. One hundred and thirty-five complaints of depredations were made by postmasters, of which 19 were found to have been groundless. Eleven mails were reported as burned in mail-cars, in railway accidents, or in post-offices, and 65 were reported as lost by mail-carriers, by floods, snow-blockades, or from other causes.

*Miscellaneous cases, Class C, 3,231.*—This class embraces a variety of cases not, strictly speaking, mail depredations, such as failing contractors, delinquent postmasters, change of postmasters, solvency of the sureties of postmasters at money-order offices, forgery of signatures to,

and wrong payments of, money-orders, schemes to defraud by the use of the mails, and other offenses. The amount of money collected in this class of cases by inspectors during the year amounted to \$22,701.71, of which amount \$20,157.96 was from delinquent postmasters.

CASES REPORTED ON BY INSPECTORS DURING THE FISCAL YEAR ENDED JUNE 30, 1881.

Registered cases, including those referred in previous years .....	4,503
Ordinary cases, including those referred in previous years .....	11,221
Miscellaneous cases, including those referred in previous years .....	4,247
<b>Total</b> .....	<b>19,971</b>

PERMISSIBLE WRITING ON MAIL MATTER OF THE FOURTH CLASS.

The present law concerning permissible writing on mailable matter of the fourth class (which consists largely of samples of merchandise) or on the tags or labels attached thereto restricts such writing to the name and address of the sender, the number and names of the articles, and a single "mark, number, name, or letter, for purpose of identification." This restriction has given rise to much complaint from that large portion of the mercantile and manufacturing community who make use of the mails for the transmission of samples of their goods, and who claim that they are subjected to an onerous tax in being compelled to pay postage at letter rates on samples bearing only the ordinary marks required by commercial usage, and the absence of which renders samples valueless for the purposes they are intended to serve. In view of the fact that such marks contain nothing in the nature of a personal correspondence, and are essential to the complete exercise of the right to send samples of merchandise by mail, I therefore recommend such legislation as will provide a remedy for this apparent injustice, while securing the revenues of the department against loss through the abuse of the enlarged privileges which may be thereby granted.

EXPLOSIVE AND OTHER DANGEROUS ARTICLES IN THE MAILS.

The law excluding from the mails such articles as "from their form or nature are liable to destroy, deface, or otherwise damage the contents of the mail bag, or harm the person of any one engaged in the postal service," provides no penalty for its violation; and as instances have occurred in which there have been deposited in the mails articles of so destructive and dangerous a nature as to imperil not only the safety of other mail matter, but the lives of postal employes and of the persons to whom those articles were directed, it seems desirable that such acts, whether resulting from culpable carelessness or prompted by malice or a spirit of wanton mischief, should be followed by punishment more or less severe, according to the circumstances of each case; and I therefore recommend the passage of a law providing suitable penalties for such offenses.



## POSTAL LAWS AND REGULATIONS.

The edition of the Postal Laws and Regulations, compiled and published under the authority of the act of Congress of March 3, 1879, has been exhausted, and it has been found necessary to order a small number reprinted from the stereotype plates to supply new post-offices and employés of the service. The edition of Postal Laws and Regulations of 1879 was a great improvement upon any previous edition, and the experience since acquired in this connection has necessitated many changes. These, as well as all subsequent laws affecting the postal service (some of which are very important) ought to be incorporated into the text of a new edition. It is a matter of the utmost moment to the Post-Office Department that this revision be at once made.

The work involved should be performed by able and experienced officers of the department. The appropriation for printing and binding estimated for is sufficient to pay for printing the book; but the officers who may be selected by the Postmaster-General to compile, edit, and superintend its publication, including the preparation of an exhaustive index, should receive extra compensation for the work imposed upon them.

In the proper place and at the proper time I will ask for a small appropriation sufficient for the accomplishment of this work.

## SALARIES OF THE ASSISTANT POSTMASTER-GENERALS.

Upon mature reflection I am convinced that it is my duty to recommend that the salaries of the three Assistant Postmaster-Generals be increased to \$5,000 each per annum. Officers holding similar positions in other departments of the government, whose duties are certainly no more responsible and require no greater executive ability, have for many years received \$5,000 each per annum, and it would be no more than an act of simple justice to place the officers of this department on an equality with them.

## COMPENSATION OF POSTMASTERS AT THE LARGE OFFICES.

Attention is invited to the following statement:

Office.	Ordinary gross revenue.	Bond of postmaster.	Compensation of postmaster.	Money-order business.	
				Value of orders issued.	Value of orders paid.
Chicago, Ill.....	\$1,440,072 94	\$300,000 00	\$4,000 00	\$1,764,259 15	\$7,020,692 86
Philadelphia, Pa.....	1,294,713 58	150,000 00	4,000 00	1,000,041 42	2,637,377 30
Boston, Mass.....	1,221,374 73	150,000 00	4,000 00	1,038,441 21	2,643,550 48
Saint Louis, Mo.....	675,680 13	150,000 00	4,000 00	204,284 46	4,329,022 57
Cincinnati, Ohio.....	540,186 78	300,000 00	4,000 00	507,116 59	2,337,039 07
San Francisco, Cal.....	468,741 27	350,000 00	4,000 00	288,402 75	2,146,289 33
Baltimore, Md.....	444,302 61	200,000 00	4,000 00	433,216 31	1,515,272 97
Total.....	6,085,072 04	1,600,000 00	28,000 00	6,635,951 89	22,829,445 18
Total of all offices in the United States.....	30,785,397 97	.....	8,298,742 79	100,759,695 73	106,178,092 80

In view of the facts thus presented I recommend that the compensation of the postmasters at Chicago, Philadelphia, Boston, and St. Louis be increased to \$7,000, and that of the postmasters at Cincinnati, San Francisco, New Orleans, and Baltimore to \$6,000 per annum.

It is as essential to the interests of the government as to those of private enterprise that its business be transacted by men equipped for their work by natural qualification and special training. Surely, the government cannot expect to secure the services of the men best qualified to do its work when it offers a salary affording little more than a bare support to officials who are clothed with the largest responsibilities.

#### A COMMISSION TO CONSIDER THE REORGANIZATION OF THE DEPARTMENT.

In April of the present year, a commission was appointed, consisting of four officers of the department, charged with the duty of examining into the status of the clerical force of the department, the manner of assignments to duty, the methods of transacting public business, &c., with a view to the instituting of such changes and readjustments as might result in simplifying the organization and improving the *personnel* of the employés.

Verbal and other reports have been made to me, from time to time, embodying practical suggestions, which have been adopted and are now in operation, greatly to the benefit of the discipline and efficiency of the working force. Other recommendations touching the compensation of clerks and kindred subjects have been utilized and applied in their proper connection.

#### CIVIL SERVICE REFORM.

Careful observation in this department and elsewhere has but confirmed my conviction of the great public benefit to be derived from conducting the public business on business principles. Some method of relief must be provided from the overwhelming pressure for appointment to clerkships and other subordinate positions, and from the equal pressure for the removal of capable and experienced assistants to make room for those who are not more competent. The public service is a public trust to which every citizen may properly aspire, and the public interest plainly demands that admission to it should not depend upon personal favor, because such favor cannot well be impartial, and because a system of appointment by mere influence may be readily perverted to the promotion of private interests and personal ambition. Appointment by influence naturally results in making the tenure of office depend not upon fidelity and efficiency in the discharge of official duty, but upon the assiduous cultivation of the favor of a patron. Such a tenure is incompatible with the self-respect of the incumbent, and the service must necessarily suffer from the decline of its *morale*. But the evil conse-

quences cannot be limited to the public service; they affect all political action, the purity and vigor of the government, and the national character itself. The question, therefore, is one of far higher importance than that of the comparative fitness of clerks in the employment of the government, and really concerns the character and success of republican institutions.

The first step, in my judgment, toward the relief of the appointing officers and the promotion of the greater efficiency and economy of the civil service would be a method of minor appointment, which should be independent of personal or partisan influence. In some important government offices of which I have had personal knowledge, such a system is already in operation. In those offices minor appointments are determined solely by proper qualifications, ascertained by impartial tests open to all applicants upon equal terms. The great success which has attended this method of selection proves its practicability, while the good results, both in the service and in the character of the officers thus selected, demonstrate its value. The extension of this method under uniform conditions is earnestly to be desired, both to correct familiar evils in the public service itself and to remove the still graver evils which spring from them.

In my opinion, the same general principles should govern the selection and retention of employes in this department. The public is best served by honest, experienced, and competent officers, and changes, therefore, should be made carefully and only for reasons affecting official conduct. My views upon this subject are the result of prolonged official experience, and I am persuaded that the practical application of these principles would promote public morality, increase the economy and efficiency of the public service, and assuage the fury of party spirit, against which Washington warned the country as its chief peril.

THOMAS L. JAMES,  
*Postmaster-General.*

The PRESIDENT.



---

---

**ESTIMATES**  
**FOR THE**  
**APPROPRIATIONS FOR THE POSTAL SERVICE**  
**FOR THE**  
**FISCAL YEAR ENDING JUNE 30, 1883.**

---

---



# ESTIMATES

FOR THE

## APPROPRIATIONS FOR THE POSTAL SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1883.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1883,  
by the Post-Office Department.*

### OFFICE OF THE POSTMASTER-GENERAL.

Mail deprecations and post-office inspectors, including amounts necessary for fees to United States marshals and attorneys.....	\$200,000 00
Advertising.....	50,000 00
Wrapping paper.....	22,000 00
Cotton, jute, and hemp twine.....	55,000 00
Marking stamps.....	15,000 00
Letter balances and scales.....	15,000 00
Miscellaneous items in the office of the Postmaster-General.....	2,000 00

### OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL.

Compensation to postmasters.....	8,800,000 00
Clerks in post-offices.....	4,235,000 00
Letter-carriers.....	3,000,000 00
Rent, fuel, and light.....	450,000 00
Office furniture.....	25,000 00
Stationery.....	60,000 00
Miscellaneous and incidental items.....	100,000 00

### OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

Inland transportation, railroad routes.....	10,655,000 00
Inland transportation, steamboat routes.....	800,000 00
Inland transportation, star routes.....	7,250,000 00
Railway post-office car service.....	1,526,000 00
For necessary and special facilities on trunk lines.....	500,000 00
Railway post-office clerks.....	1,650,000 00
Route agents.....	1,375,000 00
Mail-route messengers.....	200,000 00
Local agents.....	175,000 00
Mail messengers.....	800,000 00
Mail locks and keys.....	25,000 00
Mail-bags and mail-bag catchers.....	200,000 00
Miscellaneous items in the office of the Second Assistant Postmaster-General.....	2,000 00

### OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL.

Postage-stamps.....	109,400 00
Expenses of agency.....	8,100 00
Stamped envelopes and newspaper wrappers.....	547,000 00
Expenses of agency.....	16,000 00

Postal cards .....	\$242,000 00
Expenses of agency .....	7,300 00
Registered package envelopes and post-office and dead-letter envelopes.	110,000 00
Ship, steamboat, and way letters .....	1,500 00
Engraving, printing, and binding drafts and warrants.....	1,500 00
Miscellaneous items in the office of the Third Assistant Postmaster-General .....	2,000 00

## OFFICE OF SUPERINTENDENT OF FOREIGN MAILS.

Transportation of foreign mails.....	300,000 00
Balances due foreign countries, including the United States' portion of the expenses of the International Bureau of the Universal Postal Union .....	50,000 00
<b>Total</b> .....	<b>43,661,800 00</b>
Estimated amount which will be provided by the department from its own revenue accruing from postages and other sources, viz:	
Ordinary revenues.....	\$42,561,722 05
Money-order receipts .....	180,000 00
	<b>42,741,722 05</b>

Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the general Treasury .....

920,077 95

OFFICE OF THE POSTMASTER-GENERAL, October 31, 1881.

## EXPLANATION OF ESTIMATES.

## A.

POST-OFFICE DEPARTMENT,  
OFFICE OF CHIEF CLERK TO THE POSTMASTER-GENERAL,  
Washington, D. C., October 18, 1881.

SIR: In the estimates of appropriations for the office of the Postmaster-General, the usual annual estimate for the preparation and publication of post-route maps does not appear, it having been deemed advisable to transfer the request for that appropriation to the legislative, executive, and judicial bill, dividing it into two parts, for salaries of the employés of the office of the topographer of the Post-Office Department and for the miscellaneous expenses attendant on the preparation and publication of post-route maps.

The office of the superintendent of the blank agency having been attached to the office of the Postmaster-General, the estimate for that office is submitted in the estimates for the office of the Postmaster-General. The increase of \$5,000 over the appropriation for the last fiscal year for balances and scales is made necessary in order to furnish scales to new post-offices and old offices yet unsupplied, and for the replacement with new for worn out and defective scales. The increase in postal business and in the number of post-offices necessitates the additional appropriation asked for wrapping paper and twine.

The increase submitted in the item for advertising merely restores that appropriation to near the amount heretofore allowed, and which was reduced in the estimates submitted for the last fiscal year under an unfortunate misapprehension as to the requirements of the department. It is very important that this appropriation be restored to the amount specified. The sum appropriated for the last fiscal year was found inadequate to the needs of the department.



The reasons for an increase for the division of post-office inspectors and mail depredations are found in the growth of the service and the additional labor performed by inspectors in examining the quarterly accounts of first and second class post-offices, and a systematic examination of the bonds of postmasters, and the general inspection of the star-route service. An increase in the force of inspectors is necessary in order to properly discharge these important duties.

Very respectfully,

JNO. R. VAN WORMER,  
*Chief Clerk.*

Hon. THOMAS L. JAMES,  
*Postmaster-General.*

B.

POST-OFFICE DEPARTMENT,  
OFFICE OF CHIEF POST-OFFICE INSPECTOR,  
*Washington, D. C., October 13, 1881.*

SIR: I have the honor to ask that the estimate for appropriation for next fiscal year for mail depredations and post-office inspectors be made for \$200,000, and that it be for "division of post-office inspectors." The present appropriation is for \$175,000, but the great increase of work imposed upon the division renders the increase in force imperatively necessary.

Very respectfully,

DAVID B. PARKER,  
*Chief Post-Office Inspector.*

JNO. R. VAN WORMER, Esq.,  
*Chief Clerk Post-Office Department.*

C.

POST-OFFICE DEPARTMENT,  
OFFICE OF SUPERINTENDENT OF THE BLANK AGENCY,  
*Washington, D. C., September 29, 1881.*

SIR: I have the honor to submit herewith an itemized estimate of the amount of money that will be required for the purchase of the various articles furnished for the postal service through this bureau, for the fiscal year ending June 30, 1883:

Wrapping paper .....	\$22,000
Cotton, jute, and hemp twine .....	55,000
Marking-stamps .....	15,000
Letter balances and scales .....	15,000
Total .....	107,000

In the matter of paper, the actual requirements of the present fiscal year are as follows:

Wrapping paper, large and small .....	\$18,560
Wrappers for postal guides .....	3,000
Total .....	21,560

An increase of \$5,000 has been made for balances and scales, for the reason that, in carrying out the provisions of certain sections of the postal laws and regulations (which are hereto annexed), the appropriation for the purchase of balances and scales is entirely inadequate.

Section 18, page 28, Postal Laws and Regulations, edition of 1879, says that "when the balances are found by the test to be out of order, postmasters should not attempt to adjust them, but should report the fact to the First Assistant Postmaster-General, Blank Agency, when they will be furnished with correct balances."

Also, section 221, which provides that in all second, third, and fourth-class matter packages shall not exceed 4 pounds in weight.

The law (sections 178, 190, 215, and 229) regulates rates of postage according to weight, and without correct scales it is impossible to collect the right amount of postage.

For furnishing balances to new offices and old offices yet unsupplied, and for the replacement with new for worn-out or defective scales and balances for the next fiscal year, this increase in the appropriation is imperatively demanded.

There is every reason to expect that requisitions on the agency for the next and succeeding years will be quite equal to this, if not in excess of it.

The whole number of post-offices is increasing, and the postal business likewise, in a still larger ratio.

The requirements of the blank agency must therefore increase accordingly.

I therefore respectfully ask that the appropriations above mentioned be made.

Very respectfully, &c.,

JOHN R. VAN WORMER, Esq.,  
*Chief Clerk Post-Office Department.*

D. W. RHODES,  
*Superintendent.*

D.

POST-OFFICE DEPARTMENT,  
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 14, 1881.*

SIR: Agreeably to your request, I submit herewith estimates of the appropriations necessary for the use of this office for the fiscal year ending June 30, 1883, under the following heads, viz:

For compensation to postmasters .....	\$5,800,000
For clerks in post-offices .....	4,235,000
For free-delivery service .....	3,000,000
For rent, fuel, and light .....	450,000
For office furniture .....	25,000
For stationery .....	60,000
For miscellaneous and incidental items .....	100,000

16,670,000

COMPENSATION TO POSTMASTERS.

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

	1879-'80.	1880-'81.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimate .....	\$8,000,000 00	\$7,550,000 00		
Appropriation .....	7,550,000 00	7,500,000 00		.066
Expenditure .....	7,708,407 54	8,288,742 79	.76	
Deficiency .....	158,407 54	788,742 79	.25	

The estimate for the fiscal year ending June 30, 1882, was \$7,800,000, and the appropriation the same.

The prosperity of the country during the past fiscal year was made very manifest in its effects upon the postal service, and especially so in the large increase of the compensation to postmasters over that of the previous year, the amount being \$590,335.25.

The expenditure for the past fiscal year exceeds the appropriation for the present fiscal year in the sum of \$498,742.79; and unless Congress at its next session shall make an additional appropriation for this item, a large deficiency will be the result for the current year.

The estimate of \$8,800,000 for the fiscal year ending June 30, 1883, may possibly prove to be too small, particularly if the volume of postal business continues to increase as it has done during the past two years; but as the amount is \$1,000,000, or 11 per cent., in excess of the present year's appropriation, it is deemed best not to submit a larger amount for this item.

#### CLERKS IN POST-OFFICES.

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

	1879-'80.	1880-'81.	Increase.
			<i>Per cent.</i>
Estimate .....	\$3,600,000 00	\$3,650,000 00	
Appropriation .....	3,600,000 00	3,680,000 00	.02
Expenditure .....	3,567,793 02	3,676,756 22	.033

The estimate for the fiscal year ending June 30, 1882, was \$3,850,000, and a similar amount was appropriated. For the coming year the estimate for this purpose is increased in the sum of \$385,000, or 1 per cent. over the appropriation for the present year, and \$558,243.78 over the expenditures of the past fiscal year.

No other item connected with the expenses of this bureau is deserving of so much consideration as this. The appropriations for it for two or three years past have been inadequate to meet the numerous and, in the main, absolutely necessary applications of postmasters for allowances for clerk-hire or for separating purposes, that the public may be properly and promptly served in the distribution and delivery of their mail matter. The bureau during these years has been very much embarrassed in its efforts to apportion the amounts appropriated so as to satisfy the applicants for such allowances, and at the same time secure the best possible service in the most important localities. In making such apportionments many necessary and reasonable applications have, from necessity, been declined, and it is estimated that of this number there now remain on the files of the salary and allowance division more than 300 of a deserving nature which should be granted. The comparatively large increase, therefore, in the present estimate, over last year's appropriation, is deemed both justifiable and proper in order that, if granted, the accumulated applications of this nature may, when proper, be allowed without

interference with the usual appeals for such assistance, which annually seem to be increasing both in number and importance.

#### FREE-DELIVERY SERVICE.

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

	1879-'80.	1880-'81.	Increase.
			<i>Per cent.</i>
Estimates.....	\$2,000,000 00	\$2,500,000 00	.....
Appropriation.....	{ 2,000,000 00	2,500,000 00	.03
Expenditures.....	{ 415,000 00	2,499,911 54	.05
	2,363,717 07		

The estimate for the fiscal year ending June 30, 1882, was \$2,700,000, and the appropriation was \$2,600,000. The amount of postage collected on local matter was, for the year 1879-'80, \$3,068,767.14, or \$705,079.43 more than was expended for the service during that year. The amount collected for the year 1880-'81 was \$3,273,630.39, or \$773,718.85 greater than the expenses of the service during that period. The increase in the amount of local postage collected was \$204,833.25 over that of the preceding year, or .06 per cent.

Taking the amount of postage collected on local matter as the standard of the usefulness and efficiency of the free-delivery service, it is apparent that it is conducted with benefit to the communities in which it is in operation, and with profit to the department. There were, on the 30th June last, 109 cities in which the letter-carrier service existed, and there are now some 25 or more cities which possess the requisites of population (20,000), or of gross postal revenues (\$20,000), to the majority of which it is believed that the introduction of this service would be of great benefit to the people. With a view of enlarging the present scope of this service and of affording additional facilities, either by stations or by increased deliveries and collections in the cities in which the service is in operation, the estimate for the next fiscal year is fixed at \$3,000,000, an increase of \$400,000, or 16 per cent. over the appropriation for the present year. That a larger sum than \$3,000,000 could be usefully expended for this branch of the postal service during the next fiscal year I have no doubt, but it has been thought best not to estimate for a larger amount than \$3,000,000. It is hoped, however, that Congress, at its next session, on perceiving the excesses for two years past of the amounts of local postage over the amounts expended for the service, will take a very liberal view of the subject and appropriate a larger sum.

#### RENT, LIGHT, AND FUEL.

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

	1879-'80.	1880-'81.	Increase.
			<i>Per cent.</i>
Estimate.....	\$450,000 00	\$450,000 00	.....
Appropriation.....	425,000 00	425,000 00	.....
Expenditure.....	364 018 15	382,714 66	.051

The estimate for the fiscal year ending June 30, 1882, was \$500,000, and the appropriation was \$425,000. The estimate for the next fiscal year is therefore \$25,000 or 0.5 per cent. more than the appropriation for the present year, and \$67,285.14, or 12 per cent. larger than the expenditures for the last year.

Allowances for these items are by law permitted only at offices of the first and second classes, in number about 500. The sums granted are usually determined by the amount of box rents and commissions on sales of stamps at the different offices.

That the accommodations, both for the service and the public, at many of these offices are now of a very inferior character, there is abundant testimony, and a larger appropriation is therefore asked for these items with a view to a more enlarged policy on the part of the department in these matters. There is no doubt that such allowances could also be made with propriety on the basis of a small percentage on the gross revenues, or box rents and commissions, at offices of the third class, the salaries of which are from \$1,000 to \$2,000; but at present there is no law for such expenditures, and postmasters at this class of offices are therefore oftentimes compelled to pay a considerable portion of their salaries for these conveniences. I think a change in the law in this particular, so as to include offices of the third class, would result beneficially to the department and the public.

## OFFICE FURNITURE.

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

	1879-'80.	1880-'81.
Estimate.....	\$30,000 00	\$20,000 00
Appropriation.....	20,000 00	20,000 00
Expenditure.....	16,678 12	19,296 87

The estimate for the fiscal year ending June 30, 1882, was \$25,000, and the appropriation was \$20,000, the same as for the last year. The appropriation for the current year is therefore but \$703.13, or .03 per cent. greater than the expenditures for the last fiscal year.

There certainly should be an increase in the amount appropriated for this item, and only \$5,000 additional is asked for the next fiscal year. The complaint is general among postmasters that their offices are incompletely furnished by the department, and it is very apparent, even to casual observers, that many of the important post-offices throughout the country are lacking in some of the ordinary facilities and conveniences for the transaction of the postal business. The department cannot compel postmasters to provide these facilities themselves; nor has it the authority, when they are so provided, to request that their successors shall purchase the same; hence a very large number of offices are ill supplied with those necessaries without which the reception and delivery of mail matter cannot be expeditiously and satisfactorily conducted. The public have a right to expect that the government will provide postmasters with every necessary facility, allowed by law, for the satisfactory discharge of their duties.

## STATIONERY IN POST-OFFICES.

The estimates, appropriations, and expenditures for two years past, for this item, were as follows:

	1879-'80.	1880-'81.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimate .....	\$55,000 00	\$50,000 00		
Appropriation .....	50,000 00	50,000 00		
Expenditure .....	48,284 81	49,238 45	19	

The estimate for the current year was \$60,000, and the appropriation \$50,000, or but \$761.55 more than the expenditure for the past fiscal year. The estimate of \$60,000 for stationery for the next fiscal year is considered both reasonable and proper. Allowances of this kind are made at offices of the first and second classes, and only when they are deemed essential to the proper discharge of the postal business. The official correspondence of postmasters at these offices having necessarily increased with the development of trade, and the augmented condition of the mails, the amount appropriated for three years past (\$50,000) is now found to be too small to enable the department to grant all the applications of this nature which are received. The \$10,000 additional which is asked for, for this purpose, would materially assist deserving officials in their efforts to conduct the business of their offices in an efficient manner.

## MISCELLANEOUS AND INCIDENTAL ITEMS.

The estimates, appropriations, and expenditures for miscellaneous items, for the past two years, were as follows:

	1879-'80.	1880-'81.	Increase.
			<i>Per cent.</i>
Estimate .....	\$125,000 00	\$90,000 00	
Appropriation .....	90,000 00	85,000 00	.05
Expenditure .....	77,210 86	80,980 15	.025

The estimate for the current fiscal year was \$100,000, and the appropriation was \$90,000, being \$9,010.85, or 10 per cent. more than the expenditures for the last fiscal year.

Allowances for miscellaneous and incidental items are granted only on applications of postmasters at offices of the first and second classes. In these items are included such articles for post-office use as are authorized by this office and not embraced under the other heads. Among them are safes and telephones (rental of) and innumerable other little necessities, such as brooms, ice-coolers, coal-scuttles, shovels, tongs, desk-pads, &c., all of which are essential to the safety of the post-office property, the dispatch of business, and the convenience and comfort of post-office employes. Requests of this kind are numerous, and are increasing rather than diminishing. Rigid economy has always been practiced in the matter of granting permission to make such purchases, and hardly a week passes without the refusal of such requests. The increase of \$10,000 over the appropriation for the current year, which is asked for, would, if granted, enable the department to make provision,

in many instances, for the better protection of post-office property and secure the public from the loss of valuable letters, either by theft or fire. The use of telephones should, in my judgment, be encouraged in post-offices, as in the offices in which they have already been placed they have proved to be a benefit to the citizens, a saving of time to the postmasters, and a very great convenience in regard to the arrival and departure of the railway mails.

The items for wrapping papers, wrapping twine, marking and rating stamps, and for letter balances, heretofore included in the estimates for this bureau, are for this occasion, and will be hereafter estimated for in the office of the Postmaster-General.

The aggregate of the above estimates is, as heretofore stated, \$16,670,000.

## SUMMARY.

Estimate for 1879-'80, \$14,260,000.  
 Estimate for 1880-'81, \$14,310,000; increase, \$50,000, or .003 per cent.  
 Estimate for 1881-'82, \$15,035,000; increase, \$725,000, or .050 per cent.  
 Estimate for 1882-'83, \$16,670,000; increase, \$1,535,000, or .10 per cent.  
 Appropriation for 1879-'80, \$14,150,000.  
 Appropriation for 1880-'81, \$14,260,000; increase, \$110,000, or .0077 per cent.  
 Appropriation for 1881-'82, \$14,835,000; increase, \$535,000, or .033 per cent.  
 Appropriation for 1881-'82, \$14,835,000.  
 Estimate for 1882-'83, \$16,670,000; increase, \$1,835,000, or .12 per cent.  
 Expenditures for 1879-'80, \$14,146,110.21.  
 Expenditures for 1880-'81, \$15,007,649.88; increase, \$861,539.67, or .060 per cent.  
 Appropriation for 1881-'82, \$14,835,000.  
 Expenditures for 1880-'81, \$15,007,649.88.  
 Excess of expenditures for 1880-'81, over appropriations for 1881-'82, \$172,649.88, or .011 per cent.  
 Expenditures for 1880-'81, \$15,007,649.88.  
 Estimate for 1882-'83, \$16,670,000.  
 Excess of estimate for 1882-'83, over expenditures for 1880-'81, \$1,662,350.12, or .011 per cent.

It seems very evident from the above summary, that the appropriations for the past three years, for the items previously mentioned, have not been in proportion to the admitted growth and increase of population, or to the acknowledged expansion of business of the country. It also seems evident from what has been above written that, unless Congress at its coming session shall make additional appropriations for one or more of said items, for the present fiscal year, that the strictest economy in the administration of the affairs of this bureau will hardly prevent some deficiencies before the 30th of June, 1882. It will of course be my duty, as it will likewise be my purpose, to conduct the business of the bureau with the utmost fairness and justice towards every postmaster, and every section of the country, but at the same time I am apprehensive that my efforts will fail unless Congress shall, as I think, express by more liberal appropriations for the fiscal year ending June 30, 1883, their appreciation of the utility of the postal service, and thus enable the department to provide, where they are needed and allowable, more suitable post-office accommodations and greater facilities and conveniences for postmasters in their efforts to serve acceptably the patrons of their offices.

Very respectfully,

FRANK HATTON,  
*First Assistant Postmaster-General.*

Hon. THOMAS L. JAMES,  
*Postmaster-General.*

## E.

POST-OFFICE DEPARTMENT,  
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., October 24, 1881.

SIR: I have the honor to submit herewith estimates for appropriations for this office for the fiscal year ending June 30, 1883:

Inland transportation, railroad routes.....	\$11,155,000
Railway post-office car service .....	1,526,000
Necessary and special facilities on trunk lines.....	500,000
Inland transportation, steamboat routes.....	800,000
Inland transportation, star routes.....	7,250,000
Railway post-office clerks.....	1,650,000
Route agents.....	1,375,000
Mail route messengers.....	280,000
Local agents.....	175,000
Mail messengers.....	800,000
Mail locks and keys.....	25,000
Mail bags and mail catchers.....	200,000
Miscellaneous items in the office of the Second Assistant Postmaster-General.....	2,000
Total.....	25,738,000

Very respectfully,

RICH'D A. ELMER,  
*Second Assistant Postmaster-General.*

Hon. THOMAS L. JAMES,  
*Postmaster-General.*

## F.

POST-OFFICE DEPARTMENT,  
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., October 10, 1881.

SIR: I have the honor to submit herewith explanation of estimates of appropriations for the service of this office during the fiscal year ending June 30, 1883.

Very respectfully, &c.,

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

Hon. THOMAS L. JAMES,  
*Postmaster-General.*

EXPLANATION OF ESTIMATES OF APPROPRIATIONS FOR THE OFFICE  
OF THE THIRD ASSISTANT POSTMASTER-GENERAL FOR THE FISCAL  
YEAR ENDING JUNE 30, 1883.

I.—ADHESIVE POSTAGE-STAMPS.

For manufacture of adhesive postage-stamps .....	\$109,400 00
The number of postage-stamps issued to postmasters for sale to the public during the fiscal year ending June 30, 1881, was.....	966,182,492
Add 11 per cent. for increase.....	106,280,174
Gives estimated number required for fiscal year ending June 30, 1882..	1,072,462,665
Add 11 per cent. for increase, as before .....	117,970,893
Gives estimated number required for fiscal year ending June 30, 1883..	1,190,433,559
The cost of manufacturing that number at the present contract price, 9.19 cents per 1,000 stamps, would be .....	\$103,400 84



The appropriation for the current fiscal year is \$105,000. The estimates for the last fiscal year having been made in 1879, the appropriations based on them were found insufficient to meet the unexpectedly large demands growing out of the subsequent revival of business; and hence, to keep within the appropriations, it was deemed advisable to curtail the supplies ordered by postmasters during the months of May and June, with the result of largely reducing the stock outstanding at the close of the year. Accordingly, as the supplies for the last year form a low basis of calculation, it will be necessary to allow for a somewhat larger rate of increase than would otherwise have been required. The stamps are furnished by the American Bank Note Company, of New York, at 9.19 cents per thousand, under a contract for four years, beginning July 1, 1881. The price during the preceding contract term of four years was 9.98 cents per thousand, and for the contract term prior to that, 14.99 cents per thousand stamps.

## II.—POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for expenses of the agency ..... \$8,100 00

This estimate is for the same amount as the appropriation for the current fiscal year.

## III.—STAMPED ENVELOPES AND WRAPPERS.

For manufacture of stamped envelopes and newspaper wrappers..... \$547,000 00

The cost of manufacturing stamped envelopes and newspaper wrappers during the fiscal year ending June 30, 1881, was ..... 443,967 42  
Add 11 per cent. for increase ..... 48,836 41

Gives estimated cost for fiscal year ending June 30, 1882 ..... 492,803 83  
Add 11 per cent. for increase, as before ..... 54,203 42

Gives estimated cost for fiscal year ending June 30, 1883. .... 547,012 25

The estimate is placed at even figures at ..... 547,000 00

The appropriation for the current year is ..... 515,000 00

The number of stamped envelopes and newspaper wrappers issued during the last year was very nearly 10 per cent. in excess of the issues of the previous year, but the supply of these articles during the last year, like that of adhesive stamps, was reduced because of an insufficient appropriation for their manufacture. Allowance has been made for an annual increase of 11 per cent. during the present and ensuing fiscal year. The present contract, for four years, will expire on the 30th September, 1882, and while there will probably be a reduction of prices under a new contract, it is thought safest to estimate upon the basis of existing prices. The contract is awarded upon samples furnished by the department after public advertisement.

## IV.—STAMPED ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and newspaper wrappers, and for expenses of agency ..... \$16,000

This estimate agrees in amount with the appropriation for the present fiscal year.

## V.—POSTAL CARDS.

For manufacture of postal cards .....	\$242,000
<hr/>	
The number of postal cards issued during the fiscal year ending June 30, 1881, was .....	308,536,500
Add 20 per cent. for increase .....	61,707,300
<hr/>	
Gives estimated number for the year ending June 30, 1882 .....	370,243,800
Add 20 per cent. for increase, as before .....	74,048,760
<hr/>	
Gives estimated number for year ending June 30, 1883 .....	444,292,560
<hr/>	
The cost of manufacturing these articles at present contract price of 54.43 cents per thousand is .....	241,828 44
<hr/>	
The estimate is placed at even figures at .....	242,000 00
<hr/>	
The appropriation for the present fiscal year, based on the old contract price, is .....	296,000 00

The rate of increase in the number of cards issued during the past over the preceding fiscal year was 13.2 per cent., but for the year ending June 30, 1880, it was nearly 23 per cent. over the previous year. Owing to the increasing popularity of postal cards and the new uses to which they are constantly being applied, it has not been deemed safe to estimate for an annual increase of less than 20 per cent.

A new contract was entered into on the 1st July last, for four years, at 54.43 cents per thousand cards. The cost of the cards under the previous contract term of four years was 69.56 cents per thousand cards, and during the contract term of four years prior to July 1, 1877, the cost was \$1.39 $\frac{7}{8}$  cents per thousand. As in case of other supplies, the contract is awarded after public advertisement upon samples submitted to bidders by the department.

## VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for expenses of the agency .....	\$7,300 00
--	------------

This estimate agrees with the present appropriation.

## VII.—REGISTERED PACKAGE, POST-OFFICE, AND DEAD-LETTER ENVELOPES.

For registered package, post-office, and dead letter envelopes .....	\$110,000 00
The expenditure for these articles during the last fiscal year was .....	100,249 50

The contract is awarded for one year, beginning on the 1st July, and existing prices are therefore no criterion of cost for the ensuing year. In view of the great increase of business in post-offices, and particularly of registry business, the above estimate can hardly be regarded as excessive. The appropriation for the present year is \$120,000.

## VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters .....	\$1,500 00
--	------------

For the past few years \$4,500 has been appropriated annually for this purpose, but in view of diminished needs \$1,500 will undoubtedly prove sufficient for the coming year.

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

For engraving, printing, and binding drafts and warrants .....	\$1,500 00
--	------------

This amount has been appropriated annually for a number of years past, and it will be sufficient for the coming year.

## X.—MISCELLANEOUS.

Miscellaneous ..... \$2,000 00

*Comparison of appropriations for year ending June 30, 1882, with estimates for year ending June 30, 1883.*

Items.	Estimate for year ending June 30, 1883.	Appropriations for year ending June 30, 1882.	Decrease of estimates.
Adhesive postage stamps .....	\$109,400 00	\$105,000 00	*\$4,400 00
Postage-stamp agency .....	8,100 00	8,100 00	.....
Stamped envelopes and wrappers .....	547,000 00	515,000 00	*\$32,000 00
Stamped-envelope agency .....	16,000 00	16,000 00	.....
Postal cards .....	242,000 00	206,000 00	54,000 00
Postal-card agency .....	7,300 00	7,300 00	.....
Registered package, post-office and dead-letter envelopes .....	110,000 00	120,000 00	10,000 00
Ship, steamboat, and way letters .....	1,500 00	4,500 00	3,000 00
Engraving, printing, and binding drafts and warrants .....	1,500 00	1,500 00	.....
Miscellaneous .....	2,000 00	1,000 00	*1,000 00
Total .....	1,044,800 00	1,074,400 00	29,600 00

\* Increase.

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

OCTOBER 10, 1881.

G.

POST-OFFICE DEPARTMENT,  
OFFICE OF FOREIGN MAILS,  
*Washington, D. C., October 7, 1881.*

SIR: I have the honor to inform you that the amounts required to be appropriated for the foreign mail service for the fiscal year ending June 30, 1883, are estimated as follows, viz:

1. For the transportation of foreign mails .....	\$300,000
2. For balances due foreign countries, including the United States portion of the expenses of the International Bureau of the Universal Postal Union ..	50,000
Total .....	350,000

In view of the rapid growth of the mails dispatched to foreign countries, the cost of transporting which during the last fiscal year was more than \$40,000 in excess of the amount expended for the same service during the preceding year, the amount of \$300,000 for transportation of foreign mails will be required to meet the cost of that service during the fiscal year ending June 30, 1883.

I am, very respectfully, &amp;c.,

JOSEPH H. BLACKFAN,  
*Superintendent Foreign Mails.*Hon. THOMAS L. JAMES,  
*Postmaster-General.*

H.

POST-OFFICE DEPARTMENT,  
OFFICE OF SUPERINTENDENT OF  
MONEY-ORDER SYSTEM,  
*Washington, D. C., October 19, 1881.*

SIR: In compliance with the request made in your letter of yesterday, I have the honor to inform you that, in view of the proposed reduction of the fees for money orders of amounts not exceeding five dollars from ten to five cents, which reduction is approved by the Postmaster-General and will be recommended to Congress, the gross revenue to be derived from the money-order business for the fiscal year ending June 30, 1883, will not, in my opinion, exceed one hundred and eighty thousand dollars (\$180,000), an amount estimated to be equal to that portion of the expenses of the money-order system which is to be defrayed out of appropriations during the year in question.

I am, respectfully, your obedient servant,

C. F. MACDONALD,  
*Superintendent.*

JOHN R. VAN WORMER,  
*Chief Clerk, Post-Office Department.*

---

---

**REPORT**

**OF THE**

**FIRST ASSISTANT POSTMASTER-GENERAL**

**FOR THE**

**FISCAL YEAR ENDED JUNE 30, 1881.**

---

---



# R E P O R T

## OF THE

### FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 14, 1881.*

SIR: The business of this office during the past fiscal year was, in some respects, much larger, and in others, somewhat smaller, than for the previous year. While fewer post-offices were established, and more discontinued, yet in the matter of correspondence and in the management of the details of the business of the bureau, much additional clerical labor was made necessary.

The following summary of the work performed in each division will show with more particularity the character and extent of the business transacted:

#### APPOINTMENT DIVISION.

Number of cases of all kinds made up.....	13,043
Number of cases acted upon affirmatively .....	12,591
Number of cases declined.....	452
Number of queries sent out, affecting the establishment, discontinuance, &c., of post-offices.....	5,796
Number of circulars of inquiry, &c., mailed.....	20,066
Number of letters written.....	3,169
Number of cases referred to other bureaus of the department or to correspond- ents for information .....	16,654
Number of Presidential cases acted upon.....	441
Number of post-offices placed in charge of sureties on account of death of post- master or for other causes .....	60
Number of clerks in the division.....	11

The clerks in this division have not for many years past had so much extra clerical work to perform as during the past fiscal year; and the readiness with which they discharged these additional duties, principally after the regular office hours, entitles them to much praise.

#### BOND DIVISION.

The amount of business transacted during the past year by the bond division of this office, which consists almost wholly of records and reports, was as follows:

Number of entries made upon the books of the division.....	38,338
Number of cases received for which appointment and other papers were mailed .....	12,591
Number of circulars sent, calling for the execution of new bonds.....	1,429
Number of surety circulars sent to chief post-office inspector.....	1,651
Number of blank assistant and clerks' oaths sent by request of postmasters..	6,739
Number of new bonds sent by request of postmasters.....	293
Number of new bonds sent by request of the office of the Third Assistant Postmaster-General, for increase of penalty.....	195
Number of new bonds sent for establishment of new money-order offices.....	358
Number of circulars sent sureties who requested to be released from bonds...	583
Number of letters received from sureties requesting to be released as bonds- men.....	515

Number of cases in which post-office inspectors recommended new bonds .....	106
Number of circulars sent to sureties notifying them of postmaster's failure to deposit or pay contractors .....	1, 978
Number of new bonds received .....	1, 159
Number of reports received from post-office inspectors on validity of bonds ..	1, 510
Number of assistant postmasters' and clerks' oaths received, indorsed, and filed .....	24, 070
Number of bonds and oaths returned for correction .....	1, 109
Number of bonds examined .....	11, 622
Number of bonds filed .....	14, 333
Number of corrections in postmasters' names reported to corresponding clerks ..	2, 347
Number of commissions mailed to postmasters .....	10, 441
Number of commissions and new bonds reported to the office of the Third Assistant Postmaster-General .....	11, 622
Number reported to the Auditor of the Post-Office Department .....	11, 622
Number reported to the Money-Order Office .....	1, 605
Number of letters written .....	433
Number of circulars sent on appointments, change of names and sites, and discontinuances .....	16, 775
Number of cases reported to report clerk .....	13, 155
Number of established cases reported to superintendent of the Blank Agency ..	2, 915
Number of copies of postal laws and regulations forwarded .....	3, 215
Number of Presidential cases for which appointment papers were forwarded ..	441
Number of circulars sent to postmasters accompanying new bonds .....	1, 591
Number of circulars sent calling for execution and return of new money-order bonds .....	815
Number of letters and papers referred to other divisions of the department ..	2, 365
Number of new bonds sent to postmasters on report of post-office inspectors ..	93
Number of clerks in the division .....	11

The partial change in the organization, and the rearrangement, to a certain extent, of the clerical work in this division, within a few months, has resulted very satisfactorily, and its method of business, which requires much accuracy and care, especially in regard to the reports emanating from it to the different branches of the departments, now reflects much credit upon its chief.

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

*Salary and Allowance Division.*

Items.	Total.	Expended during the fiscal year ending June 30, 1881.
Number of letters received .....	4, 255	
Number of letters written .....	4, 751	
Number of allowances ordered for clerk hire at offices of the first and second classes .....	429	\$3, 676, 756 22
Number of applications for allowances for clerk hire declined .....	1, 603	
Number of post-offices at which allowances were made for rent, fuel, and light .....	379	382, 714 86
Number of applications for these items declined .....	144	
Number of post-offices at which allowances were made for miscellaneous items .....	703	80, 989 15
Number of applications for these items declined .....	534	
Number of post-offices at which allowances were made for furniture ..	117	19, 296 87
Number of applications for furniture declined .....	337	
Number of post-offices at which allowances were made for stationery ..	635	49, 238 45
Number of applications for stationery declined .....	19	
Number of cases referred to chief post-office inspector for information ..	34	
Number of postmasters salaries readjusted .....	251	140, 000 00
Number of fourth class offices assigned to third class after examination of returns .....	113	
Number of applications of the railway mail service for allowance acted upon .....	74	3, 515 96
Employees .....	3	

\* Including allowances for separating purposes.

† Involving an expenditure of.



Notwithstanding the number of allowances made for clerical assistance and for separating purposes at post-offices during the past fiscal year, there remain as many applications for allowances for one or the other of such purposes on file, which, though reasonable in character, could not be granted on account of the insufficiency of the appropriation. These applications are believed to be proper in every respect, and no reason is known why they should not be granted. I hope an effort will be made soon after the convening of Congress to procure an appropriation of at least \$100,000 to enable the department to dispose of these requests in order that they may not remain on the files, without action, until the next fiscal year, and then become a charge upon that year's appropriation.

Allowances for rent of post-offices can be legally made only at offices of the first and second classes; postmasters at offices of the third and fourth classes pay their own rent.

Some change has recently been made in the manner of doing business in this division with a view to making it more efficient.

FREE DELIVERY DIVISION.

During the fiscal year the changes in the letter carrier force were 1,453. These changes involved the writing of the names of each carrier six times. They also involved the sending out of 2,906 blank bonds and oaths.

A record was kept monthly of the number of pieces of mail matter collected and delivered by the letter carriers at the several free delivery offices; also of the amount of postage on local matter at these offices.

There were 2,508 letters written and an indefinite number of circulars sent out during the year.

Force employed in this service: 1 superintendent, 2 clerks, 2 post-office inspectors, and 2,861 letter carriers.

POSTAGE ON LOCAL MATTER.

The postage on local matter at the several free delivery offices amounted to \$3,273,630.39, an increase over that of the preceding year of \$204,833.25. It also exceeded the total cost of the service by \$773,718.85. This increase in postage on local matter was 6.67 per cent., while the increase in the cost of the service was 5.76 per cent.

The average cost piece of handling matter was two and four-tenths-mills, a decrease of one-tenth of a mill as compared with last year. The average cost per carrier was \$873.54, a decrease of \$11.74 per carrier.

*Aggregate result of free delivery service for the fiscal year ended June 30, 1881.*

Statistics of free delivery.	Total.	Increase over last year.	Per cent. of increase.
Number of offices.....	109	5	4.80
Number of carriers.....	2,861	173	6.43
Mail letters delivered.....	262,425,068	18,511,040	7.58
Mail postal cards delivered.....	59,968,559	9,921,668	19.82
Local letters delivered.....	76,733,298	4,488,179	6.21
Local postal cards delivered.....	43,898,158	4,877,544	12.49
Registered letters delivered.....	2,126,369	318,854	17.70
Newspapers delivered.....	146,417,114	24,101,036	19.70
Letters collected.....	284,759,945	4,290,756	1.52
Postal cards collected.....	85,793,125	6,512,695	8.21
Newspapers collected.....	54,075,476	11,052,946	25.69
Whole number of pieces handled.....	1,016,197,562	84,075,719	9.02
Pieces handled per carrier.....	355,936	5,437	1.55

*Aggregate result of free delivery service, &c.—Continued.*

Statistics of free delivery.	Total.	Increase over last year.	Per cent. of increase.
Total cost of service, including pay of post-office inspectors .....	\$2,499,911 54	\$136,216 40 Decrease.	5.76 Decrease.
Average cost per piece, in mills .....	2.4	0.1	.04
Average cost per carrier* .....	\$873 54	\$11 74 Increase.	1.32 Increase.
Amount of postage on local matter .....	\$1,273,630 39	\$204,833 25 Increase.	6.67 Increase.
Excess of postage on local matter over the total cost of service .....	773,718 85	68,614 85	9.73

\* Based on the aggregate (\$2,493,972.14) paid carriers, including incidental expenses at the several offices, less \$5,939.40 paid post-office inspectors.

These several cities represent, in a large degree, the business activity, enterprise, and commercial interests of the country, and include within their free delivery limits 10,000,000 inhabitants (about one-fifth of the population of the country), who are directly benefited by this service. Its benefits, however, are not confined to the population of these cities, as all who correspond with or receive letters from any of them are interested in the quick delivery of their letters at the point of destination, and also in the prompt collection and transmission of letters in reply.

The stimulus given to correspondence by the facilities afforded by this service has, no doubt, greatly increased the number of letters passing in the mails, and built up in the larger cities a local correspondence, which already yields a revenue from postage on local matter alone largely in excess of the cost of the service, and promises, with increased facilities, to yield a much larger revenue.

I desire to direct special attention to the importance of increasing the efficiency of the carrier service in the cities where it is now in operation, and its extension to other cities where the revenues of the offices at such points will justify. I firmly believe that such increase in the efficiency of this branch of the service will result in a gratifying increase of revenue to this department.

It is therefore earnestly recommended that the estimate of the cost of this service for the next fiscal year be appropriated to meet the reasonable wants of the public.

For full details of the operation of this service see tabular statement marked C, hereto appended.

## LEASE DESK.

The following is a summary of the work pertaining to this desk, though the clerk in charge was variously employed during the fiscal year:

Number of leases for post-offices prepared during the year .....	41
Number of letters written .....	549
Number of cases referred to the chief post-office inspector, requesting information concerning the same.....	43
Number of post-office leases, including leases of stations in the large cities in operation June 30, 1881.....	290

In this connection I desire again to call attention to the necessity of Congressional action for the purpose of conferring upon the department the power to enter into contracts for the leasing of buildings for post-offices (of the first and second classes), and for stations. As heretofore

said, this power is now exercised by implication, derived from the authority conferred to make allowances for the rent of buildings for post-office purposes, at offices of the first and second classes.

No embarrassment has yet arisen from the exercise of this implied power, but a due regard for the public interests seems to require that there should be express provisions of law for the guidance of the department in such matters.

#### LETTER-BOOK DESKS.

There were recorded by the two clerks in charge of these desks 19,697 letters during the year.

The number of reference papers and circulars directed and mailed by these clerks are estimated at 75,000 for the twelve months.

#### PRINCIPAL MESSENGER.

This employé receives and distributes all the mail and express matter for the bureau. The number of letters, papers, requisitions, and packages opened by him during the fiscal year amounted to 273,655.

Besides the principal messenger there are two assistant messengers whose time is entirely taken up in services incident to such positions.

The supervision of the blank agency division has recently been transferred from this office to that of the Postmaster-General, and the report, by its chief, of the clerical work performed therein during the past fiscal year and the recommendations he has made, looking to an improvement in the efficiency of the service, will be found in another place.

In closing this report, which from the general nature of the work performed in this bureau is necessarily somewhat brief, I can say the character of the duties assigned to this office require much attention, labor, and promptness, and so far as they involve the appointment of postmasters I am of the opinion that annually a better class of officers of this description is being obtained, notwithstanding the disadvantages the department labors under in the selection of such officers on account of the majority of them being so remote from the appointing power.

The number of postmasters not thoroughly competent to perform their duties is believed to be annually decreasing, and during the last fiscal year the department inspectors in their examinations into the solvency of the sureties of postmasters found fewer cases to report against than for some years previous.

Very respectfully,

FRANK HATTON,  
*First Assistant Postmaster-General.*

HON. THOMAS L. JAMES,  
*Postmaster-General.*

A.—State not showing the number of Presidential post-offices in each State and Territory June 30, 1880, and June 30, 1881, with increase and decrease; also the number of post-offices of each class, together with the number of money-order post-offices and stations, by States and Territories, June 30, 1881.

States and Territories.	Number of Presidential post-offices June 30, 1880.	Number of Presidential post-offices June 30, 1881.	Increase.	Decrease.	Number of post-offices of the first class.	Number of post-offices of the second class.	Number of post-offices of the third class.	Number of post-offices of the fourth class.	Number of money-order post-offices June 30, 1881.	Number of money-order post-office stations.
Alabama.....	16	18	2		1	3	14	1,198	63	
Alaska.....								3		
Arizona.....	4	6	2			3	3	107	6	
Arkansas.....	9	9			1	3	5	959	71	
California.....	50	51	1		3	14	34	881	123	4
Colorado.....	22	29	7		2	10	17	364	43	
Connecticut.....	49	48		1	3	12	33	406	60	
Dakota.....	8	11	3			6	5	423	32	
Delaware.....	6	6				1	5	107	14	
District of Columbia.....	1	1			1			4	1	1
Florida.....	7	7				2	5	361	28	
Georgia.....	25	26	1		3	3	20	1,131	74	
Idaho.....	2	2				1	1	110	12	
Illinois.....	162	170	8		5	31	134	1,874	480	6
Indiana.....	74	78	4		5	13	60	1,606	239	
Indian Territory.....								91	4	
Iowa.....	101	107	6		4	21	82	1,405	358	1
Kansas.....	58	65	7		2	11	52	1,486	201	1
Kentucky.....	27	28	1		1	9	18	1,388	83	
Louisiana.....	10	10			1	2	7	480	46	
Maine.....	29	30	1		2	7	21	916	100	
Maryland.....	15	16	1		1	2	13	698	51	
Massachusetts.....	108	107		1	6	30	71	654	147	13
Michigan.....	86	91	5		3	28	60	1,334	273	
Minnesota.....	40	41	1		2	7	32	973	137	
Mississippi.....	18	19	1			3	16	733	72	
Missouri.....	50	51	1		3	6	42	1,738	205	3
Montana.....	7	9	2			3	6	147	12	
Nebraska.....	28	32	4		1	4	27	788	112	
Nevada.....	11	10		1		6	4	111	18	
New Hampshire.....	25	28	3			6	22	435	66	
New Jersey.....	52	52			2	12	38	620	75	
New Mexico.....	3	4	1			1	3	144	7	
New York.....	189	192	3		10	39	143	2,796	375	17
North Carolina.....	13	15	2			3	12	1,492	86	
Ohio.....	112	120	8		7	27	86	2,353	350	3
Oregon.....	9	9			1	2	6	364	42	
Pennsylvania.....	126	137	11		3	32	102	3,368	282	5
Rhode Island.....	11	11			1	4	6	107	16	
South Carolina.....	12	14	2		1	1	12	678	44	
Tennessee.....	18	19	1		2	3	14	1,505	92	
Texas.....	44	50	6		3	13	34	1,314	150	
Utah.....	3	4	1			1	3	221	16	
Vermont.....	20	22	2			6	16	475	83	
Virginia.....	25	25			3	4	18	1,766	87	
Washington.....	4	6	2			1	8	248	13	
West Virginia.....	8	9	1			1	5	905	48	
Wisconsin.....	60	64	4		1	18	45	1,304	204	
Wyoming.....	3	4	1			2	2	81	10	
Total.....	1,760	1,863	106	3	84	417	1,362	42,649	5,109	54

B.—Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ended June 30, 1881; also statement of the number of post-offices in each State and Territory June 30, 1880, and June 30, 1881, with increase or decrease.

States and Territories.	Post-offices.				Postmasters.			Total number of cases.	Whole number of post-offices June 30, 1880.	Whole number of post-offices June 30, 1881.	Increase.	Decrease.
	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites.	Resigned and commissions expired.	Removed.	Deceased.					
Alabama	104	32	4	1	229	30	9	408	1,144	1,216	72	.....
Alaska	1				1	1		3		3		.....
Arizona	57	24	4		22	2		110	85	113	28	.....
Arkansas	155	84	38	20	236	46	10	560	897	968	71	.....
California	73	50	0	6	117	23	12	284	889	912	23	.....
Colorado	93	51	17	3	131	9	3	304	351	383	42	.....
Connecticut	5	4	3		43	3	2	60	453	454	1	.....
Dakota	100	37	31	0	60	2	1	240	371	434	63	.....
Delaware	3	1			7	1		12	111	113	2	.....
District of Columbia							2	2	5	5		.....
Florida	40	32	5		75	7	5	164	360	368	8	.....
Georgia	122	33	8	4	200	8	10	381	1,068	1,157	89	.....
Idaho	25	14	1	1	21	5	1	67	101	112	11	.....
Illinois	58	26	16	4	239	48	22	499	2,012	2,044	32	.....
Indiana	67	33	14	3	277	61	20	472	1,650	1,684	34	.....
Indian Territory	17	12	2	1	21	2		54	86	91	5	.....
Iowa	71	45	12	1	185	39	9	361	1,486	1,512	26	.....
Kansas	126	82	87	38	286	36	10	627	1,507	1,551	44	.....
Kentucky	107	40	23	5	252	14	10	446	1,347	1,414	67	.....
Louisiana	43	25	10	3	105	17	3	203	472	490	18	.....
Maine	18	2	0		73	8	13	120	330	946	16	.....
Maryland	26	8	6		53	11	6	110	696	714	18	.....
Massachusetts	8	1	2		59	6	7	83	754	761	7	.....
Michigan	58	29	21	10	185	29	12	334	1,306	1,425	29	.....
Minnesota	68	48	25	16	126	25	3	295	994	1,014	20	.....
Mississippi	90	42	13	9	126	26	7	204	704	752	48	.....
Missouri	127	77	46	20	302	51	22	625	1,739	1,789	50	.....
Montana	38	30	6	2	31	7	1	113	148	156	8	.....
Nebraska	80	28	41	19	151	20	3	323	768	820	52	.....
Nevada	9	13	3		20	4		49	125	121		4
New Hampshire	9	5	1	1	22	7	4	48	450	463	4	.....
New Jersey	15	7	7	5	52	20	11	112	683	691	8	.....
New Mexico	50	16	3	1	50	5	1	125	114	148	34	.....
New York	62	20	15	2	224	46	35	462	2,946	2,988	42	.....
North Carolina	101	52	15	3	228	28	10	434	1,458	1,507	49	.....
Ohio	93	36	24	7	277	50	29	518	2,416	2,473	57	.....
Oregon	25	23	11	0	61	1	2	123	371	373	2	.....
Pennsylvania	92	31	21	8	340	54	30	568	3,444	3,505	61	.....
Rhode Island	3	1	2		12		1	19	116	118	2	.....
South Carolina	84	33	8	3	94	6	13	238	641	692	51	.....
Tennessee	154	35	14	1	282	37	19	511	1,405	1,524	119	.....
Texas	147	127	22	6	312	34	18	660	1,344	1,364	20	.....
Utah	18	7	2	1	28	8	1	64	214	225	11	.....
Vermont	8	3	1		52	3	2	64	497	497		.....
Virginia	109	40	17	6	218	64	13	461	1,722	1,791	69	.....
Washington	41	20	7	1	36	6	2	112	233	254	21	.....
West Virginia	45	20	11	3	135	20	12	243	889	914	25	.....
Wisconsin	58	29	29	8	131	19	14	280	1,339	1,368	29	.....
Wyoming	17	7	2	2	21			47	75	85	10	.....
Total	2,915	1,415	665	242	6,217	958	421	12,591	43,012	44,512	1,504	4

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

Post-offices.	Carriers in service June 30, 1881.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers, circulars, &c.
		Letters.	Postal cards.	Letters.	Postal cards.		
Akron, Ohio	5	520,020	182,262	29,059	22,396	2,078	469,035
Albany, N. Y.	30	2,543,559	499,914	283,579	270,993	9,287	1,407,200
Allegheny, Pa.	11	1,068,900	249,448	160,702	126,616	7,130	1,061,422
Atlanta, Ga.	8	1,377,429	429,390	101,073	128,066	24,565	1,003,458
Auburn, N. Y.	6	494,188	148,656	80,820	22,969	2,436	373,718
Augusta, Ga.	6	340,911	138,783	27,901	15,446	5,932	276,295
Baltimore, Md.	81	6,192,205	1,360,248	1,278,587	1,212,472	43,491	3,345,610
Bangor, Me.	4	287,056	69,704	22,152	10,985	3,278	182,268
Bloomington, Ill.	6	408,564	180,744	28,937	54,698	4,487	390,070
Boston, Mass.	200	13,635,615	3,831,269	5,945,880	3,489,581	70,240	9,230,848
Bridgeport, Conn.	7	377,138	95,118	49,438	35,719	2,011	329,938
Brooklyn, N. Y.	116	6,648,067	1,782,032	2,153,029	1,501,117	36,113	4,322,013
Buffalo, N. Y.	37	4,498,854	990,535	583,270	545,558	35,278	3,037,647
Burlington, Iowa	7	817,049	150,307	55,812	45,318	7,158	535,713
Camden, N. J.	8	498,629	183,129	60,768	49,380	2,375	443,717
Charleston, S. C.	8	603,316	140,224	58,463	75,525	0,785	373,406
Chicago, Ill.	199	20,376,858	5,307,369	5,449,388	3,424,242	261,109	9,153,531
Cincinnati, Ohio	81	8,048,176	1,515,854	1,743,582	1,332,300	57,509	3,388,426
Cleveland, Ohio	36	4,735,778	1,447,817	698,717	474,070	54,274	2,864,856
Columbus, Ohio	14	1,524,973	463,281	116,855	115,909	12,662	1,110,793
Covington, Ky.	6	322,158	99,427	19,113	18,654	1,864	225,986
Dallas, Tex.	5	273,149	71,080	10,257	11,274	1,126	165,377
Davenport, Iowa	8	791,548	177,770	54,232	39,007	4,415	554,907
Dayton, Ohio	12	1,332,945	425,587	168,956	131,452	10,400	794,621
Denver, Colo.	10	1,528,908	331,055	186,572	133,932	3,067	831,383
Des Moines, Iowa	9	1,042,596	303,696	84,833	107,194	8,714	729,282
Detroit, Mich.	34	5,740,193	1,189,067	743,803	393,372	55,538	2,890,942
Dubuque, Iowa	7	582,236	214,391	34,472	32,577	7,248	440,595
Easton, Pa.	7	652,471	217,316	62,089	60,634	2,046	426,587
Elizabeth, N. J.	6	526,950	127,329	88,854	38,314	1,696	497,851
Elmira, N. Y.	7	870,951	234,087	54,415	41,139	6,659	464,942
Erie, Pa.	7	1,101,686	92,932	86,460	82,418	1,449	661,449
Evansville, Ind.	8	854,429	319,809	32,380	37,865	6,241	711,987
Fall River, Mass.	6	612,516	61,692	47,276	41,420	664	542,979
Fort Wayne, Ind.	7	838,397	118,542	100,330	85,000	4,511	742,608
Galveston, Tex.	8	950,058	142,878	35,796	16,087	8,668	367,085
Grand Rapids, Mich.	10	1,406,155	444,322	148,454	107,083	11,520	1,019,576
Harrisburgh, Pa.	6	473,283	163,049	36,468	37,306	3,250	591,472
Hartford, Conn.	11	1,133,309	280,726	369,454	254,368	8,755	1,303,482
Hoboken, N. J.	4	301,456	89,830	23,441	31,848	1,692	194,396
Houston, Tex.	5	310,108	57,770	24,039	10,132	2,834	183,896
Indianapolis, Ind.	30	3,179,551	735,608	293,960	318,544	20,105	1,817,166
Jackson, Mich.	5	464,833	176,933	28,802	24,129	2,109	493,546
Jersey City, N. J.	22	1,213,471	303,334	155,809	175,696	5,657	664,943
Kansas City, Mo.	3	3,292,181	900,675	274,776	167,973	31,294	1,471,075
La Fayette, Ind.	5	401,146	150,196	39,126	20,170	2,648	363,828
Lancaster, Pa.	6	580,454	156,568	39,250	38,710	2,253	402,503
Lawrence, Mass.	9	764,539	102,071	80,230	89,627	1,012	730,263
Leadville, Colo.	5	376,863	28,628	20,750	12,580	1,534	110,063
Leavenworth, Kans.	5	453,712	87,072	21,723	20,734	2,450	427,399
Little Rock, Ark.	5	482,251	103,294	70,094	63,585	4,993	258,582
Louisville, Ky.	32	3,899,246	933,821	433,614	325,111	44,218	1,917,674
Lowell, Mass.	10	911,895	180,555	63,690	78,880	2,542	499,820
Lynn, Mass.	10	721,987	207,741	55,628	84,935	8,801	562,765
Macon, Ga.	5	382,784	176,824	13,852	14,274	7,808	289,059
Manchester, N. H.	4	574,399	169,133	29,835	51,577	2,640	555,232
Mansfield, Ohio	4	247,701	94,177	15,142	8,053	1,259	194,222
Memphis, Tenn.	13	1,535,092	233,204	75,049	116,173	10,632	516,392
Meriden, Conn.	5	102,787	23,197	19,545	9,510	1,572	74,562
Milwaukee, Wis.	34	3,023,100	650,803	534,977	507,350	31,533	1,661,781
Minneapolis, Minn.	12	1,284,285	338,489	129,526	114,699	9,688	976,063
Mobile, Ala.	6	511,115	137,260	67,896	66,943	4,539	743,952
Nashville, Tenn.	12	1,430,937	418,926	100,017	119,980	25,310	1,141,422
Newark, N. J.	27	2,237,626	680,562	426,315	381,283	12,522	1,329,063
New Bedford, Mass.	8	687,780	107,616	67,348	42,621	1,231	436,808
New Haven, Conn.	19	1,270,776	247,724	186,463	142,652	4,290	1,096,863
New Orleans, La.	47	1,975,676	285,359	327,502	308,133	36,101	1,441,546
New York, N. Y.	503	30,970,639	8,770,869	30,504,190	12,430,862	452,278	17,128,411
Norfolk, Va.	7	737,383	199,139	68,129	86,949	2,521	448,709
Oakland, Cal.	8	631,008	95,548	50,304	59,404	2,394	499,972
Omaha, Neb.	10	1,087,112	217,341	127,068	107,014	9,180	892,981
Oswego, N. Y.	6	442,193	117,378	31,487	21,521	2,780	275,364

\* Established August 17, 1880.

† Established September 1, 1880.

FREE-DELIVERY SYSTEM

system for the fiscal year ended June 30, 1881.

Letters.	Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.
	Postal cards.	Newspapers, circulars, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece, in mills.	Per carrier.		
323, 389	121, 348	166, 766	1, 836, 888	867, 577	\$3, 350 00	1.8	\$670 00	\$1, 334 35	
1, 588, 384	513, 812	271, 587	7, 400, 315	246, 877	27, 117 00	3.7	903 90	9, 360 55	
678, 816	246, 070	195, 852	3, 794, 950	344, 996	9, 355 46	2.4	850 50	6, 706 80	
634, 690	369, 659	55, 273	4, 123, 543	515, 443	6, 328 66	1.5	791 11	5, 445 70	
329, 378	114, 694	83, 260	1, 648, 119	274, 686	4, 649 04	2.8	774 90	2, 486 00	
231, 137	91, 644	45, 040	1, 173, 089	195, 515	4, 404 00	3.7	734 00	2, 060 25	
8, 509, 779	2, 171, 489	397, 313	24, 511, 194	302, 607	72, 662 17	2.9	897 06	47, 780 60	
360, 650	183, 897	42, 348	1, 112, 344	278, 086	3, 420 96	3	855 24	1, 247 80	
235, 913	110, 968	79, 624	1, 572, 005	262, 001	5, 100 00	3.2	850 00	1, 468 34	
21, 350, 017	6, 320, 715	3, 969, 957	67, 869, 122	339, 445	177, 551 94	2.6	887 76	232, 060 33	
4, 908, 870	1, 73, 068	36, 068	1, 257, 294	179, 613	5, 514 58	4.3	787 80	2, 666 88	
5, 627, 762	2, 471, 254	906, 891	25, 449, 478	219, 392	99, 146 41	3.9	854 71	122, 317 93	
3, 366, 059	1, 382, 479	539, 169	14, 678, 849	396, 726	34, 981 70	2.3	945 45	19, 243 22	
511, 943	182, 594	85, 398	2, 397, 292	342, 185	5, 513 93	2.3	787 70	2, 427 83	
324, 806	105, 301	65, 749	1, 724, 854	215, 607	5, 913 54	3.4	739 19	1, 938 35	
447, 651	176, 824	82, 021	1, 964, 215	245, 527	6, 825 48	3.4	853 18	3, 018 59	
30, 543, 713	8, 684, 651	5, 421, 904	94, 622, 765	475, 491	168, 581 37	1.7	897 39	183, 618 75	
4, 908, 870	1, 813, 029	1, 409, 196	24, 216, 942	298, 975	73, 033 97	3	901 65	60, 253 94	
3, 290, 369	1, 415, 759	893, 417	15, 875, 057	440, 974	35, 074 35	2.2	974 01	30, 968 75	
892, 210	404, 227	158, 809	4, 799, 700	342, 836	11, 400 00	2.3	814 29	5, 640 70	
176, 250	82, 708	31, 806	958, 086	159, 691	4, 370 59	4.5	728 43	7, 684 32	
237, 066	90, 639	36, 416	896, 744	179, 340	4, 251 75	4.7	850 35	932 70	
357, 146	150, 065	58, 427	2, 187, 517	273, 440	6, 872 33	3.1	859 04	2, 067 04	
868, 584	403, 902	382, 947	4, 519, 394	376, 616	10, 550 87	2.3	870 24	5, 230 29	
645, 529	153, 021	107, 361	3, 922, 433	392, 243	8, 168 80	2	816 84	9, 188 15	
697, 258	341, 569	188, 876	3, 584, 018	399, 324	6, 097 14	1.9	777 46	3, 035 79	
2, 511, 109	779, 057	428, 393	14, 362, 835	422, 436	32, 408 66	2.2	953 20	19, 931 73	
542, 022	233, 691	123, 750	2, 210, 982	315, 712	5, 450 00	2.4	778 57	1, 371 17	
499, 714	216, 847	345, 646	2, 477, 350	353, 907	6, 325 78	2.5	903 68	2, 056 12	
273, 644	111, 205	49, 898	1, 715, 741	285, 957	5, 231 20	3	871 87	2, 339 30	
311, 345	144, 232	57, 620	2, 185, 390	312, 178	5, 765 92	2.6	823 70	2, 378 72	
302, 967	126, 091	38, 298	2, 494, 378	356, 340	6, 470 67	2.6	924 38	3, 427 34	
487, 293	235, 440	71, 275	2, 776, 699	347, 087	6, 611 94	2.3	826 49	1, 625 00	
244, 707	47, 900	64, 171	1, 642, 325	273, 721	5, 112 40	3.1	852 07	2, 267 21	
557, 609	139, 952	64, 720	2, 049, 682	378, 526	6, 249 30	2.3	892 76	4, 120 21	
508, 265	196, 335	98, 918	2, 316, 084	289, 585	5, 376 99	2.8	672 12	1, 477 30	
1, 926, 270	395, 201	178, 542	4, 937, 123	493, 712	7, 939 17	1.6	793 92	4, 828 68	
185, 262	88, 982	19, 403	1, 598, 475	266, 412	5, 104 86	3.1	850 81	2, 391 35	
912, 292	242, 479	227, 819	4, 736, 183	439, 562	9, 868 46	1.9	851 68	12, 849 67	
137, 204	65, 981	9, 400	795, 448	198, 862	3, 400 00	4.2	850 00	977 68	
115, 063	29, 119	12, 489	756, 044	151, 209	4, 735 45	6.2	947 09	1, 420 29	
1, 954, 570	966, 381	344, 799	9, 630, 684	321, 023	28, 661 74	2.9	955 39	9, 064 64	
228, 716	102, 928	32, 033	1, 554, 020	310, 806	3, 505 25	2.2	701 05	1, 325 62	
771, 718	305, 150	108, 278	3, 704, 095	168, 368	20, 539 56	5.5	933 61	6, 689 62	
1, 439, 249	547, 993	340, 661	8, 445, 876	446, 625	15, 085 17	1.7	793 96	10, 724 47	
253, 537	123, 850	51, 494	1, 405, 520	281, 100	4, 260 05	3	852 01	1, 378 80	
191, 412	77, 230	17, 116	1, 514, 430	252, 406	4, 661 99	3	777 00	1, 343 72	
809, 689	128, 416	02, 991	2, 798, 843	310, 983	7, 692 91	2.7	854 77	2, 632 38	
144, 697	22, 112	29, 161	746, 408	149, 281	4, 190 73	5.5	832 15	1, 156 77	
453, 927	90, 373	70, 905	1, 628, 296	325, 650	4, 444 53	2.7	882 91	1, 786 56	
412, 570	164, 258	53, 355	1, 612, 092	322, 598	4, 262 00	2.0	852 40	3, 276 19	
2, 576, 096	1, 046, 118	534, 671	11, 910, 433	372, 201	30, 690 06	2.5	959 03	20, 767 44	
163, 460	64, 159	64, 159	2, 808, 756	280, 875	8, 515 74	3.2	851 57	4, 283 44	
468, 027	206, 745	98, 383	2, 437, 012	243, 791	7, 489 43	3	748 94	2, 774 18	
333, 071	172, 836	86, 708	1, 476, 216	295, 243	3, 371 49	2.2	674 30	962 53	
284, 965	102, 985	34, 447	1, 706, 222	256, 603	2, 165 38	2.4	724 62	1, 530 56	
122, 800	51, 406	46, 647	781, 407	195, 352	2, 165 94	2.7	841 48	1, 741 50	
662, 653	199, 328	123, 187	3, 446, 020	285, 078	11, 106 57	3.2	854 35	2, 722 59	
41, 919	15, 428	3, 253	290, 832	58, 166	2, 945 07	10.1	580 19	1, 710 06	
2, 063, 226	770, 845	407, 460	10, 541, 121	810, 033	28, 250 25	2.6	830 80	17, 702 34	
765, 906	259, 755	133, 530	4, 022, 033	835, 169	10, 354 32	2.5	862 86	5, 839 27	
581, 641	153, 841	304, 831	2, 572, 027	428, 671	5, 100 00	1.9	850 00	2, 889 80	
582, 812	239, 088	128, 024	4, 181, 525	348, 480	9, 524 30	2.2	793 60	4, 549 10	
1, 277, 316	536, 999	265, 180	7, 147, 766	264, 732	23, 008 97	3.2	852 18	14, 520 58	
373, 876	112, 205	47, 054	1, 874, 609	234, 326	6, 623 35	3.5	827 02	1, 973 71	
894, 297	169, 572	138, 009	4, 154, 646	218, 686	15, 482 47	3.7	844 87	14, 190 89	
2, 450, 339	683, 582	821, 669	8, 337, 906	177, 402	43, 843 33	5.2	932 84	13, 091 87	
05, 195, 415	672, 536	12, 861, 283	249, 086, 513	496, 991	439, 991 98	1.7	854 77	1, 579, 777 86	
842, 064	352, 624	134, 632	2, 672, 182	410, 312	5, 218 27	1.8	745 47	2, 880 77	
428, 371	101, 677	73, 210	1, 936, 897	242, 112	7, 060 57	3.6	882 57	2, 054 40	
418, 430	190, 409	80, 234	3, 129, 778	312, 978	8, 150 72	2.6	815 07	4, 013 89	
298, 968	103, 876	47, 003	1, 346, 810	224, 468	5, 111 90	3.8	851 97	971 35	

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

Postoffices.	Carriers in service June 30, 1881.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers, circulars, &c.
		Letters.	Postal cards.	Letters.	Postal cards.		
Paterson, N. J.	8	727, 203	120, 206	70, 147	63, 552	2, 645	756, 878
Peoria, Ill.	8	757, 638	250, 246	51, 269	50, 348	4, 707	520, 166
Petersburgh, Va.	6	501, 313	162, 409	18, 385	22, 503	4, 139	383, 096
Philadelphia, Pa.	309	19, 783, 274	5, 792, 312	12, 365, 922	6, 624, 885	144, 431	16, 564, 001
Pittsburgh, Pa.	36	2, 881, 859	738, 421	648, 598	434, 709	20, 602	1, 816, 758
Portland, Me.	10	720, 540	214, 318	63, 812	95, 316	4, 216	828, 244
Portland, Oreg.	5	257, 316	33, 741	32, 953	14, 595	3, 167	214, 481
Pottsville, Pa.	4	284, 768	92, 925	30, 258	11, 477	1, 224	491, 552
Poughkeepsie, N. Y.	7	658, 440	118, 533	61, 726	43, 420	2, 453	545, 919
Providence, R. I.	26	1, 563, 233	399, 388	332, 797	266, 442	5, 711	1, 164, 442
Quincy, Ill.	8	892, 306	262, 066	40, 315	74, 288	7, 184	582, 686
Reading, Pa.	10	761, 501	230, 055	65, 542	72, 096	2, 595	586, 818
Richmond, Ind.*	6	188, 285	41, 263	17, 533	7, 049	956	158, 929
Richmond, Va.	18	1, 416, 081	462, 659	123, 128	129, 200	16, 203	697, 082
Rochester, N. Y.	26	2, 929, 269	566, 451	299, 517	314, 193	15, 249	1, 629, 683
Sacramento City, Cal.	5	354, 602	53, 170	25, 700	20, 491	1, 908	255, 920
Saint Joseph, Mo.	9	1, 073, 629	302, 627	118, 962	82, 230	13, 123	846, 618
Saint Louis, Mo.	123	12, 657, 026	3, 560, 938	2, 221, 359	1, 777, 469	139, 309	5, 220, 801
Saint Paul, Minn.	14	1, 665, 732	364, 595	134, 227	114, 447	26, 909	1, 215, 642
Salem, Mass.	6	379, 975	119, 356	37, 339	44, 933	882	432, 180
San Francisco, Cal.	67	4, 818, 187	530, 430	1, 943, 916	1, 124, 959	58, 963	2, 825, 973
Savannah, Ga.	8	626, 624	180, 726	128, 142	116, 341	7, 109	380, 142
Springfield, Ill.	6	509, 363	202, 476	30, 556	24, 072	2, 748	476, 448
Springfield, Mass.	8	807, 016	254, 452	89, 914	61, 429	3, 081	467, 981
Springfield, Ohio.	6	430, 236	176, 547	35, 601	23, 970	3, 650	458, 395
Syracuse, N. Y.	20	2, 129, 164	426, 511	269, 484	243, 265	8, 886	1, 238, 891
Terre Haute, Ind.	8	673, 724	265, 549	45, 458	44, 346	5, 151	675, 038
Toledo, Ohio.	15	1, 805, 370	314, 233	139, 880	134, 068	12, 493	702, 428
Topeka, Kans.	3	780, 744	174, 073	75, 437	53, 631	6, 185	571, 275
Trenton, N. J.	6	463, 440	116, 922	42, 091	31, 554	1, 647	367, 634
Troy, N. Y.	16	2, 366, 987	695, 734	430, 603	246, 581	4, 948	1, 289, 378
Utica, N. Y.	12	1, 133, 244	327, 955	116, 440	72, 486	6, 758	661, 696
Washington, D. C.	55	3, 532, 043	623, 601	606, 234	376, 015	18, 311	2, 587, 514
Wheeling, W. Va.	8	697, 501	242, 709	48, 695	47, 830	8, 438	516, 128
Wilmington, Del.	10	757, 073	183, 781	115, 025	92, 258	2, 681	517, 344
Worcester, Mass.	13	802, 877	217, 956	107, 441	134, 307	2, 663	637, 889
Zanesville, Ohio.	5	235, 394	97, 877	16, 854	12, 494	2, 653	267, 139
Total	2, 861	262, 425, 668	59, 968, 559	76, 733, 208	43, 898, 158	2, 126, 309	146, 417, 114
Amount paid post-office inspectors on free-delivery service							

\* Established January 1, 1881.

† Established October 1, 1820.



system for the fiscal year ended June 30, 1881—Continued.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.
Letters.	Postal cards.	Newspapers, circulars, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece, in mills.	Per carrier.	
411,486	134,824	91,091	2,378,032	297,254	\$6,374 08	2 6	\$796 76	\$2,735 05
539,688	200,926	130,325	2,485,293	310,662	7,002 30	2 8	875 29	2,386 83
270,550	144,519	30,689	1,537,693	250,282	4,654 49	3	775 75	793 56
30,471,043	11,885,117	9,773,430	113,384,415	366,939	279,891 00	2 4	905 79	398,026 28
2,093,129	752,769	512,812	9,901,657	275,046	33,205 50	3 3	922 37	22,515 50
875,179	337,281	211,686	3,350,592	335,059	8,536 60	2 5	853 66	4,361 41
452,738	99,895	44,272	1,153,158	230,632	4,520 50	3 9	904 10	1,921 95
171,396	75,150	89,274	1,248,024	312,006	3,407 96	2 7	851 99	961 99
1,481,680	134,495	110,908	2,357,574	336,796	5,062 48	2 5	851 78	2,003 40
1,494,612	445,647	204,522	5,816,794	223,723	24,941 81	4 2	959 80	18,957 57
381,180	172,991	29,803	2,442,819	305,352	6,679 61	2 7	834 05	1,866 82
356,984	181,137	87,123	2,343,911	234,391	8,515 14	3 6	851 51	2,519 92
133,620	55,642	43,731	647,008	107,835	1,877 32	2 9	312 80	831 22
815,702	333,841	103,876	4,098,672	227,704	13,905 88	3 4	772 55	4,390 16
1,235,388	454,214	273,602	7,717,560	296,060	23,251 31	3	893 51	10,957 44
296,862	48,051	32,580	1,079,293	215,858	4,750 00	4 4	950 00	1,415 79
746,407	278,568	152,987	3,615,151	401,683	7,136 09	1 9	792 80	4,037 34
4,476,248	3,013,392	2,731,959	39,798,501	323,565	116,423 17	2 9	946 53	72,132 90
1,165,457	395,963	196,233	5,219,205	372,800	11,528 16	2 2	823 44	5,517 12
276,643	108,609	53,148	1,452,965	242,161	5,131 08	3 5	855 18	1,808 43
7,423,662	1,407,165	1,209,519	21,432,774	319,591	59,789 91	2 8	892 38	61,387 03
486,095	192,847	148,825	2,266,866	283,856	5,928 87	2 6	741 08	7,445 93
228,592	104,888	53,954	1,033,997	272,333	4,916 09	3	819 35	1,498 62
406,737	160,013	96,485	2,350,108	293,763	6,827 68	2 9	853 46	4,177 09
166,890	75,767	29,503	1,400,658	233,443	4,711 94	3 3	785 32	2,006 62
970,309	415,253	242,516	5,944,229	297,211	15,247 73	2 5	762 38	8,412 38
322,714	322,377	230,607	2,885,054	360,632	6,387 10	2 2	798 30	2,101 39
1,058,226	415,613	249,338	4,891,849	326,123	12,853 58	2 6	856 91	4,856 99
514,888	134,650	37,928	2,347,181	469,436	4,307 18	1 8	861 44	2,880 78
396,167	81,489	39,273	1,510,217	251,703	5,140 07	3 4	856 68	3,835 35
2,033,177	569,010	649,480	8,195,898	512,244	13,336 98	1 6	833 56	11,513 32
816,869	324,732	202,882	3,663,032	305,253	10,229 58	2 7	852 46	3,437 73
2,668,543	708,080	553,547	11,733,888	218,343	46,530 60	3 9	846 01	22,521 27
556,405	223,589	85,478	2,426,773	303,349	5,816 78	2 4	727 10	2,161 93
397,427	181,105	46,429	2,273,123	227,312	8,576 22	3 7	857 62	4,048 05
420,593	165,388	64,973	2,554,087	196,468	10,039 05	3 0	772 23	5,136 61
161,681	80,346	64,840	939,188	187,838	2,635 86	2 8	527 17	828 64
284,759,945	85,793,125	54,075,476	1,016,197,562	355,936	2,493,972 14	2 4	873 54	3,273,630 39
					5,939 40			
					\$2,499,911 54			



---

**STATEMENT**  
OF  
**MATTER MAILED IN THE UNITED STATES**  
DURING THE  
YEAR ENDING DECEMBER 31, 1880,  
BASED UPON THE RESULTS OF AN ACTUAL COUNT OF MAIL  
MATTER ORIGINATING AT ALL POST-OFFICES AND RAILWAY  
POST-OFFICES IN THE UNITED STATES DURING THE  
FIRST SEVEN DAYS OF DECEMBER, 1880.

---

## Statement of matter mailed in the United States

Rank.	States and Territories.	First-class mail.				
		Number of letters mailed in plain envelopes upon which postage was paid by adhesive stamps.	Number of letters mailed in special-request stamped envelopes printed and furnished by the Post-Office Department, upon orders received through postmasters.	Number of letters mailed in ordinary stamped envelopes.	Number of letters mailed in envelopes bearing business cards or return requests not printed by the Post-Office Department.	Number of official letters mailed by officers and employes of the government.
		1	2	3	4	5
29	Alabama	3,557,268	1,210,716	2,146,716	1,613,092	363,584
49	Alaska Territory	5,148		1,404		260
44	Arizona Territory	645,060	141,284	225,680	115,024	151,372
34	Arkansas	2,668,952	654,056	1,576,380	1,329,908	390,000
12	California	13,092,040	1,403,636	2,382,068	4,837,196	848,328
26	Colorado	5,004,220	1,601,548	1,159,600	2,625,844	357,812
33	Connecticut	11,875,084	4,030,832	1,459,328	5,947,188	476,944
37	Dakota Territory	2,171,312	351,260	473,304	713,960	313,872
40	Delaware	1,510,444	266,760	90,480	472,420	44,824
25	District of Columbia	3,667,716	133,172	214,032	1,804,252	9,535,448
39	Florida	1,605,760	183,872	674,960	416,624	190,660
17	Georgia	5,842,356	2,129,868	2,431,208	3,009,996	593,788
46	Idaho Territory	436,384	89,024	173,004	66,664	60,736
3	Illinois	27,514,916	9,423,336	3,975,868	25,435,176	2,294,032
10	Indiana	13,641,836	2,568,644	1,616,420	9,966,636	841,100
48	Indian Territory	242,632	36,348	107,692	33,020	45,760
8	Iowa	14,574,768	3,634,656	2,363,608	7,331,320	1,081,340
16	Kansas	9,375,188	1,649,072	1,901,484	4,560,400	894,764
15	Kentucky	6,666,816	1,715,792	1,312,896	4,344,444	541,060
23	Louisiana	3,893,552	1,768,676	3,065,920	4,776,200	277,836
9	Maine	8,634,444	1,217,424	536,484	2,178,748	648,596
18	Maryland	7,961,824	2,258,516	593,580	5,348,996	313,716
5	Massachusetts	36,022,584	8,898,448	3,387,540	19,860,256	1,355,776
7	Michigan	17,283,656	4,835,012	2,541,708	7,363,824	904,696
20	Minnesota	8,317,452	2,003,560	1,347,372	4,401,592	672,464
33	Mississippi	3,672,056	956,332	1,040,276	1,021,332	275,548
6	Missouri	16,021,668	4,647,068	2,904,980	14,832,428	1,295,164
42	Montana Territory	759,616	253,864	219,180	225,048	118,716
24	Nebraska	4,659,304	1,034,332	1,186,952	2,957,864	453,128
41	Nevada	1,075,724	233,948	362,980	184,340	106,912
27	New Hampshire	5,223,764	517,868	366,652	1,381,848	298,416
14	New Jersey	13,442,884	1,526,148	1,293,984	4,163,172	360,800
43	New Mexico Territory	697,164	294,880	297,336	229,944	155,376
1	New York	106,158,104	20,791,784	10,947,612	71,290,260	2,337,348
28	North Carolina	4,031,300	1,019,200	1,379,040	1,229,832	478,140
4	Ohio	26,677,872	8,594,496	3,162,172	21,056,568	2,062,944
36	Oregon	1,824,472	259,532	867,724	435,968	240,184
2	Pennsylvania	47,967,452	9,568,208	4,549,948	41,253,368	1,898,364
32	Rhode Island	3,840,460	1,140,928	309,244	1,740,544	134,784
30	South Carolina	3,580,980	942,136	845,988	1,542,294	292,968
22	Tennessee	4,812,340	1,188,408	1,602,960	3,175,900	483,236
19	Texas	6,326,840	2,851,004	4,928,024	3,530,592	1,085,656
38	Utah Territory	1,322,256	357,448	507,096	480,324	129,012
31	Vermont	4,483,024	676,988	387,764	1,300,936	209,976
21	Virginia	8,954,764	2,515,968	2,231,268	2,540,292	631,176
45	Washington Territory	642,876	60,906	200,832	65,960	112,788
45	West Virginia	2,855,560	563,680	536,224	804,700	172,328
41	Wisconsin	11,759,540	2,431,832	1,860,830	5,893,628	820,092
47	Wyoming Territory	468,364	69,836	107,276	143,780	91,312
	Miscellaneous	297,900	11,076	51,376	31,928	3,224
	Railway mail service	13,659,932	5,441,644	4,212,676	7,805,200	530,192
	Total	500,747,628	119,984,016	83,069,844	304,424,848	37,881,012
	Registered mail	6,047,652				1,097,876
	Grand total	506,795,280	119,984,016	83,069,844	304,424,848	38,978,888

Respectfully submitted,

Hon. THOMAS L. JAMES,  
Postmaster General.

during the year ending December 31, 1880.

First-class mail.		Second-class mail.		Third-class mail.	Fourth-class mail.		Total number of pieces of mail matter of all classes.	Rank.
Total number of letters.	Number of postal cards.	Number of newspapers mailed to subscribers or news agents by publishers and news agents.	Number of magazines and other periodicals mailed to subscribers or news agents by publishers and news agents.	Number of packages of transient printed matter, books, circulars, &c.	Number of packages of merchandise, &c.	Number of pounds of merchandise, &c.		
6	7	8	9	10	11	12	13	
8,891,376	2,574,884	4,037,332	20,700	1,310,660	70,824	32,760	16,911,776	29
6,812	77,220	838,136	3,804	150	964	52	7,592	49
1,278,420	1,486,836	3,600,336	23,352	111,644	15,184	14,800	2,324,408	44
6,418,296	5,187,036	18,110,976	133,420	5,296,564	301,140	325,728	12,177,676	34
22,563,268	2,197,780	6,063,772	9,312	2,240,160	112,216	109,460	51,655,304	12
10,749,024	6,506,968	7,808,424	124,716	12,122,552	590,336	183,336	21,372,264	26
23,786,376	718,276	1,674,660	1,692	329,524	30,836	24,960	50,848,372	13
4,023,708	747,656	1,141,348	19,260	299,036	35,510	12,116	6,778,696	37
2,384,928	1,777,672	5,032,008	30,672	2,058,628	65,572	31,564	4,628,644	40
15,154,620	809,952	1,141,452	420	413,608	40,352	23,348	24,138,572	25
3,071,276	5,496,816	15,355,288	651,336	3,334,968	223,964	94,536	5,477,060	30
14,007,216	77,428	374,556	24	31,460	10,296	11,700	39,608,388	17
825,812	24,990,264	87,128,444	4,343,460	37,841,232	1,454,648	585,000	1,319,576	46
68,643,328	9,611,888	20,490,080	444,000	4,771,624	229,892	98,956	224,401,376	3
25,574,536	81,796	115,648		10,396	3,432	3,224	61,122,020	10
465,452	10,141,508	25,261,184	275,808	4,835,116	330,928	145,132	68,829,196	8
28,984,592	5,631,184	13,703,924	97,214	2,159,560	147,316	105,500	40,120,116	16
18,390,908	5,433,272	17,443,296	100,656	3,717,168	153,504	61,776	41,428,904	15
14,581,008	2,846,428	6,645,132	24,888	3,994,068	209,248	80,912	27,501,948	23
13,782,184	3,742,752	17,062,204	1,627,380	25,374,232	324,224	132,392	62,250,488	9
13,215,696	6,271,096	9,670,232	193,512	6,575,296	455,416	130,792	39,641,284	18
16,475,732	32,442,940	38,661,792	3,933,624	42,676,348	1,575,052	674,024	178,200,960	5
69,010,604	9,886,968	24,462,932	215,172	7,232,368	486,408	210,600	75,212,744	7
32,928,896	4,638,268	13,065,260	145,524	3,157,960	199,368	92,040	37,946,820	20
16,742,440	1,875,172	3,334,604	1,932	5,892,800	55,796	36,920	13,125,848	33
7,265,544	15,891,720	46,128,784	1,865,784	16,513,016	560,788	243,568	120,602,280	6
39,702,208	157,560	896,268	2,652	113,464	2,880	28,496	2,739,048	42
1,576,224	3,433,332	8,974,524	46,548	2,000,492	125,000	58,760	24,871,296	24
10,291,320	167,128	1,383,512	492	224,796	24,856	3,764	3,764,668	41
1,943,884	2,364,804	7,436,416	198,036	1,076,348	170,404	83,564	18,945,456	27
7,698,548	6,246,636	6,403,280	270,228	8,834,228	317,408	161,356	42,854,848	14
20,793,048	182,000	441,584	1,236	111,072	15,000	19,812	2,336,192	43
1,584,700	60,536,840	172,245,528	0,060,780	150,440,316	6,910,956	2,565,160	610,630,060	1
211,435,640	2,623,556	6,235,372	30,864	461,344	78,052	54,132	17,566,200	28
8,137,012	24,528,192	72,125,560	6,498,216	28,344,940	1,103,752	460,408	194,064,712	4
61,484,052	526,708	4,035,096	146,532	451,204	58,812	55,952	8,855,232	36
3,636,880	71,535,464	7,535,464	7,882,364	65,787,124	2,550,208	751,868	283,378,728	2
105,237,340	1,762,176	2,250,092	50,868	2,537,028	144,672	50,892	13,019,906	32
7,174,960	4,367,996	4,367,480	8,820	1,853,332	143,876	48,072	16,226,580	30
7,205,276	4,265,924	12,620,712	553,008	2,474,888	133,640	70,148	31,101,956	22
11,292,784	12,060,892	12,060,756	21,816	3,263,936	212,732	179,348	39,458,148	19
18,723,016	424,892	2,053,272	22,944	220,584	32,156	33,056	5,540,868	38
2,796,040	2,522,296	4,263,844	223,284	1,482,572	147,004	64,584	15,707,088	31
7,058,688	5,304,988	8,639,344	361,056	3,057,756	422,344	105,612	34,658,632	21
16,874,104	1,413,572	3,782,060	636	83,301	10,336	10,400	1,909,816	45
1,141,452	1,585,376	3,782,060	6,948	518,544	42,692	23,348	10,829,032	35
4,912,492	5,160,892	20,103,520	460,632	5,516,524	384,800	158,080	55,807,924	11
22,765,912	131,144	176,956	180	60,892	15,964	14,508	1,265,704	47
880,568	85,020	146,224	36	93,860	4,160	1,612	664,804	
335,504	11,696,724	29,536	4,584	2,110,972	137,488	12,220	45,634,948	
31,649,644								
1,046,107,348	324,556,440	812,032,000	40,148,792	468,728,312	21,017,880	8,548,848	2,712,590,772	
7,145,528					497,852		7,643,480	
1,053,252,876	324,556,440	812,032,000	40,148,792	468,728,312	21,515,732	8,548,848	2,720,234,252	

F. J. DALLAS,  
JNO. JAMESON,  
E. C. FOWLER,

Committee to supervise the official count of 1880.

POST-OFFICE DEPARTMENT,  
Washington, D. C., May 19, 1881.

SIR: We have the honor to submit the following comparative statement showing the population of the several States and Territories, the number of letters mailed therein, and the average number mailed by each person.

Very respectfully,

E. J. DALLAS,  
JNO. JAMESON,  
E. C. FOWLER,  
*Committee.*

Hon. THOMAS L. JAMES,  
*Postmaster-General.*

Names of States and Territories.	Population by the census of 1880.		Letters by the official count of 1880.		Average number mailed by each person.
	Rank.	Number.	Number.	Rank.	
Alabama	17	1,262,794	8,891,376	27	7.04
Alaska	48	30,178	*6,812	49	.22
Arizona	45	40,441	1,278,420	44	31.61
Arkansas	25	802,564	6,419,296	34	7.99
California	24	864,698	22,563,268	12	26.09
Colorado	35	194,649	10,749,024	25	55.22
Connecticut	28	622,093	23,789,376	10	38.20
Dakota	40	135,180	4,023,708	36	29.76
Delaware	38	146,654	2,384,928	40	16.26
District of Columbia	36	177,638	15,154,620	19	85.31
Florida	34	267,351	3,071,276	38	11.48
Georgia	13	1,539,048	14,607,216	20	9.49
Idaho	47	32,611	825,812	47	25.32
Illinois	4	3,078,769	68,643,328	4	22.29
Indiana	6	1,978,362	25,574,536	9	12.97
Indian Territory	42	76,885	465,452	48	6.05
Iowa	10	1,624,620	28,964,592	8	17.84
Kansas	20	995,996	18,380,908	15	18.45
Kentucky	8	1,648,708	14,581,008	21	8.84
Louisiana	22	940,103	13,782,184	22	14.66
Maine	27	648,945	13,215,696	23	20.36
Maryland	23	934,632	16,475,732	18	17.62
Massachusetts	7	1,783,012	69,010,664	3	38.70
Michigan	9	1,636,331	32,928,896	7	20.12
Minnesota	26	790,806	16,742,440	17	21.44
Mississippi	18	1,131,592	7,265,544	30	6.42
Missouri	5	2,168,804	39,702,208	6	18.30
Montana	46	39,157	1,576,224	43	40.25
Nebraska	30	452,433	10,291,320	26	22.74
Nevada	44	62,265	1,963,864	41	31.54
New Hampshire	31	346,984	7,698,548	29	22.18
New Jersey	19	1,130,983	20,783,048	13	18.37
New Mexico	41	118,430	1,584,700	42	13.38
New York	1	5,083,810	211,435,640	1	41.58
North Carolina	15	1,400,047	8,137,012	28	5.81
Ohio	3	3,198,239	61,464,052	5	19.21
Oregon	37	174,767	3,636,880	37	20.80
Pennsylvania	2	4,282,786	105,287,340	2	24.57
Rhode Island	33	276,528	7,174,960	32	25.94
South Carolina	21	995,622	7,205,276	31	7.23
Tennessee	12	1,542,463	11,262,784	24	7.30
Texas	11	1,592,574	18,723,016	14	11.75
Utah	39	143,906	2,796,040	39	19.42
Vermont	32	332,286	7,058,688	33	21.24
Virginia	14	1,512,806	16,874,104	16	11.15
Washington	43	75,120	1,141,452	45	15.19
West Virginia	29	618,443	4,912,492	35	7.94
Wisconsin	16	1,315,480	22,785,912	11	17.30
Wyoming	49	20,788	880,568	46	42.35

\* These letters were all mailed at Sitka to be sent out by ships.

† The official letters from all of the executive departments are included in this table.

REMARKS.—The whole number of letters mailed during the year was 1,053,252,876, or an average of 21 for each man, woman, and child in the United States. 31,840,644 letters mailed on the postal cars. 7,145,528 registered letters, and 335,504 letters reported by postmasters at small offices too late to appear in their proper order, are not included in this table.

POST-OFFICE DEPARTMENT,  
Washington, D. C., May 19, 1881.

SIR: We have the honor to submit the following comparative statement showing the population of fifty of the principal cities in the United States, the number of letters mailed therein, and the average number mailed by each inhabitant.

Very respectfully,

E. J. DALLAS,  
JNO. JAMESON,  
E. C. FOWLER,  
*Committee.*

Hon. THOMAS L. JAMES,  
*Postmaster-General.*

Names of cities.	Population by the census of 1880.		Letters by the official count of 1880.		Average number mailed by each person.
	Rank.	Number.	Number.	Rank.	
Albany, N. Y.	21	90,903	4,232,592	22	46.56
Allegheny, Pa.	23	78,681	1,272,024	41	16.16
Atlanta, Ga.	50	37,421	2,243,540	34	60.22
Baltimore, Md.	7	332,190	11,083,280	9	33.36
Boston, Mass.	5	362,535	38,898,860	3	84.18
Brooklyn, N. Y.	3	566,689	19,589,596	5	34.58
Buffalo, N. Y.	13	155,137	4,738,968	21	30.54
Camden, N. J.	43	41,658	523,328	50	12.80
Charleston, S. C.	35	49,999	2,009,852	35	42.19
Chicago, Ill.	4	503,304	32,252,636	4	64.08
Cincinnati, Ohio.	8	255,708	14,725,100	8	57.55
Cleveland, Ohio.	11	160,142	7,144,800	13	44.61
Columbus, Ohio.	32	51,665	2,036,336	29	56.83
Dayton, Ohio.	46	38,677	1,424,020	38	36.84
Denver, Colo.	48	35,630	3,495,440	28	98.16
Detroit, Mich.	18	116,342	6,238,180	15	53.61
Fall River, Mass.	36	49,096	742,716	47	15.15
Hartford, Conn.	41	42,553	3,654,976	25	85.89
Indianapolis, Ind.	24	75,074	3,547,284	27	47.25
Jersey City, N. J.	17	120,728	1,996,096	39	11.56
Kansas City, Mo.	30	55,813	5,706,272	16	102.23
Lawrence, Mass.	45	39,178	940,212	43	23.96
Louisville, Ky.	16	123,645	5,644,860	17	45.65
Lowell, Mass.	27	59,485	1,299,428	40	22.01
Lynn, Mass.	47	38,284	855,016	44	21.81
Milwaukee, Wis.	19	115,578	4,931,992	20	42.67
Minneapolis, Minn.	37	46,887	2,549,872	32	54.38
Nashville, Tenn.	39	43,461	1,876,420	37	43.17
Newark, N. J.	15	135,400	5,309,564	18	38.92
New Haven, Conn.	26	62,882	7,313,280	12	116.30
New Orleans, La.	10	216,140	10,100,116	10	46.72
New York, N. Y.	1	1,205,500	121,840,784	1	100.98
Oakland, Cal.	49	34,556	801,298	45	23.18
Pateron, N. J.	33	50,887	700,960	48	13.77
Philadelphia, Pa.	2	846,984	52,527,800	2	62.01
Pittsburgh, Pa.	12	156,381	6,794,320	14	43.44
Providence, R. I.	20	104,850	3,996,668	23	38.11
Reading, Pa.	40	43,280	797,680	46	18.43
Richmond, Va.	25	63,803	4,062,416	19	78.09
Rochester, N. Y.	22	89,363	3,571,984	26	39.98
Saint Louis, Mo.	6	350,522	16,150,680	6	46.07
Saint Paul, Minn.	44	41,498	2,769,316	30	66.54
San Francisco, Cal.	9	235,956	9,220,224	11	39.41
Seranton, Pa.	38	45,850	654,368	49	14.27
Syracuse, N. Y.	31	51,791	2,384,460	33	46.04
Toledo, Ohio.	34	50,143	2,069,502	36	49.97
Troy, N. Y.	29	56,747	3,712,644	24	65.42
Washington, D. C.†	14	147,307	15,135,692	7	102.74
Wilmington, Del.	42	42,499	1,188,512	42	27.96
Worcester, Mass.	28	58,295	2,616,588	31	44.88

\* The letters mailed in Cambridge, Chelsea, and Somerville are included with Boston.  
† The official letters emanating from all of the executive departments are included in this table.

Statement of matter mailed in one hundred of the principal cities

Rank in mail importance.	Name of post-office.	First-class mail.				
		Number of letters mailed in plain envelopes upon which postage was paid by adhesive stamps.	Number of letters mailed in special-request stamped envelopes printed and furnished by the Post-Office Department upon orders received through postmasters.	Number of letters mailed in ordinary stamped envelopes.	Number of letters mailed in envelopes bearing business cards or return requests not printed by the Post-Office Department.	Number of official letters mailed by officers and employees of the government.
		1	2	3	4	5
22	Albany, N. Y.	1,854,216	519,324	133,484	1,631,760	93,808
67	Allegheny, Pa.	596,492	203,164	144,040	286,832	41,496
96	Altoona, Pa.	225,316	20,029	6,864	117,468	10,088
28	Atlanta, Ga.	664,924	206,760	210,444	832,728	269,694
65	Auburn, N. Y.	490,200	163,800	48,032	195,884	26,780
63	Augusta, Ga.	331,604	212,316	49,972	474,084	13,000
8	Baltimore, Md.	3,979,040	2,026,244	262,548	4,644,068	171,340
88	Bay City, Mich.	246,428	139,516	8,476	223,000	19,700
4	Boston, Mass.	16,564,028	5,693,428	2,149,108	13,782,392	709,904
50	Bridgeport, Conn.	481,156	137,384	19,032	232,388	23,244
7	Brooklyn, N. Y.	12,290,044	974,220	860,800	5,351,784	110,708
20	Buffalo, N. Y.	1,700,972	710,736	104,394	2,150,096	72,800
83	Camden, N. J.	326,604	1,040	16,270	167,856	11,492
42	Charleston, S. C.	657,540	517,452	118,612	679,120	37,128
3	Chicago, Ill.	6,257,316	6,442,072	1,104,844	17,353,284	1,095,120
6	Cincinnati, Ohio.	3,300,180	1,641,536	412,568	8,803,704	567,112
12	Cleveland, Ohio.	2,145,052	1,773,960	277,264	2,708,368	240,136
33	Columbus, Ohio.	836,628	401,232	74,204	1,491,308	132,964
99	Covington, Ky.	184,652	34,372	12,272	125,632	18,096
75	Davenport, Iowa.	337,324	19,068	79,196	378,248	43,992
40	Dayton, Ohio.	521,144	279,760	84,968	490,236	41,912
48	Denver, Colo.	1,215,864	792,376	226,096	1,193,400	67,704
79	Des Moines, Iowa.	453,908	288,080	44,356	555,516	88,712
13	Detroit, Mich.	1,762,852	1,769,664	536,744	2,055,560	113,360
60	Dubuque, Iowa.	254,956	232,180	46,228	289,100	32,156
97	Elizabeth, N. J.	297,700	17,524	0,568	78,988	5,512
64	Elmira, N. Y.	398,470	115,232	57,148	355,680	15,132
55	Erie, Pa.	412,152	342,992	31,408	503,152	32,656
68	Evansville, Ind.	310,336	124,904	0,880	477,412	57,460
94	Fall River, Mass.	427,544	108,784	48,776	140,712	16,900
59	Fort Wayne, Ind.	345,324	337,844	70,920	507,832	40,040
52	Galveston, Tex.	473,356	770,620	163,800	574,600	70,408
38	Grand Rapids, Mich.	720,096	528,268	270,972	723,944	45,864
51	Harrisburgh, Pa.	608,556	157,404	104,000	503,308	32,500
31	Hartford, Conn.	1,125,540	671,892	340,184	1,354,064	162,396
98	Hoboken, N. J.	232,024	2,496	8,944	92,300	7,436
93	Holyoke, Mass.	324,480	116,272	15,340	228,748	65,312
25	Indianapolis, Ind.	1,008,904	370,812	62,140	2,019,524	85,904
57	Jersey City, N. J.	875,472	35,880	16,016	444,188	20,540
21	Kansas City, Mo.	1,867,632	841,152	131,924	2,710,812	154,752
49	Lancaster, Pa.	327,444	52,884	19,632	229,112	16,016
84	Lawrence, Mass.	675,896	98,384	21,580	133,120	11,232
14	Louisville, Ky.	1,422,200	961,012	163,228	3,010,384	88,036
61	Lowell, Mass.	840,840	103,948	36,244	290,420	27,876
79	Lynn, Mass.	536,848	126,828	26,728	131,404	17,208
74	Manchester, N. H.	402,844	67,660	21,372	132,912	16,172
45	Memphis, Tenn.	518,336	432,692	101,720	805,564	54,028
18	Milwaukee, Wis.	1,300,828	684,268	186,264	2,578,366	173,264
34	Minneapolis, Minn.	1,132,508	475,852	58,448	824,668	58,396
54	Mobile, Ala.	537,524	402,740	390,532	564,304	36,920
24	Nashville, Tenn.	531,024	216,060	51,792	1,069,580	67,964
82	Newark, N. J.	2,782,156	683,956	623,168	1,160,328	59,956
27	New Bedford, Mass.	580,060	96,252	23,636	184,548	23,868
19	New Haven, Conn.	3,187,600	1,309,368	567,944	2,126,436	61,932
15	New Orleans, La.	2,491,580	1,371,240	1,063,760	4,421,248	132,288
100	Newport, Ky.	91,208	312	3,952	25,376	30,420
1	New York, N. Y.	53,829,256	10,990,564	6,176,924	50,217,804	626,236
56	Norfolk, Va.	426,764	320,736	58,448	294,008	22,412
78	Norwich, Conn.	313,508	102,552	26,208	141,852	10,348
71	Oakland, Cal.	640,224	54,236	44,304	39,520	22,984
36	Omaha, Nebr.	460,044	250,328	246,806	662,376	62,088
87	Oswego, N. Y.	303,316	53,976	21,216	104,416	21,060

\* The matter mailed in Cambridge, Chelsea, and Semerville, are included in Boston.



of the United States during the year ending December 31, 1880.

First-class mail.		Second-class mail.		Third-class mail.	Fourth-class mail.		Total number of pieces of mail matter of all classes.	Rank in mail importance.
Total number of letters.	Number of postal cards.	Number of newspapers mailed to subscribers or news agents by publishers and newsagents.	Number of magazines and other periodicals mailed to subscribers or news agents by publishers and news agents.	Number of packages of transient printed matter, books, circulars, &c.	Number of packages of merchandise, &c.	Number of pounds of merchandise, &c.		
6	7	8	9	10	11	12	13	
4, 232, 592	1, 289, 288	4, 639, 848	180	1, 779, 440	55, 640	31, 772	11, 994, 788	22
1, 272, 024	497, 952	267, 072	1, 104	569, 784	39, 520	13, 728	2, 647, 436	67
379, 756	95, 160	399, 204		51, 064	3, 848	1, 716	629, 032	94
2, 243, 640	1, 020, 600	3, 726, 840	221, 640	1, 920, 932	34, 840	23, 660	9, 181, 032	25
895, 596	366, 344	1, 300, 676		204, 412	15, 444	7, 748	2, 782, 472	65
1, 080, 976	405, 444	928, 356	100, 116	305, 708	21, 632	8, 840	2, 842, 232	63
11, 083, 280	4, 609, 124	6, 816, 680	193, 302	6, 081, 220	397, 904	103, 636	29, 131, 600	8
897, 880	176, 644	521, 612		27, 508	8, 944	3, 276	1, 372, 488	84
38, 839, 760	13, 004, 888	29, 048, 244	3, 317, 148	32, 268, 832	865, 176	378, 404	117, 401, 248	4
893, 204	277, 264	437, 112	5, 904	2, 340, 864	20, 956	0, 464	3, 881, 304	50
19, 589, 596	8, 294, 624	4, 404, 820	96, 384	4, 435, 808	127, 036	176, 800	32, 948, 288	28
4, 738, 968	1, 768, 000	2, 810, 372	15, 732	6, 006, 520	54, 392	24, 076	15, 399, 984	20
523, 328	64, 628	133, 848	15, 012	740, 532	8, 216	4, 212	1, 685, 564	83
2, 009, 852	1, 088, 464	1, 450, 644	7, 428	1, 287, 624	58, 292	15, 064	5, 902, 804	42
32, 252, 636	12, 181, 780	62, 111, 192	4, 278, 252	29, 955, 640	1, 007, 448	391, 092	141, 786, 948	3
14, 725, 100	4, 505, 436	29, 285, 984	654, 672	15, 438, 072	254, 666	101, 920	64, 863, 960	10
7, 144, 800	2, 370, 212	9, 905, 792	32, 184	3, 759, 444	242, 276	83, 564	28, 436, 708	12
3, 936, 336	862, 836	3, 905, 616	226, 044	848, 172	24, 648	10, 452	8, 803, 652	33
375, 024	114, 296	118, 924	53, 312	52, 156	5, 824	3, 380	666, 536	69
858, 728	304, 356	820, 040	53, 220	270, 660	5, 772	2, 236	2, 312, 776	75
1, 424, 020	691, 756	1, 700, 556	2, 095, 416	535, 600	10, 344	12, 108	6, 466, 692	46
3, 495, 440	794, 456	3, 313, 700	7, 704	1, 205, 464	38, 636	33, 436	8, 855, 400	48
1, 430, 572	645, 112	2, 316, 600	14, 760	659, 568	25, 220	9, 932	5, 091, 832	79
6, 238, 180	2, 377, 144	10, 052, 016	23, 400	3, 956, 940	153, 868	61, 256	22, 661, 548	13
853, 624	367, 172	1, 425, 840	47, 328	401, 388	0, 256	3, 796	3, 105, 604	60
409, 292	110, 184	68, 848		136, 968	8, 060	3, 848	742, 352	97
941, 668	521, 612	1, 191, 268	18, 780	113, 932	17, 576	6, 344	2, 804, 436	84
1, 322, 360	420, 576	905, 216		821, 652	80, 184	10, 920	3, 555, 968	55
979, 960	368, 680	718, 120	60, 336	508, 768	7, 228	3, 224	2, 643, 124	68
742, 716	169, 000	119, 652	228	110, 864	10, 504	3, 172	1, 152, 964	94
1, 502, 020	418, 652	965, 744	5, 496	228, 408	24, 908	10, 608	3, 143, 228	59
2, 058, 784	787, 020	2, 689, 544	36	1, 015, 092	19, 760	12, 480	6, 570, 236	38
2, 249, 144	715, 364	631, 540	31, 944	141, 908	49, 764	27, 820	3, 859, 664	52
1, 605, 776	398, 996	1, 258, 192	250, 800	580, 060	19, 188	5, 090	3, 913, 004	51
3, 454, 976	1, 044, 212	2, 581, 540	8, 736	1, 570, 244	124, 020	44, 668	8, 983, 728	31
343, 200	141, 024	20, 800	30	203, 424	4, 160	1, 924	1, 712, 644	98
750, 152	125, 840	185, 588	36	105, 872	10, 140	3, 536	1, 777, 628	93
3, 547, 284	1, 744, 860	3, 294, 824	207, 168	2, 189, 304	35, 256	14, 804	11, 018, 696	25
1, 396, 096	433, 680	83, 252	48	1, 526, 512	31, 876	8, 540	3, 471, 464	57
5, 706, 272	2, 414, 880	3, 838, 432	17, 940	2, 403, 972	79, 872	38, 012	14, 551, 368	21
6, 448, 488	229, 060	2, 129, 348	899, 240	242, 788	14, 612	5, 460	4, 159, 576	49
940, 212	159, 328	310, 024	120	147, 732	12, 584	5, 098	1, 570, 000	84
5, 644, 860	2, 307, 968	11, 301, 952	96, 180	2, 633, 072	81, 952	28, 340	22, 155, 984	14
1, 299, 428	474, 136	351, 728	4, 428	931, 736	22, 100	9, 464	3, 083, 556	61
635, 016	324, 584	67, 812		492, 180	32, 552	13, 520	1, 782, 504	70
641, 160	133, 720	1, 316, 380	14, 160	135, 564	12, 688	5, 200	2, 333, 672	74
1, 972, 360	2, 033, 344	1, 280, 500	120	869, 908	34, 268	16, 328	5, 190, 500	45
4, 931, 962	1, 514, 344	7, 423, 364	450, 900	2, 719, 184	96, 200	34, 476	17, 135, 984	18
2, 549, 872	718, 172	3, 483, 688	77, 244	1, 066, 468	35, 568	15, 548	7, 981, 012	34
1, 831, 020	413, 920	343, 200	13, 360	877, 448	17, 420	6, 998	3, 596, 388	54
1, 876, 420	825, 656	691, 756	501, 360	691, 756	26, 312	11, 180	10, 833, 084	26
5, 309, 564	1, 728, 272	582, 764	20, 688	2, 962, 282	97, 240	34, 632	10, 760, 760	27
297, 784	270, 452	2, 960, 972	552	197, 496	28, 964	13, 364	1, 702, 200	82
7, 313, 280	2, 238, 392	1, 704, 352	59, 760	4, 807, 244	153, 608	63, 440	16, 276, 630	15
10, 100, 116	2, 318, 732	5, 288, 764	24, 732	3, 825, 640	184, 080	61, 672	21, 742, 064	10
151, 268	31, 460	103, 688		15, 496	1, 248	520	303, 160	100
121, 840, 784	30, 850, 976	124, 395, 976	7, 826, 264	117, 682, 664	5, 421, 728	1, 840, 800	408, 117, 692	1
1, 122, 368	435, 136	1, 772, 524	2, 004	181, 532	11, 440	4, 264	3, 525, 004	56
654, 472	172, 224	672, 328	780	355, 836	12, 740	7, 800	1, 823, 380	78
801, 268	214, 396	1, 179, 048	1, 632	198, 692	16, 936	16, 796	2, 411, 572	71
1 081, 732	629, 616	3, 738, 392	38, 400	813, 748	17, 540	12, 376	6, 019, 768	36
503, 984	223, 964	445, 432	96	236, 132	4, 680	2, 184	1, 414, 288	87

## Statement of matter mailed in one hundred of the

Rank in mail importance.	Name of post office.	First-class mail.				
		Number of letters mailed in plain envelopes upon which postage was paid by adhesive stamps.	Number of letters mailed in special-request-stamped envelopes printed and furnished by the Post-Office Department upon orders received through postmasters.	Number of letters mailed in ordinary stamped envelopes.	Number of letters mailed in envelopes bearing business cards or return requests not printed by the Post-Office Department.	Number of official letters mailed by officers and employees of the government.
		1	2	3	4	5
91	Paterson, N. J .....	457,704	21,060	11,960	201,916	8,320
53	Peoria, Ill .....	395,460	242,424	56,420	344,604	34,372
92	Petersburgh, Va .....	236,756	100,704	82,556	118,300	23,972
2	Philadelphia, Pa .....	18,771,168	3,647,956	1,163,188	28,528,864	416,624
11	Pittsburgh, Pa .....	1,729,000	1,169,480	345,332	3,216,928	333,580
17	Portland, Me .....	743,704	508,456	38,688	977,000	192,868
80	Poughkeepsie, N. Y .....	574,444	94,016	32,292	198,880	16,120
73	Providence, R. I .....	1,798,628	710,944	140,296	1,306,812	39,988
70	Quincy, Ill .....	326,716	83,668	23,712	431,064	56,940
69	Reading, Pa .....	351,832	83,720	45,240	291,564	25,324
24	Richmond, Va .....	2,034,968	1,194,752	769,680	788,372	205,244
16	Rochester, N. Y .....	1,269,944	918,164	119,680	1,182,632	82,264
58	Sacramento, Cal .....	432,068	122,720	48,256	395,252	55,952
48	Saint Joseph, Mo .....	381,056	336,648	28,392	593,372	36,608
5	Saint Louis, Mo .....	4,101,864	2,364,128	659,620	8,495,604	529,464
29	Saint Paul, Minn .....	697,424	387,140	327,756	1,151,124	196,872
90	Salem, Mass .....	381,420	50,596	10,920	67,080	9,648
66	Salt Lake City, Utah .....	287,248	119,652	28,288	269,620	51,844
81	San Antonio, Tex .....	309,348	159,960	174,304	211,120	119,756
9	San Francisco, Cal .....	4,438,200	269,928	647,712	3,448,068	316,316
44	Savannah, Ga .....	852,176	736,060	574,652	893,048	39,940
85	Scranton, Pa .....	284,804	129,376	23,972	268,728	7,488
72	Springfield, Ill .....	504,688	63,960	70,148	150,904	34,208
35	Springfield, Mass .....	546,052	193,128	18,616	481,208	17,056
41	Springfield, Ohio .....	328,224	120,224	22,048	286,156	40,872
37	Syracuse, N. Y .....	905,580	604,240	62,624	748,072	73,944
89	Taunton, Mass .....	351,572	133,016	50,960	163,800	7,332
27	Terre Haute, Ind .....	404,924	131,820	40,872	305,344	38,332
23	Toledo, Ohio .....	490,256	670,540	67,132	702,268	79,456
76	Trenton, N. J .....	446,004	195,052	25,480	352,352	16,224
39	Troy, N. Y .....	1,306,396	843,700	455,624	1,071,148	35,776
47	Utica, N. Y .....	378,188	290,056	107,640	358,148	31,876
19	Washington, D. C .....	*3,649,932	132,964	213,512	1,904,096	9,535,188
95	Waterbury, Conn .....	291,148	116,480	10,920	101,972	19,296
62	Wheeling, W. Va .....	332,540	281,840	50,336	277,576	38,168
86	Wilkesbarre, Pa .....	280,072	117,780	45,240	236,080	15,288
74	Wilmington, Del .....	620,932	217,880	37,076	299,936	12,688
43	Worcester, Mass .....	1,237,444	415,324	87,360	635,692	40,768
	Total .....	193,746,384	66,870,284	25,671,932	207,303,876	19,338,748

\* The official letters emanating from all the Executive Departments are included in this table.

To HON. THOMAS L. JAMES,  
Postmaster-General.

principal cities of the United States, &c.—Continued.

First-class mail.		Second-class mail.		Third-class mail.	Fourth-class mail.		Total number of pieces of mail matter of all classes.	Rank in mail importance.
Total number of letters.	Number of postal cards.	Number of newspapers mailed to subscribers of news agents by publishers and news agents.	Number of magazines and other periodicals mailed to subscribers or news agents by publishers and news agents.	Number of packages of transient printed matter, books, circulars, &c.	Number of packages of merchandise, &c.	Number of pounds of merchandise, &c.		
6	7	8	9	10	11	12	13	
700,980	203,060	103,324		238,922	8,944	3,484	1,255,210	91
1,073,280	454,324	1,592,004	2,172	660,920	21,944	4,160	3,805,244	53
548,288	336,024	198,484	588	134,888	15,028	8,060	1,233,300	92
52,527,800	13,871,520	27,616,940	5,634,312	50,180,624	1,795,664	462,904	151,626,860	2
6,794,320	1,982,396	6,404,580	716,340	7,555,496	99,112	43,888	23,552,244	11
2,461,316	706,940	3,759,652	48	10,990,304	81,380	27,300	17,990,640	17
915,252	228,696	421,096	2,496	163,904	16,706	4,836	1,748,240	80
3,996,668	2,063,868	1,322,880	50,484	1,590,992	83,980	27,040	9,108,872	30
923,000	441,116	667,056	72,108	235,924	13,624	4,316	2,352,828	73
797,680	359,268	1,158,820	2,352	301,600	16,016	5,720	2,635,736	69
4,992,416	1,232,920	2,933,476	268,000	1,317,108	274,664	27,248	11,038,584	24
3,571,984	1,384,292	3,807,128	638,592	9,050,028	262,080	102,544	18,714,104	16
1,054,248	173,628	1,585,220	26,364	504,920	79,092	87,204	3,423,472	58
1,376,076	631,644	1,375,452	4,812	594,984	23,400	9,828	4,006,368	48
16,150,680	7,617,532	29,197,272	1,751,232	12,091,560	297,752	116,272	67,106,028	5
2,760,316	756,028	4,502,628	36,624	1,040,312	58,552	19,032	9,154,460	29
519,064	340,236	193,232	1,572	202,644	9,412	4,160	1,266,160	90
756,652	105,352	1,692,028	22,944	108,628	8,840	9,516	2,694,444	66
974,428	155,116	510,588	9,672	39,936	25,480	17,732	1,715,220	81
9,220,224	3,059,784	10,395,788	98,556	3,302,832	136,240	104,052	26,213,424	9
3,084,876	943,488	1,415,440	14,780	165,412	68,016	19,812	5,693,962	44
654,368	190,944	429,260	36	240,292	17,264	5,408	1,532,184	85
823,368	250,536	850,460	228,012	251,784	5,408	1,924	2,409,588	72
1,256,060	520,104	1,723,956	507,060	8,256,500	61,360	27,976	7,325,400	35
797,520	256,880	1,355,900	3,280,800	588,744	58,448	39,264	6,338,296	41
2,884,460	870,272	2,324,244	72,192	1,184,592	64,116	26,288	6,878,876	37
706,680	198,380	140,296	276	309,556	7,540	5,096	1,362,728	89
921,492	531,492	453,232	17,568	307,372	7,852	3,640	2,239,008	77
2,009,592	3,255,404	4,734,912	53,820	1,263,184	65,676	30,576	11,382,488	23
1,035,112	284,024	382,452	45,600	324,376	9,308	8,588	2,280,872	76
3,712,644	997,776	691,288	22,296	1,057,080	60,684	26,728	6,542,368	39
1,363,908	550,108	2,135,952	76,044	504,868	33,120	11,752	4,664,000	47
15,135,692	1,773,960	5,052,008	30,072	2,057,172	65,416	31,512	24,114,340	10
980,816	109,148	378,300	204	91,624	14,884	5,772	1,123,976	95
684,480	320,996	1,402,648	36	330,512	10,816	4,056	3,045,468	62
1,188,512	196,508	501,498	8,180	92,664	12,688	6,604	1,505,968	86
2,616,588	353,652	705,276	19,280	212,080	25,064	8,736	2,504,444	70
	1,048,164	816,968	3,420	1,209,416	50,336	23,452	5,744,792	43
512,931,224	164,148,912	496,706,132	35,880,240	382,622,014	14,314,400	5,282,432	1,606,602,922	

Respectfully submitted,

E. J. DALLAS,  
JNO. JAMENON,  
E. C. FOWLER.

Committee to supervise the official count of 1880.



---

**REPORT**  
**OF THE**  
**SECOND ASSISTANT POSTMASTER-GENERAL**  
**FOR THE**  
**YEAR ENDING JUNE 30, 1881.**

---

7 P M

97



# REPORT

## OF THE

### SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 5, 1881.*

SIR: The cost of inland transportation June 30, 1881, was:

For 1,194 railroad routes, aggregating 91,569 miles.....	\$11, 613, 368
For 126 steamboat routes, aggregating 21,133 miles .....	753, 167
For 10,272 other routes, known as "star" routes, aggregating 231,299 miles. ....	6, 957, 355
Total cost.....	19, 323, 890

Compared with the last annual statement, the railroad service shows an increase of 76 routes, of 6,249 miles, and of \$1,114,382 in annual cost. The steamboat service shows a decrease of 5 routes, of 2,182 miles, and of \$134,054 in annual cost. The "star" service shows an increase of 409 routes, a decrease of 3,949 miles, and of \$364,144 in annual cost.

#### CONTRACTS.

Number of contracts drawn during the year ended June 30, 1881, 10,532.

#### RAILROAD SERVICE.

Cost for 1881, appropriation for 1882, and estimate for 1883.

The estimate submitted for railroad transportation for the current fiscal year was \$10,288,482; the sum appropriated was \$9,458,282. The cost of the service on the 30th June, 1881, aside from the cost on certain Pacific roads on which pay is withheld, as reported by the auditor, was \$9,543,155, by the books of this office \$9,908,991. And at the same date there were 5,221.81 miles of new service on which the rates were unadjusted, which will cost not less than \$250,000, thus making the cost on that date, of the service for which actual payment must be made, \$9,793,155. The appropriation was \$9,315,000, which leaves yet to be provided for, a deficiency of \$478,155 to cover the cost for that year. From July 1 to October 18, 1881, service has been established on 3,352 miles of new road, which will cost about \$125,000.

The readjustment, Table E, shows an increase of \$1,287,446, from which \$800,000 is deducted because included in the audited cost on 30th June, 1881, leaving a difference of \$487,446 additional cost from July 1, 1881.

These sums will bring the cost to October 18 to about \$10,405,601. And to this must yet be added the new service from October 18, 1881, to June 30, 1882, probably 5,000 miles at a cost of \$150,000, and the

total cost to June 30, 1882, will be \$10,555,601. There will therefore be required for the current fiscal year an additional appropriation of \$1,097,319.

In estimating for railroad transportation for 1883, it is noted that the regular weighing will fall in the Pacific section, where there are not so many routes; and that there will not be so large an increase shown in the weight of mails on the routes as there was in the eastern section, for which the pay has just been readjusted. It is believed that \$600,000, in addition to the probable cost on the 30th June, 1882 (viz, \$10,555,601), will be sufficient to cover the cost of the service for the fiscal year ending June 30, 1883. This will be about 5.63 per cent. increase (or about 17.94 per cent. increase over the insufficient appropriation of \$9,458,282 for 1882), and will make the sum required \$11,155,601.

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

The appropriation for railway post-office cars for the current year is \$1,426,000, which is \$176,000 more than was provided for the preceding year.

The growth of the railroad system renders necessary the extension of the railway post-office system also.

It is believed that the increase for 1883 will not be as great as is provided for the current year, and the amount necessary for the year ending June 30, 1883, is placed at \$1,526,000, which is but \$100,000 more than the present appropriation.

#### SPECIAL FACILITIES.

For the year ending June 30, 1882, the amount appropriated for this item was \$425,000. The reasons for the expenditure of this fund have been fully set forth in previous reports, upon which appropriations have been made for this object each year since 1878.

The running of special trains or trains by schedules, prescribed by the Post-Office Department, cannot be secured for the rates of compensation which can be paid for postal service under the general laws controlling the same.

To discontinue the advantages thus secured would result in delaying the delivery of postal matter to a very large number of people. I therefore recommend that the appropriation for this object for the year ending June 30, 1883, be placed at \$500,000, which will maintain the present service and extend it to several great centres of population where needed.

#### PACIFIC ROADS.

In submitting the estimates of the cost of railroad transportation for the year ending June 30, 1882, a deduction of \$700,000 was noted on account of amounts due certain railroads. This sum is less than was reported by the auditor on page 553 of the annual report; but the sum there given includes the cost of railway post-office cars, which is a separate item of appropriation. The Court of Claims has decided that the pay on certain leased lines should not be withheld; from this decision, however, an appeal has been taken, and the matter continues in the same condition as last year, with the exception that the law has been construed to cover a much larger number of roads than was formerly believed to be subject to its provisions.

By the books of this department the amount withheld for the year



ending June 30, 1881, was, for transportation, \$1,017,629.33. By the auditor's books the sum is \$961,977.99.

## RATES OF PAY TO RAILROADS.

The question of railroad transportation in its relation to the public, has received much attention from both the legislative and judicial authorities of the country; but up to this time the most that has been accomplished is the creation of commissions, through which like rates for like service over the same line are secured to the people. Though several attempts have been made, no substantial progress has resulted in the way of determining just and equitable rates of compensation for such service as a whole, nor has the power of the government to exercise supervision or control in the matter of the operation of railroads been defined.

It has been suggested that this department should, to some extent at least, assume the right to control the running of trains, but when it is remembered that the railroad companies of the United States earned last year more than \$600,000,000, of which about \$12,000,000, or about two per cent., was derived from the postal service, it will probably be conceded that the Post-Office Department, in limiting its demands on railroad companies so as not to exceed the requirements prescribed by law has secured to the public the most efficient service that could be obtained with the expenditure of the same amount of money.

This department, in considering the subject of "fair" and equitable compensation for the performance of postal service by railroad companies, has not taken into account, nor attempted to gauge the indefinite obligations to the public on the part of the companies growing out of the franchises and privileges enjoyed by them through charters derived from the people, for the reason that that is a matter of public policy not immediately connected with the proper performance of postal service.

The department's relation to railroad companies is that of a constant customer, requiring exceptional advantages as to the use of trains and space, and with increasing demands from year to year, in the way of accompaniments or conveniences necessary to facilitate the distribution and delivery of mails. For this service, it is of course the wish of the department to pay just and reasonable rates of compensation, to yield the companies in a line with other business transacted by them.

The declaration is frequently made that the present rates of compensation are more than a fair equivalent for the service rendered. This may or may not be correct. It is true, however, that the total cost per annum shows a marked increase from year to year (which will be the case for many years to come), but the increase in cost is not more striking than the increase in mileage, weight carried, and facilities employed. For instance, for the three years ending June 30, 1881, the mileage has increased 18 per cent., the weight from 30 to 50 per cent., and railway post-office car service not less than 20 per cent., while the total increased cost for the same period is not over 18 per cent. These facts are given not as an argument as to the sufficiency or insufficiency of the present rates of pay, but to show that the annual increase in the cost of this service must be expected and that it does not bear upon the question of a just and proper basis of compensation.

The true solution of the problem, in the judgment of this office, will be found in the appointment of a commission composed of persons having practical knowledge of the subject, to ascertain the cost and profit of the business done on the trains carrying the mails, and the enact-

ment of a law based as to rates upon the information so obtained defining more clearly the requirements of the postal service, and making each item or element of the same a factor in the basis of pay, giving specific value to space, speed and frequency, and carefully restricting expenditures according to the weight of mails carried on each route. This would secure to the people a most efficient service, and to the railroad companies performing it rates of compensation in a just proportion to their earnings from other business, which could not be other than fair both to the companies and the government.

I therefore earnestly recommend that the attention of Congress be directed to this subject, that the great interests involved may receive due consideration and the service be advanced to the highest state of perfection.

#### MAIL MESSENGERS.

The cost of mail messenger service for the year ended June 30, 1881, was \$763,341, or \$8.33 per mile of railroad service.

It is estimated that about 100,000 miles of railroad service will be in operation before the close of the fiscal year ending June 30, 1883, and the sum of \$800,000, or \$8 per mile of railroad service, will undoubtedly meet the requirements for the year ending June 30, 1882, and is accordingly submitted as the estimate for mail messengers. The reduction of 33 cents per mile in this estimate is made upon belief that at least \$30,000 of mail messenger service will be covered by the star service prior to June 30, 1883.

#### RAILWAY MAIL SERVICE.

Included in this report will be found the able report of the general superintendent of railway mail service, which is a paper worthy of careful consideration.

This branch of the postal service is very thoroughly organized, and accomplishes the great work of the distribution of mails in transit in a most efficient and creditable manner. The recommendations made by the general superintendent are the result of a full knowledge of the requirements of the service, and are entitled to due weight.

#### STAR SERVICE.

The cost of transportation on star routes for the year ending June 30, 1881, was \$6,957,355, a decrease of \$364,144 compared with the expenditure for this service during the preceding year, and \$417,615 less than the estimate submitted to Congress in December, 1879. By your direction, the inquiries instituted at the beginning of your administration with the view of adjusting the service to the actual requirements of the people in the States and Territories have been carefully continued.

New service has been established and increased trips have been ordered on routes believed to require additional facilities, while routes believed to be useless have been discontinued, others reduced in trips, curtailed in distance, and diminished in expedition. The reduction of 3,949 miles in excess of the number embraced in the increase of 409 routes has been accomplished only by careful investigation touching the needs of the people in the sections of country affected. A part, however, of this decrease is due to the extension of railroad routes which supersede a portion of the star service.

In certain instances it was ascertained that increased trips and expedited schedules had not been performed by contractors after the orders and allowances therefor, and in but few instances have the people upon the routes made complaint.

As far as can be ascertained the orders reducing this service have not caused embarrassment, and in a few cases, to those citizens directly interested in the routes, the first information that any increased trips or speed had been ordered was contained in the notices of discontinuance.

Orders of reduction of star service were made as follows: March, \$159,765; April, \$80,631; May, \$288,175, and June, \$127,261. Total, \$655,832 per annum. A portion of these orders takes effect after the close of the fiscal year, while others are offset by orders for increased service made and carried into effect prior to the commencement of your administration. It will, therefore, be observed that the total saving that can be credited to this year is \$364,144. The provision of section 3953 of the Revised Statutes, with amendment by section 12 of the act of June 23, 1874 (18 Stat., p. 236), requiring bids for mail service to be accompanied by certified checks for 5 per cent. of the annual pay on routes where the cost is over \$5,000, at the time of bidding, is believed to be a restriction upon a class of persons able and willing to perform service, but who, from various causes, experience difficulty in securing checks, and not infrequently are contented with performing service under a sub-contract at a lower rate than the amount for which the service is awarded. These sections of law do not now appear to be demanded by the best interests of the service, and their repeal is recommended.

I recommend that authority be given to the Postmaster-General, by statute, in cases where the mail service would be thereby improved, to extend the service on a mail route under contract at not exceeding *pro rata* additional pay for any distance not exceeding ten miles beyond either terminal point named in said contract, provided that the consent of the contractor shall be previously obtained to such extension, and that no contract shall be extended beyond the original terminal points more than once during the term for which it shall have been made.

It is thought proper here to express appreciation of the labors of the corps of post-office inspectors and the efficient manner in which they have, under great difficulties, successfully prosecuted inquiries relative to the star service. Special recognition is also due the superintendents of railway mail service for the pains-taking examination of the steamboat service, with the investigation of which they were charged.

#### ESTIMATES FOR STAR SERVICE.

The cost of the star service for 1881 was \$6,957,355, a decrease of 4.97 per cent. in cost compared with the amount expended during the year 1880. The appropriation for the year ending June 30, 1882, is \$7,900,000, being \$942,645, or 13.55 per cent., in excess of the cost of this service for 1881. It is thought that the estimate for star service can be safely placed at \$7,250,000, a decrease of \$650,000 from appropriation for 1882, and \$292,645 more than the rate of expenditure June 30, 1881. In this estimate provision is, of course, made for new service that may be petitioned for and established after due investigation looking to the requirements of the sections interested, and the postal facilities now furnished.

Had no orders been made reducing the star service there would have been needed, at the rate of past increases, about \$9,000,000.

## STEAMBOAT SERVICE.

The cost of steamboat service for the year 1881 was \$753,167, a decrease of 15.11 per cent. from expenditure for this service during the previous year; \$246,833 less than the amount submitted in the estimate and \$171,833 less than the sum appropriated for the current year.

In the reduction of this service the same observations apply as in the star service. The orders of reduction were made as follows: March, \$55,725; April, \$3,900; May, \$156,972, and June, \$34,759. Total, \$251,356 per annum. It will be observed that the total saving that can be applied to the year is \$134,054.

For the cost of present steamboat service, and such increases as may be applied for and granted, after demonstration of their necessity, it is believed that an appropriation for the year ending June 30, 1883, of \$800,000, will be sufficient.

## MAIL EQUIPMENTS.

By reference to tabular statement H it will be seen that the total number of mail-bags of every description, purchased during the year ended June 30, 1881, was 100,310, of which 8,301 were locked mail-bags and 92,009 were canvas-tie sacks, being altogether, an increase of 35,912 mail-bags, compared with the preceding year; that the number of mail-catchers purchased was 300, and that the total expense on account of mail-bags and mail-catchers, including their necessary appurtenances and repairs, amounted to \$183,929.46.

The total number of mail-bags of every description repaired during the year was 413,004, and the cost of their repairs was \$49,218.39, an increase of 49,652 in number and \$7,028.48 in expense, compared with the preceding year.

The expense of \$99,999.60, shown by tabular statement I to have been incurred for mail locks and keys, does not include any expense for mail locks and keys of the kinds now and heretofore used in the service, as there was none during the last fiscal year. It has sole reference to a new outfit for mail service of entirely new kinds, styles, and patterns of mail locks and keys, to take the place of all the old kinds now in the service, and soon to be discontinued as a necessity for the better security of the mails in future.

The full expense incurred during the last fiscal year, as exhibited by Table I, does not appear in the auditor's statement, for the reason that up to the close of the fiscal year the payments were not made. But the full expense will be shown in a future statement from his office, after all the liabilities incurred for locks and keys during that year shall have been actually paid. These locks and keys were ordered to be manufactured and furnished under new contracts, the terms of which are specifically stated in Table G.

The several amounts estimated (as specifically stated elsewhere) for mail-bags and mail-catchers, and for mail locks and keys, for the year ending June 30, 1883, cannot, in my judgment, sustain any reduction without risk of serious detriment to the service, more especially is it so respecting the items of expense for mail locks and keys, which is based on a calculation of the lowest certainty.

## CLERICAL FORCE.

The recommendation in the report for 1880 for increase in the clerical force was justifiable, and is here respectfully renewed. In the estimate

for the year ending June 30, 1883, the salary of the chief clerk is placed at \$2,500; of the superintendent of railway adjustment; chief of division of inspection; and chief of division of mail equipments, \$2,250. The critical discrimination, responsibility, and care demanded in the proper execution of their respective trusts renders the present compensation of these officials entirely inadequate. The additional fifteen clerks and one messenger asked for are needed for the following reasons: The territory assigned to many of the clerks charged with the correspondence and examination of post routes in the contract office is so large and the labor has so increased by the additional service established during recent years that it has been found necessary, in order that the work may be properly performed, to divide the sections; and the same necessities exist in the division of inspection. The division of railway adjustment and the division of mail equipment also require further aid. It is believed that the expense incurred in granting the addition to the clerical force of this office will be more than offset by the gain accruing from close application to details in expenditures, now rendered difficult by the insufficiency of previous appropriations.

It is the intention to assign the additional clerks to duties as follows: To the contract office, six; to the division of railway adjustment, two; to the division of mail equipments, four; and to the division of inspection, three; and one assistant messenger.

#### FINES AND DEDUCTIONS.

The amount of fines imposed upon contractors and deductions from their pay for failures and other delinquencies for the fiscal year ended June 30, 1881, was \$542,866.79, and the amount remitted for the same period was \$52,609.28, leaving the net amount of fines and deductions \$490,257.51. While prosecuting inquiries relative to performance of star and steamboat service, it was ascertained that in certain cases postmasters had made false reports to the department of arrivals and departures of the mails, the effect being to save the contractors from fines and deductions imposed upon them for delinquencies under the provisions of section 3962 Revised Statutes. It will thus be observed that in this respect the appropriations for mail transportation are open to very grave assaults, and I recommend the enactment by Congress of a statute prescribing penalties to be imposed upon any postmaster or other employé of the postal service who shall for any purpose willfully make and render to the Post-Office Department any false report of arrivals and departures of mails. At present the difficulties of proof and conviction under section 5440 Revised Statutes are almost insurmountable, and offenders have gone unpunished, save in cases where the Postmaster-General has exercised the power of removal.

In concluding a year, a portion of which has been of more than usual interest, I desire to express my appreciation of the ability and fidelity shown by the chief clerk, chiefs of division, and gentlemen of this office in protecting the interests of the government.

Very respectfully,

RICH'D A. ELMER,  
*Second Assistant Postmaster-General.*

Hon. THOMAS L. JAMES,  
*Postmaster-General.*

*Cost of inland transportation and incidental items for 1880 and 1881; appropriation for 1882, with estimates of amounts necessary to be appropriated for 1883; cost, appropriation, and estimates for mail equipments; also, percentage of increase and decrease.*

Object.	Cost for 1880.		Cost for 1881.		Per cent. increase or decrease in cost for 1881 as to cost for 1880.		Appropriation for 1882.		Per cent. increase or decrease in appropriation for 1882 as to cost for 1881.		Estimate for 1883.		Per cent. increase or decrease to appropriation for 1882.	
					Increase.	Decrease.			Increase.	Decrease.			Increase.	Decrease.
Inland transportation, railroad routes . . . . .	\$9,237,845	\$10,249,261	10.95		\$0,488,282		7.42	\$11,155,000	17.57		\$11,155,000	17.57		
Railway post-office car service . . . . .	1,261,041	1,364,107	8.17		1,426,000		4.54	1,526,000	7.01		1,526,000	7.01		
Necessary and special facilities on trunk lines . . . . .	1,500,000	349,749	133.17		425,000		21.52	500,000	17.65		500,000	17.65		
Inland transportation, steamboat routes . . . . .	687,221	753,167	15.11		925,000		22.81	800,000	13.51		800,000	13.51		
Inland transportation, "star" routes . . . . .	7,321,489	6,957,355	4.67		7,900,000		13.55	7,250,000	6.45		7,250,000	6.45		
Railway post-office clerks . . . . .	1,378,160	1,487,560	7.94		1,550,000		4.20	1,650,000	7.84		1,650,000	7.84		
Route-agents . . . . .	1,189,000	1,266,780	11.22		1,275,000		6.65	1,375,000	19.15		1,375,000	19.15		
Mail-route messengers . . . . .	206,540	196,741	4.74		235,000		19.45	280,000	16.07		280,000	16.07		
Local agents . . . . .	127,280	157,720	23.92		150,000		1.63	175,000	8.13		175,000	8.13		
Mail messengers . . . . .	697,298	763,341	9.47		775,750		75.00	800,000	3.13		800,000	3.13		
Mail locks and keys . . . . .	14,728	100,000	578.98		25,000		8.74	25,000	100.00		25,000	100.00		
Mail-bags and mail-catchers . . . . .	146,602	183,929	25.46		200,000			200,000			200,000			
Miscellaneous items in the office of the Second Assistant Postmaster-General . . . . .					1,000			2,000			2,000			
<b>Total</b> . . . . .					24,376,032			25,738,000	5.59		25,738,000	5.59		

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

RICHD A. ELMER,  
Second Assistant Postmaster-General.

## EXPLANATION OF TABLES.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 9, 1881.*

SIR: For a statement of the mail service for the fiscal year ended June 30, 1881, I have the honor to refer you to the tables hereto annexed.

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

Table B exhibits the railroad service as in operation on the 30th of June, 1881, with the railway post-office car service; also the pay per mile per annum for each class of service.

Table C exhibits the steamboat service as in operation on the 30th of June, 1881.

Table D shows the weight of the mails, the speed with which they are conveyed, the accommodations for mails and agents, the number of trips per week, the rates of pay per mile per annum on railroad routes in States in which the contract term expired June 30, 1881, also in other States and Territories; returns having been obtained with a view to the readjustment of pay, in accordance with the acts of March 3, 1873, July 12, 1876, and June 17, 1878. To this table is appended an index of the titles of companies carrying the mails.

Table E shows the readjustment of rates of pay per mile on railroad routes in States in which the contract term expired June 30, 1881, also in other States and Territories, and on certain new routes; the adjustments being based on returns of the weight of the mails, the speed with which they are conveyed, the accommodations for mails and agents, and the number of trips per week, in accordance with the acts of March 3, 1873, July 12, 1876, and June 17, 1878. To this table also is appended an index of the titles of companies carrying the mails.

Table F shows the rate of pay per annum for the use of railway post-office cars for the fiscal years ended June 30, 1880, and June 30, 1881, and the increase or decrease of 1881 as compared with 1880, with the reasons therefor.

Table G is a statement of all contracts for mail-bags, mail-catchers, mail-bag tags, mail-bag label cases, fasteners, use of patents, mail locks, keys, and mail-key chains, in operation June 30, 1881.

Table H is a statement of the number, description, and prices of mail-bags, mail-catchers, &c., purchased, and of the expense incurred on account thereof, during the fiscal year ended June 30, 1881.

Table I is a statement of the expense incurred during the year ended June 30, 1881, on account of "mail locks and keys" ordered to be manufactured and furnished according to contracts, and the quantities, description, and prices thereof.

Table K shows the increase and decrease in mail transportation and cost for the several States and Territories, for the year ended June 30, 1881.

Table L is a list of railway post-office lines, June 30, 1881, showing the increase and decrease therein since June 30, 1880.

Table M is a statement of railway post-office lines, route-agent and mail-route messenger service in operation on the 30th of June, 1881.

Very respectfully, your obedient servant,

RICH'D A. ELMER,  
*Second Assistant Postmaster-General.*

Hon. THOMAS L. JAMES,  
*Postmaster-General.*







B.—Railroad service as in operation on the 30th of June, 1881.

Number of routes.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mille for transportation.	Cost per mille for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
MAINE.										
1	Augusta to Skowhegan	Maine Central	10.21	12	4,729 08	960 50	5,729 08	185 54	30 00	
2	Newport to Dexter	do	18.78	12	636 97	.....	636 97	43 75	.....	
3	Farmington to Brunswick	do	14.80	12	5,535 02	.....	5,535 02	76 05	.....	
4	Bedford to Burnham Village	do	51	19 1/2	2,221 86	.....	2,221 86	63 86 1/2	.....	
5	Portland to Bangor	do	24.79	12	16,054 87	2,778 50	18,833 37	83 70	50 00	
6	Portland to Augusta	do	55.57	9	17,531 03	3,104 00	20,635 03	294 50	50 00	
7	Brunswick to Bangor	do	62.98	20.25	13,650 72	.....	13,650 72	89 7 1/2	.....	
8	Portland to Canada Line	Grand Trunk	91.05	18	7,607 10	.....	7,607 10	134 85	.....	
9	Portland to Rochester	Portland and Rochester	106.31	8.25	14,060 10	2,628 00	16,688 10	267 62	50 00	
10	Portland to Portsmouth	Eastern	56.42	12	10,080 88	.....	10,080 88	88 39	.....	
11	Portland to Lunenburg Station	Portland and Ogdensburg	114.05	12	6,063 00	1,469 40	7,502 40	133 40	33 32	
12	Sobon Falls to Portland	Eastern and Maine	45	12	17,241 60	2,848 25	20,089 85	451 33 1/2	25 00	
13	Bangor to Vanceborough	European and North American	113.93	6	1,610 39	.....	1,610 39	80 96 1/2	.....	
14	Bangor to Bucksport	Levi L. Lincoln, lessee Bucksport and Bangor Railroad.	16.89	12	4,200 59	.....	4,200 59	65 84	.....	
15	Oldtown to Blanchard	Bangor and Piscataquis	63.80	6	4,331 92	.....	4,331 92	88 05	.....	
16	Woodwich to Rockland	Knox and Lincoln	48.85	12	171 36	.....	171 36	43 60 1/2	.....	
17	Houlton to New Brunswick Line	New Brunswick	3.93	6	728 12	.....	728 12	34 20	.....	
18	Cadals to Princeton	Saint Croix and Penobscot	21.29	6	1,230 52	.....	1,230 52	47 88	.....	
19	West Waterville to North Anson	Somerset	25.70	6	1,184 00	.....	1,184 00	42 75	.....	
20	Mechanic Falls to Canton	Rumford Falls and Buckfield	27.71	6	817 80	.....	817 80	42 75	.....	
21	Farmington to Phillips	Sandy River	19.13	6	231 27	.....	231 27	42 75	.....	
22	Lewiston to South Auburn	Grand Trunk	5.41	6	.....	.....	.....	.....	.....	
			1,141.60		129,902 30	13,878 65	143,780 95			
NEW HAMPSHIRE.										
1001	Concord to Nashua	Concord	36.28	37.5	6,571 39	1,451 20	8,022 59	181 13	40 00	
1002	Concord to Portsmouth	do	18.26	12	3,747 39	.....	3,747 39	50 43	.....	
1003	Manchester to North Weymouth	do	40.90	12	852 86	.....	852 86	66 43	.....	
1004	Hooksett to Pittsfield	do	19.95	12	904 76	.....	904 76	42 75	.....	
			20.35	6	.....	.....	.....	44 46	.....	

Year	Line	Miles	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900		
1005	Concord to Wells River.....	61	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	11,923 75	
1006	Groveton to Wells River.....	48.01	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36	4,723 36
1007	Wing Road to Fabyan House.....	36.12	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46	609 46
1008	Concord to White River Junction.....	13.50	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26	13,500 26
1009	Wash. Franklin to Bristol.....	66.64	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46	2,906 46
1010	Concord to Claremont Junction.....	18.11	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49	1,400 49
1011	Concord to Peterborough.....	56.80	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71	1,081 71
1012	Naahua to Greenfield.....	26.58	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55	6,820 55
1013	Nashua to Rochester.....	48.40	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05	1,572 05
1014	Dover to Alton Bay.....	28.42	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71	5,228 71
1015	Brook's Crossing to North Conway.....	71.11	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70	317 70
1016	Wolfborough Junction to Wolfborough.....	12.11	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90	495 90
1017	Portsmouth to Dover.....	11.60	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65	1,278 65
1018	Greenfield to Keene.....	26.91	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73	505 73
1019	Whitefield Junction to Jefferson.....	11.83	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69	408 69
1019	Pierce's Bridge to Profile House.....	9.56	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42	65,801 42
		720.20	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22	64,440 22
VERMONT.																									
2001	Burlington to Rouse's Point.....	24.50	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31	7,050 31
2002	Windsor to Burlington.....	32.65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65	17,190 65
2003	Branch Montpelier to Barre.....	87.20	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46	15,527 46
2004	Bellows Falls to Burlington.....	22.67	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84	4,001 84
2005	Bellows Falls to Windsor.....	6.78	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77	3,820 77
2006	Brattleborough to Bellows Falls.....	120.27	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30	1,067 30
2007	Saint Albans to Canada Line.....	24.46	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80
2007	Saint Albans to Richmond.....	4	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80
2007	Saint Albans to Richmond.....	26.47	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80	1,338 80
2008	Laicester Junction to Addison Junction.....	15.60	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90	606 90
2009	Richford to Newport.....	31.95	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79	2,048 79
2010	White River Junction to Derby Line.....	114.30	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65	15,519 65
2011	Lunenburg Junction to Swanton.....	118.14	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76	7,979 76
2012	Wells River to Montpelier.....	38.78	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84	3,248 84
2013	White River Junction to Woodstock.....	14.41	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03	616 03
2014	Burlington to Cambridge Junction.....	34.97	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66	1,584 66
2015	Rutland to Bennington.....	57.16	6,022 94	6,022 94	6,022 94	6,022 94																			

B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mille for transportation.	Cost per mille for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
MASSACHUSETTS.										
3001	Boston to Portsmouth, N. H.	Eastern.	37.28	24	13,052.96	2,864.00	13,916.96	227.88	50.00	
3002	Boston to West Lynn Depot, n. o.	do.	11.60	12	495.90	42.75	538.65	44.89	3.56	
3003	Salem to Rockport.	do.	26.69	16½	972.94	47.02½	1,020.00	61.18	3.44	
3004	Salem to Marblehead.	do.	4.49	12	207.30	46.17	253.47	21.12	3.85	
3005	Salem to Lawrence.	do.	14.01	17½	812.68	42.75	855.43	60.31	4.38	
3006	Franklin to Valley Falls.	New York and New England.	13	6	166.73	42.75	209.48	15.71	7.43	No pay fixed.
3007	East Salisbury to Amesbury.	Eastern.	3.90	21	236.84	42.75	279.59	23.32	5.41	
3008	Woburn to Essex.	do.	5.54	6	358.15	38.17	396.32	32.86	3.49	
3009	Lynn to Marblehead.	do.	6.16	6	358.17	38.17	396.34	32.86	3.49	
3010	Wakefield to Peabody.	do.	9.08	6	358.17	38.17	396.34	32.86	3.49	
3011	Boston to Salmon Falls, N. H.	Boston and Lowell.	71.50	18	9,523.42	2,382.38	11,905.80	131.70	33.32	
	Branch, Rollingsford, n. o., to Great Falls, N. H.	do.	2.50	18	227.00	42.75	269.75	22.48	3.11	
3012	Boston to Medford.	do.	5.31	18	254.79	42.75	297.54	24.86	3.49	
3013	Georgetown to Haverhill.	do.	7.45	6	784.00	42.75	826.75	68.89	9.30	
3014	Wakefield to Newburyport.	do.	31.36	12	296.48	42.75	339.23	28.27	3.49	
3015	Newton Junction, N. H., to Merrimac.	do.	4.83	12	3,303.17	1,290.50	4,593.67	196.72½	50.00	
3016	Boston to Lowell.	Boston and Lowell Railroad corporation.	25.81	27½	559.17	42.75	601.92	49.65	3.49	
3017	Lowell to Lawrence.	do.	13.08	16½	93.20	42.75	135.95	11.19	3.49	
3018	Winchester to Woburn.	do.	2.18	18	542.50	42.75	585.25	48.79	5.41	
3019	Somerville Station, n. o., to Woodford.	do.	12.69	12	1,130.82	1,982.06	3,112.88	259.32	75.00	49.60 miles.
3020	Ayer to Lowell.	do.	16.39	12	1,982.06	1,982.06	3,964.12	168.17½	18.75	56.11 miles.
3021	Boston to Greenfield.	Fitchburgh.	105.71	16½	6,420.48	696.00	7,116.48	68.17½	18.75	
3022	Greenfield to North Adams.	do.	37.12	18	392.87	42.75	435.62	36.14	3.49	
	Branch, Greenfield to Turner's Falls.	do.	4.37	18	1,346.20	57.28½	1,403.48	116.84	13.50	
3023	South Acton Depot, n. o., to Hudson.	do.	9.19	12	63,346.76	16,916.40	80,263.16	983.04	315.00	98.38 miles.
3024	Ayer to Greenville, N. H.	do.	23.50	12	190.67	42.75	233.42	19.37	3.49	103.86 miles.
3025	Boston to Albany, N. Y.	Boston and Albany.	292.24	41½	94.05	42.75	136.80	11.19	3.49	
3026	Grafton Depot, n. o., to Millbury.	do.	4.46	9	557.37	45.31½	602.68	50.24	3.49	
3027	Atturbridge Station, n. o., to Newton Lower Falls.	do.	2.20	12	190.67	42.75	233.42	19.37	3.49	
3028	South Frammingham to Milford.	do.	12.30	12	557.37	45.31½	602.68	50.24	3.49	



B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>MASSACHUSETTS—Continued.</b>										
3072	Boston to Waltham.	Fitchburgh.	10.90	6	465 97	465 97	465 97	42 75		
3073	Lowell to Nashua, N. H.	Boston and Lowell.	14.48	27½	2,414 17	724 00	3,138 17	166 72½	50 00	
			1,875.73		230,269 92	31,664 50	261,934 42			
<b>RHODE ISLAND.</b>										
4001	Providence to Worcester, Mass.	Providence and Worcester.	44.17	24	4,258 00		4,258 00	96 25½		
4002	Providence to Groton.	New York, Providence and Boston.	62.57	31½	9,683 02	3,128 50	12,811 52	154 75½	50 00	
4003	Vacant.									
4004	Providence to Bristol.	Providence, Warren and Bristol.	15.75	12	929 17		929 17	58 98½		
4005	Warren to Fall River, Mass.	Fall River, Warren and Providence.	9.99	6	482 60		482 60	45 81½		
4006	Providence to Pascoag.	Providence and Springfield.	23.43	12	1,001 63		1,001 63	42 75		
4007	Kingston Depot to Narragansett Pier.	Narragansett Pier.	9.14	15	421 98		421 98	46 17		
4008	Auburn to Hope.	Pawtucket Valley.	10.57	6	451 86		451 86	42 75		
4009	Wood River Junction to Hope Valley.	Wood River Branch.	5.87	6	250 94		250 94	42 75		
			181.49		17,447 30	3,128 50	20,575 80			
<b>CONNECTICUT.</b>										
5001	Norwich to Worcester, Mass.	New York and New England, lessee Norwich and Worcester Railroad.	59.05	18	4,896 07		4,896 07	82 08		
5002	East Thompson to Williamantic.	New York and New England.	33.21	21	6,332 15		6,332 15	190 67		
5003	Middletown to Berlin Depot.	New York, New Haven and Hartford.	11.15	18	505 26		505 26	45 31½		
5004	New Haven to New London.	do.	51.71	21	8,621 34	4,385 35	13,016 69	166 72½	85 00	
5005	{ New York, N. Y., to Springfield, Mass., Windsor Locks to Suffield. Branch.	do.	73.23	51½				517 04½	214 00	
5006	Vacant.		62.38	51½				376 20	162 00	
5007	Waterbury to Providence, R. I.	New York and New England.	122.94	16½	9,480 23	25,773 54	87,299 15	42 70		
5008	Vernon Depot to Rockville.	do.	4.54	18	184 08		184 08	76 96	42 70	

6009	New London to Palmer, Mass.	65.27	4,520.27	4,520.27	69.264
5010	New Haven to Williamstown, Mass.	85.82	11,274.81	11,274.81	56.17
5011	Branch, Farmington to New Hartford.	14.32			
	Bridgport to Winsted.	62.28			94.903
	Branch, Waterbury to Watertown.	6.15			42.75
	Bridgport to Pittsfield, Mass.	110.55			88.79
	Branch, Van Dusenville to State Line, Mass.	11.95			42.75
5012	Branch, Danbury to Brookfield Junction.	6.30	11,110.20	11,110.20	42.75
5013	South Newark to Danbury.	23.65			79.513
	Branch, Branchville to Ridgefield.	4.34			42.75
	Branch, Bethel to Hawleyville.	6.28			42.75
5014	New Haven to New York Air Line.	64.14	7,822.96	7,822.96	144.493
5015	Hartford to Connecticut Valley.	44.15	2,831.11	2,831.11	64.413
5016	Hartford to Saybrook Point.	31.67	1,976.68	1,976.68	69.413
5017	New Haven to Springfield, Mass.	13.42	1,711.39	1,711.39	53.01
5018	New Haven to Ansonia.	69.42	5,422.72	5,422.72	77.543
5019	Hartford to Millerton, N. Y.	32.78	1,401.34	1,401.34	42.75
5020	Litchfield to Hawleyville.	4.19	179.12	179.12	42.75
	Turnersville to Colchester.				
		1,069.87	147,283.46	30,166.89	177,462.35

NEW YORK.

0001	New York to Dunkirk.	322	*21.25	90,654.794	31,640.00	122,204.794	197.503	80.00
0002	Suffern to Piermont.	127					197.503	40.00
0003	Buffalo to Suspension Bridge.	18	63	769.50		769.50	42.75	
	Branch, Val's Gate Junction to Junction with Main Stem.	25.94	9	1,108.93		1,108.93	42.75	
0004	Rochester to Avon.	12.75	203	1,657.42		1,657.42	53.01	
0005	Avon to Dansville.	18	22	1,277.37		1,277.37	70.963	
0006	Attica to Corning.	30.73	15	1,812.91		1,812.91	58.993	
0007	Buffalo to Hornellsville.	111	313	9,680.31		9,680.31	87.21	
0008	Goshen to Montgomery.	91	263	13,382.46		13,382.46	147.06	
0009	Goshen to Pine Island.	10.25	6	552.11		552.11	53.603	
0010	New York to Buffalo.	11	12	470.25		470.25	42.75	
0011	New York Central and Hudson River.	277.75	*34.6	399,453.08	127,672.50	527,125.58	903.74	300.00
	Troy to Schenectady.	164.25					903.74	270.00
0012	Syracuse to Rochester.	22	23	2,238.39		2,238.39	101.743	
0013	Canandaigua to Tonawanda.	104	271	13,515.84	3,120.00	16,635.84	129.90	30.00
0014	Buffalo to Lockport.	86	6	3,676.50		3,676.50	42.75	
0015	Buffalo to Lewiston.	22	12	940.50		940.50	42.75	
0016	Vacant.	29	24	2,405.11		2,405.11	82.933	
0017	Rochester to Niagara Falls.	70	321	10,056.72		10,056.72	140.22	
0018	Dunkirk to Titusville.	91.16	6	4,442.67		4,442.67	48.733	
0019	Third Street, New York City, to Spuyten Duyvil.	10	18	4,427.50		4,427.50	42.75	
0020	Rochester to Charlotte.	9	18	415.53		415.53	46.17	

B.—Railroad service as in operation on the 30th of June, 1881.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
6022	New York to Chatham	New York and Harlem River	130.50	114	12,327 21	12,327 21	12,327 21	90 63		\$500 per annum to Fortham.
6023	Golden's Bridge to Malapoc	do	7.50	6	320 62	320 62	320 62	42 75		
6024	Eagle Bridge to Rutland	Delaware and Hudson Canal	62.87	6	4,515 32	4,515 32	4,515 32	71 82		
6025	Schenectady to Ballston	do	15.21	18	650 23	650 23	650 23	42 75		
6026	Albany to Canada Line	do	191.37	180	26,071 72	26,071 72	26,071 72	129 10		
6026	Branch, Albany Junction to Troy	do	6.20	18	72 67	72 67	72 67	66 69		
6027	Branch, Whitehall to Castleton	do	13.71	16	976 83	976 83	976 83	42 75		
6027	Cobleskill to Cherry Valley	do	22.85	6	11,756 31	11,756 31	11,756 31	82 08		
6028	Albany to Binghamton	do	143.23	18	1,005 48	1,005 48	1,005 48	42 75		
6029	Plattsburgh to Au Sable Forks	do	23.52	6	566 35	566 35	566 35	38 47		
6030	Quaker Street to Schenectady	do	14.72	12	897 75	897 75	897 75	42 75		
6031	Nineveh Junction to Jefferson June tion	do	21	6	323 70	323 70	323 70	51 30		
6032	Fort Edward to Glens Falls	do	6.31	18	1,390 06	1,390 06	1,390 06	94 05		
6033	West Chazy to Rouse's Point	do	14.78	12	1,851 93	1,851 93	1,851 93	64 38		
6034	Oswego to Richland	Rome, Watertown and Ogdensburgh	28.50	6	1,422 72	1,422 72	1,422 72	54 72		
6035	Watertown to Cape Vincent	do	26	12	19,713 88	19,713 88	19,713 88	127 50		
6036	Branch, De Kalb Junction to Norwood	do	25	18	2,200 88	2,200 88	2,200 88	67 28		
6037	Syracuse to Pulaski	do	38.42	6	8,667 54	8,667 54	8,667 54	42 75		
6038	Oswego to Lewiston	do	146.92	6	534 80	534 80	534 80	76 69		
6039	Watertown to Sackett's Harbor	Utica and Black River	12.51	12	2,353 61	2,353 61	2,353 61	93 79		
6040	Chemungo Forks to Norwich	Delaware, Lackawanna and Western	30.69	12	5,111 55	5,111 55	5,111 55	60 44		
6041	Utica to Norwich	do	64.50	12	2,423 92	2,423 92	2,423 92	45 21		
6042	Oswego to Ithaca	do	33	12	323 69	323 69	323 69	82 08		
6043	Charville Junction to Richfield Springs	do	21	12	951 61	951 61	951 61	60 44		
6044	Mincola to Locust Valley	Long Island	12.35	12	7,847 84	7,847 84	7,847 84	2,006 34		
6045	Long Island City to Greenport	do	94.31	12	2,006 24	2,006 24	2,006 24	1,748 05		
6045	Branch, Mincola to Hempstead	do	2.50	12						
6046	Richville to Fort Jefferson	do	16.50	12						
6047	Manorville to Sag Harbor	do	33.25	6						





B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>New York—Continued.</b>										
6082	Johnsonville to Greenwich.....	Greenwich and Johnsonville.....	14	12	598 50	.....	598 50	42 75	.....	
6083	Montgomery to Rondont.....	Walkill Valley.....	34, 46	6	1, 687 88	.....	1, 687 88	50 44½	.....	
6084	Sayre to Fair Haven.....	Southern Central.....	121	6	9, 104 04	.....	9, 104 04	75 24	.....	
6085	{ Newburgh to Millerton } { Branch, Clove Branch Junction to } { Clove Valley. } Cooperstown to Cooperstown Junction.	{ Newburgh, Dutchess and Columbia. } { } { } Cooperstown and Susquehanna Valley.	{ 56, 50 } { 8, 10 } { } 16	{ 6 } { 6 } { } 12	{ 3, 090 82 } { } { } 738 72	{ } { } { } .....	{ 3, 090 82 } { } { } 738 72	{ 41 30 } { } { } 46 17	{ } { } { } .....	3.6 miles; pay not fixed.
6086	Utica to Watertown.....	Utica and Black River.....	92, 22	12	10, 936 36	.....	10, 936 36	118 59	.....	
6087	{ Carthage to Ogdensburgh } { Branch, Theresa Junction to Clay- } { ton. } Cayuga to Ithaca.....	{ } { } { } Genesee, Ithaca and Sayre.....	{ 61, 25 } { 16, 25 } { } 38, 05	{ 12 } { 6 } { } 9	{ 5, 303 13 } { } { } 1, 886 90	{ } { } { } .....	{ 5, 303 13 } { } { } 1, 886 90	{ 42 75 } { } { } 49 59	{ } { } { } .....	
6089	Sodus Point to Gotham Station.....	Lake Ontario Southern.....	34	6	1, 453 50	.....	1, 453 50	42 75	.....	
6091	Hudak to Jamestown.....	New York, Lake Erie and Western.	71, 09	12	4, 000 94	.....	4, 000 94	64 72	.....	
6092	Middletown to Fine Bush.....	Middletown and Crawford.....	14, 18	6	606 19	.....	606 19	42 75	.....	
6093	Long Island City to Babylon.....	Southern, of Long Island.....	37, 08	12	1, 902 29	.....	1, 902 29	51 30	.....	
6094	{ Long Island City to Patchogue } { Branch, Fushing to Whitesone } { Branch, Great Neck Junction to } { Great Neck. } Saratoga Springs to North Creek	{ } { } { } { } Bath and Hammondsport.....	{ 53, 46 } { 4 } { } { } 6, 74	{ 11 } { 11 } { } { } 11	{ } { } { } { } 2, 744 55	{ } { } { } { } .....	{ } { } { } { } 2, 744 55	{ 42 75 } { } { } { } 42 75	{ } { } { } { } .....	
6095	Bath to Hammondsport.....	Rhinebeck and Connetquot.....	57, 96	6	3, 865 35	.....	3, 865 35	66 69	.....	
6096	Rhinecliff to Boston Corner.....	Gloversville and Northville.....	9, 40	18	4, 01 85	.....	4, 01 85	42 75	.....	
6097	Gloversville to Northville.....	Crown Point Iron Company.....	35, 20	6	1, 504 80	.....	1, 504 80	42 75	.....	
6098	Crown Point to Hammondsville.....	Crown Point Iron Company.....	17, 37½	12	1, 198 78	.....	1, 198 78	68 98½	.....	
6099	Valley Stream to Oceansus.....	Long Island.....	11, 82	6	404 94	.....	404 94	34 20	.....	
6100	Sidney Plains to New Berlin.....	New York, Ontario and Western.....	8, 50	6	327 04	.....	327 04	39 47½	.....	
6101	Rochester to Salamanca.....	Rochester and Pittsburgh.....	94, 84	6	1, 061 91	.....	1, 061 91	42 75	.....	
6102	Corning to Geneva.....	Fall Brook Coal Company, oper-ating Syracuse, Geneva and Corning Railroad.	108, 02	6	6, 053 22	.....	6, 053 22	55 57½	.....	
6103	Springville to Sardinia Junction.....	Springville and Sardinia.....	62, 41	6	4, 309 17	.....	4, 309 17	78 68	.....	
6104	Plattsburgh to Lyon Mountain.....	Chateaugay.....	11, 59	12	495 47	.....	495 47	42 75	.....	
6105			34, 35	12	756 24	.....	756 24	42 75	.....	16.00 miles; pay not fixed.



B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
New Jersey—Continued.										
7026	Sandy Hook, n. o., to Pemberton Junction, n. o. Branch, Eatontown to Port Monmouth.	New Jersey Southern .....	65	8	5,520 82		5,520 82	63 27		
7027	Branch, Manchester to Barnegat mouth.	Newark and Bloomfield .....	22 42	12	942 39		242 39	48 73		
7028	Newark to Mont Clair Hoboken to Denville	Delaware, Lackawanna and Western. New York, Lake Erie and Western.	5 07 34 15	12 12	3,962 08		3,962 08	116 02		Pay not fixed on 2 12 miles.
7029	Whiting to Atco	New Jersey Southern .....	33 30	7 1/2	1,281 22		1,281 22	38 47		
7030	Newark to Paterson	New York, Lake Erie and Western.	13 12	12	560 88		560 88	42 75		
7031	Atison to Bridgeton	Vineyard .....	37 75	6	1,452 43		1,452 43	38 47		
7032	Whiting to Beach Haven	Puckerton .....	36 06	12	1,902 16		1,902 16	42 75		
7033	Bridgeton to Port Norris	Cumberland and Maurice River .....	20 24	9 1/2	865 26		865 26	42 75		
7034	Jersey City to Greenwood Lake, N. Y.	New York and Greenwood Lake .....	46 90	6	1,804 48		1,804 48	38 47		
7035	Atco to Williamstown	Williamstown .....	9	12	307 80		307 80	34 20		
7036	Summit to Bernardsville	Passaic and Delaware .....	14 78	6	631 84		631 84	42 75		
7037	Hamburg to Middletown, N. Y.	Midland Railroad Company of New Jersey.	88	6 1/2	3,912 48		3,912 48	44 46		
7038	Railway to Perth Amboy	Pennsylvania .....	7 45	6	318 40		318 40	42 75		
7039	Woodbury to Penn's Grove	Delaware Shore .....	20 47	42	787 58		787 58	38 47		
7040	High Bridge to Port Oran	Central Railroad Company of New Jersey.	25 32	6	974 19		974 19	38 47		
7041	{ Camden to Cape May Branch, Glassborough to Bridgeton }	West Jersey .....	82 02	12	7,457 22		7,457 22	70 11		
7042	Delaware Station to Blairstown	Blairstown .....	20 37	12	483 07		483 07	42 75		
7043	Keypport to Freehold	Freehold and New York .....	11 30	6	604 48		604 48	42 75		
7044	Trenton to Trenton Junction, n. o.	Philadelphia and Reading .....	4 28	6	182 97		182 97	42 75		
PENNSYLVANIA.										
8001	Philadelphia to Pittsburgh	Pennsylvania .....	1,436 29		197,691 49	31,950 00	229,641 49			
8002	Philadelphia to Pottsville	Philadelphia and Reading .....	353 60	38	306,864 68	79,500 00	386,424 68	867 83	225 00	
8003	Philadelphia to West Chester.	West Chester and Philadelphia .....	92 64	12	9,509 35		9,509 35	103 62		
	{ Philadelphia to Berlebeim. Branch, Lansdale to Doylestown ... }	Philadelphia and Reading .....	26 35	18	1,982 57		1,982 57	75 21		
8004		Philadelphia and Reading .....	54 46	42	8,118 98		8,118 98	140 22		
			10 65	18				45 31		



B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—Continued.										
8035	Tyone to Curwensville.....	Pennsylvania.....	47.50	12	2,802 26		2,802 26	58 99		
	{ Altoona to Martinsburgh.....		22.52	21				44 46		
8036	{ Branch, Duaneville to Newry.....		3	6				38 47		
	{ Branch, Martinsburgh Junction, n. o., to Heurietta.....		6.51	6				38 47		
8037	Cresson to Ebensburgh.....	do.....	10.90	12	465 97		465 97	42 75		
8038	{ Tyrone to Lockhaven.....	do.....	55.10	12				53 01		
	{ Branch, Milesburgh to Bellefonte.....	do.....	3.50	18	3,120 44		3,120 44	57 02		
8039	Blairstown to Allegheny.....	do.....	64.60	6	4,252 94		4,252 94	65 82		
8040	Washington to Wheeling, W. Va.....	Baltimore and Ohio.....	32.49	12	1,388 95		1,388 95	42 75		
8041	Pittsburgh to Oil City.....	Allegheny Valley.....	132.60	19	15,305 35		15,305 35	115 32		
8042	Branch, Junction to Indiana.....	Pennsylvania.....	19	9	1,055 92		1,055 92	35 57		
8043	Meadville to Oil City.....	New York, Pennsylvania and Ohio.....	36.63	12	2,004 39		2,004 39	54 72		
8044	Erie to New Castle.....	Pennsylvania.....	98.50	12	9,432 36		9,432 36	95 76		
8045	Oil City to Ashtabula.....	Lake Shore and Michigan South-ern.....	87.49	6	3,964 61		3,964 61	45 91		
8046	Bedlehem to Pen Arroy.....	Lehigh and Lackawanna.....	29.49	6	1,260 69		1,260 69	42 75		
8047	Downington to New Holland.....	Pennsylvania.....	28	12	1,197 00		1,197 00	42 75		
8048	West Chester to Frazer.....	do.....	6.70	6	257 78		257 78	38 47		
8049	Junction Pennsylvania Railroad to Midway.....	do.....	12.50	15	534 37		534 37	42 75		
8050	Pottsville to Frackville.....	Philadelphia and Reading.....	11.64	9	497 61		497 61	42 75		
8051	Greenville to Hilliards.....	Shenango and Allegheny.....	46.40	9	2,062 94		2,062 94	44 40		
8052	Carlisle to Pine Grove Furnace.....	South Mountain Railway and Mining Company.....	19.02	6	650 48		650 48	34 20		
8053	Freeport to Butler.....	Pennsylvania.....	22.06	12	1,050 23		1,050 23	47 88		
8054	Wilmington, Del., to Reading.....	Wilmington and Northern.....	73	6	3,120 75		3,120 75	42 75		
8055	Pittsburgh to Washington.....	Pittsburgh, Cincinnati and Saint Louis.....	23.71	12	1,581 22		1,581 22	66 69		
8056	Perklemen Junction, n. o., to Emmaus.....	Perklemen.....	38.22	6	1,633 90		1,633 90	42 75		
8057	Pottstown to Colbrookdale.....	Philadelphia and Reading.....	13.97	6	597 22		597 22	42 75		
8058	Vacant.....	do.....								
8059	Lebanon to Tower City.....	State Line and Sullivan.....	43.39	8	1,854 92		1,854 92	42 75		
8060	Towanda to Bernice.....	Towanda.....	25.32	6	974 19		974 19	38 47		
8061	Schuykill Haven to Glen Carbon.....	Philadelphia and Reading.....	13.64	9	583 11		583 11	42 75		

8002	Topton to Kutztown.....	4.84	21	200 91	43 75	
	Pittsburgh to Cumberland, Md.	150.10	18		82 98	
8003	Branach, Broad Ford to Mount Pleasant	9.36	6	13,450 18	42 75	
	Branach, Connellsville to Uniontown					
8004	Carbondale to Susquehanna.....	11.70	12	1,635 10	51 30	
	do	38.25	6		42 75	
8005	Corning, N. Y., to Antrim.....	52.40	14	3,265 21	51 30	
8006	Branach, Lawrenceville to Elkland.....	12.98	12	515 56	44 46	
8007	Phoenixville to Eagle, n. o.	12.06	6	1,918 74	42 75	
	Lewistown to Spring Mills.....	42.38	6			
	do					
8008	Union City to Titusville.....	14.10	6	602 77	42 75	
	do					
8009	Towanda to Barclay.....	17.19	6	661 38	38 47	
8070	Rockwood to Johnstown.....	45.71	12	421 51	42 75	
8071	Marion Junction, n. o., to Mercers-	21.44	6	916 56	42 75	
	burgh.....					
8072	Mount Dallas Station, n. o., to Cum-	45.47	12	1,669 81	53 84	
	berland.....					
8073	Albentown to Harrisburgh.....	90.69	24	10,045 73	110 77	
8074	Conshohocken to Flourtown.....	7.30	6	312 07	42 75	
8075	Easton to Albentown.....	17.20	48	3,163 20	151 93	
	do					
	do					
8076	Red Bank Furnace to Driftwood.....	109.69	9	5,355 48	48 73	
8077	Chambersburgh to Waynesborough	23.36	6	567 50	38 47	
8078	Tunkhannock to Scranton.....	28.05	6	1,196 14	42 75	
8079	Wilkes-Barre to Scranton.....	19.85	6			
	do					
8080	Mechanicsburgh to Dillburgh.....	8.82	6	378 34	42 75	
8081	Pittsburgh to Monongahela City.....	31.04	12	1,645 43	53 01	
8082	Valley Junction to Ebbyvale, Md.	12.97	6	332 68	25 65	
8083	Vacant.....					
8084	Hollidaysburgh to Royer.....	20.43	9	873 38	42 75	
8085	Mount Union to Broad Top.....	32.05	6	1,233 12	38 47	
	do					
8086	Pollock to Butler.....	27	8	1,338 93	49 59	
8087	Bellwood to Reilly.....	23.60	6	302 33	34 20	
8088	Pennsylvaniana.....	3.59	6	153 47	42 75	
8089	Reading to Slatington.....	43.77	0	1,682 51	38 47	
8090	Berlin to Garrett.....	8.53	12	364 66	42 75	

Including \$107 per annum for mail-messenger serv-ice.

Pay not fixed on 35.85 miles.

Pay not fixed on 14.47 miles.

Including an allow-ance of \$550 per annum for trans-portion of mails beyond terminus at Easton to Mer-tuchen, thence to New York City.

Pay not fixed on 8.63 miles.

Pay not fixed.

Pay not fixed on 14.85 miles.

B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of routes	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>MASSACHUSETTS—Continued.</b>										
3072	Boston to Waltham.	Fitchburgh.	10.80	6	465.97	465.97	465.97	42.75	.....	
3073	Lowell to Nashua, N. H.	Boston and Lowell.	34.48	27½	2,414.17	724.00	3,138.17	166.72½	50.00	
			1,875.73		250,269.92	31,064.50	281,934.42			
<b>RHODE ISLAND.</b>										
4001	Providence to Worcester, Mass.	Providence and Worcester.	44.17	24	4,256.00	.....	4,256.00	96.35½	.....	
4002	Providence to Groton.	New York, Providence and Boston.	62.57	51½	9,683.02	3,128.50	12,811.52	154.75½	50.00	
4003	Vacant.				929.17	.....	929.17	58.90½	.....	
4004	Providence to Bristol.	Providence, Warren and Bristol.	15.75	12	452.69	.....	452.69	45.31½	.....	
4005	Warren to Fall River, Mass.	Fall River, Warren and Providence.	9.89	6	1,001.63	.....	1,001.63	42.75	.....	
4006	Providence to Pascoag.	Providence and Springfield.	23.43	12	421.99	.....	421.99	46.17	.....	
4007	Kingston Depot to Narragansett Pier.	Narragansett Pier.	9.14	13	451.86	.....	451.86	42.75	.....	
4008	Atturn to Hope.	Pawtucket Valley.	10.57	6	250.94	.....	250.94	42.75	.....	
4009	Wood River Junction to Hope Valley.	Wood River Branch.	5.87	6	17,447.30	3,128.50	20,575.80			
			181.49							
<b>CONNECTICUT.</b>										
5001	Norwich to Worcester, Mass.	New York and New England, Jessee Norwich and Worcester Railroad.	59.65	18	4,896.07	.....	4,896.07	82.08	.....	
5002	East Thompson to Willimantic.	New York and New England.	33.21	21	6,332.15	.....	6,332.15	190.67	.....	
5003	Middletown to Berlin Depot.	New York, New Haven and Hartford.	11.15	18	505.26	.....	505.26	45.31½	.....	
5004	New Haven to New London.	do.	51.71	31	8,623.34	4,595.35	13,018.69	166.72½	85.00	
5005	New York, N. Y., to Springfield, Mass.	do.	73.23	51½	61,525.61	25,773.54	87,299.15	517.01½	214.00	
5006	Branch, Windsor Locks to Suffield.	do.	4.79	12				376.20	162.00	
5007	Vacant.							42.75	.....	
5008	Waterbury to Providence, R. I.	New York and New England.	122.04	16½	9,460.23	.....	9,460.23	76.95	.....	
5009	Vernon Depot to Rockville.	do.	4.54	18	194.08	.....	194.08	42.75	.....	



5009	New London to Palmer, Mass.	65.27	21	4,520.27	4,520.27	60.254
5010	New Haven to Williamburgh, Mass. Branch, Farmington to New Hartford.	85.82 14.32	18 18	11,274.81	11,274.81	123.004 56.17
5011	Bridgeport to Winsted. Branch, Waterbury to Watertown. Bridgeport to Pittsfield, Mass. Branch, Van Dusenville to State Line, Mass.	62.28 6.15 110.52 11.03	12 12 12 6	6,173.59	6,173.59	94.904 42.75 83.79 42.75
5012	Branch, Danbury to Brookfield Junction.	6.30	18	11,110.20	11,110.20	42.75
5013	South Newark to Danbury. Branch, Branchville to Ridgefield. Branch, Bethel to Hawleyville.	22.65 4.24 8.28	17 14 14	2,334.53	2,334.53	79.514 42.75 42.75
5014	New Haven to Willimantic.	94.14	104	7,822.96	7,822.96	144.494
5015	Hartford to Saybrook Point.	2,831.11	12	2,831.11	2,831.11	64.124
5016	Hartford to Springfield, Mass.	1,976.68	6	1,976.68	1,976.68	92.814
5017	New Haven to Andover.	5,422.72	12	5,422.72	5,422.72	53.014
5018	Hartford to Millerton, N. Y.	64.93	15	1,401.34	1,401.34	77.544
5019	Litchfield to Hawleyville.	32.78	9.5	1,401.34	1,401.34	42.75
5020	Turnerville to Colchester.	4.19	6	179.12	179.12	42.75
		1,069.87		147,283.46	30,164.89	177,462.35

NEW YORK.

6001	New York to Dunkirk.	332	*21.25	90,654.794	122,264.794	197.504
6002	Suffern to Piermont.	127	64	769.50	769.50	42.75
6003	Buffalo to Suspension Bridge.	18	9	1,106.93	1,106.93	42.75
6004	Newburgh to Chester. Branch, Vail's Gate Junction to Junction with Main Stem.	25.94 19.75 12.75	9 194 204	1,657.42	1,657.42	53.01 47.88
6005	Rochester to Avon.	18	22	1,277.37	1,277.37	70.964
6006	Avon to Danville.	36.73	15	1,812.91	1,812.91	58.994
6007	Artico to Corning.	111	314	9,680.31	9,680.31	87.21
6008	Buffalo to Hornellsville.	81	264	13,382.48	13,382.48	147.06
6009	Goshen to Montgomery.	10.25	6	552.11	552.11	53.904
6010	Goshen to Pine Island.	11	12	470.25	470.25	42.75
6011	New York Central and Hudson River.	277.75	*34.0	399,453.08	527,125.58	903.74 300.00
6012	Troy to Schoenectady.	164.25	23	2,238.39	2,238.39	903.74 270.90
6013	Syracuse to Rochester.	104	274	13,515.84	3,120.00	101.744
6014	Canandaigua to Tonawanda.	86	6	3,676.50	16,635.84	129.96 30.90
6015	Buffalo to Lockport.	22	12	940.50	940.50	42.75
6016	Buffalo to Lewiston.	29	24	2,405.11	2,405.11	42.75 82.934
6017	Vacant.					
6018	Rochester to Niagara Falls.	70	324	10,056.72	10,056.72	140.22
6019	Dunkirk to Titusville.	91.16	6	4,442.67	4,442.67	48.734
6020	Third Street, New York City, to Spuyten Duyvil.	10	18	427.50	4,427.50	42.75
6021	Rochester to Charlotte.	9	18	415.53	415.53	46.17

B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for		Total annual pay.	Cost per mile for		Remarks.
					transportation.	office cars.		transportation.	railway post-office cars.	
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
NEW YORK—Continued.										
6022	New York to Chatham	New York and Harlem River	130.50	114	12,327 21	12,327 21	12,327 21	90 63		\$500 per annum to Fordham.
6023	Golden's Bridge to Mahopac	do	7.50	6	320 62	320 62	320 62	42 75		
6024	Eagle Bridge to Rutland	Delaware and Hudson Canal	62.87	6	4,515 32	4,515 32	4,515 32	71 82		
6025	Schenectady to Ballston	do	15.21	18	650 23	650 23	650 23	42 75		
6026	Albany to Canada Line	do	191.37	180	26,071 72	26,071 72	26,071 72	129 104		
6027	Branch, Whitehall to Castleton	do	6.20	18	976 83	976 83	976 83	66 69		
6028	Cableskill to Cherry Valley	do	22.85	6	11,756 31	11,756 31	11,756 31	82 08		
6029	Plattsburgh to Au Sable Forks	do	23.52	6	1,005 48	1,005 48	1,005 48	42 75		
6030	Quaker Street to Schenectady	do	14.72	12	566 35	566 35	566 35	38 47		
6031	Nineveh Junction to Jefferson Junction	do	21	6	897 75	897 75	897 75	42 75		
6032	Fort Edward to Glenn Falls	do	6.31	18	323 70	323 70	323 70	51 30		
6033	West Chazy to Rome's Point	do	14.78	12	1,300 06	1,300 06	1,300 06	94 05		
6034	Oswego to Richland	Rome, Watertown and Ogdensburg	28.50	6	1,851 93	1,851 93	1,851 93	64 86		
6035	Watertown to Cape Vincent	do	26	12	1,422 72	1,422 72	1,422 72	54 72		
6036	Branch, De Kalb Junction to Norwood	do	25	18	19,713 88	19,713 88	19,713 88	64 68		
6037	Syracuse to Pulaski	do	38.42	6	2,200 88	2,200 88	2,200 88	57 28		
6038	Oswego to Lewiston	do	146.02	6	8,607 54	8,607 54	8,607 54	58 60		
6039	Watertown to Sackett's Harbor	Utica and Black River	12.51	12	534 80	534 80	534 80	42 75		
6040	Chemung Forks to Norwich	Delaware, Lackawanna and Western	30.69	12	2,353 61	2,353 61	2,353 61	76 69		
6041	Utica to Norwich	do	54.50	12	5,111 55	5,111 55	5,111 55	93 79		
6042	Oregon to Ithaca	do	21	12	2,423 92	2,423 92	2,423 92	69 25		
6043	Chesville Junction to Richfield Springs	do	25	12	951 61	951 61	951 61	43 21		
6044	Minson to Leocal Valley	Long Island	11.25	12	523 69	523 69	523 69	42 75		
6045	Long Island City to Greenport	do	94.31	12	7,847 84	7,847 84	7,847 84	82 08		
6046	Branch, Mincola to Hempstead	do	2.50	12	2,006 24	2,006 24	2,006 24	60 44		
6047	Hicksville to Port Jefferson	do	16.50	12	2,006 24	2,006 24	2,006 24	60 44		
6047	Manorville to Sag Harbor	do	35.25	6	1,748 05	1,748 05	1,748 05	49 59		

Station	6	18,177 30	12,177 20	51 30	42 75
6048 Oswego to Middletown.....	360.20				
6049 Branch, Summitville Junction to El-	8				
6050 Vacant.....					
6051 Watson to Delhi.....	16	684 00	684 00	42 75	42 75
Chilton to Rome.....	18.75	587 81	587 81	42 75	42 75
6052 Buffalo to Elyria.....	184.50			861 84	{ 270 00
6053 Elyria to Millbury.....	25.70				{ 275 31
6054 Millbury to Toledo.....	79.30	340,743 44	458,214 67	409 55	135 00
6055 Toledo to Elkhardt.....	8.50			798 80	280 62
6056 Elkhardt to Chicago.....	143			371 07	132 50
6057 Kousa's Point to Ogdensburgh.....	101			666 05	292 50
6058 Ogdensburgh and Lake Cham- plain.....	119	9,564 03	9,564 03	80 37	
6059 Chatham to Remington.....	58.20	2,836 06	2,836 66	48 74	
6060 Schoharie to Middleburgh.....	5.50	235 12	235 12	42 75	
6061 Schoharie Junction to Schoharie.....	4.38	108 47	188 47	45 31 1/2	
6062 Utica to Smith Valley Station.....	31.40	1,763 74	1,763 74	58 17	
6063 Buffalo to Emporium.....	123.51	8,978 70	8,978 70	72 68	
6064 Skaneateles Junction to Skaneateles.....	5.50	235 12	235 12	42 75	
6065 Brocton to Corry.....	44.80	2,911 10	2,911 10	64 98	
6066 Chesterville to McAfee Valley.....	22.42	938 45	58 45	42 75	
6067 Canandaigua to Elmira.....	68.50	6,500 99	6,500 99	94 90 1/2	
6068 Syracuse to Oswego.....	35.50	3,035 25	3,035 25	85 50	
6069 Syracuse to Binghamton.....	80	6,429 60	6,429 60	80 37	
6070 Rouse's Point to Canada Line.....	2.25	173 13	173 13	76 95	
6071 Branch, North Hoosic Junction to } State Line.....	50			184 42	18 75
6072 Stapleton to Totterville.....	5.50	9,456 12	9,456 12	42 75	
6073 Hudson to Chatham.....	13	555 75	555 75	42 75	
6074 East Galveston to Perry.....	17.25	737 44	737 44	42 75	
6075 Syracuse to Earlville.....	5.50	280 01	280 01	42 75	
6076 Lyons to Sayre.....	42.47	1,997 15	1,997 15	47 02 1/2	
6077 Rondout to Stamford.....	92.62	6,483 58	6,483 58	70 11	
6078 Ithaca to De Ruyter.....	73.30	3,760 29	3,760 29	51 30	
6079 Horseheads to Ithaca.....	46	2,830 69	2,830 69	65 83	
6080 Freewille to Auburn.....	48.50	2,114 84	2,114 84	43 50 1/2	
6081 Vacant.....	36.79	1,232 05	1,232 05	42 75	
6082 Port Jervis to Monticello.....	24	1,046 52	1,046 52	43 60 1/2	
6083 Foughkeepsie to State Line.....	44.93	1,920 75	1,920 75	42 75	
6084 Canastota to De Ruyter.....	29.60	1,923 40	1,923 40	64 98	
6085 Fonda, Johnstown and Glovers- ville.....	10	726 75	726 75		72 67 1/2

10.97 miles not fixed.

B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
New York—Continued.										
6082	Johnsonville to Greenwich.....	Greenwich and Johnsonville.....	14	12	598 50	.....	598 50	42 75	.....	
6083	Montgomery to Rondout.....	Walkill Valley.....	34, 46	6	1, 687 88	.....	1, 687 88	50 44	.....	
6084	Sayre to Fair Haven.....	Southern Central.....	121	6	9, 104 04	.....	9, 104 04	75 24	.....	
6085	{ Branch, Clove Branch Junction to } Clove Valley.	{ Newburgh, Dutchess and Colum- } bia.	{ 56, 50 } { 8, 10 }	6	{ 3, 690 82 }	.....	3, 690 82	{ 51 30 }	.....	3.6 miles; pay not fixed.
6086	Cooperstown to Cooperstown Junction	Cooperstown and Susquehanna Valley.....	16	12	738 72	.....	738 72	46 17	.....	
6087	Utica to Watertown.....	Utica and Black River.....	92, 22	12	10, 036 36	.....	10, 036 36	118 59	.....	
6088	{ Carthage to Ogdensburgh } { Branch, Theresa Junction to Clay- } ton.	.....do.....	{ 61, 25 } { 16, 25 }	6	{ 5, 363 13 }	.....	5, 363 13	{ 75 24 }	.....	.....
6089	Cayuga to Ithaca.....	Geneva, Ithaca and Sayre.....	38, 05	9	1, 886 90	.....	1, 886 90	49 59	.....	
6090	Sodus Point to Gorham Station.....	Lake Ontario Southern.....	34	6	1, 453 50	.....	1, 453 50	42 75	.....	
6091	Buffalo to Jamestown.....	New York, Lake Erie and West-ern.....	71, 09	12	4, 600 94	.....	4, 600 94	64 72	.....	
6092	Middletown to Pine Bush.....	Middletown and Crawford.....	14, 18	6	606 19	.....	606 19	42 75	.....	
6093	{ Long Island City to Babylon..... } { Branch, Flushing to Whitestone } { Branch, Great Neck Junction to } Great Neck.	Southern, of Long Island.....	{ 37, 08 } { 53, 46 }	12	1, 902 20	.....	1, 902 20	{ 51 30 }	.....	.....
6094	{ Branch, Great Neck Junction to } Great Neck.	Flushing, North Shore and Cen-tral.	4	11	2, 744 55	.....	2, 744 55	{ 42 75 }	.....	.....
6095	Saratoga Springs to North Creek	Adirondack.....	6, 74	11	3, 865 35	.....	3, 865 35	42 75	.....	
6096	Bath to Hammondsport.....	Bath and Hammondsport.....	57, 96	6	401 85	.....	401 85	66 69	.....	
6097	Rhinecliff to Boston Corner.....	Rhinebeck and Connecticut.....	9, 40	18	1, 504 80	.....	1, 504 80	42 75	.....	
6098	Gloversville to Northville.....	Gloversville and Northville.....	35, 20	6	1, 198 78	.....	1, 198 78	68 99	.....	
6099	{ Crown Point to Hammondsville } Valley Stream to Oceans.	Crown Point Iron Company.....	{ 11, 82 } { 8, 50 }	6	327 04	.....	327 04	{ 34 20 }	.....	.....
6100	Sidney Plains to New Berlin.....	New York, Ontario and Western.....	24, 84	6	1, 061 91	.....	1, 061 91	42 75	.....	
6101	Rochester to Salamanca.....	Rochester and Pittsburgh.....	108, 92	6	6, 653 22	.....	6, 653 22	55 57	.....	
6103	{ Corning to Geneva..... } Corning Railroad.	Fall Brook Coal Company, oper-ating Syracuse, Geneva and Chateaugay.....	62, 41	6	4, 909 17	.....	4, 909 17	{ 78 06 }	.....	.....
6104	Springville to Sardinia Junction.....	Springville and Sardinia.....	11, 59	12	495 47	.....	495 47	42 75	.....	16.66 miles; pay not fixed.
6105	Plattsburgh to Lyon Mountain.....	Chateaugay.....	34, 35	12	756 24	.....	756 24	42 75	.....	

			7.37	1,178.38	1,178.38	159.80	
6106	Albany to Troy.....	New York Central and Hudson River.	6				
6107	Mechanicville to Eagle Bridge .....	Roseton Hoosac Tunnel and Western.	20.44				
6108	Office to Arcado.....	Tonawanda Valley.....	35.83				
6109	New Rochelle to Harlem River .....	New York, New Haven and Hartford.	11.87				
			6,211.375				
		NEW JERSEY.					
7001	New York, N. Y., to Easton, Pa.....	Central Railroad Company of New Jersey.	74				
7002	Somerville to Flemington.....	do	16.06				
7003	Elizabethport, n. o., to Point Pleasant .....	do	33.75				
7004	{ New York to West Philadelphia... Branch, Princeton Junction to Princeton. Branch, Frankford Junction, n. o., to Kensington Station, n. o. Camden to Monmouth Junction. Branch, Bordentown to Trenton. Branch, Jamesburgh to South Amboy.	Pennsylvania.....	{ 30 3.29 2.95 53.56 7	{ 110,359.47 31,950.00	{ 142,289.47	{ 1,221.90 47.024 355 76.95	{ Pay not fixed on 5.85 miles.
7005	Camden to Hightstown.....	do	14.95	4,516.10	4,516.10	46.17	
7006	Furlington to Medford.....	do	51.75	3,141.48	3,141.48	38.474	
7007	Trenton to intersection with Delaware, Lackawanna and Western Railroad.	do	13.50	577.12	577.12	60.704	
7008	Lambertville to Flemington.....	do	68.70	5,168.99	5,168.99	75.24	
7009	East Millstone to New Brunswick.....	do	12.13	518.56	518.56	42.75	
7010	Rocky Hill to Monmouth Junction.....	do	8.55	328.96	328.96	28.474	
7011	Kinkora to Lewistown.....	do	8	342.00	342.00	42.75	
7012	Hoboken to Easton, Pa.....	Morris and Essex.....	10.81	462.13	462.13	42.75	
7013	Dover to Chester.....	do	84.24	10,925.93	10,925.93	129.79	
7014	Camden to Atlantic City.....	do	10	427.50	427.50	42.75	
7015	Egg Harbor City to May's Landing .....	Camden and Atlantic.....	00	3,744.90	3,744.90	62.414	{ 8 months. 4 months.
7016	Jersey City to Nyack, N. Y.....	Northern Railroad Company of New Jersey.	7.43	317.63	317.63	42.75	
7017	Vacant.	do	28.71	1,374.63	1,374.63	47.88	
7018	Vacant.	do					
7019	Vacant.	do					
7020	Vacant.	do					
7021	Elmer to Salem.....	West Jersey.....	16.90	752.23	752.23	45.314	
7022	Woodbury to Swedesborough.....	do	11	470.25	470.25	42.75	
7023	Jamesburgh to Sea Girt, n. o.....	Pennsylvania.....	37.70	1,349.96	1,349.96	46.734	
7024	Jersey City to Stony Point, N. Y.....	New Jersey and New York.....	42.81	1,830.13	1,830.13	42.75	
	{ Waterloo to McAfee Valley Branch, Lafayette Junction to Branchville.	do	{ 11.76 194 10.35 97 6.24	{ 1,485.18	{ 1,485.18	{ 54.46 44.46 42.75	{ Pay not fixed on 6.35 miles.
7025		do					

B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>NEW JERSEY—Continued.</b>										
7026	Sandy Hook, n. o., to Pemberton Junction, n. o. Branch, Eatontown to Port Monmouth.	New Jersey Southern	65	84	5,520 82	63 27	5,520 82	63 27		
7027	Branch, Manchester to Barnegat mouth.	New Jersey Southern	9.80	6	42 75		42 75			Pay not fixed on 2.12 miles.
7028	Newark to Mont Clair.	Newark and Bloomfield, Delaware, Lackawanna and Western.	22.42	12	242 39		242 39	48 73		
7029	Hoboken to Denville.	Newark and Bloomfield, Delaware, Lackawanna and Western.	34.15	12	3,962 08		3,962 08	116 02		
7029	Whiting to Alco.	New Jersey Southern	33.30	74	1,281 22		1,281 22	38 47		
7030	Newark to Paterson	New York, Lake Erie and Western.	13.12	12	560 88		560 88	42 75		
7031	Alison to Bridgeton	Vineyard	37.75	6	1,452 43		1,452 43	38 47		
7032	Whiting to Beach Haven	Tuckerton	36.06	12	1,902 16		1,902 16	42 75		
7033	Bridgeton to Port Norris	Cumberland and Maurice River	20.24	94	865 26		865 26	42 75		
7034	Jersey City to Greenwood Lake, N. Y.	New York and Greenwood Lake	46.80	6	1,804 48		1,804 48	38 47		
7035	Alco to Williamstown	Williamstown	9	12	397 80		397 80	34 20		
7036	Summit to Barnardville.	Passaic and Delaware.	14.78	6	631 84		631 84	42 75		
7037	Hamborough to Middletown, N. Y.	Midland Railroad Company of New Jersey.	88	64	3,912 48		3,912 48	44 46		
7038	Railway to Perth Amboy	Pennsylvania	7.45	6	318 49		318 49	42 75		
7039	Woodbury to Penn's Grove	Delaware Shore	20.47	42	787 58		787 58	38 47		
7040	High Bridge to Port Oran.	Central Railroad Company of New Jersey.	25.32	6	974 19		974 19	38 47		
7041	{ Camden to Cape May. Branch, Glassboro to Bridgeton }	West Jersey.	{ 82.02 20.37 }	{ 12 12 }	{ 7,457 22 483 07 }		{ 7,457 22 483 07 }	{ 70 11 42 75 }		
7042	Delaware Station to Blairstown	Blairstown	11.30	6	483 07		483 07	42 75		
7043	Keyport to Freehold	Freehold and New York	14.14	6	604 48		604 48	42 75		
7044	Trenton to Trenton Junction, n. o.	Philadelphia and Reading.	4.28	6	182 97		182 97	42 75		
<b>PENNSYLVANIA.</b>										
8001	Philadelphia to Pittsburgh	Pennsylvania	1,436.29		229,641.49		229,641.49			
8002	Philadelphia to Pottsville	Philadelphia and Reading	353.60	38	396,864.68		396,864.68	867.83	225.00	
8003	Philadelphia to West Chester	West Chester and Philadelphia.	92.64	12	9,599.35		9,599.35	103.62		
8004	{ Philadelphia to Bethlehem. Branch, Lansdale to Doylestown... }	West Chester and Philadelphia.	{ 26.35 54.46 }	{ 18 42 }	{ 1,982.57 8,118.98 }		{ 1,982.57 8,118.98 }	{ 75.21 45.31 }		

8005	Philadelphia to Norristown	16.45	12	815.75	49.50	
8006	Philadelphia Dairy	7.55	6	290.87	38.47	
8007	Bridgeport to Downingtown	21.63	9	852.21	38.47	
8008	Chester to Fort Deposit	59.25	12	4,959.22	83.70	
8009	Honesdale to Lackawanna	25.04	12	1,134.68	45.31	59.76 miles.
8010	East Penn Junction, n. o., to Waverly, N. Y.	189.57	15	25,122.76	132.52	21.19 miles.
8011	Penn Haven Junction, n. o., to Mt. Carmel	62.84	9	2,258.91	42.75	
8012	Haze Creek Bridge, n. o., to Andeaveld and Trescow.	8.50	6	363.67	42.75	
8013	Pottsville to Herndon	80.95	10	4,611.91	59.56	
8014	Port Clinton to Williamsport	121.03	6	5,407.67	44.46	
8015	Sunbury to Tomhicken, n. o.	44.10	6	1,865.27	42.75	
8016	{ Penn Haven Junction, n. o., to Tomhicken, n. o. Branch, Lumber Yard to Ebervale. Branch, Tunnel to Eckley.	24.10	11	2,051.32	70.11	
8017	Scranton to Northumberland	6.23	5	2,051.32	42.75	
8018	Scranton to Carbondale	80	21	6,771.60	84.64	
8019	Scranton to Carbondale	17.60	12	978.12	55.57	
8020	Binghamton, N. Y., to New Hampton, N. J.	144.50	12	13,500.22	94.05	
8021	{ Elmira, N. Y., to Blossburgh, Pa. . . . Branch, Tioga Junction, n. o., to Lawrenceville. Branch, Blossburgh to Arnot. Branch, Blossburgh to Morris Run. Williamsport to Elmira, N. Y.	45.50	12	3,124.17	57.28	
8022	Sunbury to Erie	8.85	12	42.75	42.75	
8023	Sunbury to Mount Carmel	4.09	6	42.75	42.75	
8024	Buttville to Carrollton	79.17	18	7,378.24	93.19	
8025	Irwin to Cory	287.90	13	25,532.29	156.46	39.82 miles.
8026	Strasburgh to Leaman Place	26.36	12	1,126.89	42.75	248.08 miles.
8027	Lancaster to Middletown	24.78	8	1,059.77	42.75	
8028	Harrisburgh to Auburn	95	12	5,685.75	59.85	
8029	New Castle to Homewood	5.25	6	224.44	42.75	
8030	Harrisburgh to Martinsburgh, W. Va.	31.50	16	2,073.80	65.83	
8031	{ Columbia to Sinking Spring Branch, Junction to Quarryville	58.76	7	2,511.99	42.75	
8032	Columbia to Frederick, Md	15.20	12	1,793.45	117.99	
8033	Hanover to Gettysburgh	94.07	18	7,158.25	76.08	
8034	Hanover to Gettysburgh	40.17	14	2,919.84	47.88	
8035	Hanover to Gettysburgh	23.31	13	2,919.84	42.75	
8036	Hanover to Gettysburgh	69.90	8	3,287.05	47.02	
8037	Hanover to Gettysburgh	16.90	12	1,339.99	62.15	
8038	Hanover to Gettysburgh	7.21	6	1,339.99	42.75	
8039	Hanover to Gettysburgh	45.14	12	2,726.56	54.72	
8040	Huntington to Mount Dallas Station, n. o.	6	6	2,726.56	42.75	
8041	Branch, Saxton to Dudley					

## B.—Railroad service as in operation on the 30th of June, 1881.—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
PENNSYLVANIA.—Continued.										
8035	Tyrone to Curwinstville	Pennsylvania	47.50	12	2,802 26		2,802 26	58 99		
	(Altoona to Martinsburg)		22.52	21				34 46		
8036	Branch, Duaneville to Newry	do	3	6	1,307 13		1,307 13	38 47		
	Branch, Martinsburg Junction, n. o., to Henrietta.		6.51	6				38 47		
8037	Cresson to Ebensburgh	do	10.90	12	463 97		463 97	42 75		
8038	Tyrone to Lockhaven	do	53.10	12	3,120 44		3,120 44	53 01		
	Branch, Mifflensburg to Bellefonte.		3.50	18				57 92		
8039	Blairsville to Allegheny	do	64.60	6	4,252 94		4,252 94	65 89		
8040	Washington to Wheeling, W. Va.	Baltimore and Ohio	52.40	12	1,388 95		1,388 95	42 75		
8041	Pittsburgh to Oil City	Allegheny Valley	132.60	19	15,305 35		15,305 35	115 42		
8042	Branch, Junction to Indiana	Pennsylvania	19	9	1,055 92		1,055 92	55 57		
8043	Meadville to Oil City	New York, Pennsylvania and Ohio.	58.63	12	2,004 39		2,004 39	54 72		
8044	Erie to New Castle	Pennsylvania	98.50	12	9,432 36		9,432 36	95 76		
8045	Oil City to Ashtabula	Lake Shore and Michigan Southern.	87.49	6	3,964 61		3,964 61	45 31		
8046	Bethlehem to Pen Argy	Lehigh and Lackawanna.	29.40	6	1,290 69		1,290 69	42 75		
8047	Downingtown to New Holland.	Pennsylvania	28	12	1,197 00		1,197 00	42 75		
8048	West Chester to Frazer	do	6.70	6	257 78		257 78	38 47		
8049	Junction Pennsylvania Railroad to Midway.	do	12.50	15	534 37		534 37	42 75		
8050	Pottsville to Frackville	Philadelphia and Reading	11.64	94	497 61		497 61	42 75		
8051	Greenville to Hilliards	Shenango and Allegheny	46.40	9	2,062 94		2,062 94	44 46		
8052	Carlisle to Pine Grove Furnace	South Mountain Railway and Mining Company.	19.92	6	650 48		650 48	34 20		
8053	Freeport to Butler.	Pennsylvania	22.96	12	1,656 23		1,656 23	47 88		
8054	Wilmington, Del., to Reading	Wilmington and Northern	73	6	3,120 75		3,120 75	42 75		
8055	Pittsburgh to Washington	Pittsburgh, Cincinnati and Salt Louis.	23.71	12	1,581 22		1,581 22	66 69		
8056	Perkiomen Junction, n. o., to Ematus	Perkiomen.	38.22	66	1,633 90		1,633 90	42 75		
8057	Pottstown to Colebrookdale	Philadelphia and Reading	13.97	6	597 22		597 22	42 75		
8058	Yuccant.	do	45.30	8	1,854 92		1,854 92	42 75		
8059	Lebanon to Tower City	State Line and Sullivan.	25.32	6	974 19		974 19	38 47		
8060	Towanda to Bernice	do	13.64	94	583 11		583 11	42 75		
8061	Schuykill Haven to Glen Carbon	Philadelphia and Reading	13.64	94	583 11		583 11	42 75		



8062	Tipton to Kutztown	4.84	21	206 01	206 91	43 75
8063	Pittsburgh to Cumberland, Md	150.10	18			82 96
	Branch, Broad Ford to Mount Pleasant.	9.36	6	13,450 18		43 75
8064	Branch, Connellsville to Uniontown	11.70	12			51 30
	Carbondale to Susquehanna.	38.25	6	1,635 19	1,635 19	43 75
						51 30
8065	Corning, N. Y., to Antrim.	52.40	14 1/2	3,265 21	3,265 21	44 48
8066	Branch, Lawrenceville to Elkland.	12.96	12	515 56	515 56	42 75
8067	Phoenixville to Eagle, n. o.	12.06	6	1,918 74	1,918 74	42 75
	Lewisburgh to Spring Mills.	42.36	6			
8068	Union City to Titusville.	14.10	6	602 77	602 77	42 75
8069	Towards to Barclay.	17.19	6	661 38	661 38	38 47 1/2
8070	Rockwood to Johnstown.	45.71	12	421 51	421 51	42 75
8071	Marion Junction, n. o., to Mercersburgh.	21.44	6	916 56	916 56	42 75
8072	Mount Dallas Station, n. o., to Cumberland.	45.47	12	1,669 81	1,669 81	53 86 1/2
8073	Allentown to Harrisburgh.	90.69	29 1/2	10,045 73	10,045 73	110 77
8074	Conshohocken to Flourtown.	7.30	6	312 07	312 07	42 75
8075	Easton to Allentown.	17.20	4 1/2	3,163 20	3,163 20	151 93
8076	Iron Bank Furnace to Driftwood.	109.89	9	5,355 48	5,355 48	48 73 1/2
8077	Chambersburgh to Waynesborough.	23.38	6	567 50	567 50	38 47 1/2
8078	Tunkhannock to Montross.	28.05	6	1,196 14	1,196 14	42 75
8079	Wilkes Barre to Scranton.	18.85	6			
8080	Mechanicsburgh to Dillsburgh.	8.85	6	378 34	378 34	42 75
8081	Pittsburgh to Monongahela City.	31.64	12	1,645 43	1,645 43	53 01
8082	Valley Junction to Ebwale, Md.	12.97	6	332 68	332 68	25 65
8083	Vacant.					
8084	Hollidaysburgh to Royer.	30.43	6	873 38	873 38	42 75
8085	Mount Union to Broad Top.	32.65	6	1,233 12	1,233 12	38 47 1/2
8086	Pollack to Butler.	27	8 1/2	1,338 93	1,338 93	49 59
8087	Bellwood to Reilly.	23.69	6	62 33	62 33	34 20
8088	Phillipsburgh to Morrisdale Mines.	3.59	6	153 47	153 47	42 75
8089	Reading to Slatington.	43.73	6	1,682 51	1,682 51	38 47 1/2
8090	Berlin to Garrett.	8.36	12	363 66	363 66	42 75

Including \$107 per annum for mail-messenger serv-ice.

Pay not fixed on 35.85 miles.

Pay not fixed on 14.47 miles.

Including an allowance of \$550 per annum for transportation of mails beyond terminus at Easton to Me-tuchen, thence to New York City.

Pay not fixed on 8.63 miles.

Pay not fixed.

Pay not fixed on 14.85 miles.

B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and terminus.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—Continued.										
8091	Larabee to Clermont.	McKean and Buttlab.	22.15	6	946 91	.....	946 91	42 75	.....	
8092	York to Delta.	Peach Bottom	36.25	6	1,549 69	.....	1,549 69	42 75	.....	
8093	Lawsanham to Sligo.	Allegheny Valley	10.41	6	356 02	.....	356 02	34 20	.....	
8094	Oxford to Porter's Creek.	Peach Bottom	21.93	6	843 75	.....	843 75	38 47 1/2	.....	
8095	Pittsburgh to Castle Shannon.	Pittsburgh and Castle Shannon.	7	6	290 25	.....	290 25	42 75	.....	
8096	New Castle to Stoneborough.	New Castle and Franklin.	36.49	6	1,550 95	.....	1,550 95	42 75	.....	
8097	White Haven to Upper Lehigh.	Central Railroad Company of New Jersey.	5.85	6	336 87	.....	336 87	34 20	.....	
8098	Norristown to Lausdale.	Stony Creek	10.30	12	396 29	.....	396 29	36 47 1/2	.....	
8099	Osceola Mills to Ramoy.	Pennsylvania	9.20	6	353 97	.....	353 97	38 47 1/2	.....	
8100	Tamaqua to Mauch Chunk.	Central Railroad Company of New Jersey.	13.70	6	527 11	.....	527 11	38 47 1/2	.....	
8101	Wilkes-Barre to Wanamoy.	do	11.55	6	444 38	.....	444 38	38 47 1/2	.....	
8102	Hanover Junction to Hanover.	Hanover Branch	13.37	12	881 48	.....	881 48	65 90	.....	
8103	Junkintown to Round Brook.	Philadelphia and Reading	49.10	6	2,090 02	.....	2,090 02	42 75	.....	
8104	Southwest Junction, n. o., to Fairchance.	Pennsylvania	44.26	6	2,436 06	.....	2,436 06	58 14	.....	Pay not fixed on 2.36 miles.
8105	Jefferson City, n. o., to Clarion.	Emblent and Shippenville	18.03	12	1,017 44	.....	1,017 44	56 43	.....	
8106	Millersburg to Williamstown.	Northern Central	21.49	12	901 60	.....	901 60	42 75	.....	
8107	Yacant.	Pennsylvania	45	6	1,923 75	.....	1,923 75	42 75	.....	
8108	Lewisstown Junction to Selin's Grove Junction, n. o.	Northeast Pennsylvania	11.30	6	483 07	.....	483 07	42 75	.....	
8109	Abington to Breadyville.	Muncy Creek.	5.74	6	245 38	.....	245 38	42 75	.....	
8110	Catawissa Junction, n. o., to Hughesville.	Fall Brook Coal Company	6.50	6	277 87	.....	277 87	42 75	.....	
8111	Blossburg to Fall Brook.	Foxburgh, Saint Petersburg and Clarion.	13.28	6	307 65	.....	307 65	42 75	.....	Pay not fixed on 4.68 miles.
8112	Foxburgh to Jefferson City, n. o.	Waynesburg and Washington.	98.72	6	1,227 78	.....	1,227 78	42 75	.....	
8113	Yacant.	Pittsburgh Southern	58.26	6	1,635 01	.....	1,635 01	42 75	.....	
8114	Washington to Waynesburg.	Delaware and Hudson Canal Company.	17.30	6	739 57	.....	739 57	42 75	.....	
8115	Pittsburgh to Washington.	Philadelphia, Newton and New York.	27.10	6	1,158 52	.....	1,158 52	42 75	.....	
8116	Horseshoe to Carbonade.	Ligonier Valley.	11.04	6	471 96	.....	471 96	42 75	.....	
8117	Newton Junction, n. o., to Newton.	Philadelphia and Reading.	7.02	6	300 10	.....	300 10	42 75	.....	
8118	Larabee to Ligonier.									
8119	Shenandoah to Mahanoy Plane.									



B.—Railroad service as in operation on the 30th of June, 1881—(Continued).

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
MARYLAND—Continued.										
10017	Baltimore to Harper's Ferry, W. Va.	Baltimore and Ohio	81	14½	4,858 11	4,858 11	4,858 11	59 97½		
10018	LaKe, Roland, to Western Maryland Railroad Junction, n. o.	Northern Central	8, 50	6	290 70	290 70	290 70	34 20		
10019	Emmitsburgh to Rocky Ridge	Emmitsburgh	7	22	290 25	290 25	290 25	42 75		
10020	Valley Junction, Pa., to Emory Grove, n. o.	Baltimore and Hanover	20, 00	6	1, 417 53	1, 417 53	1, 417 53	60 26		
10021	Edgemont, n. o., toWaynesborough, Pa.	Western Maryland	7, 72	6	330 03	330 03	330 03	42 75		
			1, 208. 12		216, 400 39	45, 241 30	261, 644 69			
VIRGINIA.										
11001	Washington, D. C., to Richmond	Richmond, Fredericksburgh and Potomac	116	13	28, 563 84	12, 760 00	41, 323 84	246 24	110 00	
11002	Alexandria to Lynchburgh	Virginia Midland	167, 71	14	28, 416 19	8, 385 50	36, 801 69	166 79½	60 00	
11003	Branch Owl Run to Warrenton	do	9, 17	12	2, 674 01		2, 674 01	49 50		
11004	Manassas to Strasburgh	Washington and Ohio	62, 55	6	2, 865 93		2, 865 93	42 75		
11005	Alexandria to Round Hill	Chesapeake and Ohio	52, 74	12	33, 486 94		33, 486 94	64 72		
11006	Richmond to Ashland, Ky.		436, 36	12				79 51½		
11006	Richmond to Charlotte	Richmond and Danville	282 88	10½	57, 322 80	28, 620 40	79, 953 20	292 64	80 00	Pay on 15.22 miles not fixed.
11007	Richmond to West Point	Richmond, York River and Chesapeake	40, 50	12	1, 800 63		1, 800 63	44 46		
11008	Richmond to Petersburg	Richmond and Petersburg	24, 07	20	4, 589 30	1, 925 60	6, 514 90	190 60½	80 00	
11009	Petersburgh to Weldon	Petersburgh	65, 31	20	11, 108 01	3, 224 80	16, 392 81	171 00	80 00	
11010	Petersburgh to City Point	Norfolk and Western	10	6	427 50		427 50	42 75		
11011	Petersburgh to Norfolk	do	81, 30	6	3, 295 87		3, 295 87	64 98		
11012	Petersburgh to Lynchburgh	do	123, 25	6	6, 533 48		6, 533 48	53 01		
11013	Lynchburgh to Bristol	do	205	14	29, 446 20	5, 129 00	34, 571 20	143 64	25 00	
11014	Glade Spring to Salville	do	9, 50	6	324 90		324 90	34 20		
11015	Portsmouth to Weldon	Seaboard and Roanoke	79, 31	6½	3, 797 36		3, 797 36	47 88		
11016	Lynchburgh to Danville Junction	Virginia Midland	66, 34	12	3, 116 52	2, 317 00	6, 663 52	50 44½	60 00	
11017	Chester to Waterpoock	Bright Hope	18, 75	6	320 62		320 62	17 10		
11018	Washington to Alexandria	Alexandria and Washington	7	18, 5	1, 226 92	175 00	1, 401 92	175 27½	35 00	
11019	Sutherlin to Milton	Milton and Sutherlin Narrow-Gauge.	7	6	269 25		269 25	42 75		

Line No.	Route	Miles	Pay on 75.43 miles not fixed.	No pay fixed.	Do.	Total
11080	Fredricksburgh to Orange C. H.	38.25	1,635.19	1,635.19	42.75	
11081	Shenandoah Iron Works to Hagers-town, Md.	76.25	3,417.62	3,417.62	44.46	
11022	Elba to Rocky Mount.	37.23	1,591.58	1,591.58	42.75	
11023	Richmond to Galt's Mill.	132.01	2,515.54	2,515.54	44.46	
11024	Waynesborough to Shenandoah Iron Works.	37.27				
11025	Orange to Gordonville.	9.79				
11026	Yeast.					
11027	Williamson's to Glenwood.	54.97				
<b>WEST VIRGINIA.</b>						
12001	Harper's Ferry to Staunton.	101.60	7,715.81	7,715.81	63.27	
12002	Grafton to Parkersburgh.	26.42			48.73	
12003	Laurel Junction, D. C. to Valeano.	104.85	20,476.24	4,183.20	185.79	40.00
12004	Pennsborough to Ritchie C. H.	10	342.00		34.20	
	do	9	384.75		42.75	
12005	Stenbenville, Ohio, to Wheeling, W. Va.	28.13	1,689.92	1,689.92	64.98	
12006	Clarksburgh to Weston.	28.25	1,563.63	1,563.63	60.71	
		304.25	32,212.35	4,183.20		
<b>NORTH CAROLINA.</b>						
13001	Raleigh to Weldon.	97.63	7,085.74	7,085.74	72.08	
13002	{ Weldon to Wilmington.	102.07	29,980.61	12,965.00	42.75	80.00
13003	{ Branch, Rocky Mount to Tarborough.	17.80			42.75	
13004	Wilmington to Charlotte.	168.89	9,690.05	9,690.05	51.91	
13005	Goldaborough to Greensborough.	130.35	9,138.83	9,138.83	70.13	
13006	Goldaborough to Morehead City.	94.05	5,307.24	5,307.24	56.84	
13007	Salisbury to Beas.	142.71	9,396.02	9,396.02	65.84	
	Charlotte to Augusta.	197.53	24,657.66	24,657.66	124.83	
13008	Charlotte to Shelby.	55.59	3,041.88	3,041.88	54.72	
13009	Charlotte to Stateville.	49.38	2,279.87	2,279.87	46.17	
13010	Raleigh to Hamlet.	97.58	6,173.88	6,173.88	63.27	
13011	Fayetteville to Gulf.	45.03	1,925.03	1,925.03	42.73	
13012	Greensborough to Winston.	28.98	1,565.78	1,565.78	54.72	
13013	Jameville to Washington Railroad and Lumber Co.	22.57	1,964.86	1,964.86	42.75	
		1,330.17	111,117.45	12,965.60		124,083.05

B.—Railroad service as in operation on the 3<sup>rd</sup> of June, 1861—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
SOUTH CAROLINA.										
14001	{ Columbus to Greenville { Branch, Hodges to Abbeville C. H. { Branch, Belton to Walhalla	Greenville and Columbia	{ 143.84 { 11.82 { 43.53	6 6 6	{ 12,204.85 { 12,204.85		{ 12,204.85	{ 68.40 { 42.75 { 42.75		
14002	Columbia to Wilmington	{ Wilmington, Columbia and Augusta.	110	14	23,922.90	2,750.00	26,672.90	105.87	25.00	
14003	{ Columbia to Charleston { Branch, Branchville to Augusta { Branch, Kingsville to Camden	South Carolina	{ 131.02 { 75.45 { 39.03	21, 04 9, 5 7	19,534.72		19,534.72	{ 82.08 { 88.07 { 54.72		
14004	Charleston to Savannah	Charleston and Savannah	115	14	16,911.90	5,750.00	22,661.90	147.00	50.00	
14005	Charleston to Florence	Northwestern	102	6	16,305.48	5,100.00	21,405.48	160.74	50.00	
14006	Florence to Cheraw	Cheraw and Darlington	40.00	6	1,818.41		1,818.41	44.46		
14007	Cheraw to Lincolnton	Chester and Lenoir Narrow Gauge.	65.17	6	2,222.80		2,222.80	43.61		Pay on 14.20 miles not fixed.
14008	Abton to Spartanburgh C. H.	Spartanburgh, Union and Columbia.	68.50	6	2,928.37		2,928.37	42.75		
14009	Vacant.									
14010	Fort Royal to Augusta	Fort Royal and Augusta	110.77	7	5,777.76		5,777.76	52.10		
14011	Spartanburgh to Hendersonville	Spartanburgh and Asheville	51.95	6	2,190.93		2,190.93	42.75		
14012	Newberry to Lenoir	Lenoir	31.63	6	1,365.00		1,365.00	42.75		
14013	Chester C. H. to Lancaster	Cheraw and Chester	30.20	6	944.77		944.77	42.75		Pay on 8.1 miles not fixed.
14014	Cheraw to Wadesborough, N. C.	Cheraw and Salisbury	28.02	6	1,112.35		1,112.35	42.75		
			1,278.43		107,330.24	13,460.00	120,830.24			
GEORGIA.										
15001	Atlanta to Air Line Junction	Atlanta and Charlotte Air Line	269.03	14	49,510.93	21,546.40	71,057.33	183.83	80.00	
15002	Atlanta to Chattahoochee	Western and Atlantic	128.47	14	23,441.58	9,000.55	32,442.13	169.20	65.00	
15003	Atlanta to West Point	Atlanta and West Point	86.50	14	14,883.07	4,350.00	19,233.07	171.80	50.00	
15004	Augusta to Atlanta	Georgia Railroad and Banking Company.	172.50	14	21,397.70	2,385.85	23,883.55	133.98	15.00	
15005	Milledge to Augusta	do	58.57	14	3,527.04		3,527.04	65.84		
15006	Washington to Barnet	do	18.59	6	703.44		703.44	42.75		
15007	Union Point to Athens	do	40.35	7	2,030.71		2,030.71	40.50		
15008	Kingsston to Rome	Rome	20.32	6, 5	868.08		868.08	42.75		

15009	Savannah to Live Oak	Savannah, Florida and Western Company	97	7	24,481 87	2,425 00	36,206 87	{ 135 95 } { 35 00	
15010	Savannah to Macon	Central Railroad and Banking Company	103.44	14	14,854 42		14,554 42	{ 75 24 } { }	
15011	Macon to Columbus	Southwestern	100.47	6	6,350 73		6,350 73	{ 63 27 } { }	
15012	Macon to Atlanta	Central Railroad and Banking Company	103.80	14	14,190 84		14,190 84	{ 130 80 } { }	
15013	Macon to Brunswick	do	{ 190.58 } { 10.50 }	11.63	{ 16,747 31 } { }		16,747 31	{ 85 50 } { 42 75 }	
15014	Georgetown to Milledgeville	Central Railroad and Banking Company	17.70	6	760 52		760 52	{ 42 75 } { }	
15015	Easton to Milledgeville	do	21.94	6	937 93		937 93	{ 42 75 } { 86 36 }	
15016	Macon to Eatons	Southwestern	143.90	7	15,138 73		15,138 73	{ 34 30 } { }	
15017	Branch, Smithville to Albany	do	36.23	4	569 43		569 43	{ 42 75 } { 55 58 }	
15018	Fort Valley to Perry	Savannah, Florida and Western Central Railroad and Banking Company	138.34	7	7,127 57		7,127 57	{ 42 75 } { 702 38 }	
15019	Brunswick to Thompson	do	16.43	6	702 38		702 38	{ 42 75 } { }	
15020	Cartersville to Cedartown	Georgia Railroad and Banking Company	36.55	6	1,562 51		1,562 51	{ 42 75 } { 5,375 55 }	
15021	Cynth to Macon	do	78.50	6	5,375 55		5,375 55	{ 86 40 } { }	
15022	Griffin to Carrollton	Savannah, Griffin and North Alabama	60.12	6	2,570 13		2,570 13	{ 42 75 } { }	
15023	Brunswick to Albany	do	172.39	6	6,636 56		6,636 56	{ 38 48 } { 1,073 02 }	
15024	Columbus to Hood	do	32.70	6	1,073 02		1,073 02	{ 42 75 } { 1,836 81 }	
15025	Athens to Dalton	Northwestern of Georgia	40.53	7	1,836 81		1,836 81	{ 45 32 } { 2,155 45 }	
15026	Toccoa to Elberton	Elberton Air Line	50.42	6	2,155 45		2,155 45	{ 42 75 } { }	
15027	Wrentham	do						{ 42 75 } { 454 00 }	
15028	Wadley to Louisville	Louisville and Wadley and Operating Company	10.62	12	454 00		454 00	{ 42 75 } { 427 50 }	
15029	Hortwell to Bowersville	Harwell Railroad Construction and Operating Company	10	6	427 50		427 50	{ 42 75 } { 1,040 53 }	
15030	Marietta to Canton	do	24.34	6	1,040 53		1,040 53	{ 42 75 } { 1,581 73 }	
15031	Thomasville to Bainbridge	Savannah, Florida and Western	37	7	1,581 73		1,581 73	{ 42 75 } { }	
15032	Suwanee to Lawrenceville	Lawrenceville Branch	9.90	6				{ }	
15033	Talbotton to Hestwick (n. o.)	Talbotton	10.72	6				{ }	
15034	Monroe to Social Circle	Walton	10.72	6				{ }	
			2,502.54		242,740 69	39,887 80	282,628 49		
FLORIDA.									
16001	Fernandina to Cedar Keys	Atlantic Gulf and West India Jacksonville, Pensacola and Mobile	154.80	6	8,577 46		8,577 46	{ 55 41 } { 61 66 }	
16002	Lake City to Chattahoochee Branch, Tallahassee to Saint Mark's	do	{ 155.87 } { 21.89 }	7	{ 10,250 29 } { 21 89 }		10,250 29	{ 43 41 } { 1,920 74 }	
16003	Pensacola to Whiting Junction	Louisville and Nashville	45.29	3	1,920 74		1,920 74	{ 40 59 } { 778 06 }	
16004	Tocoi to Saint Augustine	Saint John's	15.09	6	778 06		778 06	{ 40 59 } { 356 10 }	
16005	Pensacola to Millview	Pensacola and Perdido	8.33	6	356 10		356 10	{ 42 75 } { 6,271 47 }	
16006	Jacksonville to Lake City	Florida Central	60.32	9.25	6,271 47		6,271 47	{ 103 97 } { 1,003 48 }	
16007	Sanford to Orlando	South Florida	23.45	6	1,003 48		1,003 48	{ 42 75 } { }	
16008	Volusia to Lecaturgh	Saint John's and Lake Euclid	54.75	6				{ }	
16009	Hart's Road to Jacksonville	Fernandina and Jacksonville	23.27	6				{ }	

No pay fixed.  
Do.  
Do.

No pay fixed.  
Do.

B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
16010	Waycross to Jacksonville.....	Savannah, Florida and Western.	76.50	6	29,157 60	1,912 50	1,912 50	25 00	No pay fixed for transportation.	
16011	Waldo to Ocala.....	Peninsular.....	47.26	6	687.42	1,912 50	31,070 10		No pay fixed.	
ALABAMA.										
17001	Montgomery to West Point.....	Western of Alabama.....	88	14	14,596 56	4,400 00	18,996 56	165 87	50 00	
17002	Montgomery to Selma.....	Louisville and Nashville.....	50.59	7	3,287 33		3,287 33	64 98		
17003	Montgomery to Eufaula.....	Montgomery and Eufaula.....	89.73	7	6,419 64		6,419 64	79 53		
17004	Montgomery to Decatur.....	South and North Alabama.....	183.31	14	12,077 95		12,077 95	42 75		
17005	Branch, Elmore to Wetumpka.....		271.86	7.86				100 04		
17006	Branch, Moscow to Somerville.....	Memphis and Charleston.....	13.67	6	98,051 01		28,051 01	42 75		
17007	Selma to Greensborough.....	Selma and Greensborough.....	46.31	6	2,587 92		2,587 92	42 32		
17008	Opelika to Columbus.....	Western of Alabama.....	50.82	7	2,228 60		2,228 60	75 34		
17009	Selma to Meridian.....	Mobile and Girard.....	85.96	6	4,102 83		4,102 83	47 88		
17010	Selma to Cleveland, Tenn.....	Alabama Central.....	114.15	7	6,441 48		6,441 48	50 61		
17011	Gainesville to Narcooseta (n. o.).....	East Tennessee, Virginia and Georgia.....	89.38	7	19,040 26		19,040 26	76 95		
17012	Mobile to Montgomery.....	Tram Road Transportation Co.....	22.96	13	943 06		943 06	115 47		
17013	Mobile to New Orleans.....	Louisville and Nashville.....	112.97	14	25,124 24	8,983 50	34,107 74	159 89	50 00	
17014	Opelika to Buffalo.....	do.....	141.70	14	21,444 87	7,085 00	28,529 87	127 91	50 00	
17015	Chattanooga to Meridian.....	East Alabama and Cincinnati.....	25.94	6	18,168 10		18,168 10	965 72	42 75	
17016	Opelika to Good Water.....	Alabama and Great Southern.....	270.50	7	2,940 97		2,940 97	75 34	60 25	
17017	Selma to Pine Apple.....	Columbia and Western.....	60.84	6	1,746 25		1,746 25	48 74		
17018	Vacant.....	Louisville and Nashville.....	51.96	4				34 20		
17019	Cheshaw to Tuskegee.....	Tuskegee.....	6	13	266 50		266 50	42 75		
17020	Atalia to Gadsden.....	East Alabama and Cincinnati.....	6.13	14	262 05		262 05	42 75		
17021	Eufaula to Clayton.....	Vicksburgh and Brunswick.....	21.51	6	919 56		919 56	42 75		



Year	Station	Miles	3	6	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915		
17022	Selma to Martin's Station	20.55	3	615.06	615.06	29.83																								
17023	Birmingham to Pratt Mines	6.09	6	290.34	290.34	42.75																								
	MISSISSIPPI.																													
	Canton to Cairo	344.27	7.94	51,513.12	8,606.75	60,119.87	140.63	25.00																						
18001	Memphis to Grenada	102.34	6	6,825.05	6,825.05	66.69																								
18002	Vicksburg to Meridian	45.33	7	9,245.90	9,245.90	70.10																								
18003	Mobile to Columbus	95.21	7	472.69	472.69	62.25																								
18004	Branch, Arches to Columbus	14.11	14	30,632.09	30,632.09	50.45																								
18005	Branch, Arches to Starkville	11.60	7			42.75																								
18006	Vacant																													
18007	Grand Gulf to Port Gibson	7.81	6	333.87	333.87	42.75																								
18008	Middon to Aberdeen	9.50	14	6.50	6.50	42.75																								
18009	Middleton Station to Ripley	25.09	7	1,072.59	1,072.59	42.75																								
18009	Durant to Kosciusko	21.70	6	927.67	927.67	42.75																								
18010	Natchez to Martin	42.03	6	1,982.07	1,982.07	46.17																								
18011	Greenville to Arcola	22.38	6																											
	TENNESSEE.																													
	Nashville to Lebanon	31.12	9	1,516.78	1,516.78	48.74																								
18002	Bristol to Chattanooga	242.10	9.7	39,587.35	6,052.50	45,589.85	163.31	25.00																						
18003	Rogersville to Bull's Gap	16.40	6	701.10	701.10	42.75																								
18004	Nashville to Chattanooga	151	16.18	26,178.81	1,887.50	28,066.31	42.75	12.50																						
18005	Branch, Wartrace Depot to Shelbyville	8.37	18																											
18006	Fayetteville to Decatur	40.37	6	1,725.81	1,725.81	42.75																								
18007	Nashville to Decatur	122.33	14	13,406.16	13,406.16	112.86																								
18008	Nashville to Hickman	176.56	14	14,582.88	14,582.88	85.50																								
18009	Knoxville to Caryville	58.94	6	1,064.68	1,064.68	42.75																								
18009	Morristown to Wolf Creek	40	6	1,710.00	1,710.00	42.75																								
18010	Tracy City to Cowan	92.31	6	953.75	953.75	42.75																								
18011	Memphis to Paducah	37.56	6	1,003.09	1,003.09	42.75																								
18012	Victoria to Bridgeport	16.62	6	838.75	838.75	42.75																								
18013	Tullahoma to McMinnville	95.44	6	1,515.06	1,515.06	42.75																								
18014	Knoxville to Maryville	18.45	6	788.73	788.73	42.75																								
18015	Columbia to Petersburg	35.37	6	1,512.06	1,512.06	42.75																								

No pay fixed.

B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
TEXASSEE—Continued.										
19016	Dickson to Graham	Nashville and Tuscaloosa	21	6	533 52	.....	533 52	42 75	.....	No pay fixed.
19017	Columbia to Mount Pleasant	Nashville and Florence	12.48	12	633 52	.....	117, 111 13	.....	.....	.....
			1, 063.42		109, 171 13	7, 940 00				
KENTUCKY.										
20001	Ashland to Glasgowville	Ashland Coal and Iron Railway Company	14.02	6	590 35	.....	590 35	42 75	.....	.....
20002	Covington to Lexington	Kentucky Central	99.98	19.14	11, 112 77	.....	11, 112 77	111 15	.....	.....
20003	La Grange to Lexington	Louisville, Cincinnati and Lexington.	67.25	18	5, 577 71	.....	5, 577 71	82 94	.....	.....
20004	Cincinnati to Louisville.	do	103.70	23.59	30, 848 40	6, 522 00	37, 370 40	950 44	60 00	.....
20005	Louisville to Nashville.	Louisville and Nashville	13.30	22.59	46, 561 26	8, 920 80	55, 482 06	450 44	80 00	.....
20006	Bardstown Junction to Bardstown	do	112.13	13.44	708 04	.....	708 04	251 27	30 00	.....
20007	Lebanon Junction to Livingston Station.	do	17.98	6	.....	.....	.....	60 09	.....	.....
20007	Branch, Richmond Junction to Richmond.	do	111.94	6	8, 939 29	.....	8, 939 29	42 75	.....	.....
20008	Bowling Green to Memphis.	do	263.20	13.46	40, 057 84	7, 896 00	56, 953 84	186 39	30 60	.....
20009	Paducah to Trimble	Memphis, Paducah and Northern	74.47	6	3, 183 39	.....	3, 183 39	42 75	.....	.....
20010	Elizabethton to Paducah.	Paducah and Elizabethtown	186.83	7	5, 177 82	.....	5, 177 82	81 23	.....	.....
20011	Glasgow Junction to Glasgow	Louisville and Nashville	10.83	7	518 54	.....	518 54	47 88	.....	.....
20012	Anchorage to Shelbyville.	Louisville, Cincinnati and Lexington.	19.19	12	896 87	.....	896 87	43 01	.....	.....
20013	Willard to Greenup.	Eastern Kentucky	34.76	6	1, 485 99	.....	1, 485 99	42 75	.....	.....
20014	Owensborough to Stroud.	Owensborough and Nashville	35.50	6	1, 790 97	.....	1, 790 97	50 45	.....	.....
20015	Mayeville to Paris.	Kentucky Central	50.73	9	3, 253 31	.....	3, 253 31	64 13	.....	.....
20016	Lexington to Mount Sterling	Louisville, Cincinnati and Lexington.	34.19	12	2, 221 00	.....	2, 221 00	64 08	.....	.....
20017	Cincinnati Junction to Louisville and Nashville Junction.	do	4	14	954 20	240 00	1, 194 20	238 55	60 00	.....
20018	Louisville to Ceclian.	Louisville and Nashville	46.75	6	4, 476 78	.....	4, 476 78	95 76	.....	.....
20019	Johnson's Junction to Hillsborough	Cincinnati and Southeastern	17.08	8.1	790 17	.....	790 17	42 75	.....	.....

20020	Cincinnati to Chattanooga	8.01	24,816 37	73 83	
20021	Harrisburgh to Harrisburgh Junction	18	240 25	42 75	
20022	Mount Sterling to Cornwell	6	841 32	42 75	
20023	Louisville to Prospect	6	470 25	42 75	
20024	Louisa to Greensburg	6	1,368 00	42 75	
20025	Henderson to Nashville	10.10	10,106 41	69 26	
20026	Shelbyville to Taylorville	6			
20027	Ashland to Louisa	31.33			
		2,017.61	23,978 80	299,516 56	
	OHIO.				
21001	Bellaire to Columbus	139.03	4,241 20	102 60	40 80
21002	Pittsburgh, Pa., to Chicago, Ill.	468.20	11,705 60	286 43	25 00
21003	Pittsburgh, Pa., to Beldare	94.68		10,685 58	112 86
21004	Hudson to Columbus	146.63	11,533 91	11,533 91	78 66
21005	Cleveland to Sharpville	84.50	9,031 36	9,031 36	106 88
21006	Cleveland to Wallesville	101.90	15,333 91	15,333 91	159 48
21007	Elyria to Millbury	74.86	10,563 60	49,463 20	529 70
					140 31
21008	Bayard to New Philadelphia	32.39	1,855 52	1,855 52	57 29
21009	Canton to Del Roy	40.80	1,744 20	1,744 20	42 75
21010	Sandusky to Newark	86.88	20,256 52	23,811 72	291 78
		14.55		82 94	70 97
21011	Xenia to Dayton	16.89	1,198 68	1,198 68	74 39
21012	Springfield to Sandusky	134.35	9,771 12	9,771 12	113 72
21013	Columbus to Delaware	25.70	2,922 60	2,922 60	298 40
21014	Columbus to Cincinnati	130.16	35,855 74	12,016 00	47,871 74
21015	Columbus to Indianapolis, Ind.	189.07	88,586 85	23,633 75	112,220 60
21016	Gallion to Indianapolis, Ind.	203.96	35,874 70	5,699 00	40,673 70
21017	Blochester to Hillsborough	21	1,185 03	1,185 03	56 43
21018	Portsmouth to Hamden Junction	56	4,070 08	4,070 08	72 08
	Toledo to Quincy, Ill.	15.65		191 52	40 00
	Branch, Bluffs to Naples	4.32		90 63	
21019	Branch, Clayton to Keokuk	43.62	94,254 98	13,981 60	113,236 58
	Sandusky to Bloomington, Ill.	3-L 89		69 20	61 56
21020	Branch, Saint Mary's to Maunster	10.87	23,973 84	23,973 84	42 75
21021	Carey to Findlay	15	684 00	684 00	42 75
21022	Dayton to Union City, Ind.	47.48	2,232 98	2,232 98	47 03
21023	Dayton to Toledo	142.95	18,709 71	18,709 71	139 82

No pay fixed.

No pay fixed.

B.—Railroad service as in operation on the 30th of June, 1881.—Continued.

Number of routes.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
21024	Hamilton to Indianapolis, Ind.	Cincinnati, Hamilton and Dayton	100.68	12	6,714 34	66 69	3,818 55	57 00	56 00	
21025	Hamilton to Richmond, Ind.	Cincinnati, Richmond and Chicago.	46.04	19	3,818 55	82 94	3,818 55	82 94	40 00	
21026	Cincinnati to Dayton	Cincinnati, Hamilton and Dayton	60.41	28.45	7,945 72	131 53	7,945 72	131 53		
21027	Xenia to Springfield	Pittsburgh, Cincinnati and Saint Louis.	30.05	12	857 13	42 75	857 13	42 75		
21028	Cincinnati to Parkersburgh, W. Va.	Marietta and Cincinnati	195.15	18.87	48,387 44	7,806 00	56,193 44	947 95	40 00	
21029	Morrow to Dresden.	Pittsburgh, Cincinnati and Saint Louis.	148.73	18	10,555 36		10,555 36	70 97		
21030	Dayton to Richmond, Ind.	do	42.16	12	2,271 15		2,271 15	53 87		
21031	Harrison to Hagerstown, Ind.	White Water	63.16	6	3,881 12		3,881 12	61 50		
21032	Columbus to Pittsburgh, Pa.	Pittsburgh, Cincinnati and Saint Louis.	193.86	21.19	124,049 39	43,618 50	167,667 89	637 83	225 00	
21033	Branch, Means to Cadiz.	do	8.20	15				48 74		
21033	Springfield to Columbus.	Indiana, Bloomington and West-ern.	45.86	18	3,607 34		3,607 34	78 60		
21034	Salamance, N. Y., to Dayton	New York, Pennsylvania and Ohio.	390.31	20.42	36,253 60		36,253 60	93 30		
21035	Youngstown to Cross Cut.	Pennsylvania Co.	18.82	12	997 64		997 64	53 01		
21036	Columbus to Athens	Columbus and Hocking Valley	77.47	12	6,133 32		6,133 32	42 75		
21037	Branch, Logan to New Straitsville	New York, Pennsylvania and Ohio.	34.08	9	1,573 47		1,573 47	46 17		
21038	Siles to New Lisbon	do								
21038	Newark to Shawnee	Baltimore and Ohio.	43.69	12	2,054 74		2,054 74	47 00		
21039	Clinton to Massillon Junction (n. o.)	Pennsylvania Co.	12.25	6	523 68		523 68	42 75		
21040	Marietta to Canal Dover.	Cleveland and Marietta.	9.22	6	4,870 72		4,870 72	49 50		
21041	Lorain to Bridgeport	Cleveland, Tuscarawas Valley and Wheeling.	158.43	12	10,294 76		10,294 76	64 96		
21042	Cleveland to Cincinnati	Cleveland, Columbus, Cincinnati and Indiana.	80	25	54,794 00	14,217 00	68,951 60	224 01	75 00	
21043	Mansfield to Toledo	Pennsylvania Co.	164.34	25	5,416 04		5,416 04	31 96		
21044	Harbor to Youngstown	do	87.94	12	2,793 86		2,793 86	42 79		
21045	Toledo to Elkhart	Lake Shore and Michigan Southern.	131.35	14.9	58,009 64	21,496 00	79,505 64	431 78	100 00	
21046	Patonsville to Youngstown	Patonsville and Youngstown	61.69	6	2,637 24		2,637 24	42 75		
21047	Chicago, Ohio, to Chicago, Ill.	Baltimore and Ohio	271.03	12.50	48,003 43	30,841 50	78,844 93	179 55	40 00	
21048	Dyeon to Cumberland	Eastern Ohio	8.69	12	371 49		371 49	42 75		

Line No.	Route	20	1,057 25	1,057 25	70 11	26.25 miles pay not fixed.
21049	Marletta and Cincinnati	15.08	1,057 25	1,057 25	70 11	
21050	McComb, Dewler and Toledo	10.28	439 47	439 47	42 75	
21051	Scioto Valley	127.64	8,668 84	8,668 84	85 50	
21052	Cincinnati and Eastern	{ 47.75	{ 3,729 51	{ 3,729 51	{ 64 98	
	Branch, New Richmond Junction to Columbus and Toledo	{ 14.06			{ 42 75	
21053	Columbus and Toledo	125.33	8,147 19	8,147 19	64 08	
21054	Dayton and Southeastern	117.34	5,188 24	5,188 24	47 88	
21055	Toledo to Bond (n. o.)	146.85	6,780 08	6,780 08	46 17	
21056	Saint Clairsville	7.39	315 82	315 82	42 75	
21057	Albion Junction to Waynesville Cincinnati	28.25	1,207 68	1,207 68	42 75	
21058	Jackson to Springfield	100.08	4,701 64	4,701 64	42 75	
21059	Junction with Cincinnati, Hamilton and Dayton to Mount Healthy	7.08	302 67	302 67	42 75	
21060	Cincinnati and Portsmouth	21.43	934 56	934 56	43 61	
21061	Columbia to Amelia	30.74	958 03	958 03	42 75	
21062	Delphos to Youngstown	38.89	2,828 52	2,828 52	72 08	
21063	Lake Shore and Michigan Southern	43	1,838 25	1,838 25	42 75	
21064	Bellaire to Woodsfield	64.96	1,282 50	1,282 50	42 75	
21065	Dayton to Colma	154.75	4,076 64	4,076 64	42 75	8.33 miles pay not fixed.
21066	Toledo, Ohio, to Marion, Ind					
21067	Hillsborough to Sardials	19.59	837 47	837 47	42 75	
21068	Alliance to Phalanx Station	23.17	1,076 01	1,076 01	42 75	
21069	Columbus to Corning	65.82	3,601 67	3,601 67	54 72	
21070	Cleveland to Enclid	11	470 25	470 25	42 75	
21071	Tontogany to Bowling Green	6.37	272 31	272 31	42 75	
21072	Valley Junction to Harrison	7.40	518 81	518 81	70 11	
21073	Edison to Mount Gilbard	2.35	100 46	100 46	42 75	
21074	Cleveland to Canton	69.39	2,840 14	2,840 14	47 03	
21075	Logan to Pomeroy	83.73	6,089 12	6,089 12	72 08	
	Van Wert to Shane's Crossing	13.38	571 99	571 99	42 75	
	Michigan					
	INDIANA.	7,233.69	1,102,792.78	1,102,792.78	187,714.05	1,280,506.83
22001	Indianapolis to Vincennes	118	7,465 86	7,465 86	63 27	
22002	Indianapolis to Terre Haute	74.39	35,045 87	35,045 87	471 11	125 00
22003	Indianapolis to Cincinnati	{ 111.50	{ 26,917 30	{ 26,917 30	{ 240 26	90 00
	Branch, Lawrenceburgh Junction to Lawrenceburgh	{ 2.46			{ 52 16	
22004	Indianapolis to Michigan City	161.17	12,677 63	12,677 63	78 06	
22005	Indianapolis to La Fayette	64.90	17,368 53	17,368 53	267 62	65 00

B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and terminus.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
INDIANA—Continued.										
22006	Columbus to Madison	Pennsylvania Company	45.90	12	2,747 11	59 85	2,747 11	59 85		
22007	New Albany to Indianapolis	do	114.77	21.14	17,859 35	155 61	17,859 35	155 61		
22008	Louisville Junction to Michigan City.	Chicago, New Albany and Chicago.	280.66	8.07	17,556 29	60 61	17,556 29	60 61		
22009	Richmond to Chicago	Pittsburgh, Cincinnati and Saint Louis.	224.12	10.85	15,329 80	88 40	15,329 80	88 40		
22010	Cincinnati to East Saint Louis	Ohio and Mississippi	338.06	18.54	60,216 62	10,158 00	70,374 62	177 84	30 00	
22011	Cambridge City to Columbus	Pennsylvania Company	65.61	6	2,804 82		2,804 82	42 75		
22012	Evansville to Terre Haute	Evansville and Terre Haute	110.45	13	13,126 93		13,126 93	118 85		
22013	Terre Haute to Kockville	Terre Haute and Indianapolis	23.96	6	1,126 83		1,126 83	47 23		
22014	State Line to Logansport	Pittsburgh, Cincinnati and Saint Louis.	61.19	3.25	4,290 03		4,290 03	70 11		
22015	North Vernon to Greensburg	Vernon, Greensburg and Rushville.	25.57	6						No pay fixed.
22016	Fairland to Martinsville	Fairland, Franklin and Martinsville.	38.35	6	1,639 46		1,639 46	42 75		
22017	Bradford to Logansport	Pittsburgh, Cincinnati and Saint Louis.	114.00	10.80	5,878 98		5,878 98	51 30		
22018	Indianapolis to Peoria	Indianapolis, Bloomington and Western.	213.92	14.2	24,224 63		24,224 63	113 72		
22019	Louisville to North Vernon	Ohio and Mississippi	53.73	22	3,675 13		3,675 13	68 40		
22020	Fort Wayne to Connersville	Fort Wayne, Muncie and Cincinnati.	109.89	6	6,107 68		6,107 68	55 58		
22021	Richmond to Fort Wayne	Grand Rapids and Indiana	92.71	11.48	5,707 22		5,707 22	61 56		
22022	Anderson to Goshen	Cincinnati, Wabash and Michi-	113.20	0	5,715 48		5,715 48	50 45		
22023	Oakland City to Albion	Logan, New Albany and Chicago.	41.12	6	1,757 88		1,757 88	42 75		
22024	Terre Haute to Danville	Chicago and Eastern Illinois	56.42	13	3,811 17		3,811 17	67 55		
22025	Indianapolis to Terre Haute	Indianapolis and Saint Louis	72.45	18	6,813 62		6,825 17	94 05	25 90	
22026	Vacant									
22027	Butler to Logansport	Wabash, Saint Louis and Pacific	94.08	6	5,308 03		5,308 03	56 43		
22028	Kockville to Logansport	Terre Haute and Indianapolis	95.63	6	4,875 03		4,875 03	51 30		
22029	La Fayette to Kankakee	Cincinnati, La Fayette and Chicago.	72.70	13	18,411 67		23,140 32	253 08	65 00	
22030	Terre Haute to Worthington	Terre Haute and Southeastern	40.63	6	1,771 87		1,771 87	43 61		

Line No.	Line Name	Stations	Miles	Passenger	Freight	Mail	Express	Telegraph	Other	Total	Notes
22031	Attica to Veedsburgh	Attica, Veedsburgh	14.30	6	612 60	2,758 69	612 60	2,758 69	42 75	49 59	
22032	Evansville to Jasper	Evansville, Rockport and East- CtL	55.03	12	1,190 58	692 55	1,190 58	692 55	42 75	42 75	
22033	Frankfort to Kokomo	Frankfort and Kokomo	27.85	6	1,765 14	813 96	1,765 14	813 96	42 75	42 75	
22034	Rockport to Rockport Junction	Evansville, Rockport and East- CtL	16.20	12	1,710 42	570 28	1,710 42	570 28	42 75	42 75	
22035	Vacant		41.29	6	340,346 14	15,768 13	340,346 14	15,768 13	184 68	44 00	
22036	Switz City to Bedford	Bedford, Springsville, Owensburg and Bloomfield	19.04	6	813 96	813 96	813 96	813 96	42 75	42 75	
22037	Anderson to Noblesville	Anderson, Lebanon and Saint Louis	40.01	6	1,710 42	570 28	1,710 42	570 28	42 75	42 75	
22038	Delphi to Remsdaer	Yeoman, Hegler & Co., operators Indianapolis, Delphi and Chi- cago R. R.	13.94	6	570 28	570 28	570 28	570 28	42 75	42 75	
22039	Princeton to Owensville	Evansville and Terre Haute	3,267.47	6	380,596 39	380,596 39	380,596 39	380,596 39	42 75	42 75	
ILLINOIS.											
23001	Chicago to Milwaukee	Chicago and Northwestern	85.37	26	19,522 41	3,756 28	19,522 41	3,756 28	184 68	44 00	
23002	Chicago to Freeport	do	121.29	14.11	18,668 52	2,668 38	18,668 52	2,668 38	153 90	22 00	
23003	Chicago to Union Pacific Transfer	do	219.00	8	187,958 29	19,502 10	177,460 30	19,502 10	361 67	61 87	
23004	Elgin to Geneva	do	43.65	6	1,866 03	1,866 03	1,866 03	1,866 03	42 75	42 75	
23005	Sterling to East Saint Louis	Chicago, Burlington and Quincy	301.12	6	26,260 67	26,260 67	26,260 67	26,260 67	87 21	87 21	
23006	Kansas to Weathill	Doanville, Olney and Ohio River	8.28	6	353 97	353 97	353 97	353 97	42 75	42 75	
23007	Chicago to Burlington	Chicago, Burlington and Quincy	398.02	25.3	77,524 97	17,468 00	77,524 97	17,468 00	351 41	80 00	For 38.61 miles. For 169.41 miles.
23008	Branch, Galva to Sagetown	Branch, Aurora to Turner Junction	76.82	6	6,877 08	6,877 08	6,877 08	6,877 08	42 75	42 75	
23009	Branch, Aurora to Batavia	do	14.59	6	6,081 17	6,081 17	6,081 17	6,081 17	49 59	49 59	
23010	Branch, Elmhurst to Buda	do	30.31	6	19,800 06	5,078 50	19,800 06	5,078 50	42 75	42 75	
23011	Peoria to Galesburg	do	47.80	6	4,505 45	4,505 45	4,505 45	4,505 45	65 84	65 84	
23012	Galesburg to Quincy	do	28.95	6	2,860 37	2,860 37	2,860 37	2,860 37	42 75	42 75	
23013	Branch, Aurora to Batavia	do	10.15	6	2,028 91	2,028 91	2,028 91	2,028 91	43 01	43 01	
23014	Mendota to Clinton	do	65.59	6	69,913 85	11,889 80	69,913 85	11,889 80	317 21	65 00	
23015	Branch, Aurora to Batavia	do	47.46	18.28	84,924 03	11,889 80	84,924 03	11,889 80	4,314 68	91 49	
23016	Chicago to Davenport	Chicago, Rock Island and Pacific	182.02	18.28	56,726 91	14,056 50	56,726 91	14,056 50	201 78	50 00	
23017	Bureau Junction to Peoria	do	47.16	17.7	18,057 22	3,454 62	18,057 22	3,454 62	100 04	42 75	
23018	Chicago to East Saint Louis	Chicago and Alton	281.13	17.7	54,178 27	17,694 80	54,178 27	17,694 80	149 12	50 00	
23019	Bloomington to East Saint Louis	do	180.59	18.4	84,173 60	3,302 42	84,173 60	3,302 42	98 50	50 00	
23020	Washington to Dwight	do	70.11	6	3,454 62	3,454 62	3,454 62	3,454 62	42 75	42 75	
23021	Branch, Yamac to Lacon	do	10.70	6	54,178 27	17,694 80	54,178 27	17,694 80	149 12	50 00	For 55.87 miles. For 163.34 miles. For 164.11 miles. For 66.8 miles. For 12.51 miles.
23020	Chicago to Cairo	Illinois Central	363.32	18.17	71,873 07	71,873 07	71,873 07	71,873 07	149 12	50 00	
23021	Delmarque to Centralia	do	346.03	6	37,475 02	37,475 02	37,475 02	37,475 02	98 50	50 00	

B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
ILLINOIS—Continued.										
23022	Joliet to Lake Station	Michigan, Central	45.65	6	1,463.53	1,463.53	1,463.53	42.75		On 79.2 miles. On 113.55 miles. Pay not fixed on 57.96 miles.
23023	Decatur to East Saint Louis	Wabash, Saint Louis and Pacific.	112.57	15	17,998.81	17,998.81	17,998.81	159.69		
23024	Peoria to Evansville	Peoria, Decatur and Evansville.	260.53	6	9,448.48		9,448.48	42.75		
23025	{ Hominal to Naples	Wabash, Saint Louis and Pacific	46.66	12	4,901.38		4,901.38	100.89		
23026	{ Branch, Mayaville to Pittsfield		6.64	18				42.75		
23027	{ State Line to Warsaw	Wabash, Saint Louis and Pacific.	230.21	6	20,164.38		20,164.38	83.79		
23028	{ Branch, La Harpe to Burlington	Indianapolis and Saint Louis	189.99	6	15,594.37	4,740.75	20,344.12	42.75	25.00	
23029	{ Urbana to Havana	Wabash, Saint Louis and Pacific.	103.14	6	7,590.08		7,590.08	82.08		
23030	{ Branch, White Heath to Decatur	Saint Louis, Alton and Terre Haute.	35.15	6	12,780.25		12,780.25	59.85		
23031	{ East Saint Louis to Eldorado		121.52	6				105.17		
23061	{ East Saint Louis to Terre Haute	Terre Haute and Indianapolis	166.69	17.6	74,110.37	20,830.25	94,940.62	444.60	125.00	
23062	{ Saint Louis to Evansville	Louisville and Nashville	160.10	6	15,471.22		15,471.22	85.60		
23063	{ Branch, McLeansborough to Shaw		41.70	6				42.75		
23064	{ Beardstown to Shawneetown	Ohio and Mississippi	229.06	6	12,534.16		12,534.16	54.72		
23065	{ Springfield to Gilman	Illinois Central	112.57	6	4,812.36		4,812.36	42.75		
23066	{ Chicago to Milwaukee	Chicago, Milwaukee and Saint Paul.	86.80	23.8	31,912.92	6,944.00	38,856.92	367.65	80.00	
23067	{ Aurora to Foreston	Chicago and Iowa.	82.47	6	9,714.14	1,814.34	11,528.48	117.79	22.00	
23068	{ Vincennes to Cairo	Cairo and Vincennes, Solon Humphrey, proprietor.	166.40	6	10,670.40		10,670.40	66.69		
23069	{ Peoria to Jacksonville	Peoria, Pekin and Jacksonville.	84.24	6	4,970.16		4,970.16	59.00		
23070	{ Cairo to Grand Tower	Grand Tower and Carbondale.	25.32	6	1,082.43		1,082.43	42.75		
23071	{ Peoria to Rock Island	Rock Island and Peoria.	91.68	6	6,114.13		6,114.13	66.69		
23072	{ Quincy to Hannibal	Chicago, Burlington and Quincy	19.69	6	3,159.17		3,159.17	78.66		
23073	{ Branch, Fall Creek to Louisiana		31.92	6				50.45		
23074	{ Chicago to Danville	Chicago and Eastern Illinois	123.48	6	9,334.46		9,334.46	74.89		
23075	{ Streator to Alton	Wabash, Saint Louis and Pacific.	156.81	6	9,251.79		9,251.79	59.00		



Pay not fixed. On 23 32 miles pay not fixed.	Pay not fixed. On 27 45 miles pay not fixed.	Covered by route 23024.	Covered by route 23030.	Pay not fixed.
23044 Danville to Grape Creek.....	5.04	0	784 80	42 75
23045 Carbonade to Mayton.....	18.36	6	1,354 32	42 75
23046 Jacksonville to Litchfield.....	55	6	2,450 00	53 34
23047 Chester to Tamaron.....	42.31	6	9,126 78	51 30
23048 Terre Haute to Peoria.....	177.91	6	5,070 00	43 01
23049 Springfield to Havana.....	47.48	6	5,305 39	46 17
23050 Vincennes to Danville.....	114.91	6	6,142 31	48 74
23051 John to Peoria.....	126.02	6	242 85	46 17
23052 Central Station to Sycamore.....	5.01	6	8,470 65	54 72
23053 East Saint Louis to Cairo.....	154.80	6	3,874 74	43 01
23054 Chicago to Lanark Junction.....	113.50	0	9,080 10	59 00
23055 Decatur to Indianapolis.....	153.00	0	156 46	43 75
23056 Geneva to Batavia.....	3.66	6	1,184 17	43 75
23057 Rochelle to Rockford.....	27.70	6	3,270 37	43 75
23058 West Lebanon to Leroy.....	76.50	6	1,116 63	42 75
23059 Rock Island to Cable.....	26.12	6	2,205 89	42 75
23060 Discontinued.....			450 54	46 74
do.....			1,914 77	42 75
do.....			628 85	42 75
do.....			7,941 06	79 52
23061 Kankakee to Strawn.....	51.60	6	2,205 89	42 75
23062 Shmway to Kilmington.....	9.25	6	450 54	46 74
23063 West Lebanon to Woodford.....	44.70	6	1,914 77	42 75
23064 Pearl to Coates.....	14.71	6	628 85	42 75
23065 Chicago to Strawn.....	69.87	6	7,941 06	79 52
23066 Havana to Fairview.....	23.69	6	924,255 31	120,779 12
23067	7,497.91		1,054,034 43	
MICHIGAN.				
24001 Toledo to Detroit.....	71.06	14.47	10,987 96	154 70
24002 Monroe to Adrian.....	34.82	12	2,441 23	70 11
24003 Adrian to Jackson.....	47.24	6	3,110 28	65 84
24004 White Pigeon to Grand Rapids.....	95.67	9	8,809 29	92 08
24005 Jonesville to Laning.....	60.86	6	2,913 97	47 88
24006 Detroit to Chicago.....	73.70	31	67,301 53	202 60
24007 Kalamazoo to South Haven.....	210.39	6	1,737 78	192 60
24008 Jackson to Niles.....	40.65	6	42 75	42 75
24009 Jackson to Grand Rapids.....	103.93	6	6,229 21	59 85
24010 Jackson to Gaylord.....	119.39	8.4	18,421 90	74 98
24011 Discontinued.....	94.46	12	8,808 67	64 98
24012 Niles to South Bend.....	115.55	6	8,808 67	64 98
24013 Detroit to Bay City.....	139.39	6	10,421 90	64 98
24014 Saginaw to Cairo.....	94.46	12	8,808 67	64 98
24015	12.25	6	523 68	42 75
24016	108.62	12	10,679 51	98 32
24017	35.81	6	1,530 88	42 75

B. — Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
MICHIGAN—Continued.										
24015	Monroe to Ludington	Flint and Pere Marquette.....	{ 83.02	6	{ 25,969 42		25,969 42	{ 112 54	{ 90 03	
	Branch, Otter Lake Junction to Otter Lake.									
24016	Branch, East Saginaw to Bay City.	Detroit, Lansing and Northern.....	12.75	27	4,013 77		4,013 77	67 55		
24017	Branch, East Saginaw to Bay City.			66.03	9.2	14,016 39		14,016 39	59 00	
24018	Branch, East Saginaw to Bay City.	Grand Rapids and Indiana.....	169.72	8.3	18,543 87		18,543 87	77 03		
24019	Branch, East Saginaw to Bay City.			98.00	14.2	3,782 23		3,782 23	52 67	
24020	Branch, East Saginaw to Bay City.	Toledo and Ann Arbor.....	71.81	6	1,972 91		1,972 91	42 75		
24021	Branch, East Saginaw to Bay City.			48.15	6	14,577 40		14,577 40	75 24	
24022	Branch, East Saginaw to Bay City.	Chicago and West Michigan.....	25.00	12	2,372 62		2,372 62	68 40		
24023	Branch, East Saginaw to Bay City.			59.28	6	2,534 22		2,534 22	42 75	
24024	Branch, East Saginaw to Bay City.	Grand Haven western, Hillsdale and Southwestern.	65.50	6	3,024 13		3,024 13	46 17		
24025	Branch, East Saginaw to Bay City.			33.56	6	2,010 53		2,010 53	42 75	
24026	Branch, East Saginaw to Bay City.	Port Huron and Northwestern.	47.03	6	23,698 77		23,698 77	123 98		
24027	Branch, East Saginaw to Bay City.			191.15	20.2	8,206 11		8,206 11	126 54	
24028	Branch, East Saginaw to Bay City.	Grand Haven and Jackson.	64.85	15.5	5,570 88		5,570 88	47 03		
24029	Branch, East Saginaw to Bay City.			97.24	6	1,656 86		1,656 86	73 87	
24030	Branch, East Saginaw to Bay City.	Chicago and Northwestern.	35.23	7	13,227 90		13,227 90	42 75		
24031	Branch, East Saginaw to Bay City.			179.07	6	1,072 59		1,072 59	42 75	
24032	Branch, East Saginaw to Bay City.	Michigan Air Line.	42.39	6	1,135 00		1,135 00	42 75		On 10.28 miles pay not fixed.
24033	Branch, East Saginaw to Bay City.			86.88	9.2	1,235 00		1,235 00	47 03	
24034	Branch, East Saginaw to Bay City.	Traverse City, Detroit, Canada Southern and Lake Shore and Michigan Southern.	26.26	6	10,187 36		10,187 36	163 31		
24035	Branch, East Saginaw to Bay City.			44.00	18.6	3,787 06		3,787 06	53 87	
24036	Branch, East Saginaw to Bay City.		70.30	6						

Line No.	Line Name	16.76	12	716 49	716 49	42.75	Pay
24007	Saint Clair to Richmond	16.76	12	716 49	716 49	42.75	
24008	Discontinued						
24009	Port Huron to Chicago	882.00	6	24,771 87	24,771 87	74.39	
24010	Marquette to E. Ave	63.48	6	3,628 06	3,628 06	54.90	
24011	Branch, Humboldt to Republic	2.70					
24012	Chicago, Saginaw and Canada	89.59	12	1,990.33	1,990.33	53.67	
24013	Saint Louis to Lake View	71.70	6	3,800.81	3,800.81	49.75	
24014	Port Huron to Sand Beach	15.00	12	641.55	641.55	43.75	
24015	Coleman to Mount Pleasant	14.86	6	635.26	635.26	43.75	
24016	Harrison Junction, n. o., to Harrison	3.21	6	137.22	137.22	42.75	Pay not fixed
24017	Burr's Junction, n. o., to Tallman	3.91	6				
24018	Mears to Hart	3.91	6				
WISCONSIN.							
25001	Milwaukee to North McGregor	187.14	13.9	25,452.74	25,452.74	129.11	
25002	Milwaukee to La Crosse	197.84	14.3	58,358.84	74,186.04	294.98	\$80.00
25003	Milwaukee to Berlin	81.89	12	8,241.68	8,241.68	76.10	
25004	Milton Junction to Monroe	15.03	12	2,040.64	2,040.64	47.88	
25005	Watertown to Madison	42.62	6	1,669.38	1,669.38	42.75	
25006	Horicon to Portage	39.05	6	2,458.62	2,458.62	53.67	
25007	Nepeuskun to Winneconne	14.28	6	610.89	610.89	42.75	
25008	Oshkosh to Ripon	20.95	12	1,003.08	1,003.08	47.88	
25009	Chicago to Green Bay	176.00	13.13	31,843.87	41,643.87	139.37	
25010	Caledonia Station to Winona Junction	66.50		8,700.00	8,700.00	111.50	40.00
25011	Kenosha to Rockford	190.02	12.70	19,984.40	19,984.40	105.17	
25012	Milwaukee to Fond du Lac	72.50	6	4,525.45	5,545.25	62.42	
25013	Omaha to La Crosse	63.53	6	8,039.08	8,039.08	126.54	
25014	Winona Junction to Winona	8.51	6	363.80	363.80	42.75	
25015	Stevens Point to Portage	30.83	12	2,530.52	2,530.52	82.08	
25016	Milwaukee to Green Bay	73.30	6	3,634.94	3,634.94	49.59	
25017	Branch, Hillbert to Appleton	114.53	6	12,768.39	12,768.39	99.18	On 4.8 miles pay not fixed.
25018	Milwaukee, Lake Shore and Western	250.42	6	12,205.47	12,205.47	87.21	
25019	Branch, Manitowoc to Wausau	85.09	12	12,097.50	12,097.50	66.69	On 11 miles pay not fixed.
25020	Branch, Eland to Amira	134.37	6	3,705.49	3,705.49	47.03	
25021	Warren to Mineral Point	11.00	6	1,861.37	1,861.37	55.58	
25022	Galamine to Platteville	33.49	6	810.96	810.96	42.75	
25023	New Lisbon to Nevada	18.97	6	545.49	545.49	42.75	
25024	Madison to Portage	12.76	6	2,124.47	2,124.47	52.16	
25025	Branch, Elkhorn to Eagle	40.73	6	17,329.37	17,329.37	83.70	
25026	Branch, Elkhorn to Eagle	197.66	12			42.75	
25027	Branch, Elkhorn to Eagle	17.94	6				

B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
25025	{ Galena to Woodman Branch, Lancaster Junction to Lancaster. Branch, Platteville Junction to Platteville.	Chicago and Tomah.....	{ 76.27 12.34	6 6	{ 4,092.29	{ 528.88	4,092.29	{ 43.01 45.92	42.75	On 53.76 miles pay not fixed.
25026	Eau Claire to Abbottsford.....	Wisconsin and Minnesota.....	65.43	6	528.88		528.88	45.92		
25027	Green Bay to Winona.....	Green Bay and Minnesota.....	214.81	6	10,285.10		10,285.10	47.88		
25028	Hudson to Chandler.....	Chicago, Saint Paul, Minneapolis and Omaha.....	62.85	6	3,584.58		3,584.58	42.75		
25029	Leone Rock to Richland Centre.....	Pine River Valley and Stevens Point.....	16.30	6	697.25		697.25	42.75		
25030	Elroy to Saint Paul.....	Chicago, Saint Paul, Minneapolis and Omaha.....	198.40	17.4	16,149.76		16,149.76	81.40		
25031	Tomah to Jenny.....	Chicago, Milwaukee and Saint Paul.....	109.42	6	6,267.67		6,267.67	57.29		
25032	Covered by route 25025	Hudson and River Falls.....	12.30	0	521.55		521.55	42.75		
25033	North Hudson to River Falls.....	Chicago, Milwaukee and Saint Paul.....	35.00	6	1,565.60		1,565.60	43.01		
25034	Sparta to Viroqua.....	Fond du Lac, Amboy, and Peoria.....	59.33	6	1,253.85		1,253.85	42.75		Pay not fixed.
25035	Fond du Lac to Iron Ridge.....	Chicago, Milwaukee and Saint Paul.....	15.99	6						
25036	Janesville to Beloit.....									
			3,228.03		279,253.97	25,527.20	304,781.17			
MINNESOTA.										
26001	Duluth to Comba.....	Northern Pacific.....	{ 114.62 332.91	6	21,808.92		21,808.92	{ 27.86 56.09		On 156 miles pay not fixed.
26002	Sack Rapids to Brainerd.....	do.....	60.00	6	4,211.72		4,211.72	69.09		
26003	Saint Paul to Sault Rapids.....	Saint Paul, Minneapolis and Minnesota.....	76.30	23.6	10,542.37		10,542.37	138.17		
26004	East Saint Cloud to Earnesville.....	do.....	145.65	10.6	15,741.85		15,741.85	108.08		

26005	{ Beech(ridge to Saint Vincent	{ 202.91	6	{ 20,115.72	{ 94.40		
26006	Jimnab, Crookston to Grand Forks.	295.10	6	12,604.57	57.45		
26007	Saint Paul to Duluth	217.66	6,1	6,817.85	43.78		
26008	{ Saint Paul and Duluth	115.73	12	6,044.80	42.75		
	{ White Bear Lake to Stillwater.	135.30	12				
	{ Saint Paul to McGregor	102.80	6	18,150.51	74.46	On 8.79 miles pay	
26009	{ Branch, Mendota to Minneapolis...}	113.46	6		93.20	not fixed.	
	{ Hastings to Ortonville.	308.32	6	10,987.41	54.04		
26010	Covered by route 26018	41.47	12	2,730.38	65.84		
26011	Austin to Mason City	142.53	13,4	32,050.72	251.87	50.00	
26012	Minneapolis to La Crosse.	156.63	12	7,212.16	47.86		
26013	Saint Peter to Watertown	34.10	6	12,853.62	89.61		
26014	Winona to Saint Peter	141.40	6	1,143.98	48.74		
26015	Winona to Saint Peter	37.75	6	1,129.45	42.75		
26016	Rochester to Zumbrota	26.76	6	1,217.09	42.75		
26017	Chathamfield to Plainview	26.42	6	3,181.88	50.45	On 38.72 miles pay	
26018	Vincennes	26.47	6	9,241.00	68.40	not fixed.	
26019	Worthington to Salem	101.79	6	2,526.09	42.75	On 83.44 miles pay	
26020	Worthington to Sioux Falls	123.54	12	23,249.20	73.88	not fixed.	
26021	White Bear Lake to Fort Dodge	18.50	6	1,744.62	92.34		Pay not fixed.
26022	Wabasha to Zumbrota	83.44	6	1,744.62	42.75		Do.
	{ Chicago, Milwaukee and Saint Paul.	59.09	6	2,465.39	42.75		Do.
	{ do	302.691	6	23,249.20	73.88		Pay not fixed.
26023	La Crosse to Flandreau	9.60	6	3,181.88	50.45		
26024	Mankato to Wells	40.81	6	9,241.00	68.40		
26025	Saint Paul to Saint James	122.53	12	2,526.09	42.75		
26026	Saint James to Sioux City	148.44	6	23,249.20	73.88		
26027	Stillwater to Stillwater Junction	3.25	15	1,744.62	42.75		
	{ Heron Lake to Woodstock	44.32	6	1,800.62	80.72		
26028	Black Hills Branch Saint Paul and Sioux City.	34.51	6	10,660.96	71.82		
26029	Blue Earth Branch Saint Paul and Sioux City.	28.95	6	138.83	42.75		
26030	Rock River Branch Saint Paul and Sioux City.	255.85	6				
26031	Chicago and Northwestern	57.67	6	2,465.39	42.75		
26032	Caledonia to Preston	21.14	6	2,465.39	42.75		
26033	Wyoming to Taylor's Falls	47.26	6				
26034	Morris to Brown's Valley	23.40	6				
26035	Earnsville to Moorhead	6.08	6				
26036	Junction to Knife Falls	4,059.86	6	242,881.31	7,126.50	250,007.81	

B.—Railroad service as in operation on the 30th of June, 1891—Continued.

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
27001	Burlington to Albert Lea	Burlington, Cedar Rapids and Northern.	253.47	0	19,722 50		19,722 50	77 81		
27002	Cedar Rapids to Postville	do	90 80	6	4,522 93		4,522 93	45 32		
27003	Cedar Rapids to Charlon	do	50 45	6	2,846 80		2,846 80	56 43		
27004	Muscatoine to What Cheer	do	55 20	6	3,703 48		3,703 48	48 74		
27005	Branch, Pacific Junction to East Platte mouth.	Chicago, Burlington and Quincy.	276 60	18.1	57,239 17	11,858 00	69,097 17	222 30	40 00	On 55.20 miles pay not fixed.
27006	Chariton to Grant City	do	19 86	6				52 67		
27007	Chariton to Hopkiss	do	51 17	6	5,984 31		5,984 31	65 84		
27008	Village to Burlington Junction	do	96 57	6	2,885 11		2,885 11	54 72		
27009	Orhawa to Mason City	Burlington and Southwestern	44 00	6	2,888 71		2,888 71	64 06		
27010	Branch, Albia to Eddyville	Chicago, Burlington and Quincy	182 37	6	1,730 45		1,730 45	48 74		
27011	Keokuk to Burlington	Central Iowa	37 48	6	14,215 84		14,215 84	46 17		
27012	Clinton to La Crosse	Chicago, Burlington and Quincy	172 00	6	3,025 98		3,025 98	78 69		
27013	Stanwood to Tipton	Chicago, Milwaukee and Saint Paul.	43 69	6	12,862 60		12,862 60	49 73		
27014	Davenport to Missouri River	Chicago and Northwestern	181 24	6	403 56		403 56	70 97		
27015	Des Moines to Indianapolis.	Chicago, Rock Island and Pacific	9 44	6	68,171 17	10,115 00	78,286 17	42 75	65 00	For 54.50 miles.
27016	Washington to Knoxville	do	317 40	12.48	2,861 50		2,861 50	214 78	25 00	For 262.90 miles.
27017	Wilton Junction to Leavenworth	do	22 01	6	3,639 58		3,639 58	61 56		
27018	Davenport to Mapoketa	do	27 04	6	28,989 96		28,989 96	55 58		
27019	Keokuk to Des Moines	Davenport and Saint Paul.	78 83	6	1,827 99		1,827 99	42 75		
27020	Fairly to Cedar Rapids	Chicago, Rock Island and Pacific	43 76	6	11,281 00		11,281 00	69 26		
27021	Dubuque to Sioux City	Chicago, Milwaukee and Saint Paul.	162 83	6	3,172 66		3,172 66	54 72		
27022	Waterloo to Mount Pleasant	Illinois Central	320 61	6	31,790 88		31,790 88	96 45		
27023	Beulah to Elkader	do	70 70	6	5,247 44		5,247 44	60 84		
		Lowa Eastern	19 49	6	883 19		883 19	42 75		

Station	1890	1891	Notes
Chicago and Northwestern	71.57	8,050 61	42 75
Chicago, Milwaukee and Saint Paul	216.66	12,940 65	56 78
do	13.80		70 97
do	9.52	495 52	52 16
Conover to Decorah	165.88	8,052 30	52 16
Davenport to Calmar		4,040 41	52 16
Savanna to Marion	76.18		111 15
Missouri Valley to Sioux City	82.23	10,231 02	54 72
Branch, California Junction to Fremont			
Des Moines and Minneapolis	57.92	3,367 46	58 14
Des Moines and Fort Dodge	87.90	5,366 40	60 71
Grinnell and Montezuma	17.44	745 56	42 75
Chicago, Burlington and Quincy	71	4,796 95	67 65
Chicago, Milwaukee and Saint Paul	91.14		
Burlington and Northwestern	53.04	1,003 98	42 75
Chicago, Rock Island and Pacific	17.50	748 12	42 75
Crooked Creek Railway and Coal	8.50	363 37	42 75
Chicago and Northwestern	60.39	2,573 55	42 75
Chicago, Milwaukee and Saint Paul	44.98	1,922 89	42 75
do	22.92	979 83	42 75
Chicago, Burlington and Quincy	31.42	1,343 20	42 75
do	34.67	1,482 14	42 75
do	23.81	1,017 87	42 75
Chicago, Rock Island and Pacific	26.01	1,111 92	42 75
do	12.40	530 10	42 75
Des Moines, Adell and Western	20.08	1,243 16	42 75
Burlington, Cedar Rapids and Northern	23.56	1,007 19	42 75
Chicago, Milwaukee and St. Paul	126.12	8,088 17	64 13
Chicago and Northwestern	13.96	597 64	42 75
Dubuque and Dakota	62.00	3,280 86	52 16
Chicago and Northwestern	85.62	3,646 67	43 61
Chicago, Milwaukee and Saint Paul	36.68	1,568 07	42 75
Chicago, Rock Island and Pacific	14.88		
Chicago, Burlington and Quincy	18.81	804 12	42 75
Central Iowa	10.21	349 18	34 20
Chicago, Burlington and Quincy	16.76	716 49	42 75
Chicago, Rock Island and Pacific	14.78		
Wabash, Saint Louis and Pacific	27.87		
Chicago, Burlington and Quincy	30.33	1,296 60	42 75
Chicago, Rock Island and Pacific	5.62		
Fort Madison and Northwestern	17.01		
Burlington, Cedar Rapids and Northern	16.33	698 11	42 75
	5,941.97	21,973.00	408,394.15

Pay not fixed.  
15.62 miles lap.

Pay not fixed.

Pay not fixed.  
Do.

Pay not fixed.  
Do.  
Do.

10 P M

B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
28001	MISSOURI. Saint Louis to Atchison	Missouri Pacific	37	14.4	107,764 80	30,587 50	138,352 40	967 45	100 00	
28002	Saint Louis to Bloomer	{ Saint Louis, Iron Mountain and Southern.	47.75	30.29	31,081 27	1,925 75	23,007 02	394 31	100 00	
28003	Brent, Mineral Point to Fort	Saint Louis and San Francisco	4.75	8.36	42,254 09	7,256 25	49,510 34	272 04	50 00	
28004	Saint Louis to Yuba	Wabash, Saint Louis and Pacific.	304.25	26	38,922 87	.....	38,922 87	136 05	25 00	
28005	Saint Louis to Kansas City	{ Quincy to Saint Joseph	274.10	26	.....	.....	.....	139 84	.....	
		{ Branch, Palmyra to Hannibal.	146.15	17	33,043 07	4,275 00	37,317 07	166 64	25 00	For 200.25 miles.
28006	Hannibal to Hannibal.	Kansas City to Union Pacific transfer.	14.75	12	80,622 68	.....	80,622 68	50 00	.....	
28007	Kansas City to Union Pacific transfer.	Kansas City, Saint Joseph and Council Bluffs.	203.50	13.48	.....	.....	30,628 88	150 48	.....	
28008	Mohester to Ottumwa	Wabash, Saint Louis and Pacific.	180.81	7	11,855 31	.....	11,855 31	90 03	.....	
28009	Versailles to Booneville	Missouri Pacific	44.11	6	1,100 80	.....	1,100 80	47 05	.....	
28010	Centra to Columbia	Wabash, Saint Louis and Pacific	22.14	18	1,097 92	.....	1,097 92	189 29	.....	
28011	Kansas City to Cameron	Hannibal and Saint Joseph	55.78	13	10,349 42	1,394 50	11,743 92	185 24	35 00	
28012	Sedalia to DeWitt	Missouri Pacific	410.81	13	74,505 03	10,862 75	85,467 78	173 51	25 00	
28013	Saint Joseph to North Lexington	Wabash, Saint Louis and Pacific	28.00	13	4,534 74	.....	4,534 74	59 00	.....	
28014	Irwin to Council Bluffs	do	76.80	8.84	4,101 95	.....	4,101 95	51 30	.....	
28015	Hannibal to Sedalia	Missouri Pacific	223.88	12	20,030 43	3,571 34	23,601 77	140 22	25 00	12.71 miles pay not fixed.
		Wabash, Saint Louis and Pacific	152.05	6	6,020 70	.....	6,020 70	50 45	.....	
28016	Pleasant Hill to Morse	Atchison, Topeka and Santa Fe.	30.50	6	1,303 87	.....	1,303 87	42 75	.....	
28017	Sedalia to Lexington	Missouri Pacific	56.25	6	2,932 90	.....	2,932 90	52 16	.....	
28018	Mount Pleasant, Iowa, to Saint Peter's, Mo.	Saint Louis, Keokuk and North-western.	156.75	13	16,561 74	.....	16,561 74	118 85	.....	47.40 miles pay not fixed.
28019	Quincy to Milan	Wabash, Saint Louis and Pacific	106.25	12	4,363 03	.....	4,363 03	55 68	.....	27.75 miles pay not fixed.
28020	Pierce City to Wichita, Kans	Saint Louis and San Francisco.	219.28	6	24,248 09	5,482 00	29,730 09	108 39	35 00	
28021	Branch, Ormoso to Joplin	Chicago and Alton	10.31	6	2,327 43	.....	2,327 43	46 17	.....	
28022	Mexico to Cedar City	do	50.41	6	8,019 34	.....	8,019 34	99 18	.....	
28023	Rockhome to Mexico	Saint Louis, Salem and Little Rock.	89.83	12	2,207 59	.....	2,207 59	53 87	.....	
28024	Cuba to Salem	Rock.	40.98	6	.....	.....	.....	.....	.....	
28024	Holden to Paola	Missouri Pacific	64.53	6	2,564 58	.....	2,564 58	47 03	.....	
28025	Salisbury to Glasgow	Wabash, Saint Louis and Pacific.	135.90	13	710 91	.....	710 91	44 40	.....	



Year	Station	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	Notes		
28026	Bismarck to Texarkana.	81	16	84,476 37	10,380 25	94,856 02	243 63	25 00																	
28027	Chicago to Peoria Bluffs.	234.21	14	2,800 22		2,800 22	104 94	25 00																	
28028	Saint Joseph to Hoyleton.	74.06	7	5,496 42		2,896 42	38 31																		
28029	Hannibal to Eolia.	59.18	13	2,038 74		2,038 74	42 75																		
28030	Saint Joseph to Atchison.	47.69	6	2,597 04		2,597 04	117 13																		
28031	Saint Louis to Florissant.	22.18	13	709 65		709 65	42 75																		
28032	Atchison to Edgerton Junction.	16.00	9	1,097 40		1,097 40	55 58																		
28033	Chicago, Rock Island and Pacific.	30	7	1,853 21		1,853 21	42 75																		
28034	Missouri Pacific.	42.35	6	10,062 68		10,062 68	82 94																		
28035	Bismarck to Lexington, Ky.	121.32	15	1,058 68		1,058 68	38 48																		
28036	New Madrid to Malden.	27.51	6	858 42		858 42	42 75																		
28037	Springfield to Ash Grove.	20.08	6	2,219 57		2,219 57	42 75																		
28038	Saint Joseph to Albany.	51.92	5	15,770 71		15,770 71	95 76																		
28039	Mexico to Kansas City.	164.69	14																						
28040	Pierce City to Fayetteville, Ark.	75.80	6																						
28041	Pleasant Hill to Nevada.	68.97	6																						
28042	Pleasanton to Carbon Centre.	29.21	5																						
28043	Sedalia to Warsaw.	42	6																						
28044	Arcadia to Ash Grove.	67.98	6																						
28045	Bigelow to Burlington Junction.	32.39	6																						
28046	Delta to Cape Girardeau.	14.81	6																						
28047	Corning to Westborough.	21.16	6																						
ARKANSAS.																									
29001	Hopewell to Little Rock.	184.21	7	32,576 81		12,576 81	93 71																		
29002	Helena to Clarendon.	48.20	6	2,060 55		2,060 55	42 75																		
29003	Argenta to Fort Smith.	169.29	6	9,959 33		9,959 33	78 83																		
29004	Pine Bluff to Monticello.	111.97	6	5,189 64		5,189 64	46 17																		
29005	Malvern Junction to Hot Springs.	25.11	6	1,352 67		1,352 67	53 87																		
29006	Brinkley to Cotton Plant.	11.06	6	472 81		472 81	42 75																		
29007	Little Rock to Pine Bluff.	43.85	6																						
LOUISIANA.																									
30001	New Orleans to Canton.	206.43	13	28,239 62		33,400 37	136 80	25																	
30002	New Orleans to Donaldsonville.	64.32	6	2,749 08		2,749 08	42 75																		

No pay fixed.  
Do.  
Do.  
Do.  
Do.  
Do.  
Do.

No pay fixed.

B.—Railroad service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
LOUISIANA—Continued.										
30003	New Orleans to Washington.	Morgan's Louisiana and Texas Railroad and Steamship Co.	83.52	7	17,887 71	.....	17,887 71	89 61	.....	
30004	Terre Bonne to Houma	do	92.88	7	655 35	.....	655 35	112 91	.....	
30005	Fort Allen to Mouson	Baton Rouge, Gross Tete and Opelousas.	15.33	3	566 36	.....	566 36	42 75	.....	
30006	Clinton to Port Hudson	T. E. Lyon and D. W. Pipes, owners Clinton and Port Hudson Railroad.	22.08	6	893 47	.....	893 47	25 65	.....	
30007	Bayou Sara to Woodville.	West Feliciana	28.23	3	844 92	.....	844 92	42 75	.....	
30008	Vicksburg to Mowre	Vicksburg, Shreveport & Texas	70.10	7	2,524 34	.....	2,524 34	29 66	.....	
30009	Terre Bonne to Thibodaux	Morgan's Louisiana and Texas Railroad and Steamship Co.	5.75	6	245 81	.....	245 81	46 52	.....	
30010	Vermillionville to Orange	Louisiana Western	113.15	7	9,965 12	.....	9,965 12	42 75	.....	
			728.75		64,572 38	5,169 75	69,733 13	88 07	.....	
TEXAS.										
31001	Houston to Galveston	N. A. Cowdrey, trustee Galveston, Houston and Henderson Railroad Co.	51.50	14	7,045 20	.....	7,045 20	136 80	.....	
31002	Houston to San Antonio	Galveston, Harrisburgh and San Antonio.	218.01	13	28,920 00	.....	28,920 00	130 82	.....	
31003	Houston to Denison City	Houston and Texas Central	337.45	7	43,855 00	.....	43,855 00	129 90	.....	
31004	Hempstead to Austin	do	115.20	7	7,780 60	.....	7,780 60	67 54	.....	
31005	Bremont to Morgan	do	87.28	13	6,072 81	.....	6,072 81	67 54	.....	
31006	Leoview to Houston.	do	237.50	7	35,862 17	.....	35,862 17	141 08	.....	
	Branch, Mineola to Troop.	International & Great Northern.	44.70	6	9	.....	9	42 75	.....	
31007	Palcatine to San Antonio.	do	205.82	12	15,255 13	.....	15,255 13	42 75	.....	81.80 miles pay not fixed.
31008	Houston to Columbia	do	66.75	8	1,388 52	.....	1,388 52	27 36	.....	
31009	Shreveport to Abilene.	Texas and Pacific	380.97	12	42,021 43	.....	42,021 43	129 11	.....	55.60 miles pay not fixed.
31010	Marshall to Texarkana.	do	74.60	7	7,562 44	.....	7,562 44	109 89	.....	
31011	Sherman to Texarkana.	do	155.22	6	11,147 90	.....	11,147 90	71 82	.....	
31012	Houston to Orange.	Texas and New Orleans.	106.24	6	9,901 50	.....	9,901 50	93 20	.....	

Line No.	Line Name	Miles	Passenger	Freight	Mail	Other	Total	Notes
31013	Tedderon to Greenville	122.13	6	6,481.88	6,481.88	58.87	13,452.63	No pay fixed.
31014	Columbia to La Grange	51.61	6	693.90	693.90	42.75	1,436.65	13.46 miles pay not fixed.
31015	Hendon and Overton	15.53	6	1,710.00	1,710.00	42.75	3,862.75	
31016	Corpus Christi to San Diego	53.40	6	2,268.74	2,268.74	42.75	4,980.19	
31017	Corpus Christi to San Diego	53.07	6	1,198.71	1,198.71	43.75	2,440.26	
31018	Brownsville to Isabel	28.04	6	2,855.70	2,855.70	43.75	6,155.20	
31019	Indianola to Chero.	61.80	6	1,236.72	1,236.72	29.88	2,703.30	
31020	Houston to Patterson's Station	43.41	3	592.10	592.10	49.59	1,233.69	No pay fixed.
31021	Waxahatchie to Garrett	11.94	6	2,048.26	2,048.26	50.45	4,547.16	
31022	Denson City to Gathsville	40.60	6	2,394.00	2,394.00	42.75	5,230.75	
31023	Houston, East and West Texas	56.00	6	9,697.74	9,697.74	54.72	21,450.26	
31024	Narasota to Shepherd	28.17	6	837.93	837.93	62.42	1,738.32	
31025	Texas and Montgomery	166.36	6	2,833.85	2,833.85	45.32	6,313.06	87.85 miles pay not fixed.
31026	Texas and Saint Louis	10.22	6	250,432.32	250,432.32		500,864.64	No pay fixed.
31027	Georgetown to Round Rock	23.86	7	108,913.01	108,913.01	170.15	238,826.01	301.7 miles.
31027	Galveston to Belton	226.86	7	2,247.75	2,247.75	64.18	5,015.73	386.4 miles.
31027	Galveston to Santa Fe	10.22	6	11,842.43	11,842.43	112.88	24,097.74	
31027	Galveston to Santa Fe	226.86	6	10,112.26	10,112.26	71.88	22,296.40	
31028	Whitesborough to Fort Worth	72.17	6	10,444.15	10,444.15	79.83	23,868.13	
31028	Whitesborough to Fort Worth	72.17	6	4,054.14	4,054.14	117.99	9,226.27	
31028	Whitesborough to Fort Worth	72.17	6	14,450.12	14,450.12	70.59	32,720.81	228.5 miles.
31028	Whitesborough to Fort Worth	72.17	6	19,870.13	19,870.13	112.88	44,813.14	24.9 miles.
31028	Whitesborough to Fort Worth	72.17	6	8,508.06	8,508.06	124.84	19,036.96	
31028	Whitesborough to Fort Worth	72.17	6	83,904.21	83,904.21	148.44	170,111.86	
31028	Whitesborough to Fort Worth	72.17	6	8,074.36	8,074.36	70.11	17,858.83	R. P. O. on 568.19 miles.
31028	Whitesborough to Fort Worth	72.17	6	15,136.92	15,136.92	68.40	32,345.24	
31028	Whitesborough to Fort Worth	72.17	6	5,069.29	5,069.29	42.75	11,187.33	
31028	Whitesborough to Fort Worth	72.17	6	1,399.21	1,399.21	42.75	3,241.17	
31028	Whitesborough to Fort Worth	72.17	6	3,581.08	3,581.08	63.27	7,804.63	
31028	Whitesborough to Fort Worth	72.17	6	13,131.43	13,131.43	148.36	29,411.22	
31028	Whitesborough to Fort Worth	72.17	104	1,655.00	1,655.00	42.75	3,752.75	
31028	Whitesborough to Fort Worth	72.17	6	1,314.56	1,314.56	42.75	2,971.87	
31028	Whitesborough to Fort Worth	72.17	6	827.26	827.26	30.78	1,811.30	
31028	Whitesborough to Fort Worth	72.17	6	3,137.78	3,137.78	66.69	6,942.35	

KANSAS.

Line No.	Line Name	Miles	Passenger	Freight	Mail	Other	Total	Notes
33001	Kansas City to Denver	640.10	8.3	11,772.50	11,772.50		23,545.00	
33002	Lawrence to Leavenworth	35.05	7	2,247.75	2,247.75		4,941.00	
33003	Atchison to Waterville	100.50	6	11,842.43	11,842.43		24,097.74	
33004	Lawrence to Coffeyville	140.80	6	10,112.26	10,112.26		22,296.40	
33005	Cherry Vale to Hunnewell	131.34	6	10,444.15	10,444.15		23,868.13	
33006	Olathe to Ottawa	94.36	6	4,054.14	4,054.14		9,226.27	
33007	Elwood to Grand Island	231.40	6	14,450.12	14,450.12		32,720.81	
33008	Kansas City to Joplin	176.06	6	19,870.13	19,870.13		44,813.14	
33009	Junction City to Parsons	157.44	6	8,508.06	8,508.06		19,036.96	
33010	Atchison to Pueblo	148.44	6	83,904.21	83,904.21		170,111.86	
33011	{ Branch, Mulvane to Caldwell	78.84	7	8,074.36	8,074.36		17,858.83	
33011	{ Branch, Mulvane to Caldwell	38.19	6	15,136.92	15,136.92		32,345.24	
33012	Atchison to Columbia	221.30	6	5,069.29	5,069.29		11,187.33	
33013	Leavenworth to Garrison	118.58	6	1,399.21	1,399.21		3,241.17	
33014	Lawrence to Carbondale	32.73	6	3,581.08	3,581.08		7,804.63	
33015	Junction City to Clyde	56.00	6	13,131.43	13,131.43		29,411.22	
33016	Topeka to Kansas City	66.20	104	1,655.00	1,655.00		3,752.75	
33017	Florence to El Dorado	30.75	6	1,314.56	1,314.56		2,971.87	
33018	Fort Scott to Arcadia	17.13	6	827.26	827.26		1,811.30	
33019	Ottawa to Burlington	47.05	6	3,137.78	3,137.78		6,942.35	

B.—Railroad service as in operation on the 30th of June, 1881.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>KANSAS—Continued.</b>										
33020	Girard to Joplin.	Joplin.	37.30	6	1,594.57	.....	1,594.57	42.75	.....	
33021	Waterville to Washington.	Central Branch Union Pacific.	30.50	6	1,787.80	.....	1,787.80	87.31	.....	
33022	Greenleaf to Concordia.	do	41.97	6	4,270.44	.....	4,270.44	101.75	.....	
33023	Emery to Howard.	Atchison, Topeka and Santa Fe.	76.10	6	3,983.40	.....	3,983.40	44.46	.....	
33024	Cherry Vale to Weir.	Memphis, Kansas and Colorado.	31.53	6	1,347.89	.....	1,347.89	42.75	.....	
33025	Solomon City to Beloit.	Solomon.	56.90	6	2,831.67	.....	2,831.67	49.59	.....	
33026	Concordia to Logan.	Central Branch Union Pacific.	114.01	6	6,455.99	.....	6,455.99	82.94	.....	
33027	Concordia to Tallmage.	do	35.20	6	1,504.80	.....	1,504.80	42.75	.....	
33028	Salina to McPherson.	Salina and Southwestern.	36.47	6	1,559.09	.....	1,559.09	42.75	.....	
33029	Cawker City to Bull's City.	Central Branch Union Pacific.	30.35	6	1,297.46	.....	1,297.46	42.75	.....	
33030	Piersons to Lyons.	Atchison, Topeka and Santa Fe.	78.59	6	3,696.98	.....	3,696.98	47.69	.....	
33031	Paola to Le Roy Junction.	Saint Louis, Kansas and Arizona.	60.80	6	2,899.98	.....	2,899.98	47.69	.....	
33032	Junctiontown to Burr Oak.	Central Branch Union Pacific.	33.95	6	1,480.56	.....	1,480.56	43.61	.....	
33033	Osawatomie to Ottawa.	Missouri Pacific.	21.50	6	1,029.42	.....	1,029.42	47.84	.....	
33034	Burlington to Manhattan.	Manhattan, Alma and Burlington.	57.31	6	2,695.29	.....	2,695.29	47.69	.....	
33035	Wellington to Harper.	Kansas City, Lawrence and Southern Kansas.	35.84	6	1,532.16	.....	1,532.16	42.75	.....	
			3,761.59		367,273.94	27,632.25	394,906.19			
<b>NEBRASKA.</b>										
34001	Council Bluffs to Ordan City.	Union Pacific.	1,035.20	7	395,643.08	51,760.00	447,403.08	382.19	50.00	
34002	Pittsblom to Kearney.	Burlington and Missouri River in Nebraska.	196.80	6	27,098.24	3,687.50	30,785.74	141.69	25.00	R. P. O. 147.5 miles.
34003	Omaha to Covington.	Saint Paul and Sioux City.	127.61	6	2,292.31	.....	2,292.31	40.37	.....	
34004	Omaha to Oresopolis Junction.	Burlington and Missouri River in Nebraska.	17.76	6	2,490.39	444.00	2,934.39	140.22	35.00	
34005	Nemaha City to York.	Nebraska.	137.09	6	8,005.29	.....	8,005.29	58.14	.....	
34006	Crete to Beatrice.	Burlington and Missouri River in Nebraska.	30.60	6	1,132.87	.....	1,132.87	40.17	.....	
34007	Covington to Popon.	Sioux City and Nebraska.	36.50	6	1,192.87	.....	1,192.87	42.75	.....	
34008	Valley to Stromsburg.	Omaha and Republican Valley.	66.78	6	4,812.24	.....	4,812.24	53.01	.....	
34009	Beatrice to Indianola.	Republican Valley.	153.25	6	5,180.09	.....	5,180.09	70.97	.....	On 80.26 miles pay not fixed.
34010	Fremont to Neligh.	Fremont, Elkhorn and Missouri Valley.	115.44	6	6,711.68	.....	6,711.68	58.14	.....	

34011	York to Central City.....	42 35	6	2,100 14	2,100 14	42 75	Pay not fixed.
34012	Duncan to Norfolk.....	60 97	6				Do.
34013	Beatrice to Marysville.....	38 20	5	1,636 00	1,636 00	42 75	
34014	Veradero to Lincoln.....	20 65	12	882 70	882 70	42 75	
34015	Grand Island to Saint Paul.....	23 62	6	907 00	907 00	42 75	
34016	Radlock to Red Cloud.....	81 30	6				
34017	Lost Creek to Albion.....	94 16	6				
	Illib.	2,215.73		400,853 75	55,801.50		
35001	Siox City to Yankton.....	61.71	6	4,220 06	4,220 96	68 40	
35002	Marion to Mitchell.....	44.55	6	2,552 27	2,552 27	57 29	
35003	Breckenridge to Durbin.....	47.87	6				
35004	Grand Forks to Stickney.....	11.50	6				Do.
35005	Grand Forks to Fargo.....	76.06	6				Do.
	Manitota.	241.60		6,773 23	6,773 23		
38001	{ Denver to El Moro.....	209.20	7	27,954 11	27,954 11	117 80	On 118.5 miles pay
38002	{ Branch, Pueblo to Leadville.....	163.50	6			72 08	not fixed.
38003	{ Hughes Station to Boulder.....	27.75	6	1,186 31	1,186 31	42 75	
	{ Denver to Cheyenne.....	135.62	6			69 20	
	{ Branch, Golden Junction to George- town.....	37.72	7	12,046 78	12,046 78	55 58	
38004	{ Cucharas to Santa Cruz.....	12.07	7	9,459 38	9,459 38	46 17	On 120.68 miles pay
	{ Denver to Leadville.....	202.28	7			116 28	not fixed.
38005	{ Branch, Bear Creek Junction to Morrison.....	172.34	14.2	15,751 97	15,751 97	88 92	
38006	{ La Junta to Deming Station.....	40.90	6	16,463 46	16,463 46	42 75	On 217.08 miles pay
	{ Branch, Forks Creek to Central City.....	433.42	7			76 10	not fixed.
	NEW MEXICO.	1,403.90		82,862 01	82,862 01		
39001	Galisteo to Santa Fé.....	18.63	6				Pay not fixed.
39002	Antonita to Chama.....	63.90	6				Do.
39003	Albuquerque to Fort Wingate.....	151.20	6				Do.
40001	Yuma to Deming.....	233.73	7				Do.
	ARIZONA.	406.90					
	Southern Pacific of Arizona and New Mexico.	406.90					

## B.—Railroad services as in operation on the 30th of June, 1881—Continued.

Number of route.	State and terminl.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
UTAH.										
41001	Ogden to Salt Lake City	Utah Central	38.15	6	3,741 17	98 06	3,741 17	98 06		
41002	Salt Lake City to Junab	Utah Southern	105.03	7	8,261 65	78 66	8,261 65	78 66		
41003	Ogden City to Dillon	Utah and Northern	349.37	7	8,065 14	100 89	8,065 14	100 89		On 269.34 miles pay not fixed.
41004	Sandy to Bingham Cañon	Wasatch and Jordan Valley	22.50	6	961 87	42 75	961 87	42 75		
41005	Salt Lake City to Stockton	Utah Western	40.50	6	1,731 37	42 75	1,731 37	42 75		
41006	Sandy to Alta	Wasatch and Jordan Valley	16.78	6	717 34	42 75	717 34	42 75		
41007	Junab to Frisco	Utah Southern	137.70	7	7,773 79	50 43	7,773 79	50 43		
41008	Echo City to Park City	Echo and Park City	28.65	0						Pay not fixed.
			738.74		31,352 33		31,252 33			
WASHINGTON.										
43001	Kalama to Wilkeson	Northern Pacific	136.33	6	8,625 50	63 27	8,625 50	63 27		
43002	Seattle to New Castle	Seattle and Walla Walla	20.28	6	1,144 84	42 75	1,144 84	42 75		
43003	Olympia to Tenno	Thurston County Railroad Construction.	15.31	6	654 50	42 75	654 50	42 75		
43004	Walla Walla to Wallula	Walla Walla and Columbia River	32.37	6	1,383 81	42 75	1,383 81	42 75		
43005	Discontinued.	do	14.32	6						Pay not fixed.
43006	Wallula to Alinsworth	do	218.61		11,808 74		11,808 74			
OREGON.										
44001	Portland to Roseburg	Oregon and California	199.10	6	19,746 73	90 18	19,746 73	90 18		
44002	Portland to McMinnville	do	51.67	6	2,739 03	53 01	2,739 03	53 01		
44003	Abandoned.	do								
44004	McMinnville to Corvallis	do	47.54	6	2,032 38	42 75	2,032 38	42 75		Pay not fixed.
44005	The Dalles to Wallula	Oregon Railroad and Navigation Company.	127.62	6						
			425.93		24,518 09		24,518 09			

NEVADA.		CALIFORNIA.		For 32.17 miles. For 862.07 miles.		R. P. O. 241.62 miles.	
45001	Virginia City to Reno.....	51.75	237.03	4,292 14	13,617 50	82 94	{ 50 00
45002	Palisade to Eureka.....	91.37		5,306 43		58 14	{ 25 00
45003	Battle Mountain to Austin.....	94.01		4,018 93		42 75	
46001	San Francisco to Ogden.....	894.24		274,615 12	42,516 25	929 18	
46002	{ San Francisco to Soledad.....	{ 143.60		{ 11,368 27		{ 78 19	
46003	{ Branch, Gilroy to Tres Pinos.....	{ 20.20		{ 1,876 77		{ 42 75	
46004	Roseville to Redding.....	151.45		18,776 77		123 98	
46005	Discontinued.....						
46006	Sacramento City to Folsom City.....	28.20		1,269 50		54 72	
46007	Suisun City to Napa Junction.....	13		1,011 53		77 81	
46008	Woodland to Graton.....	9.14		414 23		45 32	
46009	Valley Junction to Calistoga.....	43.00		2,965 44		67 55	
46010	Marysville to Orville.....	38.00		1,498 40		47 88	
46011	Lathrop to Goshen.....	146.90		21,146 20	8,657 50	144 54	{ 25 00
46012	Stockton to Cloverdale.....	90		6,617 70		73 53	
46013	{ Stockton to Milton.....	{ 19		{ 929 81		{ 42 75	
46014	{ Washington to Los Angeles.....	{ 21.75		{ 929 81		{ 42 75	
46015	Huron to Yuma.....	530.20		39,869 01	6,040 50	75 24	{ 25 00
46016	Elmira to Madison.....	29		1,239 75		42 75	
46017	{ San Francisco to Duncan's Mills.....	{ 80.47		{ 4,432 43		{ 52 18	
46018	{ Branch, San Anselmo to San Quentin.....	{ 5.50		{ 2,132 43		{ 61 58	
46019	Los Angeles to Santa Ana.....	34.04		2,357 81		42 75	
46020	Visalia to Goshen.....	8.37		1,131 14		49 52	
46021	Colfax to Nevada City.....	22.81		1,718 20		42 75	
46022	Los Angeles to Santa Monica.....	16.80		999 92		42 75	
46023	Santa Cruz to Watsonville.....	33.59		8,984 13		58 01	
46024	Dayville to Willow.....	74.39		1,475 79		42 75	
46025	Galt to Juntura to Berkeley.....	27.84		2,252 22		46 17	
46026	Shelton to Mount to Berkeley.....	0.90		631 14		38 48	
46027	Discontinued.....						
46028	San Francisco to Alameda.....	13.07		619 14		117 14	
46029	Fulton to Guerneville.....	16.09		16,404 28		53 57	
46030	San Francisco to Sacramento.....	140.04		1,973 43		47 93	
46031	{ Niles Junction to San Jose.....	{ 18.07		{ 2,839 06		{ 189 37	
46032	Monterey to Salina.....	23.03		1,544 25		25 00	
46033	San Francisco to Santa Cruz.....	81.97		8,664 63		189 37	
46034	Fort Costa to Lathrop.....	62.17		10,218 88		485,867 94	
46035	Black Diamond to Nortonville.....	6.26		432,099 44	53,768 50	485,867 94	
46036	Black Diamond Coal Mining Company.....						

C.—Steamboat service as in operation on the 30th of June, 1881.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
MAINE.								
93	Upton to Middle Dam	Charles A. J. Farrar	18½	6	6	200 00	200 00	From June 1 to September 30, 1881, partly by steamboat and partly by land.
94	Middle Dam to Errol, N. H.	do	17	6	6	200 00	200 00	Twelve times a week two and a half months, six times a week five and a half months.
296	Bath to Booth Bay							
294	Wisconsin to Booth Bay Portland to Chebeague Island	Eastern Steamboat Company, H. W. Swanton, treasurer.	20 11	6	6	728 22 259 00	728 22 259 00	Six times a week four months.
350	Green Vale to Indian Rock	Portland and Harpswell Steamboat Company, John S. Morris, manager.	10			200 00	200 00	Six times a week four months.
351	Boston, Mass., to Eastport	C. W. Howard	320		1	500 00	500 00	During season of navigation.
352	Boston, Mass., to Machiasport	Charles Deering	264		1	700 00	700 00	During season of summer travel only.
353	Rockland to Sullivan	do	78		1	300 00	300 00	
353	Portland to Bar Harbor	W. E. Dennison	152		3	200 00	200 00	
				978½			3,327 22	
NEW HAMPSHIRE.								
1101	Alton Bay to Meredith Village	William M. Ashley	10	6	6	2,000 00	2,000 00	During season of navigation.
1292	Wet's Bridge to Wolfborough	Lake Winnepesaukee Steamboat Company, B. J. Cole, president.	25 30	3	3	650 00	650 00	Six times a week four and two-thirds months, during season of navigation.
MASSACHUSETTS.								
3127	Wood's Holl to Nantucket	Nantucket and Cape Cod Steamboat Company, E. N. Winslow, president.	30		6	7,875 00	7,875 00	Twelve times a week six months, six times a week six months.
3132	New Bedford to Edgartown	New Bedford, Vineyard and Nantucket Steamboat Company.	37	6	6	2,000 00	2,000 00	
3252	Boston to Hull	Boston and Hingham Steamboat Company.	15					Six times a week six months, without expense to the department.
3260	New Bedford to Cuttyhunk	Samuel C. Hart	20	102	1	780 00	780 00	
							10,655 00	



Twenty-five times a week five months,  
 eighteen times a week seven months,  
 three times a week nine months,  
 six times a week three months.

Six times a week eight months.

Six times a week four months.

Forty miles once a week; 110 miles  
 six times a week.

<b>RHODE ISLAND.</b>									
4101	Newport and Wickford Railroad and Steamboat Company	15.40	8,947 67						
4180	{ Block Island to Newport, { Block Island to Providence	30 60	2,500 00	105.4					11,447 67
<b>NEW YORK.</b>									
6249	Phattsburgh to Burlington	23	1,050 00						
6651	Geneva to Watkins	65	2,432 44	6					
6684	Harlem River to Jersey City	11½	1,800 00	7					
6687	Brooklyn to Jersey City	3	1,825 00	30					
6766	Lake George to Fort Ticonderoga	40	1,500 00						
6770	Mayville to Jamestown	30	843 00	12					8,450 44
<b>PENNSYLVANIA.</b>									
8151	Pittsburgh to Greensborough	88.5	5,500 00	6					5,500 00
<b>MARYLAND.</b>									
10084	Baltimore to Tolchester	25	125 00	6					
10085	Verona to Seaford	12	400 00	6					
10096	Baltimore to Saint Michael	62	156 00	3					
10097	Washington, D. C. to Glymont	30	2,800 00	6					
10098	Baltimore to Bepedict	140	1,800 00	2					
10099	Baltimore to Friesland, Va	200	1,800 00	2					
10100	Baltimore to Cambridge	90.5	2,400 00	6					
10101	Baltimore to Wilson's Wharf	150	4,200 00						
10102	Baltimore to Queensdown	40	750 00	3					14,431 00
<b>VIRGINIA.</b>									
11093	Washington D. C. to Coan Wharf	134½	8,450 02	3					
11094	Washington D. C. to Norfolk	213	4,777 00	3					
11095	West Point to Baltimore, Md	200	1,800 00	3					
11096	Norfolk to Baltimore, Md	200	18,000 00	6					
11097	Norfolk to Eastville	50	3,500 00	3					
11098	Norfolk to Matthews Court-House	86	3,000 00	3					
11099	Norfolk to Richmond	151	4,500 00	3					
11100	Fredricksburgh to Baltimore, Md.	280½	2,600 00	2					46,627 02

C.—Steamboat service as in operation on the 30th of June, 1881—Continued.

Number of route.	State and terminal.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
<b>WEST VIRGINIA.</b>								
12098	Wheeling to Parkersburgh	C. H. Booth	96		6	8,000 00		
12099	Parkersburgh to Gallipolis	Parkersburgh and Ohio River Transportation Company	87½		3	5,200 00		
12100	Kanawha Court-House to Gallipolis	J. A. McClurg and J. B. Dudding	62	245.5	6	2,600 00	15,800 00	
<b>NORTH CAROLINA.</b>								
12094	Elizabeth to Fairfield	J. E. Reeside	92		3	5,450 00		
12095	Norfolk to Manico	Isaiah Cain	120		3	5,150 00		
12097	Plymouth to Franklin	Zimri McDonald	106		3	4,237 00		
12098	Plymouth to Windsor	Joseph B. Bishy	30		3	703 00		
12099	Wilmington to Smithville	B. G. Worth	28		6	1,550 00		
12100	Wilmington to Fayetteville		112	498	2	1,175 00	18,364 00	
<b>SOUTH CAROLINA.</b>								
14099	Charleston to Moultrieville	William M. Bird	7½	*	7	481 00		
14100	Charleston to Edisto Island	Peter Foglio	43	50.5	1	400 00	881 00	
<b>GEORGIA.</b>								
15099	Savannah to Augusta	J. H. Riddell	275		1	4,125 00		
15100	Brunswick to Saint Simon's Mills	U. Dart, Jr.	8	283	6	475 00	4,600 00	
<b>FLORIDA.</b>								
16081	Cedar Keys to Clear Water Harbor	John Miller	151		1	3,700 00		Gratuitous service.
16082	New Orleans, La., to Havana, Cuba	C. A. Whitney & Co	832		6	1,200 00		
16087	Jacksonville to Fort George	H. T. Wray	206		6	3,145 00		
16088	Milton to Warrington	John Miller	244		6	10,400 00		
16089	New York, N. Y., to Galveston, Tex.	C. H. Mallory & Co	2,075		1			\$200 per round trip.

Three times a week for six months,  
six times a week for six months.  
Six to Saint Mary's, two residue.  
Temporary service.  
Twice a week for four months, once a  
week for eight months.

Seven times a week for 6 months,  
three times a week for 6 months.

Twice a week from Dec. 1 to July 1  
and once a week the rest of the year.

16090	Palatka to Crescent City.....	George W. Beach and J. W. Miller.....	314			2, 121 22		
16091	Cedar Keys to Key West.....	John Miller.....	284			31, 000 00		
16092	Fernandina to Traders Hill, Ga.....	Hart, Smith & Richardson.....	484			3, 023 00		
16093	Pensacola to Freeport.....	No contractor.....	98			1, 900 00		
16096	Palatka to Oklawaha.....	H. L. Hart.....	232			2, 400 00		
16097	Jacksonville to Enterprise.....	Frederick de Barry.....	206½			18, 067 45		
16098	Chattahoochee to Apalachicola.....	Samuel J. Whiteside.....	186			2, 802 78		
16099	Cedar Keys to New Troy.....	John Miller.....	131			1, 369 50		
16100	Cedar Keys to Tampa.....	do.....	158		4, 508. 69	9, 800 00	90, 938 95	
	ALABAMA.							
17093	Rome to Olio.....	W. F. Smith.....	{ 155					
17094	Mobile to Gasque.....	Edwin Baldwin.....	30			1, 703 00		
17096	Chattanooga, Tenn., to Decatur.....	S. C. Copchart.....	47½			3, 009 00		
17097	Mobile to Demopolis.....	F. S. Stone.....	227			2, 800 00		
17099	Mobile to Point Clear.....	Edwin Baldwin.....	240			5, 200 00		
			26		725. 25	3, 500 00	17, 227 00	
	MISSISSIPPI.							
18097	English Lookout to Gainesville.....	J. Poitvent and J. A. Favre.....	244			775 50		
18099	Vicksburg to Faisonla.....	S. H. Parisot.....	203			2, 916 28		
18100	Vicksburg to Greenwood.....	do.....	242		469. 5	4, 800 00	8, 491 78	
	TENNESSEE.							
19097	Nashville to Paducah, Ky.....	Thomas G. Ryman.....	215			5, 000 00		
19098	London to King's Creek.....	U. S. Allison.....	47			2, 395 00		
19099	Chattanooga to King's Creek.....	J. P. & W. E. Kendrick.....	96		358	1, 640 00	9, 025 00	
	KENTUCKY.							
20097	Louisville to Evansville, Ind.....	W. C. Hite.....	292			15, 000 00		
20098	Evansville, Ind., to Cairo, Ill.....	J. S. Hopkins.....	292			15, 000 00		
20099	Bowling Green to Evansville, Ind.....	C. G. Smallhouse.....	198			4, 800 00		
20100	Paducah to Waterloo, Ala.....	W. G. Brown.....	290		862	6, 000 00	40, 800 00	
	OHIO.							
21098	Zanesville to Marietta.....	James R. Martin.....	{ 27			12, 000 00		
21099	Portsmouth to Cincinnati.....	Cincinnati, Portsmouth, Big Sandy and Pomeroy Packet Company.....	{ 48 127½			9, 000 00		

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

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
21100	Ohio—Continued. Fronton to Gallipolis	William Bay	{ 21.35 36.65	260.75	12 } 6 }	4,840 16	25,840 16	
24995	Detroit to Marquette	J. T. Whiting	{ 350 150		5 } 3 }			\$528.37 per month May 1 to Nov. 18.
24997	Manitowish to Milwaukee	Engleman Transportation Company	130		6			\$20 per round trip, Apr. 1 to Nov. 20.
24998	L'Anse to Hancock	R. M. Hoar	35		6	3,000 00		Steamboat, Apr. 1 to Nov. 20, and start balance of year.
24999	Bay City to Alpena	Cole & Holt	123	788	6		17,320 00	\$85 per round trip, Apr. 1 to Nov. 20.
28008	Saint Louis to Keokuk, Iowa	R. C. Kerens	231		6	27,464 00		
28100	Saint Louis to Memphis, Tenn	John A. Scudder	453	684	3*	25,000 00	47,404 00	
29050	Memphis, Tenn., to Friar's Point, Miss	H. M. Norton	112		3	2,900 00		
29051	Memphis, Tenn., to Osceola, Ark.	James G. Andrews	96		3	6,090 00		
29052	Ferrone, Miss., to Pine Bluff, Ark.	John N. Harbin	140		3	8,800 00		
29053	Pine Bluff to Little Rock	do	85		3	3,250 00		
29056	Ferrone, Miss., to Jacksonport, Ark.	M. R. Hany	362		3	4,862 00		
29058	Monroe, La., to Red River Landing, La	John W. Blanks	285		3	12,742 18		
29060	Memphis, Tenn., to Vicksburg, Miss.	John D. Adams	408		3	47,193 48		
29063	Vicksburg, Miss., to Greenville, Miss.	do	155		3	37,024 52		
29064	Memphis, Tenn., to Greenville, Miss	do	261	1,004	3	20,000 00	123,872 18	
30085	Donaldsonville to Baton Rouge	B. H. Peterson	56		6	18,740 00		
30090	New Orleans to Grand Isle	George F. Broff	90		3	6,000 00		

30091	Red River Landing to Washington	H. H. Broad.....	212					3,280 05		
30092	Lake Charles to Cameron	James B. Price.....	48					2,860 00		
30093	New Orleans to Shreveport	Joseph A. Aiken.....	600					15,000 00		
30096	New Orleans to Vicksburg, Miss	T. P. Leathers, J. W. Tobin, and J. W. Cannon.....	408					35,000 00		
30097	New Orleans to Bayou Vista	Milton B. Munney.....	119					4,000 00		
30098	New Orleans to Bayou Sara	John W. Cannon.....	170					7,660 66		
30099	do	John J. Brown.....	170					7,660 66		
30099	New Orleans to Covington	Cohen M. Sorla.....	62					5,700 00		
30100	{ New Orleans to Port Ends, with aide } { supply. } { Head of jetties to Pilot Town.... }	{ John Kouns, W. T. Sovell, J. F. O'Pray, and W. S. Bassett. }	{ 116 } { 12 }					{ 6,409 84 }		
			2,129					112,944 11		
31100	TEXAS. Morgan City, La., to Isabel, Tex.....	Morgan's Louisiana and Texas Railroad and Steamship Co.	465					4,800 00		Twice a month, or as much oftener as steamships may run, at \$200 per round trip.
43095	WASHINGTON TERRITORY. Port Townsend to Nehalem	James Brittain.....	101					3,350 00		
43096	Port Townsend to Sitka, Alaska	P. B. Cornwall.....	97					14,800 00		
43097	Port Townsend to Semiahmo	William F. Munroe.....	130					2,974 00		
43098	Seattle to Sehome	James C. Brittain.....	{ 136 }					{ 4,569 65 }		One round trip per month.
43099	New Tacoma to Port Townsend	Lewis M. Starr.....	892					29,700 00		
			1,380.75					55,414 65		
44099	OREGON. Portland to The Dalles	Oregon Steam Navigation Co.....	117					7,487 00		
44100	Portland to Astoria	do.....	98					4,990 00		
			215					12,477 00		
45095	CALIFORNIA. Lakeport to East Lake	William Glasman.....	16					889 41		As often as the boats run.
45096	San Francisco to Eureka	Pacific Coast Steamship Co., Goodall, Branch, Eureka to Crescent City	{ 216 }					{ 5,000 00 }		
45097	San Francisco to San Diego	do.....	482					5,200 00		Six times a week for six months, and once a week for six months.
45098	Yuba to Yuboe	Arthur Lyman and F. H. Fish.....	464					2,400 00		
45099	San Francisco to Sacramento City	California Steam Navigation Co.....	290					8,000 00		
45100	San Francisco to Portland, Oreg.....	Oregon Steam Navigation Co.....	676					22,000 00		Four times per month.
			1,734.50					43,489 41		

D.—Table showing the weight of the mails, the speed with which they are conveyed, the account on railroad routes in States in which the contract term expired June 30, 1881, and also in of the pay in accordance with the acts of March 3, 1873, July 12, 1876, and June 17, 1878.

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; r. p. o., railway q. l., quadruple line; L, lines or line; m., miles; r. a., route agent. A number followed by an asterisk to the order of the routes in this table.]

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
1	N. J.	7004	.....	New York, West Philadelphia.	Pennsylvania Railroad.....	Miles. 90	33
2	N. Y.	6011	.....	New York, Buffalo.....	New York Central and Hudson River Railroad.	442	.....
3	Pa.	8001	.....	Philadelphia, Pittsburgh.....	Pennsylvania Railroad.....	353.60	31
4	N. Y.	6052	.....	Buffalo, Elyria.....	Lake Shore and Michigan Southern Railway.	210.2	.....
5	N. Y.	6052	.....	Buffalo, Chicago.....	do	542	.....
6	Ohio	21032	.....	Pittsburgh, Columbus.....	Pittsburgh, Cincinnati and Saint Louis Railway.	193.86	28
7	N. Y.	6052	.....	Millbury, Toledo.....	Lake Shore and Michigan Southern Railway.	8.5	.....
8	Conn.	5005	.....	New York, Springfield.....	New York, New Haven and Hartford Railroad.	135.50	29
9	Md.	10001	.....	Baltimore, Philadelphia.....	Philadelphia, Wilmington and Baltimore Railroad.	98	32
10	Md.	10013	.....	Bay View, Washington.....	Baltimore and Potomac Railroad.	46.10	.....
11	N. Y.	6052	.....	Elkhart, Chicago.....	Lake Shore and Michigan Southern Railway.	101	.....
12	Ohio	21015	.....	Columbus, Indianapolis.....	Pittsburgh, Cincinnati and Saint Louis Railway.	189.07	av. 27
13	Ind.	22002	.....	Indianapolis, Terre Haute.....	Terre Haute and Indianapolis Railroad.	74.39	28
14	Ohio	21007	.....	Elyria, Millbury.....	Lake Shore and Michigan Southern Railway.	74.86	.....
15	Mass.	8025	.....	Boston, Albany.....	Boston & Albany Railroad....	202.24	26

modations for mails and agents, the trips per week, and the rates of pay per mile per annum other States and Territories; the returns having been obtained with a view to the readjustment

post-office; apt., apartment; b. c., baggage car; a. l., single line; d. l., double line; t. l., triple line; (\*) shows the equivalent in round trips. The figures in parentheses in the "Remarks" column refer

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for trans- portation.	Pay per mile per annum for p. o. cars.	Remarks.	Order.
30 days total.	Per day, total.						
Pounds. 6, 202, 370	Pounds. 103, 372	<i>Feet and inches.</i> r. p. o., 60 by 8.7½, 1 l.; 59.3½ by 8.7½, 1 l.; 45 by 8.7, 1 l.; 60 by 8½, 4 l.; 40 by 8½, 1 l.; r. a. apt., 14.3 by —, 1 l. to Trenton — m., and 1½ l. thence to Philadelphia.	91.6*	Dollars. 890 65	Dollars. 380 00	60 days in Jan. and Feb., 1881. Main route; branches, \$47.02½, \$—, (\$29.—).	1
4, 416, 451	73, 607	r. p. o., 47 by —, 1 l. to Syracuse, 277.75 m.; 60 by —, 2 l.; 49.5 by —, 2 l.; 50 by —, 1 l.; 55 by — (av.), 1 l.; residue 164.25 m.	34.6*	669 47	300 00	60 days in Jan. and Feb., 1881, 144 m., at \$643.82.	2
4, 213, 182	70, 219	r. p. o., 60 by 8.9, 4 l.; 40 by 8.9, 1 l.; r. a. apt., 15 by 8.8, a. l. between Philadelphia and Harrisburg.	42.65*	662 62½	200 00	60 days in Jan. and Feb., 1881.	3
4, 178, 899	69, 648	r. p. o., 60 by 9, 3 l.; 50 by 9, 2 l.; 49.5 by 9, 1 l.; 184.5 m., 17.6 by 9, ½ l. Cleveland to Elyria, 25.7 m.	25.94*	614 75	265 00	60 days in Jan. and Feb., 1881. Part; \$275 for 25.7 m., r. p. o.	4
2, 870, 918	47, 848	.....	25.94*	614 75	.....	60 days in Jan. and Feb., 1881. See parts.	5
2, 921, 022	48, 683	r. p. o., 60 by 8.4, 4 l.; 40 by 8.4, 1 l.	21.49*	597 99	200 00	Main route; branch not weighed.	6
3, 816, 101	63, 601	r. p. o., 60 by 9, 3 l.; 50 by 9, 2 l.; 49.5 by 9, 1 l.; 17.6 by 9, 1 l.	25.94*	574 56	275 00	60 days in Jan. and Feb., 1881. Part.	7
1, 676, 198	55, 873	r. p. o., 55 by 8.8, 2 l.; 54.6 by 8.8, 1 l.; adjuncts, 44 by 8.6, ½ l.; 34.8 by 8.6, ½ l.; 15.6 by 8.6, 1 l. New York to New Haven, 73.23 m.; 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l.; adjuncts 44 by 8.6, ½ l.; 34.8 by 8.6, ½ l., New Haven to Springfield, 62.36 m.	47.71*	517 01½	214 00	60 days in Jan. and Feb., 1881. Main route; branch, \$42.78 (532), 62.36 m., at \$376.20.	8
2, 466, 865	41, 114	r. p. o., 60 by 8.7½, 1 l.; 59.3½ by 8.7½, 1 l.; r. a. apt., 24 by 8.6, 1 l.; 20.7 by 7.3, 1 l. between Philadelphia and Wilmington, 26 m.; 9.5 by 5.4½, 2 l., between Philadelphia and Lamoquin, 14 m.	57.75*	477 95	100 00	Main route; branch, \$42.75 (498), 60 days in Jan. and Feb., 1881.	9
2, 462, 716	41, 046	r. p. o., 60 by 8.7½, 1 l.; 59.3½ by 8.7½, 1 l.; r. a. apt., 14.6 by 8.6, f. f., a. l.	49.6*	475 38	180 00	60 days in Jan. and Feb., 1881.	10
3, 083, 463	51, 391	r. p. o., 60 by 9, 3 l.; 49.5 by 9, 1 l.; 50 by 9, 2 l.; 38 by 9, 1 l.	25.94*	473 67	287 50	60 days in Jan. and Feb., 1881. Part.	11
1, 972, 846	32, 880	r. p. o., 60 by 8.4, 2 l.; 40 by 8.4, 1 l.	18.9*	446 81	100 00	60 days in Jan. and Feb., 1881.	12
1, 986, 402	33, 106	r. p. o., 60 by 8.4, 2 l.; 40 by 8.4, 1 l.; r. a. apt., 17 by 6.10, f. f., ½ l.	23*	444 60	125 00	..... do .....	13
2, 263, 958	37, 732	r. p. o., 60 by 9, ½ l.; 50 by 9, 1 l.; 49.5 by 9, ½ l. (av.), 17.5 by 9, ½ l.	20	405 27	177 50	.....	14
850, 950	28, 364	r. p. o., 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l. to Springfield, 98.36 m.; 28 by 8.6, 2 l.; apt., 15.6 by 8.8, 1 l. through.	33*	383 04	135 00	103.86 m. at \$247.09½ transportation, and \$35 for r. p. o. cars. In January, 1881.	15

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	
						Miles.	Miles per hour.
16	Ohio	21045		Toledo, Elkhart.....	Lake Shore and Michigan Southern Railway.	134.35	
17	Ill	23031		Terre Haute, East Saint Louis	Terre Haute and Indianapolis Railroad.	166.69	27
18	Ill	23007		Chicago, Burlington	Chicago, Burlington and Quincy Railroad.	208.62	24
19	Ohio	21002		Pittsburgh, Chicago	Pennsylvania Company.....	468.2	28
20	N. Y.	6052		Elyria, Millbury	Lake Shore and Michigan Southern Railway.	79.3	
21	Ill	23035		Chicago, Milwaukee	Chicago, Milwaukee and Saint Paul Railway.	86.80	28
22	Mo	28001		Saint Louis, Atchison.	Missouri Pacific Railway	329.75	24½
23	Mass	3001		Boston, Portland.	Eastern Railroad	109.98	24
24	Ill	23015		Chicago, Davenport	Chicago, Rock Island and Pacific Railroad.	182.92	
25	Ohio	21014		Columbus, Cincinnati	Pittsburgh, Cincinnati and Saint Louis Railway.	120.16	av. 27½
26	Me	6		Portland, Bangor	Maine Central Railroad.	137.72	25
27	Ill	23003		Chicago, Union Pacific Transfer (n. o.).	Chicago and Northwestern Railway.	491.18	24
28	Md	10003		Baltimore, Wheeling	Baltimore and Ohio	393.92	28
29	Va.	11001		Washington, Richmond	Richmond, Fredericksburg and Potomac Railroad.	116	av. 28
30	N. Y.	6052		Toledo, Elkhart	Lake Shore and Michigan Southern Railway.	143	
31	Wis	25002		Milwaukee, La Crosse	Chicago, Milwaukee and Saint Paul Railway.	197.84	24
32	Mo.	28002		Saint Louis, Bismarck	Saint Louis, Iron Mountain and Southern Railway.	77.03	
33	Va.	11006		Richmond, Charlotte	Richmond and Danville Railroad.	286.54	23
34	N. Y.	6001		New York, Dunkirk	New York, Lake Erie and Western Railroad.	459.55	av. 34
35	Iowa	27014		Davenport, Missouri River	Chicago, Rock Island and Pacific Railway.	317.40	23
36	W. Va.	12002		Grafton, Parkersburgh	Baltimore and Ohio Railroad.	104.50	27



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. c. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
1,765,784	29,428	r. p. o., 60 by 9, 2 l.; 49.5 by 9, $\frac{1}{2}$ l. (av.); 50 by 9, 1 l.	14.9*	373 64	175 00	.....	16
1,838,248	30,637	r. p. o., 60 by 8.4, 2 l.; 40 by 8.4, 1 l.; r. a. apt., 17 by 8.10, f. f. c., $\frac{1}{2}$ l.	17.6*	348 84	125 00	60 days in Jan. and Feb., 1881.	17
658,743	21,957	r. p. o., 54.10 by 8.9 $\frac{1}{2}$ , f. f. c., d. l.; 35.5 by 8.10, f. f. c., s. l. between Chicago and Aurora, 38.6 m.; r. a. apt., 23.3 $\frac{1}{2}$ by 8.10, f. f. c., s. l.	25.3*	294 98	.....	Main route; branch not weighed. In Jan. and Feb., 1881.	18
949,804	15,830	r. p. o., 50 by 9, 1 l.; apt., 12 by 9, s. l. to Homewood, 22 by 9, s. l. Crestline to Chicago.	26.98*	292 41	25 00	.....	19
1,639,726	27,328	r. p. o., 60 by 9, 1 $\frac{1}{2}$ l.; 50 by 9, 1 l.; 49.5 by 9, $\frac{1}{2}$ l.	25.94*	288 99	97 50	60 days in Jan. and Feb., 1881. Part.	20
702,879	23,429	r. p. o., 59.4 by 9.5, 1 l.; 49.4 by 9.5, 1 l., f. f. c.	23.8*	288 14	80 00	In January, 1881.....	21
610,407	20,346	r. p. o., 60 by 9.3, f. f. c., d. l. to Kansas City, 282.5 m., s. l. residue.	15.49*	286 43	80 00	37 m. at \$229.14.; 47.75 m. at \$40 r. p. o. In January, 1881.	22
738,104	24,603	r. p. o., 40.11 by 8.11, f. f., d. l.; r. a. apt., 19.7 by 8.11, s. l. to Conway Junction, 66 m.	31.54*	277 88	30 00	52.56 m. at \$267.62 late route 9.	23
562,819	18,759	r. p. o., 50 by 9.6, 1 l.; 40 by 9.6, 1 l.; 42 by 9.6, 1 l., f. f. c.	18.28*	274 46	65 00	In January, 1881.	24
1,018,511	16,975	r. p. o., 60 by 8.4, 2 l.; r. a. apt., 15.10 by 8.9, s. l.	29.45*	273 60	100 00	60 days in Jan. and Feb., 1881.	25
435,228	14,507	r. p. o., 60 by 9.1, 2 l.; 16 by 6.7, f. f., 1 l., 62.94 m.	14.74*	264 20	50 00	74.44 m. late route 1 and 5. Main route; branch, \$80.77 $\frac{1}{2}$ (120), 40 feet cars authorized.	26
686,452	22,881	r. p. o., 50 by 9.5, 2 l. to Cedar Rapids, 219 m., 1 l. residue; r. p. o., 50 by 9.5, 1 l.; 35 by 9.4, 1 l. to Cedar Rapids, 219 m., 35 by 9.4, 1 l. residue.	8.6*	248 81	61 87	One additional trip every 3 weeks. 50 feet and 35 feet cars, 1 l. authorized to Cedar Rapids, 219 m. In Jan., 1881.	27
1,107,871	16,055	r. p. o., 51.7 $\frac{1}{2}$ by 8.10, 2 l., 294 m., s. l. residue; apt., 14.2 by 8.5, f. f., s. l. between Baltimore and Saint Denis and Point of Rocks and Harper's Ferry.	26.25*	247 09 $\frac{1}{2}$	80 00	99.92 m. at \$40 for r. p. o. 69 days in Jan. and Feb., 1881.	28
554,129	18,470	r. p. o., 50.2 by 8.9, 3 l. ....	20	246 24	110 00	In January, 1881.....	29
1,426,326	23,772	r. p. o., 60 by 9, 1 l.; 50 by 9, 1 l.; 49.5 by 9, $\frac{1}{2}$ l.; 36 by 9, 1 l.	25.94*	238 55	112 50	60 days in Jan. and Feb. 1881. Part.	30
498,919	16,631	r. p. o., 59.4 by 9.5, 1 l.; 49.4 by 9.5, 1 l., f. f. c.	14.3*	238 55	80 00	In January, 1881.....	31
432,314	14,410	r. p. o., 49.5 by 9.3 $\frac{1}{2}$ , f. f. c., s. l.; apt., 14 by 9.3, f. f., s. l.	30.29*	209 48	25 00	Main route; branch not weighed. In March, 1881.	32
276,195	9,206	r. p. o., 50 by 9.4, 2 l. ....	21	202 64	50 00	3.66 m. increase.....	33
552,740	9,212	r. p. o., 49.5 by 9.5, 2 l., 332 m.; 49.5 by 9.5, 1 l., 127 m.; apt., 16.6 by 6.10, 1 l.	26.5*	197 50 $\frac{1}{2}$	80 00	60 days in Jan. and Feb., 1881. .55 m. increase.	34
425,048	14,168	r. p. o., 40 by 9.6; 42 by 9.6, 1 l., f. f. c.; 50 by 9.6, 1 l., d. l. to Iowa City, 54.50 m., s. l. residue; 262.90 m.	12.48*	196 31	65 00	262.90 m. at \$25 for r. p. o. In Jan., 1881.	35
881,206	12,770	r. p. o., 51.7 $\frac{1}{2}$ by 8.10, f. f. c., s. l.	23.5*	195 79 $\frac{1}{2}$	40 00	69 days in Jan. and Feb., 1881. .35 m. decrease.	36

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
37	Md.	10002		Baltimore, Sunbury	Northern Central Railway	137.80	29
38	Va.	11008		Richmond, Petersburg	Richmond and Petersburg Railroad.	23.89	30
39	N. Y.	6067		Troy, North Adams	Troy and Boston Railroad	50	28
40	Mass.	3021		Boston, Greenfield	Fitchburgh Railroad	105.71	20
41	Me.	5		Portland, Skowhegan	Maine Central Railroad	102.56	25
42	Ill.	23010		Galesburgh, Quincy	Chicago, Burlington and Quincy Railroad.	101.57	24
43	Va.	11018		Washington, Alexandria	Alexandria and Washington Railroad.	7	30
44	Minn.	26013		Minneapolis, La Crosse	Chicago, Milwaukee and Saint Paul Railway.	142.53	23
45	Va.	11009		Petersburgh, Weldon	Petersburgh Railroad	65.31	26
46	Mo.	28011		Sedalia, Denison City	Missouri Pacific Railway	434.51	20
47	Mass.	3022		Greenfield, North Adams	Fitchburgh Railroad	37.12	26
48	Conn.	5004		New Haven, New London	New York, New Haven and Hartford Railroad.	51.71	27
49	Va.	11002		Alexandria, Lynchburgh	Virginia Midland Railway	171.35	27
50	Mass.	3016		Boston, Lowell	Boston and Lowell Railroad Corporation.	26.02	26
51	Mass.	3073		Lowell, Nashua	do	14.77	24
52	Ill.	23001		Chicago, Milwaukee	Chicago and Northwestern Railway.	85.37	28
53	Mass.	3011		Boston, Portland	Boston and Maine Railroad	116.33	27
54	Iowa	27005		Burlington, Council Bluffs	Chicago, Burlington and Quincy Railroad.	296.45	21
55	Pa.	8022		Sunbury, Williamsport	Pennsylvania Railroad	89.81	23
56	Vt.	2005		Brattleboro', Bellows Falls	Vermont Valley Railroad	24.02	24
57	R. I.	4002		Providence, Groton	New York, Providence and Boston Railroad.	62.57	30
58	Mass.	3067		Springfield, South Vernon Junction.	Connecticut River Railroad	52.04	25
59	Mass.	3066		Worcester, Nashua	Worcester and Nashua Railroad.	46.93	25
60	Mass.	3034		Boston, Willimantic	New York and New England Railroad.	85.8	26
61	Mo.	28028		Bismarck, Texarkana	Saint Louis, Iron Mountain and Southern Railway.	415.21	22
62	Vt.	9004		Bellows Falls, Windsor	Central Vermont Railroad	26.32	26
63	Me.	12		Bangor, Vanceboro'	European and North American Railway.	114.02	20
64	Mo.	28010		Kansas City, Cameron	Hannibal and Saint Joseph Railroad.	55.78	30
65	Mass.	3035		Boston, Providence	Boston and Providence Railroad.	44.19	29
66	N. H.	1008		Concord, White River Junction.	Northern Railroad	69.64	26

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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
<i>Pounds.</i>	<i>Pounds.</i>	<i>Feet and inches.</i>		<i>Dollars.</i>	<i>Dollars.</i>		
209, 693	6, 989	r. p. o., 44.4 by 8.8, s. l. ; 15 by 8.8, f. f., s. l.	23. 83*	194 29	25 00	2.90 m. decrease .....	37
283, 209	9, 440	r. p. o., 50.6 by 8.9, f. f. c., d. l.	28	190 66½	80 00	.68 m. decrease .....	38
434, 832	14, 494	r. p. o., 30 by 8.6, s. l. ; r. a. apt., 16.3 by 7.8 (av.) d. l.	27. 78*	184 42	18 75	Main route; branch, \$42.75 (871). In Jan., 1881.	39
421, 124	14, 037	r. p. o., 30 by 8.6, s. l. ; r. a. apt., 17.11 by 7.5 (av.), q. l. to Ayer, 37 m.; t. l. thence to Fitchburgh, 13 m.; d. l. residue, 55.71 m.	36. 24*	183 56½	18 75	Main route; branch, \$42.75 (461). In Jan., 1881.	40
22, 674	755	r. p. o., 42 by 8.9, s. l. ....	8. 22*	179 55	50 00	25.54 m. decrease. Route changed.	41
217, 777	7, 259	r. p. o., 43.10 by 8.9, f. f. c., d. l.	12	175 28	50 00	In January, 1881 .....	42
387, 101	12, 903	r. p. o., 50 by 8.8, f. f. c., s. l., 40 feet cars only re- quired; apt., 14.6 by 8.6, f. f., d. l.	33*	175 27½	25 00	.....	43
302, 038	10, 067	r. p. o., 49.2 by 10.3, f. f. c., 2 l.	15. 4*	174 42	50 00	In Jan., 1881. 4.01 m. decrease.	44
237, 007	7, 899	r. p. o., 50.4 by 8.10, f. f. c., d. l.	17. 5*	171 00	80 00	.....	45
158, 405	5, 280	r. p. o., 50.4 by 9, f. f. c., s. l.; apt., 16 by 9, f. f., s. l. between Sedalia and Parsons, 159.4 m.	13	171 00	25 00	23.70 m. at \$126.80. In March, 1881.	46
390, 907	13, 030	r. p. o., 30 by 8.4½ s. l. ; r. a. apt., 16 by 8.5, d. l.	21	168 17½	18 75	In January, 1881 .....	47
531, 425	17, 714	r. p. o., 55 by 8.8, f. f. c., s. l.; adjunct, 13.9 by 6.3, d. l.	31	166 72½	85 00	.....do .....	48
362, 824	12, 094	r. p. o., 41 by 9, f. f. c., d. l. ....	14	166 72½	50 00	Main route; branch, \$40.59 (305).	49
218, 293	7, 276	r. p. o., 41.9 by 8.10 (av.), 2 l.	41. 87*	166 72½	50 00	.21 m. increase .....	50
188, 791	6, 292	r. p. o., 41.9 by 8.10 (av.), 2 l.	30*	166 72½	50 00	.29 m. increase .....	51
190, 256	6, 341	r. p. o., 35.4 by 9.3, 2 l.	26*	165 02	44 00	In January, 1881 .....	52
133, 357	4, 445	r. p. o., 25 by 8.6, f. f., 2 l. ; apt., 17 by 6.8, f. f., 1 l. to Lawrence, 27 m.	27	165 02	33 32	45 m. at \$133.40, late route 11. Main route; branch, \$42.75 (401). 19.86 m. at \$205.20. Boxes not weighed. One extra trip every third week. In Jan. and Feb., 1881.	53
294, 214	9, 807	r. p. o., 51.2½ by 8.9½, 1 l. ....	18. 1*	164 16	.....	.....	54
165, 402	5, 513	r. p. o., 44.4 by 8.8, s. l. ....	.....	156 46½	25 00	.01 m. decrease. Part.	55
133, 551	4, 451	21.8 by 6.8 (av.), f. f., d. l.	18	156 20½	.....	.44 m. decrease .....	56
528, 787	17, 626	r. p. o., 55 by 8.8, f. f. c., s. l.; r. a. apt., 15.8 by 6.6, d. l.	32. 64*	154 75½	50 00	In January, 1881 .....	57
186, 522	6, 217	20.9 by 6.7, f. f., d. l. ....	42. 7*	153 90	28 75	.09 m. increase .....	58
67, 816	2, 260	16 by 8 (av.), f. f., d. l. ....	16. 34*	153 64	.....	.39 m. increase .....	59
207, 395	6, 912	13.4 by 7.6 (av.), d. l. ....	26. 04*	152 78½	.....	This route now covers route 5002. 17.75 m. at \$42.75. In Jan., 1881.	60
354, 013	11, 800	r. p. o., 49.5 by 9.3½, f. f. c., s. l.	14	152 54	25 00	In March 1881. 1 m. at \$190.67.	61
128, 533	4, 284	21.8 by 6.8, f. f., d. l. ....	18	151 63	.....	.02 m. decrease .....	62
143, 246	4, 774	r. p. o., 40.2 by 9.8, 1 l.; 45 by .....	12	151 33½	.....	20 feet cars, 1 l. author- ized. .09 m. increase.	63
190, 989	6, 366	r. p. o., 40.1½ by 9.1½, f. f. c., s. l.	14	150 48	25 00	In January, 1881 .....	64
490, 585	16, 352	r. p. o., 55 by 8.8, s. l. ; ad- juncts, 15 by 6.4, d. l.	50. 43*	149 62½	76 00	.....do .....	65
146, 699	4, 889	r. p. o., 41.9 by 8.10, 1 l. ; 25.11 by 6.2, 1 l.	17. 15*	147 06	38 75	Main route; branch, \$42.75 (443).	66

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
67	N. Y.	6008	.....	Buffalo, Hornellville.....	New York, Lake Erie and Western Railroad.	Miles. 91	av. 33
68	Ill.	23017	.....	Chicago, East Saint Louis ..	Chicago and Alton Railroad..	231.13	26
69	N. J.	7001	.....	New York, Easton.....	Central Railroad of New Jersey.	74	.....
70	Conn.	5014	.....	New Haven, Willimantic....	Boston and New York Air Line Railroad.	54.14	25
71	Mass.	3092	.....	Millers' Falls, Brattleboro'..	Central Vermont Railroad ...	21.39	24
72	Mo.	28005	.....	Quincy, Saint Joseph.....	Hannibal and Saint Joseph Railroad.	207.15	30
73	Va.	11013	.....	Lynchburgh, Bristol.....	Norfolk and Western Railroad	205.52	27
74	Ill.	23020	.....	Chicago, Cairo.....	Illinois Central Railroad ....	363.32	27
75	Pa.	8004	.....	Philadelphia, Bethlehem....	Philadelphia and Reading Railroad.	56.52	27
76	N. H.	1012	.....	Nashua, Rochester.....	Worcester and Nashua Railroad.	48.83	26
77	Tex.	31001	.....	Houston, Galveston.....	Galveston, Houston and Henderson Railroad.	51.50	23
78	Me.	8	.....	Portland, Rochester.....	Portland and Rochester Railroad.	53.09	27
79	Fla.	16010	.....	Waycross, Jacksonville....	Savannah, Florida and Western Railway.	76.50	25½
80	Mass.	3063	.....	Lawrence, Manchester.....	Manchester and Lawrence Railroad.	27.06	23
81	Mass.	3041	.....	Middleboro', Provincetown.	Old Colony Railroad .....	86.30	22
82	N. Y.	6013	.....	Syracuse, Rochester.....	New York Central and Hudson River Railroad.	104	.....
83	N. J.	7013	.....	Hoboken, Easton.....	Morris and Essex Railroad....	84.24	25
84	N. Y.	6026	.....	Albany, Sciota.....	Delaware and Hudson Canal Company.	182.06	25
85	Vt.	2003	.....	Bellows Falls, Burlington..	Central Vermont Railroad ...	120.36	25
86	N. Y.	6036	.....	Rome, Ogdensburgh.....	Rome, Watertown and Ogdensburgh Railroad.	141.99	25
87	Conn.	5010	.....	New Haven, Williamsburgh.	New Haven and Northampton Railroad.	85.17	27
88	Vt.	2010	.....	White River Junction, Derby Line.	Connecticut and Passumpsic River Railroad.	115.02	26
89	Mass.	3055	.....	Fitchburgh, Bellows Falls ..	Cheshire Railroad .....	64.54	31
90	N. Y.	6087	.....	Utica, Watertown.....	Utica and Black River Railroad	91.97	28
91	Colo.	38001	.....	Denver, El Moro.....	Denver and Rio Grande Railway	209.20	20
92	Pa.	8029	.....	New Castle, Homewood.....	Pennsylvania Company.....	15.43	25
93	Colo.	38004	.....	Cucharas, Espanola.....	Denver and Rio Grande Railway	200.10	15
94	N. J.	7028	.....	Hoboken, Denville.....	Delaware, Lackawanna and Western Railroad.	34.17	30
95	Wis.	23014	.....	Winona, Winona Junction, (D. C.).	La Crosse, Trempealeau and Prescott Railroad.	30.83	23
96	Pa.	8041	.....	Pittsburgh, Oil City.....	Allegheny Valley Railroad....	132.08	24

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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. c. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
227,775	3,796	r. a. apt., 12 by 10.6, f. f., d. l. to Attica, 31.50 m.; s. l. residue.	24.68*	147 06		60 days in Jan. and Feb., 1881.	67
238,289	7,943	r. p. o., 44.3 by 9.1, 1 l.; 40 by 8.11½, 1 l., f. f. c.	17.7*	145 35	50 00	In January, 1881	68
78,341	2,611	15.6 by 7, f. f., d. l.	12	145 09			69
85,035	2,834	11.11 by 6.10 (av.), s. l.	18	144 49½		In January, 1881	70
81,469	2,715	10.4 by 6.6, f. f., s. l.; 21.8 by 6.8, f. f., d. l., 10.28 m.	23.65*	144 49½		.01 m. increase.	71
221,967	7,309	r. p. o., 40.1½ by 9.1½, f. f. c., s. l. between Quincy and Cameron, 171 m.; r. a. apt., 12.6 by 9.1½, f. f., s. l. between Cameron and Saint Joseph, 36.15 m.	14	143 64	25 00	Main route; branch not weighed. In January, 1881.	72
168,247	5,607	r. p. o., 41.2 by 8.7, f. f. c., s. l.	7	143 64	25 00	.52 m. increase.	73
195,445	6,514	r. p. o., 49.11½ by 9.4, 1 l.; 40.1½ by 9, 1 l. to Kankakee, 55.87 m.; 41.3½ by 9, 1 l. to Effingham, 199.21 m.; 44.4½ by 9, 1 l.	18.17*	142 28	115 00	In January, 1881	74
87,792	2,926	8.9 by 6.2, f. f., s. l.	40.86*	140 22		2.06 m. increase. Main route; branch, \$45.31½ (842).	75
43,888	1,462	17 by 8, f. f., s. l.	12	138 25		.57 m. decrease	76
88,510	2,950	15 by 9, f. f., d. l.	16.50	136 80		In March, 1881	77
54,280	1,809	16.1 by 8.6 (av.), f. f., 1½ l.	9.65*	134 83		3.33 m. decrease.	78
69,675	2,322	r. p. o., 40 by 9, f. f. c., s. l.	13	132 53	25 00	In July, 1881.	79
76,486	2,549	17.10 by 6.9, f. f., d. l.	18	132 27			80
56,733	1,891	r. p. o., 20.6 by 9.2, 1 l.; apt., 11.4 by 7.7, 1 l.	12	130 55½		31.07 m. at \$111.74½; 14.08 m. at \$101.74½, late route 3042.	81
202,230	3,371	r. p. o., 47.6 by 8.10, s. l.; r. a. apt., 18 by 9, s. l.	26.51*	129 96	30 00		82
56,454	1,881	12.9 by 8.9, f. f., d. l., 60.13 m.; s. l. residue, 24.11 m.	10.28*	129 70			83
111,910	3,730	20.9 by 6.10, f. f., s. l.	20.37*	129 10½		8.41 m. decrease. Main route; branches, \$72.67½, \$66.69, (173, 198).	84
99,241	3,308	23.8 by 6.10 (av.), f. f., s. l.	14.97*	129 10½	15 00	.12 m. increase	85
55,846	1,861	r. a. apt., 23.6 by 7.2, f. f., s. l.	17.07*	127 39		.01 m. decrease. Main route; branch, \$64.93 (208).	86
41,466	1,382	15.5 by 6.8, f. f., d. l.	15.03*	122 00½		.65 m. decrease. Main route; branch, \$56.17 (253).	87
65,877	2,105	r. p. o., 21 by 6.7 (av.), 1 l. to Newport. From Sept. 1, 1881, 15 by —, 1 l. to Newport, 9.37 m.	9.39*	121 41	14 37	.72 m. increase	88
88,067	2,635	23.11½ by 6.10 (av.), f. f., s. l.	18	119 70		.11 m. decrease	89
64,098	2,136	18.6 by 6.6, f. f., s. l.	16.86*	118 59		.45 m. decrease	90
52,828	1,760	33.6 by 7.5, f. f., s. l. to South Pueblo, 120 m.; in b. c., residue.	11*	117 99		Main route; branch, \$72.63 (169). In May, 1881.	91
41,509	1,383	12 by 9, f. f., s. l.	12	117 99		.23 m. increase	92
28,629	954	33.6 by 7.5, f. f., s. l.	7	116 28		118.84 m. from January 15, 1881. In May, 1881.	93
55,725	1,857	17.8 by 7.4, f. f., s. l.	30	116 02		.02 m. increase	94
28,169	939	15.3 by 7.6, s. l.	12	115 43		In January, 1881	95
64,281	2,142	16 by 8.8, f. f., s. l.	13	115 42½		.52 m. increase	96

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
97	Pa....	8073	.....	Allentown, Harrisburgh....	Philadelphia and Reading Railroad.	89.51	26
98	Del...	9501	.....	Wilmington, Delmar.....	Philadelphia, Wilmington and Baltimore Railroad.	97.02	26
99	Colo..	38005	.....	Denver, Leadville.....	Denver, South Park and Pacific Railroad.	172.34	15
100	Tex..	31009	.....	Shreveport, Eastland.....	Texas and Pacific Railway....	325.47	14
101	Pa....	8002	.....	Philadelphia, Pottsville....	Philadelphia and Reading Railroad.	92.84	25
102	Tex...	31002	.....	Houston, San Antonio.....	Galveston, Harrisburgh and San Antonio Railway.	218.01	22
103	N. J..	7003	.....	Elizabethport, Point Pleasant.	Central Railroad of New Jersey.	50.15	25
104	Pa....	8123	.....	Pittsburgh, Youngstown....	Pittsburgh and Lake Erie Railroad.	68.03	23
105	Mo...	28022	.....	Roodhouse, Mexico.....	Chicago and Alton Railroad..	89.83	24
106	Conn.	5007	.....	Waterbury, Providence....	New York and New England Railroad.	122.84	27
107	R. I...	4001	.....	Providence, Worcester....	Providence and Worcester Railroad.	43.92	20
108	Mo...	28038	.....	Mexico, Kansas City.....	Chicago and Alton Railroad..	164.69	25
109	Pa....	8044	.....	Erie, New Castle.....	Pennsylvania Company.....	99.24	23
110	Kans.	33006	.....	Olathe, Ottawa.....	Kansas City, Lawrence and Southern Kansas Railroad.	34.30	20
111	N. Y..	6063	.....	Canandaigua, Elmira.....	Northern Central Railway...	69.79	28
112	Conn.	5011	.....	Bridgeport, Winsted.....	Naugatuck Railroad.....	62.03	20
113	N. Y..	6033	.....	West Chazy, Rouse's Point.	Delaware and Hudson Canal Company.	14.78	28
114	Pa....	8019	.....	Binghamton, New Hampton.	Delaware, Lackawanna and Western Railroad.	144.56	30
115	Wis..	25010	.....	Caledonia Station, Winona Junction (n. o.).	Chicago and Northwestern Railway.	196.02	23
116	Conn.	5012	.....	Bridgeport, Pittsfield.....	Housatonic Railroad.....	110.55	.....
117	N. Y..	6041	.....	Utica, Norwich.....	Delaware, Lackawanna and Western Railroad.	54.28	25
118	Kans.	33008	.....	Kansas City, Joplin.....	Missouri River, Fort Scott and Gulf Railroad.	170.92	22
119	Pa....	8021	.....	Williamsport, Elmira.....	Northern Central Railway....	79.71	28
120	Me...	6	.....	Brunswick, Bath.....	Maine Central Railroad.....	9.14	16
121	Ill...	23018	.....	Bloomington, East Saint Louis.	Chicago and Alton Railroad..	180.50	28
122	Me...	15	.....	Woolwich, Rockland.....	Knox and Lincoln Railroad...	48	20
123	Me...	10	.....	Portland, Lunenburg.....	Portland and Ogdensburg Railroad.	114.05	25
124	La....	30010	.....	Vermillionville, Orange.....	Louisiana Western Railroad...	113.15	19
125	Col..	38001	.....	Denver, El Moro.....	Denver and Rio Grande Railway.	209.20	20
126	Wis..	25016	.....	Hilbert, Appleton.....	Wisconsin Central Railroad..	20.96 av.	18
127	N. Y..	6007	.....	Attica, Corning.....	New York, Lake Erie and Western Railroad.	110.97	30
128	Vt....	2012	.....	Wells River, Montpelier....	Montpelier and Wells River Railroad.	38.80	21
129	N. Y..	6064	.....	Syracuse, Oswego.....	Delaware, Lackawanna and Western Railroad.	35.60	28

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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Remarks.	Order.
80 days, total.	Per day, total.						
61,874	2,062	12.7 by 8.7, f. f., a. l.	26.21*	Dollars. 110 77	Dollars.	1.18 m. decrease	97
61,516	2,050	23.10 by 8.6, f. f., a. l.	12.96*	107 73			98
32,976	1,099	17.10½ by 7.7½, f. f. c., a. l.	14.2*	105 17		29.50 m. from February 15, 1880; 36.74 m. from July 21, 1880. Main route; branch not weighed. In October, 1880.	99
62,808	2,063	12.8 by 7.2 (av.), f. f., a. l.	11.01*	104 31		31.40 m. from June 15, 1880; 74.03 m. from November 1, 1880. In February, 1881.	100
54,527	1,817	15.3 by 8.7, f. f., a. l.	22.70*	103 62		.20 m. increase	101
66,490	2,216	12.6 by 9, f. f., a. l.	13	103 45		3.01 m. from May 1, 1880. In Feb., 1881.	102
107,170	1,786	15.6 by 7, f. f., d. l.	15*	103 20		5.85 m. extension from January 17, 1881. Weights April and Aug., 1881, combined.	103
165,820	3,527	r. a. apt., 18 by 9.4, f. f., a. l.	22.53*	101 75		2.90 m. decrease	104
44,811	1,487	25.3 by 8.11 (av.), f. f., a. l.	14	99 18		In January, 1881	105
69,644	2,320	14.6 by 8 (av.), f. f., a. l.	28.01*	96 95		.10 m. decrease	106
39,062	1,303	13.6 by 6.2, f. f., d. l.	27.30*	96 35½		.25 m. decrease	107
37,623	1,254	23.3 by 8.11 (av.), f. f., a. l.	14	95 76		In January, 1881	108
29,075	969	12 by 9, f. f., a. l.	12	95 76		.74 m. increase	109
53,166	1,772	22.1 by 9½, f. f., a. l.	6	94 91		In October, 1880.	110
48,412	1,614	14.11 by 8.7, f. f., a. l.	18	94 90½		1.29 m. increase	111
39,824	1,327	15.8 by 5.11, f. f., a. l.	16.04*	94 90½		.25 m. decrease. Main route; branch, \$42.75 (467).	112
83,145	2,771	20.9 by 6.10, f. f., a. l.	12.50*	94 06			113
45,144	1,504	18.6 by 8.11, f. f., a. l.	17.56*	94 05		.06 m. increase	114
44,098	1,469	36 by 9.6, f. f., a. l.	12.7*	94 05		In January, 1881	115
37,973	1,365	11.3 by 6.9 (av.), f. f., d. l.	18	93 79		Main route; branches, \$42.75 (379, 526).	116
28,186	969	15.6 by 7, f. f., a. l.	12.74*	93 79		.22 m. decrease	117
49,495	1,649	18.1½ by 8.9½, f. f., a. l.	9.4*	93 20		16.13 m. from Nov. 1, 1879. In Oct., 1880.	118
60,225	2,007	14.11 by 8.7, f. f., a. l.	18	93 19½		.54 m. increase	119
42,322	1,410	14 by 6.7, f. f., 4 l.	27*	89 77½		.09 m. increase. Brch; main route, \$264.20 (26).	120
40,484	1,349	(av.) 35.2 by 8.11, f. f., a. l.	15.4*	88 92		In January, 1881	121
31,199	1,039	14.4 by 6.9 (av.), d. l.	12	88 66			122
26,890	895	13.4 by 6.7 (av.), d. l. to Bartlett, 72 m., a. l. residue, 42.05 m.	9.87*	88 39			123
32,308	1,076	14.6 by 8.6, f. f., a. l.	7	88 07		In May, 1881	124
53,237	1,775	33.6 by 7.4, f. f. c., a. l.	7	87 21		Main route; branch, \$59.85 (227). In Feb., 1880.	125
43,263	1,442	16 by 7.3, 14.2 by 7.8, f. f., a. l.	6	87 21		4.8 m. from March 16, 1880. Branch; main route not weighed. In May, 1881.	126
33,962	1,132	12.3 by 9.8, f. f., a. l.	16.55*	87 21		.03 m. decrease	127
15,868	528	8.9 by 4.11, f. f., a. l.	12	86 35½		.02 m. increase	128
36,991	1,233	r. a. apt., 14.10 by 6.6, f. f., a. l.	18.50*	85 80		.10 m. increase	129

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
130	Mo	28003		Saint Louis, Vinita	Saint Louis and San Francisco Railway.	<i>Miles.</i> 364.25	24
131	Pa	8017		Scranton, Northumberland	Delaware, Lackawanna and Western Railroad.	80.89	20
132	Kans	33028		Concordia, Logan	Central Branch Union Pacific Railroad.	114.01 av.	17
133	N. J.	7041		Glassborough, Bridgeton	West Jersey Railroad	21.03	32
134	Pa	8008		Chester, Port Deposit	Philadelphia and Baltimore Central Railroad.	59.34	20
135	Minn	28003		Saint Paul, Sank Rapids	Saint Paul, Minneapolis and Manitoba Railway.	76.30	20
136	Pa	8063		Pittsburgh, Cumberland	Baltimore and Ohio Railroad.	150.32	27
137	N. Y.	8028		Albany, Binghamton	Delaware and Hudson Canal Company.	143.23	25
138	Me	7		Portland, Canada Line (n. o.)	Grand Trunk Railway	165.55	26
139	Conn	5001		Norwich, Worcester	New York and New England Railroad.	60.69	25
140	Colo	33004		Cucharas, Alamosa	Denver and Rio Grande Railway.	81.35	20
141	Me	13		Bangor, Bucksport	L. L. Lincoln, lessee Bucksport and Bangor Railroad.	18.89	18
142	N. Y.	6053		Rouse's Point, Ogdensburgh	Ogdensburgh and Lake Champlain Railroad.	119.28	26
143	N. Y.	6065		Syracuse, Binghamton	Syracuse, Binghamton and New York Railroad.	80.48	28
144	Ill	23066		Chicago, Strawn	Wabash, Saint Louis and Pacific Railway.	99.87	25
145	Kans	33011		Newton, Arkansas City	Atchison, Topeka and Santa Fé Railroad.	78.84	20
146	Conn	5013		South Norwalk, Danbury	Danbury and Norwalk Railroad.	23.61	20
147	Va	11005		Richmond, Huntington	Chesapeake and Ohio Railroad.	419.46	21½
148	Minn	28006		Saint Paul, Breckenridge	Saint Paul, Minneapolis and Manitoba Railway.	217.66	20
149	Utah	41002		Salt Lake City, Juab	Utah Southern Railway	105.03	20
150	Ind	22004		Indianapolis, Michigan City	Indianapolis, Peru & Chicago Railway.	161.17	24
151	N. Y.	6103		Corning, Geneva	Fall Brook Coal Company	58.25	21
152	Mo	28020		Pierce City, Wichita	Saint Louis and San Francisco Railway.	219.28	24
153	Minn	26031		Tracy, Pierre	Chicago and Northwestern Railway.	255.85	15
154	Pa	8022		Sunbury, Erie	Pennsylvania Railroad	228.49	23
155	Pa	8032		Williamport, Erie	do	248.68	23
156	Conn	5018		Hartford, Millerton	Connecticut and Western Railroad.	69.93	24
157	Mass	3057		Worcester, Winchendon	Boston, Barre and Gardner Railroad.	37.92	21
158	N. Y.	6040		Chenango Forks, Norwich	Delaware, Lackawanna and Western Railroad.	30.32	25



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
97,026	3,234	r. p. o., 50 by 9, f. f. c., s. l. to Pierce City, 200.25 m.; apt. 21.4 by 7, f. f., s. l. between Pierce City and Vinita, 74 m.; apt., 14 by 6.8, f. f., s. l. between Pacific and Rolla, 76.50 m.	8.26*	84 82	25 00	In February, 1881	130
23,314	1,110	16.4 by 9, f. f., s. l.	18	84 64½		.80 m. increase	131
28,448	948	22.7 by 9.2, f. f., s. l.	7	83 79		15.22 m. from January 18, 1880; 25.76 m. from May 1, 1880. In October, 1880.	132
22,611	753	9.8 by 6.2, f. f., s. l.	12	83 79		.66 m. increase. Br'ch. main route, \$70.11 (179).	133
30,114	1,003	9.4 by 6.6, f. f., d. l.	24	83 70		.09 m. increase	134
154,836	5,161	34.9 by 8.9, f. f., s. l.	23.6*	83 45		In January, 1881	135
48,468	1,615	r. a. apt., 15.6 by 8.6, f. f., s. l.	19.16*	82 93½		.22 m. increase	136
42,449	1,414	15 by 9.6, f. f., s. l.	19.87*	82 08			137
39,873	1,329	18.6 by 6.6, f. f., d. l. to Gorham, 91.86 m.; s. l. thence to Island Pond, 57.84 m.	10.88*	82 08		.76 m. decrease	138
31,802	1,060	12.2 by 7, f. f., s. l.	21*	82 08			139
51,700	1,723	33.6 by 7.4, f. f. c., s. l.	7	81 28		58.80 m. from Feb. 1, 1880. In Feb., 1880.	140
17,526	584	15.2 by 7.4, f. f., d. l.	12	80 96		1 m. decrease	141
34,003	1,133	13.3 by 6.10, f. f., s. l.	9*	80 37		.28 m. increase	142
28,789	959	r. a. apt., 15.9 by 7.8, f. f., s. l.	18	80 37		.48 m. increase	143
26,237	874	16 by 9, 21 by 9, f. f., s. l.	6	79 52		From Aug. 9, 1880. In Jan. and Feb., 1881.	144
19,511	650	13.3 by 9.10, 7.1 by 8.2, f. f., s. l. to Mulvane, 42.8 m.; residue in charge of trainmen.	6	79 52		38.69 m. from Nov. 15, 1879; 12.46 m. from Feb. 16, 1880. In Oct., 1880. Main route; branch, \$66.69 (197.)	145
38,127	1,270	11 by 6, f. f., d. l.	24	79 51½		.04 m. decrease. Main route; branches, \$42.75 (398, 575.)	146
37,566	1,251	18.7 by 8.9, f. f., s. l.	13	79 51½		1.68 m. decrease	147
20,421	680	21 by 8.9, f. f., s. l.	6.1*	79 85		In January, 1881	148
25,615	853	17 by 8.7, f. f. c., s. l.	7	78 66		30.03 m. from Oct. 15, 1879. In Feb., 1881.	149
25,346	844	12.2 by 7.3, f. f., s. l.	25	78 66		In September, 1880	150
23,884	796	11.3 by 7.2, f. f., s. l.	6	78 66		4.16 m. decrease	151
46,667	1,555	r. p. o., 50 by 9, f. f. c., s. l.	7	77 81	25 00	Main route; branch not weighed. In February, 1881.	152
24,863	828	16 by 7.6, f. f., s. l.	6	77 81		In August, 1881	153
44,403	1,480	r. p. o., 44.4 by 8.8, s. l. 39.81 m.; 12.6 (av.) by 8.8, f. f., s. l.	14.15*	77 80½	25 00	.59 m. increase. See parts.	154
25,452	849	12.6 (av.) by 8.8, f. f., s. l.		77 80½		.60 m. increase. Part	155
25,131	837	15.6 by 6.9, f. f., d. l.	25.5*	77 54½			156
25,701	856	12.6 by 6.4½ (av.), f. f., d. l.	16.32*	76 69		.12 m. decrease	157
23,219	774	15.6 by 7, f. f., s. l.	12	76 69		.37 m. increase	158

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
159	Kans.	33005	.....	Cherryvale, Hunnewell .....	Kansas City, Lawrence and Southern Kansas Railway.	Miles. 131.84	20
160	N. Y.	6107	.....	Mechanicville, Eagle Bridge .....	Boston, Hoosac Tunnel and Western Railway.	20.47	23
161	N. Y.	6088	.....	Carthage, Ogdensburgh .....	Utica and Black River Railroad.	60.77	23
162	N. J.	7008	.....	Trenton, Manunka Chunk (n. o.) .....	Pennsylvania Railroad .....	67.85	30
163	N. Y.	6084	.....	Sayre, Fairhaven .....	Southern Central Railroad .....	117.26	30
164	Pa.	8003	.....	Philadelphia, West Chester .....	West Chester and Philadelphia Railroad.	26.68	20
165	Mich.	24089	.....	Port Huron, Chicago .....	Chicago and Grand Trunk Railway.	333	20
166	N. H.	1014	.....	Conway Junction (n. o.), North Conway .....	Eastern Railroad .....	71.09	22
167	Mass.	3051	.....	New Bedford, Fitchburgh .....	Old Colony Railroad .....	92.77	av. 25
168	La.	30003	.....	New Orleans, Washington .....	Morgan's Louisiana and Texas Railroad and Steamship Company.	171.40	26
169	Colo.	38001	.....	South Pueblo, Leadville .....	Denver and Rio Grande Railway.	163.50	20
170	N. Y.	6058	.....	Buffalo, Emporium .....	Buffalo, New York and Philadelphia Railway.	123	30
171	Ohio	21074	.....	Logan, Pomeroy .....	Ohio and West Virginia Railway.	83.78	22
172	Kans.	33012	.....	Atchison, Columbus .....	Burlington and Missouri River Railroad in Nebraska.	221.30	20
173	N. Y.	6026	.....	Albany Junction, Troy .....	Delaware and Hudson Canal Company.	6.20	25
174	N. Y.	6081	.....	Fonda, Northville .....	Fonda, Johnstown and Gloversville.	26.92	20
175	Wis.	25030	.....	Elroy, Saint Paul .....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	198.40	22
176	N. Y.	6094	.....	Eagle Bridge, Rutland .....	Delaware and Hudson Canal Company.	62.87	25
177	Nebr.	34009	.....	Hastings, Indianola .....	Republican Valley Railroad .....	148.86	12
178	N. Y.	6005	.....	Rochester, Avon .....	New York, Lake Erie and Western Railroad.	19.09	30
179	N. J.	7041	.....	Camden, Cape May .....	West Jersey Railroad .....	81.15	32
180	N. Y.	6072	.....	Lyons, Sayre .....	Geneva, Ithaca and Sayre Railroad.	92.62	29
181	Pa.	8016	.....	Penn Haven Junction, Tomhicken .....	Lehigh Valley Railroad .....	24.70	25
182	Md.	10020	.....	Valley Junction (n. o.), Emory Grove Junction, (n. o.) .....	Baltimore and Hanover Railroad.	20.3	23
183	Md.	10020	.....	Valley Junction, Emory Grove .....	.....do .....	20.9	23
184	Conn.	5009	.....	New London, Palmer .....	Central Vermont Railroad .....	65.47	25
185	N. Y.	6042	.....	Owego, Ithaca .....	Delaware, Lackawanna and Western Railroad.	34.13	24
186	Tex.	31005	.....	Bremond, Morgan .....	Honston and Texas Central Railway.	97.28	10
187	Mass.	8020	.....	Ayer, Lowell .....	Boston and Lowell Railroad Corporation.	16.74	20
188	Mass.	3049	.....	South Framingham, Lowell .....	Old Colony Railroad .....	30.34	26
189	Del.	9502	.....	Delmar, Crisfield .....	Eastern Shore Railroad .....	38	av. 15
190	Minn.	26021	.....	White Bear Lake, Fort Dodge .....	Minneapolis and Saint Louis Railway.	225.48	22
191	Mass.	3047	.....	Sterling Junction, Pratt's Junction .....	Old Colony Railroad .....	4.83	28
192	Vt.	2011	.....	South Lunenburg, Swanton .....	Saint Johnsbury and Lake Champlain Railroad.	118	17
193	Mass.	3061	.....	Palmer, Miller's Falls .....	Central Vermont Railroad .....	34.96	23
194	Md.	10017	.....	Baltimore, Harper's Ferry .....	Baltimore and Ohio Railroad.	81.13	22

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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. c. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds. 26, 047	Pounds. 868	Feet and inches. 22.1 by 9 $\frac{1}{2}$ , f. f., a. l. to Wellington, 113.92 m.; no r. a. residue.	6	Dollars. 76 10	Dollars.	In October, 1880 .....	159
23, 511	783	12.6 by 6.6, f. f., a. l. ....	12	76 10	.....	.03 m. increase .....	160
35, 822	1, 194	18.6 by 6.6, f. f., a. l. ....	12	75 24	.....	.48 m. decrease. Main route; branch, \$42.75 (460).	161
26, 662	888	13 by 8.4., f. f., a. l. ....	27. 46*	75 24	.....	.85 m. decrease .....	162
10, 204	340	12.3 by 6.3, f. f., a. l. ....	12. 82*	75 24	.....	8.80 m. decrease .....	163
52, 132	1, 787	9 by 7.6, f. f., d. l. ....	24	75 21	.....	.33 m. increase .....	164
22, 452	748	20 by 8.2, f. f. c., a. l. ....	7. 4*	74 39	.....	In February, 1881 .....	165
28, 799	969	19.6 by 8.9, f. f., a. l. ....	8. 57*	73 53	.....	.02 m. decrease .....	166
26, 822	894	15 by 6. f. f., d. l. 21.32 m., a. l. 1.99 m.	21. 08*	73 53	.....	.....	167
49, 068	1, 685	12 by 6.6, f. f., a. l. ....	7	73 19	.....	In April, 1881 .....	168
65, 276	2, 176	33.6 by 7.5, a. l. ....	14	72 68	.....	Branch; main route, \$117.99 (91). In May, 1881.	169
24, 284	809	r. a. apt., 16.10 by 7.6, f. f., a. l.	10. 88*	72 68	.....	.51 m. decrease .....	170
21, 082	702	15.11 by 9.4, f. f., a. l. ....	12	72 68	.....	In March, 1881 .....	171
18, 371	612	19 by 8, f. f., a. l. ....	6	72 68	.....	In January, 1881 .....	172
52, 482	1, 749	in b. c. ....	24	72 67 $\frac{1}{2}$	.....	Branch; main route, \$129.10 $\frac{1}{2}$ (84).	173
20, 834	693	9 by 6, f. f., d. l. ....	20	72 67 $\frac{1}{2}$	.....	.....	174
41, 600	1, 386	24 by 9, f. f., a. l. ....	17. 4*	72 51	.....	In Jan. and Feb., 1881.	175
18, 588	619	12.6 by 6.6, f. f., a. l. ....	8. 97*	71 82	.....	.....	176
15, 644	521	10 by 7, f. f., a. l. ....	7. 6*	70 97	.....	In July, 1881 .....	177
30, 625	1, 021	13.1 by 9.2, f. f., a. l. ....	22*	70 69 $\frac{1}{2}$	.....	1.09 m. increase .....	178
25, 351	845	9.8 by 6.2, f. f., a. l. ....	12	70 11	.....	.87 m. decrease. Main route; branch, \$83.79 (133).	179
23, 299	776	15.9 by 8.8, f. f., a. l. ....	6	70 11	.....	.....	180
11, 913	397	15 by 6.6, f. f., d. l., 15.90 m., a. l. residue.	13. 72*	70 11	.....	.60 m. increase. Main route; branches, \$42.75 (531, 610).	181
21, 063	701	17.6 by 8.6, f. f., d. l. ....	12	69 26	.....	.60 m. decrease .....	182
18, 810	627	17.6 by 8.6, f. f., d. l. ....	12	69 26	.....	In October, 1880 .....	183
23, 765	791	10.8 by 6.6, f. f., a. l. ....	18. 23*	69 25 $\frac{1}{2}$	.....	.....	184
16, 131	537	r. a. apt., 7.9 by 7.6, f. f., a. l.	12	69 25 $\frac{1}{2}$	.....	.87 m. decrease .....	185
14, 542	484	14 by 7.3, f. f., a. l. ....	13	69 25	.....	In October, 1880 .....	186
35, 701	1, 190	7 by 6.4, d. l. ....	12	68 99 $\frac{1}{2}$	.....	.35 m. increase .....	187
39, 675	1, 322	11.6 by 7, f. f., d. l. ....	12	68 40	.....	1.19 m. increase .....	188
28, 472	949	23.5 by 8, f. f., a. l. ....	6	68 40	.....	.....	189
20, 576	685	(av.) 16.5 by 8.7, a. l. ....	8. 8*	68 40	.....	In July, 1881 .....	190
8, 985	299	in b. c. ....	18	68 40	.....	9.31 m. decrease. Part consolidated with 3051.	191
19, 689	656	12.3 by 6.7 (av.), a. l. ....	7. 01*	67 54 $\frac{1}{2}$	.....	.14 m. decrease .....	192
17, 415	580	10.4 by 6.6, f. f., a. l. ....	9. 68*	67 54 $\frac{1}{2}$	.....	.03 m. increase .....	193
19, 252	641	r. a. apt., 14.3 by 8.5, f. f., a. l.	12. 23*	67 56	.....	.13 m. increase .....	194

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

Order.	State.	Number of route.	New number of route.	Territory.	Corporate title of company carrying the mail.	Length of route, Miles.	Miles per hour.
195	Pa . . . .	8055	.....	Pittsburgh, Washington . . . .	Pittsburgh, Cincinnati and Saint Louis Railway.	23.49	17
196	N. Y. . . .	6095	.....	Saratoga Springs, North Creek.	Adirondack Railroad . . . . .	57.06	25
197	Kans . . . .	33011	.....	Mulvane, Caldwell . . . . .	Atchison, Topeka and Santa Fe Railroad.	38.19	20
198	N. Y. . . .	6026	.....	Whitehall, Castleton . . . . .	Delaware and Hudson Canal Company.	14.34	25
199	Pa . . . .	8102	.....	Hanover Junction, Hanover . . . .	Hanover Junction, Hanover and Gettysburg Railroad.	13.5	23
200	Me . . . .	14	.....	Oldtown, Blanchard . . . . .	Bangor and Piscataquis Railroad.	64.03	21
201	Pa . . . .	8039	.....	Blairsville, Allegheny . . . . .	Pennsylvania Railroad . . . . .	63.54	20
202	Pa . . . .	8027	.....	Lancaster, Middletown . . . . .	do . . . . .	31.5	.....
203	Va . . . .	11011	.....	Petersburgh, Norfolk . . . . .	Norfolk and Western Railroad.	82.14	28
204	N. Y. . . .	6034	.....	Oswego, Richland . . . . .	Rome, Watertown and Ogdensburg Railroad.	29.03	25
205	W. Va . . . .	12005	.....	Stenbenville, Wheeling . . . . .	Pittsburgh, Cincinnati and Saint Louis Railway.	26.13	22
206	N. Y. . . .	6061	.....	Brocton, Corry . . . . .	Buffalo, Pittsburgh and Western Railroad.	44.75	28
207	N. Y. . . .	6080	.....	Canastota, Cortland . . . . .	Cazenovia, De Ruyter and Canastota Railroad.	49.08	24
208	N. Y. . . .	6036	.....	De Kalb Junction, Norwood . . . .	Rome, Watertown and Ogdensburg Railroad.	24.61	.....
209	N. Y. . . .	6091	.....	Buffalo, Jamestown . . . . .	New York, Lake Erie and Western Railroad.	60.73	26
210	Kans . . . .	33007	.....	Elwood, Grand Island . . . . .	Saint Joseph and Western Railroad.	251.40	21
211	Nebr . . . .	34011	.....	York, Central City . . . . .	Republican Valley Railroad . .	42.35	21
212	Iowa . . . .	27049	.....	Pattersonville, Running Water.	Chicago, Milwaukee and Saint Paul Railway.	126.12	17
213	Vt . . . .	2009	.....	Richford, Newport . . . . .	Southeastern Railway . . . . .	32	23
214	Conn . . . .	5015	.....	Hartford, Saybrook Point . . . . .	Connecticut Valley Railroad . .	44.40	22
215	Me . . . .	4	.....	Belfast, Burnham Village . . . . .	Maine Central Railroad . . . . .	33.95	19
216	Minn . . . .	26005	.....	Breckinridge, Saint Vincent . . . .	Saint Paul, Minneapolis and Manitoba Railway.	202.91	20
217	N. H. . . .	1011	.....	Nashua, Greenfield . . . . .	Boston and Lowell Railroad Corporation.	26.59	24
218	W. Va . . . .	12001	.....	Harper's Ferry, Staunton . . . . .	Baltimore and Ohio Railroad . .	129.51	av. 23
219	N. C. . . .	13006	.....	Salisbury, Best's . . . . .	Western North Carolina Railroad.	142.71	17
220	Tex . . . .	31026	.....	Georgetown, Round Rock . . . . .	International and Great Northern Railroad.	10.22	20
221	N. J. . . .	7915	.....	Camden, Atlantic City . . . . .	Camden and Atlantic Railroad.	58.69	32
222	Md . . . .	10006	.....	Baltimore, Williamsport . . . . .	Western Maryland Railroad . .	93.20	20
223	Vt . . . .	2006	.....	Saint Albans, Canada Line (n. o.).	Central Vermont Railroad . . . .	14.52	16
224	Conn . . . .	5016	.....	Hartford, Springfield . . . . .	New York and New England Railroad.	33.01	23
225	W. Va . . . .	12006	.....	Clarksburgh, Weston . . . . .	Clarksburgh, Weston and Glenville Railroad and Transportation Company.	26.25	13
226	N. J. . . .	7906	.....	Camden, Hightstown . . . . .	Pennsylvania Railroad . . . . .	53.13	35
227	Colo . . . .	38001	.....	Pueblo, Cañon City . . . . .	Denver and Rio Grande Railway.	45	20
228	Md . . . .	10007	.....	Annapolis, Annapolis Junction.	Annapolis and Elk Ridge Railroad.	21.11	25
229	Pa . . . .	8025	.....	Irvine, Corry . . . . .	Buffalo, Pittsburgh and Western Railroad.	95.12	28
230	Kans . . . .	33004	.....	Lawrence, Cotleyville . . . . .	Kansas City, Lawrence and Southern Kansas Railroad.	140.8	18

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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds	Feet and inches.		Dollars.	Dollars.		
23,993	790	r. a. apt., 14 by 6, f. f., d. l.	21*	60 69		.22 m. decrease	195
21,435	714	r. a. apt., 13.5 by 5.7, f. f., s. l.	6	66 69		6 additional trips in summer.	196
17,051	508	13.3 by 9.10, f. f., s. l.	6	66 69		Branch; main route, \$79.52 (145). In Oct., 1880.	197
16,953	585	20.9 by 6.10, f. f., s. l.	15*	66 69		.63 m. increase.	198
15,860	528	17.6 by 8.6, f. f., d. l., 7 m.	12	65 98		Branch; main route, \$129.10 $\frac{1}{2}$ (84).	199
28,608	953	14 by 9, s. l.	6	65 84		.13 m. increase.	200
22,067	736	11.4 by 8.8, f. f., s. l.	12	65 83 $\frac{1}{2}$		.20 m. increase.	201
35,742	595	apt., 11 by 8.6, f. f., s. l. to Columbia, 11 m.	14. 51*	65 83 $\frac{1}{2}$		1.06 m. decrease	202
42,407	1,413	18.2 by 8.7, f. f., s. l.	7	64 98		60 days, in Jan. and Feb., 1881.	203
26,855	895	r. a. apt., 23.6 by 7.2, f. f., s. l.	12	64 98		.64 m. increase	204
23,727	790	in b. c.; no r. a.	28*	64 98		.53 m. increase	205
20,453	681	12 by 6, f. f., s. l.	12	64 98		.05 m. decrease	206
16,312	543	13 by 7, f. f., s. l.	7. 62*	64 98		19.48 m. increase; extension.	207
11,213	373	in charge of railroad employes.	18	64 98		.39 m. decrease.	208
15,945	531	13.4 by 6.6, f. f., s. l.	13	64 72		Branch; main route, \$127.39 (86).	209
19,695	656	12.8 by 9.4, 16 by 9.4, f. f., s. l.	7	64 13		1.36 m. decrease	210
15,544	518	18 by 8.10, f. f., s. l.	6	64 13		24.9 m. from June 1, 1880. In Oct., 1880.	211
15,102	503	22.2 by 8.10 (av.), s. l.	6	64 13		In June, 1881.	212
19,531	651	15 by 7.2, f. f., s. l.	6	64 12 $\frac{1}{2}$		In September, 1880.	213
17,260	575	10.5 by 6.8 $\frac{1}{2}$ (av.), f. f., s. l.	9. 7*	64 12 $\frac{1}{2}$		.05 m. increase	214
13,676	455	16 by 6.7, f. f., s. l.	12	63 86 $\frac{1}{2}$		.25 m. increase	215
53,016	1,767	39.4 by 8.9, f. f., s. l., between Barnesville and Saint Vincent, 189.91 m.; in charge of baggage master residue.	6	63 62		.84 m. decrease	216
21,167	705	in b. c.	18	63 27		Main route; branch, \$34.20 (636). In Jan., 1881.	217
15,967	531	14.10 by 8.6 $\frac{1}{2}$ , f. f., s. l.	8. 71*	63 27		.01 m. increase	218
15,231	541	20 by 8.6, f. f., s. l.	6	62 42		1.49 m. increase.	219
14,543	484	in b. c.; no r. a.	12. 5	62 42		In February, 1881.	220
48,888	814	10.2 by 6.8, f. f., s. l.	13	62 41 $\frac{1}{2}$		In December, 1880.	221
23,665	788	r. a. apt., 10.8 by 8, f. f., s. l.	12	62 41 $\frac{1}{2}$		1.31 m. decrease. Weighings for April and July, 1881, combined.	222
14,235	474	in b. c.	6	62 41 $\frac{1}{2}$		.18 m. increase	223
4,659	155	in b. c.	6	62 41 $\frac{1}{2}$		2.58 m. decrease	224
18,498	616	11 by 6, f. f., s. l.	12	60 71		1.34 m. increase.	225
17,122	570	r. a. apt., 7 by 5.8, f. f., s. l.	10. 50*	60 70 $\frac{1}{2}$		1.38 m. increase.	226
21,336	711	33.6 by 7.4, f. f., s. l.	7	59 85		Branch; main route, \$87.21 (125). In Feb., 1880.	227
15,742	524	r. a. apt., 9.0 by 3.2, f. f., d. l.	15*	59 85			228
14,233	474	12 by 6, f. f., s. l.	12. 97*	59 85		.12 m. increase.	229
33,536	1,117	22.1 by 9 $\frac{1}{2}$ , f. f., s. l., to Cherry Vale, 124.50 m.; no r. a. residue.	6	59 51		In October 1880.	230

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

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
221	Pa.	8013		Pottsville, Herndon	Philadelphia and Reading Railroad.	81.03	22
232	Ohio	21020		Sandusky, Bloomington	Lake Erie and Western Railway.	281.89	25
233	N. Mex.	39002		Antonito, Durango	Denver and Rio Grande Railway.	107.80	12
234	Nebr.	34010		Fremont, Neligh	Fremont, Elkhorn and Missouri Valley Railroad.	115.44	15
235	N. Y.	6638		Oswego, Lewiston	Rome, Watertown and Ogdensburg Railroad.	146.64	25
236	N. Y.	6006		Avon, Dansville	New York, Lake Erie and Western Railroad.	30.19	25
237	Pa.	8025		Tyrone, Curwinstown	Pennsylvania Railroad.	47.68	18
238	R. I.	4004		Providence, Bristol	Providence, Warren and Bristol Railroad.	14.39	16
239	Pa.	8104		Southwest Junction (n. o.), Fair Chance.	Pennsylvania Railroad.	44.12	20
240	Mass.	3009		Lynn, Marblehead	Eastern Railroad	6.07	18
241	Ind.	22008		Michigan City, Louisville Junction.	Louisville, New Albany and Chicago Railroad.	289.66	23½
242	Mo.	28039		Pierce City, Fayetteville	Saint Louis and San Francisco Railway.	74.89	17
243	Dak.	35002		Marion, Mitchell	Chicago, Milwaukee and Saint Paul Railway.	44.55	19
244	N. Y.	6037		Syracuse, Pulaski	Rome, Watertown and Ogdensburg Railroad.	38.48	25
245	Pa.	8020		Elmira, Arnot	Tioga Railroad	53.97	20
246	Mass.	3024		Ayer, Greenville	Fitchburg Railroad	23.83	23
247	Mass.	3029		Pittsfield, North Adams	Boston and Albany Railroad.	21.18	23
248	Mass.	3058		Winchendon, Peterboro'	Cheshire Railroad	16.62	21
249	N. H.	1002		Concord, Portsmouth	Concord Railroad	59.66	25
250	Utah	41007		Juab, Frisco	Utah Southern Railroad Extension Company.	137.76	13
251	Mass.	3064		South Braintree Depot, South Duxbury.	Old Colony Railroad	29.30	20
252	N. Y.	6057		Utica, Randallsville	Utica, Clinton and Binghamton Railroad.	31.59	20
253	Conn.	5010		Farmington, New Hartford.	New Haven and Northampton Railroad.	14.30	25
254	Mo.	28019		Quincy, Milan	Wabash, Saint Louis and Pacific Railway.	106.25	20
255	Va.	11021		Hagerstown, Waynesboro'	Shenandoah Valley Railroad.	143.41	17
256	Pa.	8042		Branch Junction, Indiana	Pennsylvania Railroad.	19.14	18
257	Pa.	8018		Scranton, Carbondale	Delaware and Hudson Canal Company.	17.57	24
258	N. Y.	6102		Rochester, Salamanca	Rochester and Pittsburgh Railroad.	109.14	22
259	Mass.	3068		Springfield, Athol	Boston and Albany Railroad.	47.89	20
260	N. H.	1013		Dover, Alton Bay	Boston and Maine Railroad	28.42	27
261	Pa.	8034		Huntingdon, Mount Dallas Station.	Huntingdon, Broad Top Mountain Railroad and Coal Company.	45.15	23
262	Pa.	8043		Meadville, Oil City	New York, Pennsylvania and Ohio Railroad.	36.62	25
263	Va.	11004		Alexandria, Round Hill	Washington and Ohio Railroad	52.20	23
264	Mass.	3056		South Vernon Junction, Keene.	Connecticut River Railroad.	24.32	24
265	Tex.	31025		Texarkana, Athens	Texas and Saint Louis Railway	166.26	12½
266	N. Y.	6035		Watertown, Cape Vincent	Rome, Watertown and Ogdensburg Railroad.	25.82	25
267	N. J.	7025		Waterloo, McAfee Valley	Sussex Railroad	31.11	23
268	Mich.	24016		Ionia, Big Rapids	Detroit, Lansing and Northern Railroad.	68.03	18

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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for cars.	Remarks.	Order.
90 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
10,884	362	r. a. apt., 12.10 by 8.9, f. f., d. l. to Shamokin, 60 m.; s. l. residue, 21 m.	10.44*	59 50		.08 m. increase.....	231
14,036	467	14 by 7.8½, f. f., s. l.....	6	59 00		Main route; branch, not weighed. In April, 1881. Weighed to Chama. In May, 1881.	232
12,931	430	in b. c.....	7	59 00		In October, 1880.....	233
12,677	422	9.2 by 13.6, f. f., s. l.....	6	59 00			234
25,428	847	23.6 by 7.2, f. f., s. l.....	6	58 99½		.28 m. decrease.....	235
20,626	687	11.6 by 10.2, f. f., s. l.....	15.03*	58 99½		.54 m. decrease.....	236
16,968	565	10.8 by 8.8, f. f., s. l.....	11.16*	58 99½		.16 m. increase.....	227
15,608	520	in b. c.....	15.41*	58 99½		1.36 m. decrease.....	238
15,511	517	12 by 8.6, f. f., s. l.....	6	58 14		2.36 m. extension from Sept. 1, 1880. .14 m. decrease.	239
1,451	48	in b. c.....	12.24*	58 14		.09 m. decrease.....	240
13,860	462	11.3 by 7.3, f. f., s. l.....	8*	57 29		In Sept., 1880.....	241
12,198	406	21.4 by 7, f. f., s. l.....	7	57 29		In Aug., 1881.....	242
12,161	404	26.8 by 9.4 (av.), s. l.....	6	57 29		In Sept., 1880.....	243
19,675	655	r. a. apt., 23.6 by 7.2, f. f., s. l.....	18	57 28½		.06 m. increase.....	244
16,806	560	14 by 7, f. f., s. l.....	12	57 28½		8.47 miles increase. Branches consolidated. Maine route; branch, \$122.00½ (87). Branch, \$42.75 (591).	245
14,006	466	9 by 6.6, f. f., s. l.....	12	57 29½		.33 m. increase.....	246
11,662	388	in b. c.....	23.83*	57 28½		.74 m. increase.....	247
7,692	256	8.6 by 6.4 (av.), f. f., s. l.....	9.79*	57 02½		.25 m. increase.....	248
25,738	857	14.6 by 6.10, f. f., d. l.....	12	56 43		.5 m. increase.....	249
12,082	402	in charge baggage master	7	56 43		In Feb., 1881.....	250
11,889	395	in b. c.....	16.7*	56 43		17.63 m., at \$42.75; late route 3065.	251
12,680	422	r. a. apt., 15.6 by 7, f. f., d. l.....	12	56 17		.19 m. increase.....	252
9,661	321	10 by 6, f. f., d. l.....	16.7*	56 17		.02 m. decrease; branch; main route, \$122.00½ (87).	253
14,006	466	11 by 7.1, f. f., s. l.....	6	55 58		In June, 1881.....	254
11,479	382	7.11½ by 6.10½, f. f., s. l.....	6	55 58		Late part of route 11024. In July, 1881.....	255
15,854	521	r. a. apt., 6.2 by 5.5, f. f., d. l.....	12	55 57½		.14 m. increase.....	256
15,384	512	r. a. apt., 8.2 by 6.0, f. f., d. l.....	12	55 57½		.03 m. increase.....	257
8,771	292	r. a. apt., 11.7 by 6.10, f. f., s. l.....	12	55 57½		.22 m. increase.....	258
8,764	291	11.9 by 6.9, f. f., s. l.....	6	55 57½		.36 m. decrease.....	259
11,297	379	6.7 by 6.3, f. f., d. l.....	13.05*	55 31½			260
22,695	756	9 by 7, f. f., s. l.....	12	54 72		.01 m. increase. Main route; branch, \$42.75 (583).	261
13,694	455	17.10 by 6.7, f. f., s. l.....	18	54 72		.01 m. increase.....	262
12,252	411	14.6 by 6.2, f. f., s. l.....	10.37*	54 72		.54 m. decrease.....	263
12,218	407	8.10 by 7, f. f., s. l.....	12	54 72		.13 m. increase.....	264
11,352	378	8 by 6, f. f., s. l.....	6	54 72		In Feb., 1881.....	265
7,900	263	in charge railroad employes.	12	54 72		.18 m. decrease.....	266
8,857	195	6.6 by 3.6, f. f., 3 l., 12 m.; s. l., 19.11 m.	15.30*	54 46		Main route; branch, \$42.75 (572).	267
13,186	439	18 by 9.3, 15 by 9.8, f. f., s. l.....	9.2*	56 87		In Sept., 1880.....	268

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
269	Mich	24029	.....	Jackson, Fort Wayne.....	Fort Wayne and Jackson Railroad.	<i>Miles.</i> 97.24	32
270	Wis	25018	.....	Manitowoc, Wausau.....	Milwaukee, Lake Shore and Western Railway.	134.27	30
271	N. Y.	6009	.....	Goshen, Montgomery.....	New York, Lake Erie and Western Railroad.	10.65	28
272	Pa	8072	.....	Mount Dallas Station (n. o.), Cumberland.	Pennsylvania Railroad.....	45.29	24
273	Minn	26023	.....	La Crosse, Flandreau.....	Chicago, Milwaukee and Saint Paul Railway.	312.29	20
274	N. Y.	6004	.....	Newburgh, Greycourt (n. o.)	New York, Lake Erie and Western Railroad.	19.06	23
275	Conn	5017	.....	New Haven, Ansonia.....	New Haven and Derby Railroad.	13.29	14
276	Pa	8081	.....	Pittsburgh, Monongahela City.	Pennsylvania Railroad.....	31.30	16
277	Pa	8038	.....	Tyrone, Lock Haven.....	do.....	55.05	22
278	Va	11012	.....	Petersburgh, Lynchburgh..	Norfolk and Western Railroad	123.79	25
279	Mich	24042	.....	Port Huron, Sand Beach.....	Port Huron and Northwestern Railway.	71.70	16
280	Del	9503	.....	Clayton, Oxford.....	Delaware and Chesapeake Railway.	54.50	24
281	Md	10005	.....	Weyerton, Hagerstown.....	Baltimore and Ohio Railroad..	24.56	20
282	Mass	3069	.....	Holyoke, Westfield.....	New Haven and Northampton Railroad.	10.53	20
283	Wis	25031	.....	Tomah, Jenny.....	Chicago, Milwaukee and Saint Paul Railway.	109.42	18
284	Iowa	27051	.....	Sunmer, Hampton.....	Dubuque and Dakota Railway	62.90	20
285	Md	10004	.....	Araby, Frederick.....	Baltimore and Ohio Railroad..	3.11	21
286	Mo	28013	.....	Brunswick, Council Bluffs..	Wabash, Saint Louis and Pacific Railway.	223.85 av.24	
287	Pa	8065	.....	Corning, Antrim.....	Fall Brook Coal Company....	52.40	.....
288	Cal	46008	.....	Valley Junction, Calistoga..	California Pacific Railroad....	43.90	22
289	N. Y.	6032	.....	Fort Edward, Glen's Falls..	Delaware and Hudson Canal Company.	6.31	20
290	N. Y.	6073	.....	Rondout, Stamford.....	Ulster and Delaware Railroad.	73.64	18
291	N. Y.	6043	.....	Oswego, Middletown.....	New York, Ontario and Western Railway.	249.43	24
292	N. Y.	6085	.....	Dutchess Junction, Miller-ton.	Newburgh, Dutchess and Connecticut Railroad.	57.97	23
293	N. H.	1009	.....	Concord, Claremont Junction.	Concord and Claremont Railroad.	56.80	21
294	Mo	28015	.....	Keokuk, Humeston.....	Wabash, Saint Louis and Pacific Railway.	132.05	18½
295	Va	11016	.....	Lynchburgh, North Danville	Virginia Midland Railway....	66.24	27
296	N. Y.	6083	.....	Montgomery, Rondout.....	Wallkill Valley Railroad.....	35.71	26
297	Mass	3044	.....	South Braintree, Fall River.	Old Colony Railroad.....	34.43	24
298	Pa	8086	.....	Follock, Butler.....	Parker and Karns City Railroad.	27.50	12
299	Pa	8005	.....	Philadelphia, Norristown..	Philadelphia and Reading Railroad.	16.47	20
300	Ind	22032	.....	Evansville, Jasper.....	Evansville, Rockport and Eastern Railway.	55.63	18
301	Kans	33025	.....	Solomon City, Beloit.....	Solomon Railroad.....	56.90	15
302	Tex.	31021	.....	Waxahachie, Garrett.....	Waxahachie Tap Railroad.....	11.94	12
303	N. Y.	6089	.....	Cayuga, Ithaca.....	Geneva, Ithaca and Sayre Railroad.	39.15	20
304	Mass	3045	.....	Buzzard's Bay, Wood's Holl.	Old Colony Railroad.....	17.83	.....
305	Va	11002	.....	Owl Run, Warrenton.....	Virginia Midland Railway....	9.17	16
306	N. Y.	6054	.....	Chatham, Bennington.....	Lebanon Springs Railroad.....	57.80	25
307	Ill	28063	.....	Shumway, Effingham.....	Wabash, Saint Louis and Pacific Railway.	9.25	17



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mille per annum for transportation.	Pay per mille per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
12,254	408	10.6 by 7.6, f. f., a. l. ....	11.7*	53 87		In March, 1881 .....	266
8,445	281	14 by 7.10, 11 by 7.10, f. f. c., a. l. ....	6	53 87		Branch; main route not weighed. In May, 1881. .40 m. increase .....	270
15,950	501	13.6 by 7.1, f. f., a. l. ....	12	58 86½		.40 m. increase .....	271
12,144	404	9 by 7, f. f., a. l. ....	12	53 86½		.18 m. decrease .....	272
94,902	1,163	16.8 by 7.6, f. f., a. l. ....	6	53 36		In May, 1881 .....	273
16,984	566	in b. c. ....	20.95*	53 01		.69 m. decrease. Main route; branch, \$47.88 (315). .13 m. decrease .....	274
13,899	463	in b. c. ....	24	53 01		.13 m. decrease .....	275
13,707	456	11 by 8, f. f., a. l. ....	18	53 01		.26 m. increase .....	276
13,680	454	11 by 8, f. f., a. l. ....	6	53 01		.05 m. decrease. Main route; branch, \$57.02½ .....	277
11,027	387	18.2 by 8.7, f. f., a. l. ....	7	53 01		.54 m. increase .....	278
10,675	355	8.10 by 5.7, f. f. c., a. l. ....	6	53 01		In Feb., 1881 .....	279
9,663	321	r. a. apt., 10 by 6.6, f. f., a. l. ....	6	53 01		.....	280
12,742	424	r. a. apt., 6 by 8, f. f., d. l. ....	12	52 75		.03 m. increase .....	281
3,263	108	in b. c. ....	12	52 75		.....	282
12,131	404	9.11 by 9.5, a. l. ....	6	52 16		In March, 1881 .....	283
10,056	335	7 by 12, f. f., a. l. ....	6	52 16		In April, 1881 .....	284
11,901	396	in b. c. ....	27*	52 15½		.64 m. decrease .....	285
50,670	1,688	25.5½ by 7.7½, f. f., a. l. ....	13	51 30		In June, 1881 .....	286
18,244	606	11.3 by 7.2, f. f., a. l. ....	12	51 30		Main route; branch, \$44.46 (351), In Oct., 1880 .....	287
17,764	592	10 by 8.10, f. f., a. l. ....	13	51 30		.....	288
14,663	488	in b. c. ....	15*	51 30		.....	289
14,407	479	12 by 7, f. f., a. l. ....	6	51 80		.34 m. increase. 6 additional trips 3 months in summer. Main route; branch, \$42.75 (416). .77 m. decrease. .147 m. increase. Main route; branch, \$42.75 (608). .....	290
14,006	466	12 by 7.1, f. f., a. l. ....	7.76*	51 80		.....	291
11,510	383	r. a. apt., 8.1 by 6.5, f. f., a. l. ....	6.04*	51 30		.....	292
9,979	332	12 by 6.7, f. f., a. l.; 7.6 by 6.2, f. f., a. l., 11.71 m. ....	15.70*	51 17		.....	293
10,974	385	18.8 by 8.8, f. f., a. l. between Keokuk and Centerville, 90 miles; no r. a. residue. ....	6	50 45		In June, 1881 .....	294
164,438	5,481	r. p. o., 41 by 9, f. f. c., d. l. ....	14	50 44½	50 00	.....	295
10,429	347	r. a. apt., 12 by 8, f. f., a. l. ....	6.33*	50 44½		1.25 m. increase .....	296
18,113	608	in b. c. ....	26.03*	49 59		.07 m. increase .....	297
16,908	563	8.6 by 4.6 (av.), f. f., d. l. ....	12	49 59		.50 m. increase .....	298
12,324	410	in charge of railroad employés. ....	18	49 59		.02 m. increase .....	299
9,215	307	10.4 by 6.9, f. f., a. l. ....	12	49 59		In April, 1881 .....	300
9,150	305	13 by 6, f. f., a. l. ....	6	49 59		In October, 1880 .....	301
8,994	299	7 by 7, f. f.; no r. a. ....	12	49 59		In December, 1880 .....	302
8,471	282	r. a. apt., 10.4 by 7, f. f., a. l. ....	6	49 59		1.10 m. increase .....	303
6,782	226	in b. c. ....	12	49 59		.09 m. decrease .....	304
5,903	176	in b. c.; no r. a. ....	7	49 59		Branch; main route, \$166.72½ (49). .....	305
11,612	387	r. a. apt., 11 by 8, f. f., a. l. ....	9*	48 74		.....	306
8,564	285	11.4½ by 6.11, a. l. ....	6	48 74		In April, 1881 .....	307

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

Order.	State.	Number of route.	New number of route	Terminals.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
308	N. J.	7023	.....	Jamesburgh, Sea Girt (n. o.)	Pennsylvania Railroad.....	27.64	35
309	Pa.	8076	.....	Red Bank Furnace, Driftwood.	Allegheny Valley Railroad....	107.35	21
310	Va.	11015	.....	Portsmouth, Weldon.....	Seaboard and Roanoke Railroad.	79.31	25
311	N. J.	7017	.....	Jersey City, Nyack.....	Northern Railroad of New Jersey.	28.45	35
312	Pa.	8053	.....	Freeport, Butler.....	Pennsylvania Railroad.....	22.14	19
313	Me.	18	.....	West Waterville, North Anson.	Somerset Railroad.....	25.77	25
314	Pa.	8081	.....	Columbia, Sinking Spring..	Reading and Columbia Railroad.	40.14	20
315	N. Y.	6004	.....	Vail's Gate Junction (n. o.), Newburgh Junction (n. o.)	New York, Lake Erie and Western Railroad.	12.60	22
316	Mass.	3033	.....	Boston, Bellingham.....	New York and New England Railroad.	31.74	20
317	Wis.	25027	.....	Green Bay, Winona.....	Green Bay and Minnesota Railroad.	214.81	.....
318	Kans.	33030e	.....	Ossawatimie, Ottawa.....	Missouri Pacific Railway.....	21.50	18
319	Ill.	23055	.....	Decatur, Indianapolis.....	Indianapolis, Decatur and Springfield Railway.	153.90	.....
320	Wis.	25027	.....	Green Bay, Winona.....	Green Bay and Minnesota Railroad.	214.81	21
321	Kans.	33030d	.....	Burlingame, Manhattan.....	Manhattan, Alma and Burlingame Railway.	57.31	12
322	Cal.	40031	.....	San Francisco, Santa Cruz..	South Pacific Coast Railroad..	81.63	25
323	Kans.	33030	.....	Florence, Lyons.....	Atchison, Topeka and Santa Fé Railroad.	78.59	19
324	Mo.	28008	.....	Versailles, Boonville.....	Missouri Pacific Railway.....	44.01	12
325	Vt.	2007	.....	Saint Albans, Richford.....	W. C. Smith, B. P. Cheney, and W. B. Stevens, trustees of the Missisquoi Railroad.	28.91	18
326	Mass.	3003	.....	Salem, Rockport.....	Eastern Railroad.....	19.69	20
327	Pa.	8032	.....	Columbia, Frederick.....	Pennsylvania Railroad.....	69.52	20
328	N. Y.	6071	.....	Syracuse, Earlville.....	Syracuse and Chenango Railroad.	44.11	20
329	N. J.	7004	.....	Princeton Junction, Princeton.	Pennsylvania Railroad.....	337	30
330	Md.	10014	.....	Bowie, Pope's Creek (n. o.)	Baltimore and Potomac Railroad.	48.89	12
331	Ill.	23043	.....	Streator, Aitامت.....	Wabash, Saint Louis and Pacific Railway.	150.81	21
332	N. Y.	6086	.....	Cooperstown, Cooperstown Junction.	Cooperstown and Susquehanna Valley Railroad.	16.25	20
333	Ark.	20004	.....	Pine Bluff, Monticello.....	Little Rock, Mississippi River and Texas Railway.	111.97	14
334	Ohio.	21055	.....	Toledo, Bush's (n. o.).....	Ohio Central Railroad.....	146.85	25
335	R. I.	4007	.....	Kingston Depot (n. o.), Narragansett Pier.	Narragansett Pier Railroad...	9.14	24
336	Mass.	3004	.....	Salem, Marblehead.....	Eastern Railroad.....	3.92	16
337	Kans.	33015	.....	Junction City, Concordia....	Junction City and Fort Kearney Railroad.	71.50	20
338	Tex.	31027	.....	Galveston, Cameron.....	Gulf, Colorado and Santa Fé Railway.	189.01	20
339	Wis.	25025	.....	Lancaster Junction (n. o.), Lancaster.	Chicago and Tomah Railroad.	12.34	12
340	Wis.	25026	.....	Eau Claire, Abbotsford....	Wisconsin and Minnesota Railroad.	65.43	23
341	Pa.	8045	.....	Oil City, Ashtabula.....	Lake Shore and Michigan Southern Railway.	87.56	20

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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. c. cars.	Remarks.	Order.
30 days total.	Per day, total.						
Pounds. 10,945	Pounds. 364	Feet and inches. 8 by 6, f. f., s. l. ....	12	Dollars. 48 73½	Dollars.	6 additional trips in summer. .06 m. decrease.	308
12,289	409	r. a. apt., 14.7 by 8.8½, f. f., s. l. ....	12	48 37½		2.54 m. decrease	309
17,942	598	11.6 by 9, f. f., s. l. ....	6	47 88			310
13,634	454	9.1 by 6.10, f. f., s. l. ....	12.47*	47 88		.26 m. decrease	311
12,859	421	r. a. apt., 8.3 by 5.3, f. f., s. l. ....	12	47 88		.08 m. increase	312
11,562	385	12.6 by 6.6, f. f., s. l. ....	6	47 88		.07 m. increase	313
9,799	326	6.10 by 6.2, f. f., s. l. ....	15.52*	47 88		Main route; branch, \$42.75 (422). .03 m. decrease.	314
9,629	321	in b. c. ....	22.10*	47 88		.15 m. decrease. Branch; main route, \$53.01 (274).	315
9,151	305	in b. c. ....	23.48*	47 88		.03 m. decrease	316
16,933	282			47 88		Combined weightings, June, 1879, and December, 1880.	317
8,276	275	16 by 7.4, f. f., s. l. ....	6	47 88		In October, 1880	318
13,056	435	20.4½ by 9.1, f. f., s. l. ....	6	47 03		In November, 1880	319
8,797	292	11.10 by 7.5, f. f., s. l. ....	6	47 03		In October, 1880	320
8,140	271	12 by 10, f. f., s. l. ....	6	47 03		In February, 1881	321
8,038	267	8 by 7.7, f. f., s. l. ....	13	47 03		In October, 1880	322
7,933	264	8.2 by 7.1, f. f. In charge of train men.	6	47 03		do	323
6,041	201	no apt.; no r. a. ....	10.6*	47 03		In June, 1881	324
19,008	633	8.3 by 7.2, f. f., s. l. ....	6	47 02½		.44 m. increase	325
14,749	491	in b. c. ....	24.26*	47 02½		1 m. decrease	326
9,375	312	11 by 8.6, f. f., s. l. ....	7.14*	47 02½		.38 m. decrease	327
8,914	297	8 by 6, f. f., s. l. ....	11.49*	47 02½		1.64 m. increase	328
7,065	265	In charge of railroad employes.	30*	47 02½		.17 m. increase. Branch; main route, \$80.65 (1).	329
13,848	461	r. a. apt., 14.6 by 8.6, f. f., s. l. ....	6	46 17		.01 m. increase	330
13,069	436	16.5 by 8.4 (av.), f. f., s. l. between Streator and Shumway, 146.2 m.; residue in b. c.	6	46 17		In Jan. and Feb. 1881	331
9,978	332	in b. c. ....	12	46 17		.25 m. increase	332
7,616	253	14 by 7.6, f. f., s. l. ....	6	46 17		In February, 1881	333
7,542	251	16 by 7.1, f. f., s. l. ....	6	46 17		In April, 1881	334
5,847	194	in b. c. ....	12.9*	46 17			335
4,571	152	in b. c. ....	18*	46 17		.57 m. decrease	336
14,818	493	13.5 by 9.1½, f. f. c., s. l. ....	7	45 32		Route curtailed to end at Clyde from Dec. 31, 1880, decreasing distance, 14.90 m. In October, 1880.	337
7,148	238	13 by 6.10, f. f., s. l. ....	7	45 32		In February, 1881	338
7,144	238	8 by 6. ....	6	45 32		In May, 1881. Branch; main route, \$43.01 (306).	339
4,292	143	15.4 by 7.2, f. f., s. l. ....	8.03*	45 32		In May, 1881	340
13,390	446	r. a. apt., 17.10 by 8.9 (av.), f. f. c., s. l. to Andover; d. l. residue.	9.4*	45 31½		.07 m. increase	341

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. <i>Miles.</i>	Miles per hour.
342	Pa	8004	.....	Lanastdale, Doylestown	Philadelphia and Reading Railroad.	10.87	24
343	N. Y.	6043	.....	Richfield Junction (n. o.), Richfield Springs.	Delaware, Lackawanna and Western Railroad.	22.04	24
344	Pa	8009	.....	Honesdale, Lackawaxen	New York, Lake Erie and Western Railroad.	26.13	25
345	R. I.	4005	.....	Warren, Fall River	Fall River, Warren and Providence Railroad.	9.95	20
346	N. Y.	6056	.....	Schoharie Junction, Schoharie.	Schoharie Valley Railroad	4.35	25
347	N. J.	7021	.....	Elmer, Salem	West Jersey Railroad	17.01	24
348	Vt	2014	.....	Burlington, Cambridge Junction.	Burlington and Lamoyille Railroad.	34.47	18
349	Conn.	5003	.....	Middletown, Berlin Depot (n. o.).	New York, New Haven and Hartford Railroad.	11.15	.....
350	Minn.	26010	.....	Hastings, Ortonville	Chicago, Milwaukee and Saint Paul Railway.	203.32	18
351	Pa	8065	.....	Lawrenceville, Elkland	Fall Brook Coal Company	12.98	.....
352	N. J.	7037	.....	Jersey City, Middletown	Midland Railroad of New Jersey.	88.40	25
353	Mich.	24041	.....	Saint Louis, Lake View	John A. Elwell, lessee of Chicago, Saginaw and Canada Railroad.	36.39	13
354	Pa	8038	.....	Altoona, Martinsburgh	Pennsylvania Railroad	22.52	14
355	Iowa	27027	.....	Davenport, Calmar	Chicago, Milwaukee and Saint Paul Railway.	165.88	20
356	Va.	11007	.....	Richmond, West Point	Richmond, York River and Chesapeake Railroad.	40.50	25
357	Mass.	3630	.....	Palmer, Winchendon	Boston and Albany Railroad	49.67	20
358	Pa	8014	.....	Port Clinton, Williamsport	Philadelphia and Reading Railroad.	121.66	24
359	N. H.	1004	.....	Hooksett, Pittsfield	Concord Railroad	20.25	25
360	Pa	8051	.....	Greenville, Hilliards	Shenango and Allegheny Railroad.	46.4	20
361	Va.	11923	.....	Richmond, Columbia	Richmond and Alleghany Railroad.	56.58	20
362	Kans.	33023	.....	Emporia, Howard	Atchison, Topeka and Santa Fe Railroad.	76.10	14
363	Va.	11921	.....	Overalls, Hagerstown	Shenandoah Valley Railroad	76.25	18
364	Wis.	25034	.....	Sparta, Viroqua	Chicago, Milwaukee and Saint Paul Railway.	35.90	20
365	Iowa	27052	.....	Tama City, Webster City	Chicago and Northwestern Railway.	83.62	21
366	Wis.	25025	.....	Galena, Woodman	Chicago and Tomah Railroad	76.27	12
367	Kans.	33030	.....	Jamestown, Burr Oak	Central Branch Missouri Pacific Railway.	33.95	11
368	N. Y.	6075	.....	Horseheads, Cortland	Utica, Ithaca and Elmira Railroad.	65.17	24
369	Me	16	.....	Houlton, New Brunswick Line (n. o.).	New Brunswick and Canada Railroad.	3.03	16
370	N. Y.	6078	.....	Port Jervis, Monticello	Port Jervis and Monticello Railroad.	24.61	18
371	N. Y.	6067	.....	North Hoosac Junction, State line.	Troy and Boston Railroad	5.5	.....
372	Tex.	31012	.....	Houston, Orange	Texas and New Orleans Railroad.	106.24	19
373	N. Y.	6063	.....	Buffalo, Suspension Bridge	New York, Lake Erie and Western Railroad.	26.10	33
374	Pa	8033	.....	Hanover, Gettysburgh	Hanover Branch Railroad	16.6	23
375	Pa	8024	.....	Buttsville, Carrollton	New York, Lake Erie and Western Railroad.	25.64	20
376	R. I.	4006	.....	Providence, Pascoag	Providence and Springfield Railroad.	23.15	20

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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
90 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
10,237	341		13*	45 31½		.22 m. increase. Branch: main route, \$140.22 (73).	342
9,353	311	in b. c.	12	45 31½		1.04 m. increase	343
8,949	297	in b. c.	12	45 31½		1.09 m. increase	344
8,827	294	in b. c.	18	45 31½		.04 m. decrease	345
8,548	284	in charge of railroad employes.	12	45 81½			346
6,987	232	do	12	45 81½		.41 m. increase	347
6,318	210	6.7 by 3.6, f. f., s. l.	9*	45 31½		5 m. decrease	348
970	32	in b. c.	27*	45 81½			349
17,608	586	18 by 7.5, f. f., s. l.	6	45 15		In September, 1880	350
15,088	502	11.3 by 7.6, f. f., d. l.	12	44 46		Branch; main route, \$51.30 (287).	351
13,886	462	12.6 by 6.7 (av.), s. l.	10*	44 46		.40 m. increase	352
10,993	366	8 by 6, f. f., s. l.	12	44 46		In Feb., 1881. 13 m. from Oct. 1, 1879.	353
10,979	365	in b. c.	12	44 46		Main route; branches, \$38.47½ (627, 629).	354
10,042	334	13.9 by 6.9, 14 by 6.9, f. f., s. l.	6	44 46		In September, 1880	355
9,419	314	10.6 by 6.9, f. f., s. l.	9*	44 46			356
9,338	311	11.9 by 6.9, f. f., s. l.	12.54*	44 46		.02 m. increase	357
9,090	303	14.2 by 8.7, f. f., s. l.	7*	44 46		.03 m. increase	358
8,759	291	7.3 by 4.8, f. f., s. l.	6	44 46		6 additional trips 3 months in the year.	359
7,242	241	8.8 by 6.10, f. f., s. l.	12	44 46			360
7,068	235	9.6 by 7, f. f., s. l.	6	44 46			361
6,776	225	8.2 by 7.1, f. f., s. l.	6	44 46		In October, 1880	362
6,720	224	8 by 6.10, f. f., s. l.	6.9*	44 46			363
6,711	223	17.0 by 7.4, f. f., s. l.	6	43 01		In September, 1880	364
6,500	216	12.2 by 7.5	6	43 61		In May, 1881	365
6,487	216	8 by 6; in charge of r. r. employes.	6	43 61		Main route; branches, \$45.32, \$42.75 (339, 530). In May, 1881.	366
6,416	213	in charge of baggagemen.	6	43 61		In October, 1880	367
18,300	609	13 by 7, f. f., s. l.	6	43 60½		16.67 m. extension, increase.	368
9,101	303	in b. c.	6	43 60½			369
13,055	217	in b. c.	6	43 60½		6 add'l trips, 3 mo.; .61 m. increase. Weighings of April and August, 1881, combined.	370
79,816	2,660	16 by 6.11, s. l.	27*	42 75		Branch: main route, \$184.42 (39). In January, 1881.	371
33,427	1,180	14 by 8.10, f. f., s. l.	7	42 75		In May, 1881	372
23,141	771	in b. c.	28.24*	42 75		.16 m. increase	373
20,620	687	17.6 by 8.6, f. f., d. l.	12	42 75		Main route; branch, \$42.75 (370).	374
19,978	665	13.7 by 7.11, f. f., d. l.	25.87*	42 75		.85 m. increase	375
18,790	628	6.4 by 5.2, f. f., s. l.	6	42 75		.28 m. decrease	376

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

Or	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
377	Iowa	27033	.....	Albia, Des Moines.....	Chicago, Burlington and Quincy Railroad.	<i>Miles.</i> 71	22
378	Pa....	8112	.....	Foxburg, Clarion.....	Pittsburgh, Bradford and Buffalo Railway.	31.33	15
379	Conn.	5012	.....	Vandeventer, State Line..	Housatonic Railroad.....	11.02	.....
380	Va....	11003	.....	Manassas, Strasburgh.....	Virginia Midland Railway....	62.55	22
381	Ohio	21008	.....	Columbus, Corning.....	Ohio Central Railroad.....	65.82	25
382	Iowa	27005	.....	Chariton, Grant City.....	Chicago, Burlington and Quincy Railroad.	98.57	19
383	Mo..	28023	.....	Cuba, Salem.....	Saint Louis, Salem and Little Rock Railroad.	40.98	10
384	Md....	10011	.....	Cumberland, Piedmont.....	Cumberland and Pennsylvania Railroad.	33.76	18
385	Tex....	31013	.....	Jefferson, Greenville.....	East Line and Red River Railroad.	122.18	20
386	Pa....	8114	.....	Washington, Wanesburgh..	Waynesburgh and Washington Railroad.	28.07	12
387	Oreg..	44002	.....	Portland, McMinnville.....	Oregon and California Railroad.	51.67	14
388	Pa....	8047	.....	Downingtown, New Holland	Pennsylvania Railroad.....	27.69	15
389	Pa....	8109	.....	Abington, Breadyville.....	Northeast Pennsylvania Railroad.	10.51	20
390	N. J..	7024	.....	Jersey City, Stony Point....	New Jersey and New York Railroad.	42.24	30
391	Pa....	8121	.....	Bradford, Olean.....	Olean, Bradford and Warren Railroad.	23.90	15
392	Del....	9504	.....	Harrington, Lewes.....	Junction and Breakwater Railroad.	40	22
393	Me....	19	.....	Mechanics Falls, Canton....	Rumford Falls and Buckfield Railroad.	27.84	19
394	N. Y..	6097	.....	Rhinecliff, Boston Corners..	Rhinebeck and Connecticut Railroad.	25.70	14
395	Del..	9506	.....	Georgetown, Selbyville.....	Breakwater and Frankford Railroad.	20.77	16
396	Iowa	37004	.....	Muscataine, What Cheer....	Burlington, Cedar Rapids and Northern Railway.	76.60	20
397	Mich.	24032	.....	Powers, Florence.....	Chicago and Northwestern Railway.	42.30	20
398	Conn.	5013	.....	Bethel, Hawleyville.....	Danbury and Norwalk Railroad.	6.54	24
399	Pa....	8092	.....	York, Delta.....	Peach Bottom Railroad.....	35.75	15
400	N. J..	7027	.....	Newark, Mont Clair.....	Newark and Bloomfield Railroad.	6.59	20
401	Mass.	3011	.....	Rollingsford, Great Falls....	Boston and Maine Railroad...	2.50	45
402	Mass.	3050	.....	Fair Haven, West Wareham	Old Colony Railroad.....	15.50	22
403	Mass.	3036	.....	Boston, Dedham.....	Boston and Providence Railroad.	10.25	18
404	Md....	10016	.....	Selbyville, Franklin City....	Worcester Railroad.....	26.02	16
405	Pa....	8096	.....	New Castle, Stoneborough..	New Castle and Franklin Railroad.	35.66	19
406	Iowa	37009	.....	Villisca, Burlington Junction.	Chicago, Burlington and Quincy Railroad.	37.48	12
407	Me....	2	.....	Newport, Dexter.....	Maine Central Railroad.....	14.90	20
408	Conn.	5008	.....	Vernon Depot, Rockville...	New York and New England Railroad.	4.02	.....
409	N. Y..	6031	.....	Nineveh Junction (n. o.), Jefferson Junction (n. o.)	Delaware and Hudson Canal Company.	21.70	30
410	Pa....	8040	.....	Washington, Wheeling.....	Baltimore and Ohio Railroad..	32.43	.....
411	Conn.	5019	.....	Litchfield, Hawleyville.....	Shepag Railroad.....	32.75	18
412	Ill....	23046	.....	Jacksonville, Litchfield....	Jacksonville Southeastern Railway.	55	19
413	Md....	10008	.....	Cambridge, Seaford.....	Dorchester and Delaware Railroad.	33.61	15
414	Pa....	8011	.....	Penn Haven Junction (n. o.), Mount Carmel	Lehigh Valley Railroad.....	52.83	.....
415	Pa....	8056	.....	Perkiomen Junction (n. o.), Emaus.	Perkiomen Railroad.....	37.60	21
416	N. Y..	6048	.....	Summitville, Ellenville.....	New York, Ontario and Western Railway.	8.55	15

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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
17,654	589	14 by 7.3, f. f., s. l.	12	42 75		In February, 1881	377
14,708	490	7.6 by 7.6, f. f., s. l.	16.28*	42 75		Route 8105 consolidated with this route.	378
14,301	476	in b. c.	11.46*	42 75		.03 m. decrease. Br'ch; main route, \$93.79 (116).	379
12,212	406	11 by 8.4, f. f., s. l.	6	42 75			380
11,307	376	18 by 7.1, f. f., s. l.	8.61*	42 75		In April, 1881	381
11,300	376	12.6 by 6.6, f. f., s. l.	6	42 75		In February, 1881	382
10,870	362	7 by 6, f. f., s. l.	12	42 75		In October, 1880	383
10,823	360	r. a. apt., 10 by 7.3, f. f., d. l.	12	42 75			384
10,713	357	14 by 6, f. f., s. l.	6	42 75		In April, 1881	385
10,602	353	in b. c.	12	42 75		.25 m. increase	386
10,382	346	9.9 by 6.6½, f. f., s. l.	6	42 75		In October, 1880	387
10,224	340	in b. c.	10	42 75		.31 m. decrease	388
10,178	339	in charge of r. r. employes.	10.20*	42 75		.79 m. decrease	389
10,031	334	r. a. apt., 8.2 by 6.9, s. l.	16.06*	42 75		.57 m. decrease	390
9,701	323	in charge of r. r. employes.	12	42 75		1.07 m. increase	391
9,661	322	6.10 by 6, f. f., s. l.	12	42 75			392
9,235	307	10 by 6.6, f. f., s. l.	12	42 75		.13 m. increase	393
9,082	302	r. a. apt., 12 by 10, f. f., s. l.	7.20*	42 75		.50 m. increase	394
9,056	301	r. a. apt., 7 by 6, f. f., s. l.	6	42 75		1.47 m. increase	395
8,713	290	10.3 by 9.3, f. f. c., s. l. to Thornburg, in charge of rwy. employes residue.	6	42 75		In May, 1881	396
8,553	284	19.2 by 7.2, f. f., s. l.	12	42 75		In August, 1881	397
8,149	271	9.3 by 6.3, f. f., s. l.	6	42 75		.20 m. increase. Br'ch; main route, \$79.51½ (146).	398
8,074	269	r. a. apt., 10 by 7.1, f. f., s. l.	6	42 75		.50 m. decrease	399
8,062	268	in b. c.	29.64*	42 75		.92 m. increase	400
7,825	260	in b. c.	24	42 75		Branch: main route, \$165.02 (53).	401
7,777	259	in b. c.	12	42 75		.09 m. decrease	402
7,667	256	in b. c.	23.87*	42 75		.25 m. decrease	403
7,636	254	r. a. apt., 7 by 6, s. l.	6	42 75		.07 m. increase	404
7,579	252	9 by 6, f. f., s. l.	7.34*	42 75			405
7,576	252	no apt., s. l.	7.2*	42 75		In February, 1881	406
7,573	252	in b. c.	12	42 75			407
7,422	247		24	42 75		.98 m. increase	408
7,111	237	6.9 by 6.5, f. f., s. l.	6	42 75		.70 m. increase	409
7,034	234	r. a. apt., 8.3 by 8.6, f. f., s. l.	12	42 75		.06 m. decrease	410
6,984	232	9.3 by 6.3, f. f., s. l.	6	42 75			411
6,804	227	7 by 6.5, f. f., s. l.	6	42 75		In July, 1881	412
6,810	227	r. a. apt., 11.8 by 8.7, f. f., s. l.	6	42 75		.02 m. decrease	413
6,778	225	r. a. apt., 10.6 by 6, f. f., s. l.	15*	42 75		.01 m. decrease	414
6,661	222	7.6 by 6, f. f., s. l.	7.75*	42 75		.62 m. decrease	415
6,684	222	in b. c.	6	42 75		Branch; main route, \$51.30 (291). .55 m. increase.	416

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

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
417	N. Y.	6050		Walton, Delhi	New York, Ontario and Western Railway.	Miles. 17. 82	20
418	Mass	3007		East Salisbury, Amesbury.	Eastern Railroad	4. 01	24
419	N. J.	7032		Whiting, Beach Haven	Tuckerton Railroad	36. 73	26
420	Pa.	8037		Cresson, Ebensburg	Pennsylvania Railroad	10. 99	11
421	Pa.	8125		Allegheny, Wurttemburgh	Pittsburgh and Western Railroad.	47. 20	12
422	Pa.	8031		Junction, Quarryville	Reading and Columbia Railroad.	23. 50	14
423	Vt.	2013		White River Junction, Woodstock	Woodstock Railroad	14. 44	18
424	Pa.	8122		Eldred, Bradford	Kendall and Eldred Railroad	17. 50	15
425	N. Y.	6096		Bath, Hammondsport	Bath and Hammondsport Railroad.	9. 81	15
426	N. J.	7030		Newark, Paterson	New York, Lake Erie and Western Railroad.	13. 24	34
427	Iowa	27065		Thornburgh, Montezuma	Burlington, Cedar Rapids and Northern Railway.	16. 33	20
428	N. Y.	6068		Stapleton, Tottenville	Staten Island Railroad	18	
429	N. Y.	6060		Skaneateles Junction (n. o.), Skaneateles	Skaneateles Railroad	5. 16	15
430	Pa.	8067		Lewisburgh, Spring Mills	Pennsylvania Railroad	42. 45	12
431	Pa.	8064		Carbondale, Susquehanna	New York, Lake Erie and Western Railroad.	39. 14	23
432	Minn	26032		Reno, Preston	Chicago, Milwaukee and Saint Paul Railway.	57. 67	13
433	Pa.	8125		Allegheny, Wurttemburgh	Pittsburgh and Western Railroad.	47. 1	12
434	N. J.	7002		Somerville, Flemington	Central Railroad of New Jersey.	16. 06	22
435	Mass	3018		Winchester, Woburn	Boston and Lowell Railroad Corporation.	2. 23	15
436	Iowa	27035		Burlington, Washington	Burlington and Northwestern Railway.	37. 52	13
437	Ind	22034		Rockport, Rockport Junction	Evansville, Rockport and Eastern Railway.	16. 20	15
438	Kans	33013		Leavenworth, Garrison	Kansas Central Railroad	118. 58	16½
439	N. H.	1010		Contoocook, Peterboro	Concord and Claremont Railroad.	32. 76	18
440	Pa.	8106		Millersburgh, Willamstown	Northern Central Railway	21. 04	19
441	Pa.	8015		Sunbury, Tomhicken (n. o.)	Pennsylvania Railroad	43. 61	20
442	Tenn	19017		Columbia, Mount Pleasant	Nashville and Florence Railroad.	12. 48	15
443	N. H.	1008		Franklin, Bristol	Northern Railroad	13. 11	25
444	Pa.	8116		Honesdale, Carbondale	Delaware and Hudson Canal Company.	19. 62	14
445	Pa.	8108		Lewistown Junction (n. o.), Selinus Grove Junction (n. o.)	Pennsylvania Railroad	45	19
446	Pa.	8117		Newtown Junction, Newtown	Philadelphia, Newtown and New York Railroad.	27. 10	20
447	N. Y.	6079		Poughkeepsie, State Line (n. o.)	Poughkeepsie, Hartford and Boston Railroad.	44. 93	25
448	N. Y.	6070		East Gainesville, Perry	Silver Lake Railway	6. 83	15
449	Wis.	25033		North Hudson, River Falls	Hudson and River Falls Railroad.	12. 20	15
450	Mass	3031		North Brookfield, East Brookfield	Boston and Albany Railroad.	4. 37	18
451	Nebr	34015		Grand Island, Saint Paul	Omaha and Republican Valley Railroad.	22. 02	15
452	Tex.	31023		Houston, Shepherd	Houston, East and West Texas Railway.	66	12
453	N. Y.	6082		Johnsonville, Greenwich	Greenwich and Johnsonville Railroad.	14. 99	22½
454	N. J.	7033		Bridgeton, Port Norris	Cumberland and Maurice River Railroad.	20. 60	30
455	N. H.	1017		Greenfield, Keene	Manchester and Keene Railroad.	29. 84	19
456	Pa.	8059		Lebanon, Tower City	Philadelphia and Reading Railroad.	43. 40	19
457	Ne v.	45003		Battle Mountain, Austin	Nevada Central Railway	94. 01	15



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
6,602	220	in b. c. ....	6	42 75		1.82 m. increase. ....	417
6,586	219	in b. c. ....	18	42 75		.11 m. increase. ....	418
6,424	214	r. a. apt., 7.5 by 6.10, d. l. ....	12	42 75		.66 m. increase. ....	419
6,390	213	in b. c. ....	12	42 75		.09 m. increase. ....	420
6,313	210	r. a. apt., 7 by 7.4, f. f., a. l. ....	6	42 75		.10 m. increase. ....	421
6,279	209	in b. c. ....	14. 22*	42 75		.19 m. increase. Br'ch; main route, \$47.88 (814). ....	422
6,271	209	in b. c. ....	12	42 75		.03 m. increase. ....	423
6,282	209	in b. c. ....	12	42 75		4.44 m. decrease. ....	424
6,268	208	in charge of r. r. employes. ....	21*	42 75		.41 m. increase. ....	425
6,224	207	in b. c. ....	15*	42 75		.12 m. increase. ....	426
6,204	206	18.3 by 9.3, f. f., a. l. ....	6	42 75		In May, 1881. ....	427
6,181	206	in b. c. ....	12	42 75			428
6,005	200	in b. c. ....	21*	42 75			429
6,016	199	10 by 8, f. f., a. l. ....	7. 32*	42 75			430
5,952	188	7.2 by 6.4, f. f., a. l. 35.96 m.; no r. a. residue. ....	6	42 75		.89 m. increase. ....	431
5,966	188	6 by 6, f. f., a. l. ....	6	42 75		In April, 1881. ....	432
5,931	197	7 by 7.4, f. f., a. l. ....	6	42 75		In Nov., 1880. ....	433
5,899	196	no r. a. ....	18	42 75			434
5,909	196	in b. c. ....	21*	42 75		.05 m. increase. ....	435
5,826	194	5 by 5.2, f. f., a. l. ....	6	42 75		In Oct., 1880. ....	436
5,786	192	5,9 by 3.8; no r. a. ....	12	42 75		In April, 1881. ....	437
5,710	190	10.4 by 6, f. f., a. l. ....	6	42 75		In Oct., 1880. ....	438
5,609	186	7.6 by 6.2, f. f., a. l. ....	8. 66*	42 75			439
5,604	186	in charge of railroad employes. ....	10. 14*	42 75		.05 m. decrease. ....	440
5,492	183	8.2 by 6.5, f. f., a. l. ....	6	42 75		.49 m. decrease. ....	441
5,506	183	in locked box. ....	12	42 75		In March, 1881. ....	442
5,449	181	in b. c. ....	6	42 75		Branch; main route, \$147.06 (96). ....	443
5,373	179	in charge of railroad employes. ....	12	42 75		2.32 m. increase. ....	444
5,396	179	6.6 by 6.4, f. f., a. l. ....	6	42 75			445
5,369	178	in b. c. ....	12	42 75			446
5,339	177	r. a. apt., 7.5 by 7, f. f., a. l. ....	6	42 75			447
5,330	177	in b. c. ....	12	42 75		.28 mile increase. ....	448
5,253	175	in b. c. ....	6	42 75		In April, 1881. ....	449
5,226	174	.....	27*	42 75		.09 m. increase. ....	450
5,224	174	in charge of baggage master. ....	6	42 75		In Oct., 1880. ....	451
5,205	173	12 by 8, f. f., $\frac{1}{2}$ l. ....	6	42 75		In Feb., 1881. ....	452
5,156	172	in b. c. ....	15. 37*	42 75		.99 m. increase. ....	453
5,177	172	in charge of railroad employes. ....	12	42 75		.36 m. increase. ....	454
5,183	172	in b. c. ....	12	42 75		.07 m. decrease. ....	455
5,149	171	r. a. apt., 12.8 by 8.9, f. f., a. l. ....	10. 99*	42 75		.01 m. increase. ....	456
5,139	171	in b. c.; no r. a. ....	7	42 75		In Feb., 1881. ....	457

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
458	Tex.	31017	.....	Denison City, Greenville. ...	Missouri Pacific Railway ....	<i>Miles.</i> 53.07	11
459	Va.	11020	.....	Fredericksburgh, Orange C. H.	Potomac, Fredericksburgh and Piedmont Railroad.	38.83	12
460	N. Y.	6088	.....	Theresa Junction (n. o.), Clayton.	Utica and Black River Railroad.	16.23	20
461	Mass.	3022	3021	Greenfield, Turner's Falls..	Fitchburgh Railroad.....	4.37	20
462	Pa.	8054	.....	Wilmington, Reading.....	Wilmington and Northern Railroad.	73.68	20
463	Ill.	23062	.....	Kankakee, Strawn.....	Kankakee and Southwestern Railroad.	51.60	19
464	Mass.	3023	.....	South Acton Depot, Hudson.	Fitchburgh Railroad.....	9.18	27
465	Pa.	8070	.....	Rockwood, Somerset.....	Somerset and Cambria Railroad.	9.47	15
466	N. Y.	6027	.....	Coblekill, Cherry Valley...	Delaware and Hudson Canal Company.	22.86	20
467	Conn.	5011	.....	Waterbury, Watertown.....	Naugatuck Railroad.....	6.41	18
468	Nebr.	34012	.....	Duncan, Norfolk.....	Omaha, Nebraska and Black Hills Railroad.	48.37	12
469	Mich.	24020	.....	Toledo, Ann Arbor.....	Toledo and Ann Arbor Railroad.	46.15	15
470	N. Y.	6055	.....	Schoharie, Middleburgh.....	Middleburgh and Schoharie Railroad.	5.50	25
471	Ohio	21068	.....	Columbus, Corning.....	Ohio Central Railroad.....	65.82	30
472	Pa.	8091	.....	Larabee, Clermont.....	McKean and Buffalo Railroad	22.04	20
473	Mass.	3012	.....	Boston, Medford.....	Boston and Maine Railroad ..	5.31	15
474	Mass.	3019	.....	Somerville, Redford.....	Boston and Lowell Railroad Corporation.	12.57	19
475	Wis.	25028	.....	Hudson, Chandler.....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	83.85	18
476	N. Y.	6076	.....	Freeville, Auburn.....	Ithaca, Auburn and Western Railway.	39.70	16
477	Mass.	3005	.....	Salem, Lawrence.....	Eastern Railroad.....	21.29	20
478	Pa.	8115	.....	Pittsburgh, Washington.....	Pittsburgh Southern Railway	38.26	15
479	Oreg.	44004	.....	McMinnville, Corvallis.....	Oregon and California Railroad.	47.54	14
480	Kans.	33030	.....	Wallington, Harper.....	Kansas City, Lawrence and Southern Kansas Railroad.	35.84	12
481	Va.	11022	.....	Elba, Rocky Mount.....	Virginia Midland Railway ...	37.23	10
482	Pa.	8103	.....	Bound Brook, Jenkintown..	Philadelphia and Reading Railroad.	49.82	28.9
483	Kans.	33028	.....	Salina, McPherson.....	Salina and Southwestern Railroad.	36.47	15
484	Pa.	8049	.....	Lewistown Junction (n. o.), Milroy.	Pennsylvania Railroad.....	12.95	15
485	N. H.	1003	.....	Manchester, North Weare..	Concord Railroad.....	19.05	14
486	Md.	10009	.....	Salisbury, Ocean City.....	Wicomico and Pocomoke Railroad.	30.68	20
487	N. Y.	6104	.....	Springville, Sardinia Junction.	Springville and Sardinia Railway.	11.59	12
488	N. Y.	6069	.....	Hudson, Chatham.....	Boston and Albany Railroad..	17.94	20
489	Ill.	23064	.....	Kepton, Woodford.....	Kankakee and Southwestern Railroad.	44.79	20
490	Kans.	33029	.....	Cawker City, Bull's City....	Central Branch Union Pacific Railroad.	20.35	14
491	Pa.	8023	.....	Sunbury, Mount Carmel....	Northern Central Railroad....	27.44	25
492	N. Y.	6101	.....	Sidney Plains, New Berlin..	New York, Ontario, and Western Railway.	25.44	14
493	Md.	10019	.....	Emmitsburgh, Rocky Ridge	Emmitsburgh Railroad.....	7.26	20
494	Md.	10010	.....	Townsend, Centreville.....	Queen Anne and Kent Railrd.	35.19	20
495	Nebr.	34013	.....	Beatrice, Marysville.....	Omaha and Republican Valley Railroad.	38.29	15

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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
<i>Pounds.</i>	<i>Pounds.</i>	<i>Feet and inches.</i>		<i>Dollars.</i>	<i>Dollars.</i>		
5, 125	170	8.1 by 7.3, f. f.; no r. a. ....	6	42 75		In Feb., 1881 .....	458
5, 093	169	6.5 by 7.5, f. f., s. l. ....	6	42 75		.58m. increase. ....	459
5, 005	169	in b. c. ....	12	42 75		.02 m. decrease; branch; main route, \$7524 (161). ....	460
5, 071	169	no r. a. ....	24	42 75		Branch; main route, \$183,504 (40). Route 3022 changed to 3021 from July 1, 1881. ....	461
5, 091	169	7.7 by 6.9, f. f., s. l. ....	6	42 75		.08 m. increase. ....	462
5, 066	168	15 by 7.2½, 14 by 7, f. f., s. l. to Kempton, 28.31 m.; in charge of baggage master, residue 23.29 m. ....	7, 6*	42 75		In Feb., 1881 .....	463
5, 067	168	in b. c. ....	18	42 75		.01 m. decrease .....	464
4, 994	166	in b. c. ....	12	42 75		.39 m. decrease .....	465
4, 985	166	in b. c. ....	12	42 75		.01 m. decrease .....	466
4, 978	165	in b. c. ....	12	42 75		Branch; main route, \$94,904 (112). .29 m. increase. ....	467
4, 943	164	8.6 by 5, f. f., s. l. ....	6	42 75		In Oct., 1880 .....	468
4, 935	163	10.8½ by 7.1½, f. f., s. l. ....	7, 8*	42 75		In Feb., 1881 .....	469
4, 915	163	in charge of railroad employés. ....	12	42 75		.....	470
4, 876	162	16 by 7.6, f. f., s. l. ....	6	42 75		In July, 1880 .....	471
4, 828	160	r. a. apt., 8.7½ by 6.8, f. f., s. l. ....	8, 45*	42 75		.11 m. decrease .....	472
4, 794	159	in b. c. ....	21*	42 75		.....	473
4, 774	159	in b. c. ....	19, 80*	42 75		.12 m. decrease .....	474
4, 772	158	8 by 6.8, f. f., s. l. ....	6	42 75		In April, 1881 .....	475
4, 749	158	r. a. apt., 7.2 by 6.8, f. f., s. l. ....	6	42 75		.09 m. decrease .....	476
4, 704	156	in b. c. ....	16, 55*	42 75		2.28 m. increase. ....	477
4, 669	155	no apt.; no r. a. ....	6	42 75		In Sept., 1880 .....	478
4, 644	154	9.9 by 6.6½, f. f., s. l. ....	6	42 75		In Oct., 1880 .....	479
4, 614	153	in charge of conductor. ....	6	42 75		In Feb., 1881 .....	480
4, 574	152	6 by 7, fixtures, s. l. ....	6	42 75		Title changed from Jan. 1, 1881. ....	481
4, 482	149	in b. c. ....	13, 1*	42 75		.72 m. increase. ....	482
4, 502	149	20.8 by 9.4, f. f., s. l. ....	6	42 75		In Oct., 1880 .....	93
4, 427	147	in b. c. ....	12	42 75		.44 m. increase .....	484
4, 400	146	in b. c. ....	12	42 75		.....	485
4, 372	145	r. a. apt., 9.1 by 8, f. f. c. ....	6	42 75		6 additional trips outward from June 15 to Sept. 15. .34 m. decrease. ....	486
4, 364	145	in charge of railroad employés. ....	12	42 75		.....	487
4, 323	144	in b. c. ....	18	42 75		.69 m. increase .....	488
4, 334	144	15 by 7.2, 14 by 7, f. f., s. l. ....	6	42 75		In Feb., 1880 .....	489
4, 239	141	in charge of baggage men. ....	6	42 75		In Oct., 1880 .....	490
4, 240	141	r. a. apt., 9.6 by 6.3½ (av.), f. f., s. l. and s. l. in b. c. ....	12	42 75		1.08 m. increase .....	491
4, 204	140	in b. c. ....	6	42 75		.60 m. increase .....	492
4, 169	138	do .....	18	42 75		.26 m. increase .....	493
4, 141	138	r. a. apt., 20 by 6.4, f. f., s. l. ....	6	42 75		1.15 m. decrease .....	494
4, 117	137	in charge of baggage-master. ....	7	42 75		In Oct., 1880 .....	495

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
496	Mass.	3052	.....	East Thompson, Southbridge	New York and New England Railroad.	18.06	23
497	N. J.	7009	.....	Lambertville, Flemington...	Pennsylvania Railroad.....	12.52	20
498	Md.	10001	.....	Perryville, Port Deposit	Philadelphia, Wilmington and Baltimore Railroad.	4.11	20
499	Mass.	3054	.....	New Bedford, Fall River...	Fall River Railroad	15	21
500	Iowa.	27053	.....	Belleveue, Cascade	Chicago, Milwaukee and Saint Paul Railway.	36.68	9
501	Iowa.	27041	.....	Creston, Fontanelle	Chicago, Burlington and Quincy Railroad.	31.42	12
502	Pa.	8062	.....	Topton, Kutztown	Philadelphia and Reading Railroad.	4.84	19
503	Me.	20	.....	Farmington, Phillips	Sandy River Railroad.....	19.13	12
504	R. I.	4008	.....	Auburn, Hope	Pawtucket Valley Railroad	10.77	16
505	Pa.	8115	.....	Pittsburgh, Washington	Pittsburgh Southern Railroad	38.26	.....
506	Pa.	8028	.....	Harrisburgh, Auburn	Philadelphia and Reading Railroad.	58.78	27
507	Pa.	8061	.....	Schuylkill Haven, Glen Carbon.	.....do	13.66	17
508	N. Y.	6025	.....	Schenectady, Ballston	Delaware and Hudson Canal Company.	15.2	30
509	Pa.	8119	.....	Sheanodosh, Mahanoy Plane	Philadelphia and Reading Railroad.	6.90	17
510	Fla.	16007	.....	Sanford, Orlando	South Florida Railroad	23.45	12
511	N. Y.	6029	.....	Pittsburgh, Au Sable Forks	Delaware and Hudson Canal Company.	23.52	20
512	Pa.	8046	.....	Bethlehem, Pen Argyl	Lehigh and Lackawanna Railroad.	29.33	20
513	Mass.	3037	.....	Canton, Stoughton	Boston and Providence Rail'd	4.18	16
514	Md.	10021	.....	Edgemont (n. o.), Waynesborough.	Western Maryland Railroad	7.63	17
515	N. Y.	6051	.....	Clinton, Rome	Rome and Clinton Railroad	13.19	20
516	Ohio	21079	.....	Fontogany, Bowling Green..	M. T. Wiggins, proprietor Bowling Green Railroad.	6.37	29
517	N. J.	7007	.....	Burlington, Medford	Pennsylvania Railroad	14.97	35
518	Pa.	8050	.....	Pottsville, Frackville	Philadelphia and Reading Railroad.	11.62	16
519	Iowa.	27050	.....	Wall Lake, Sac City	Chicago and Northwestern Railway.	13.98	13
520	R. I.	4009	.....	Wood River Junction (n. o.), Hope Valley.	Wood River Branch Railroad	5.95	.....
521	N. J.	7036	.....	Summit, Bernardsville	Passaic and Delaware Railroad	14.72	25
522	Kans.	33027	.....	Concordia, Talmage	Central Branch Union Pacific Railroad.	35.20	12
523	N. J.	7011	.....	Rocky Hill, Monmouth Junction.	Pennsylvania Railroad.....	6.76	30
524	Ga.	15039	.....	Marietta, Canton	Marietta and North Georgia Railroad.	24.34	15
525	Pa.	8057	.....	Pottstown, Colebrookdale..	Philadelphia and Reading Railroad.	13.98	12
526	Conn.	5012	.....	Danbury, Brookfield Junction (n. o.).	Housatonic Railroad.....	6.25	24
527	N. H.	1015	.....	Wolfborough Junction (n. o.), Wolfborough.	Eastern Railroad	12.11	12
528	Mass.	3002	.....	Boston, East Saugus	.....do	10.77	20
529	Pa.	8084	.....	Holidayburgh, Mines	Pennsylvania Railroad	23.35	13
530	Wis.	25025	.....	Platteville Junction (n. o.), Platteville.	Chicago and Tomah Railroad	4.84	12
531	Pa.	8016	.....	Lumber Yard, Ebervale	Lehigh Valley Railroad.....	6.23	25
532	Conn.	5005	.....	Windsor Locks, Suffield	New York, New Haven and Hartford Railroad.	4.79	18
533	N. Y.	6029	.....	Watertown, Sackett's Harbor	Utica and Black River Rail'd	12.51	16
534	Iowa.	27058	.....	Hastings, Carson	Chicago, Burlington and Quincy Railroad.	16.76	12
535	Ohio	21067	.....	Alliance, Phalanx Station	Alliance and Lake Erie Railroad.	25.17	10
536	N. J.	7022	.....	Woodbury, Swedesborough	West Jersey Railroad.....	11.28	17

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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
4,153	137	no r. a.	12	42 75		In Jan., 1881. Late part of route 3034.	496
4,109	137	in b. c.	12	42 75		.39 m. increase	497
4,065	135	do	21*	42 75		Branch; main route, \$477.93 (9).	498
4,039	134	do	18	42 75			499
3,979	132	in charge of railway employes.	6	42 75		In April, 1881.	500
3,963	132	in charge of baggage-master.	9	42 75		In Feb., 1881.	501
3,875	129	in b. c.	21*	42 75			502
3,884	129	no apt.; no r. a.	6	42 75		In Aug., 1880	503
3,877	129	in b. c.	12	42 75		.20 m. increase	504
3,883	129	do	6	42 75			505
3,864	128	do	7.79*	42 75		.02 m. increase	506
2,829	127	do	10.4*	42 75		do	507
3,814	126	do	12	42 75		.01 m. decrease	508
3,764	125	do	12	42 75		.12 m. decrease	509
3,746	124	in charge of conductor	6	42 75		In Feb., 1881	510
3,716	123	in b. c.	6	42 75		6 add'l trips in summer	511
3,677	122	do	6	42 75		.16 m. decrease	512
3,660	122		21*	42 75		.01 m. increase	513
3,649	121	in b. c.; no r. a.	12	42 75		.07 m. decrease	514
3,621	120	in charge of railroad employes.	12	42 75		.56 m. decrease	515
3,575	119	in b. c.; no r. a.	9*	42 75		In July, 1880	516
3,591	119	in charge of railroad employes.	14	42 75		1.47 m. increase	517
3,586	119	in b. c.	10.47*	42 75		.02 m. decrease	518
3,551	118	no apt.; no r. a.	12	42 75		In April, 1881	519
3,561	118	in b. c.	18	42 75		.08 m. increase	520
3,546	118	do	6	42 75		.06 m. decrease	521
3,516	117	in charge of baggage-men	6	42 75		In Oct., 1880	522
3,490	116	in charge of railroad employes.	12	42 75		1.24 m. decrease	523
3,462	115	12 by 6.8, f. f.; no r. a.	6	42 75		In Feb., 1881	524
3,454	115	in charge of railroad employes.	9.43*	42 75		.01 m. increase	525
3,426	114	in b. c.	18	42 75		.05 m. decrease. Branch; main route, \$33.79 (116).	526
3,413	113	do	12	42 75			527
3,401	113	do	12	42 75		.96 m. increase	528
3,391	113	do	9.86*	42 75		1.92 m. increase	529
3,365	111	8 by 6; in charge of railroad employes.	12	42 75		Branch; main route, \$43.61 (306). In May, 1881.	530
3,320	110	in b. c.	12	42 75		Branch; main route, \$70.11 (181).	531
3,319	110	no r. a.	21	42 75		In Jan., 1881. Branch; main route, \$517.01 (8).	532
3,254	108	in baggage-car	12	42 75			533
3,267	108	in charge of baggage-master.	6	42 75		In Feb., 1881.	534
3,191	106	9.6 by 5.4, f. f., d. l.	12	42 75		In Aug., 1880	535
3,104	103	in b. c.	12	42 75		.28 m. increase	536

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

Order.	State.	Number of route.	Now number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
537	Mass	3070		Ashburnham Depot, Ashburnham	Ashburnham Railroad	Miles 2.89	20
538	Nebr	34014		Valparaiso, Lincoln	Omaha and Republican Valley Railroad	20.65	20
539	Pa	8132		Bradford, Smethport	Bradford, Bordell and Kinzua Railroad	26.05	13
540	N. Y.	6062		Greycourt (n. o.), McAfee Valley	Warwick Valley Railroad	21.72	20
541	Mass	3043		Attleborough, Middleborough	Old Colony Railroad	21.98 av.	23
542	Iowa	27061		Bethany Junction, Bethany	Chicago, Burlington and Quincy Railroad	30.33	9
543	N. Y.	6090		Sodus Point, Stanley	Lake Ontario Southern Railroad	24	19
544	N. J.	7014		Dover, Chester	Morris and Essex Railroad	13.94	25
545	Kans	33014		Lawrence, Carbondale	Carbondale Branch of the Kansas Pacific Railway	32.73	12
546	Ala	17011		Galneville, Narketa	Tram-Road Transportation Co.	22.06	6
547	Texas	31024		Navasota, Montgomery	Central and Montgomery Railroad	28.17	10
548	Kans	33030		Paola, Le Roy	Saint Louis, Kansas and Arizona Railway	58	15
549	N. Y.	6105		Plattsburgh, Lyon Mountain	Chateaugay Railroad	34.67	12
550	N. Y.	6010		Goshen, Pine Island	New York, Lake Erie and Western Railroad	12.09	25
551	Mass	3072		Boston, Waltham	Fitchburg Railroad	10.9	17
552	N. Y.	6108		Attica, Arcade	Tonawanda Valley Railroad	25.83	12
553	Pa	8127		Montour Junction (n. o.), Imperial	Montour Railroad	10.97	12
554	S. C.	14014		Cheraw, Wadesboro'	Cheraw and Salisbury Railroad	26.02	15
555	Pa	8066		Phoenixville, Uwehland	Philadelphia and Reading Railroad	11.83	13
556	Pa	8078		Tunkhannock, Montrose	Montrose Railway	28.27	14
557	Mass	3015		Newton Junction, Merrimac	Boston and Maine Railroad	4.85	16
558	Del	9505		Wilmington, Landenburgh	Delaware Western Railroad	20.55	14
559	Pa	8110		Catawissa Junction, Hughesville	Muney Creek Railroad	5.74	16
560	N. Y.	6032		Middletown, Pine Bush	Middletown and Crawford Railroad	14.18	16
561	Vt	2008		Leicester Junction (n. o.), Addison Junction (n. o.)	Central Vermont Railroad	15.62	10
562	N. J.	7038		Rahway, Perth Amboy	Pennsylvania Railroad	7.34	30
563	N. H.	1018		Whitefield Junction, Jefferson	Whitefield and Jefferson Rail'd	12.02	20
564	W. Va	12004		Pennsboro', Ritchie Court-House	Pennsboro' and Harrisville Ritchie County Railroad	9	8
565	Pa	8090		Berlin, Garrett	Baltimore and Ohio Railroad	9.10	15
566	Va	11019		Sutherland, Milton	Milton and Sutherland Narrow Gauge Railroad	7	10
567	Iowa	27055		Red Oak, Griswold	Chicago, Burlington and Quincy Railroad	18.81	12
568	Mass	3032		Natick, Saxonville	Boston and Albany Railroad	3.87	17
569	N. J.	7016		Egg Harbor City, May's Landing	Camden and Atlantic Railroad	7.35	20
570	Pa	8033		Junction, East Berlin	Hanover Branch Railroad	7.21	23
571	N. J.	7042		Delaware Station, Blairstown	Blairstown Railroad	11.41	18
572	N. J.	7025		La Fayette Junction, Branchville	Sussex Railroad	6.63	23
573	N. J.	7044		Trenton, Trenton Junction	Philadelphia and Reading Railroad	4.28	26
574	N. J.	7044		Trenton, Trenton Junction (n. o.)	do	4.28	28
575	Conn	5013		Branchville, Ridgefield	Danbury and Norwalk Rail'd	4.59	6
576	Ohio	21069		Cleveland, Euclid	Cleveland, Painesville, and Ashtabula Railroad	11	14
577	Pa	8128		Portland, Bangor	Bangor and Portland Railway	3.63	15
578	Pa	8128		do	do	3.71	15
579	Mich	24043		Coleman, Mount Pleasant	Flint and Pere Marquette Railroad, leases Saginaw and Mount Pleasant Rail'd	15	16

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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.		Remarks.	Order.
90 days, total.	Per day, total.			Dollars.	Dollars.		
<i>Pounds.</i> 3,106	<i>Pounds.</i> 108	<i>Feet and inches.</i> in b. c.	24*	42 75			587
3,084	102	do	12	42 75		In Oct., 1880	588
3,047	101	do	12	42 75		.05 m. decrease	589
3,022	100	do	12	42 75		.70 m. decrease	540
2,988	99	do	10.93*	42 75		10.27 m. Increase, to cover route 9053.	541
2,952	98	in charge of baggage-master.	6	42 75		In Feb., 1881	542
2,939	97	r. a. apt., 9.8 by 7, f. f., a. l.	6	42 75			543
2,922	97	in b. c.	18.41*	42 75		3.94 m. increase	544
2,916	97	20.6 by 9.4, f. f., a. l.	6	42 75		In Oct., 1880	545
2,891	96	10.6 by 5.6; no r. a.	6	42 75		In Jan., 1881	546
2,866	95	in b. c.	6	42 75		In Feb., 1881	547
2,825	94	4 by 3.7, f. f., a. l.	6	42 75		In Oct., 1880	548
2,800	93	in b. c.	12	42 75		.32 m. increase	549
2,788	92	do	12	42 75		1.09 m. increase	550
2,722	90	do	11.33*	42 75			551
2,680	89	r. a. apt., 9.8 by 7.4, f. f., a. l.	6	42 75			552
2,669	89	in b. c.	15.84*	42 75		.07 m. increase	553
2,640	88	9 by 7.6, fixtures; a. l.	6	42 75		In Feb., 1881	554
2,646	88	in b. c.	6	42 75			555
2,599	86	r. a. apt., 4.6 by 6.6, f. f., a. l.	12	42 75		.22 m. increase	556
2,534	84	in b. c.	12	42 75		.02 m. increase	557
2,510	83	r. a. apt., 7.5 by 6.10, f. f., a. l.	6	42 75		.03 m. increase	558
2,512	83	in charge of r. r. employes	12	42 75			559
2,474	82	in b. c.	6	42 75		.68 m. increase	560
2,408	80	do	6	42 75		.02 m. increase	561
2,377	79	in charge of r. r. employes	12	42 75		.11 m. decrease	562
2,384	79	in b. c.	7.74*	42 75		.19 m. increase	563
2,382	79	in charge of conductor	12	42 75			564
2,367	78	in b. c.	12	42 75		.57 m. increase	565
2,219	74	in charge of conductor	12	42 75			566
2,173	72	in b. c.	6	42 75		In Feb., 1881	567
2,137	71	do	12	42 75		.07 m. decrease	568
2,108	70	in charge of r. r. employes	12	42 75		.08 m. decrease	569
2,118	70	in b. c.	6	42 75		Branch; main route, \$42.75 (374).	570
2,110	70	in charge of r. r. employes	6	42 75		.11 m. increase	571
2,111	70	in b. c.	11.09*	42 75		.39 m. increase. Br'ch; main route, \$54.48 (287).	572
2,076	69	in b. c.; no r. a.	15*	42 75		In Sept., 1880	573
2,078	69	in charge of r. r. employes	12	42 75			574
2,007	68	in b. c.	12	42 75		.25 m. increase. Br'ch, main route, \$79.51 (149).	575
2,009	66	in b. c.; no r. a.	12	42 75		In Sept., 1880	576
1,871	62	in charge of r. r. employes	6	42 75		.08 m. decrease	577
1,820	61	in charge of conductor	6	42 75		In Sept., 1880	578
1,851	61	in b. c.	12	42 75		In Feb., 1881	579

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

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
580	Pa....	8068	.....	Union City, Titusville .....	Buffalo, Pittsburgh and Western Railroad.	Miles. 14.10	12
581	Pa....	8133	.....	Kinzua Junction (n. o.), Southard.	Bradford, Bordell and Kinzua Railroad.	4.94	13
582	Ind...	22034	.....	Rockport, Jasper .....	Evansville, Rockport and Eastern Railway.	38.35	16
583	Pa....	8034	.....	Saxton, Dudley .....	Huntingdon and Broad Top Mountain Railroad and Coal Company.	6.18	.....
584	N. Y..	6002	.....	Tallman, Piermont .....	New York, Lake Erie and Western Railroad.	14.15	30
585	N. J..	7012	.....	Kinkora, Lewistown ...	Pennsylvania Railroad .....	10.70	25
586	Mich.	24944	.....	Harrison Junction (n. o.), Harrison.	Flint and Pere Marquette Railroad.	14.86	8
587	Mass.	3040	.....	South Abington, Bridgewater.	Old Colony Railroad .....	8.13	15
588	Pa....	8118	.....	Latrobe, Ligonier .....	Ligonier Valley Railroad .....	10.67	12
589	Iowa..	27048	.....	Elmira Junction (n. o.), Riverside.	Burlington, Cedar Rapids and Northern Railway.	23.56	11
590	Ill...	23065	.....	Pearl (n. o.), Colfax .....	Kankakee and Southwestern Railroad.	14.71	11
591	Pa....	8020	.....	Blossburgh, Morris Run ...	Tioga Railroad .....	4.09	20
592	Mass.	3027	.....	Auburndale Station (n. o.), Newton Lower Falls.	Boston and Albany Railroad ..	2.09	24
593	Pa....	8131	.....	Laudenburgh, Pomeroy ...	Pennsylvania Railroad .....	18.64	13
594	Ark...	20006	.....	Brinkley, Cotton Plant .....	Brinkley and Cotton Plant Railroad.	11.06	15
595	Pa....	8120	.....	Salisbury Junction (n. o.), Elk Lake.	Salisbury Railroad .....	9.35	17
596	Mass.	3008	.....	Wenham, Essex .....	Eastern Railroad .....	5.41	15
597	Pa....	8012	.....	Hazel Creek Bridge (n. o.), Andenried.	Lehigh Valley Railroad .....	8.52	25
598	W. T.	43002	.....	Seattle, New Castle .....	Seattle and Walla Walla Railr'd	20.28	15
599	N. H..	1016	.....	Portsmouth, Dover .....	Eastern Railroad .....	11.32	20
600	Ohio..	21050	.....	Deshler, McComb .....	McComb, Deshler and Toledo Railway.	10.28	14
601	Pa....	8088	.....	Philipsburgh, Morris Dale Minea.	Pennsylvania Railroad .....	3.70	.....
602	Iow...	27057	.....	Albia, Moravia .....	Chicago, Burlington and Quincy Railroad.	11.62	11
603	Pa....	8124	.....	Columbia, Port Deposit ...	Pennsylvania Railroad .....	39.62	20
604	Pa....	8095	.....	Pittsburgh, Castle Shannon	Pittsburgh and Castle Shannon Railroad.	6.02	12
605	Ohio..	21075	.....	Van Wert, Shana's Crossing	Celina, Van Wert and State Line extension of the Columbus and Northwestern Railway.	13.38	13
606	Pa....	8074	.....	Conshohocken, Flourtown ...	Philadelphia and Reading Railroad.	7.26	7
607	Va....	11010	.....	Petersburgh, City Point ...	Norfolk and Western Railroad.	10.46	15
608	N. Y..	6085	.....	Clove Branch Junction (n. o.), Clove Valley.	Newburgh, Dutchess and Connecticut Railroad.	8.10	.....
609	Mass.	3026	.....	Grafton Depot (n. o.), Millbury	Boston and Albany Railroad ..	4.46	6
610	Pa....	8016	.....	Tunnel, Eckley .....	Lehigh Valley Railroad .....	2.24	25
611	Mich.	24045	.....	Butler's Junction (n. o.), Tallman.	Flint and Pere Marquette Railroad.	3.21	13
612	Minn.	26028	.....	Heron Lake, Woodstock ...	Black Hills Branch Saint Paul and Sioux City Railroad.	44.32	15
613	N. J..	7031	.....	Atsion, Bridgeton .....	Vineland Railroad .....	37.75	30
614	N. J..	7029	.....	Whiting, Atco .....	New Jersey Southern Railr'd.	33.30	30
615	Pa....	8077	.....	Chambersburgh, Waynesborough.	Mont Alto Railroad .....	23.43	20
616	Pa....	8060	.....	Towanda, Bernice .....	State Line and Sullivan Railr'd.	24.15	10
617	Pa....	8089	.....	Reading, Slatington .....	Schuylkill and Lehigh Railr'd.	43.73	21



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
1,815	60	in b. c.	6	42 75			580
1,806	60	do	12	42 75			581
1,766	58	5.8 by 8.10, f. f.; no r. a.	6	42 75		In Jan., 1880. From Nov. 15, 1880, title changed to Evansville, Rockport and Eastern Railway. .75 m. increase.	582
1,729	57	in b. c.	6	42 75		Branch: main route \$54.72 (261). .18 m. increase.	583
1,679	56	9.1 by 6.2, f. f., s. l., 13.8 m.; no r. a. residue.	7.24*	42 75		3.85 m. decrease	584
1,689	56	in b. c.	6	42 75		.11 m. decrease	585
1,698	58	do	12	42 75		In Feb., 1881	586
1,602	53		8.39*	42 75		1.06 m. increase	587
1,612	53	in charge of r. r. employes.	6	42 75		.37 m. decrease	588
1,556	51	no apt.; no r. a.	6	42 75		In May, 1881	589
1,516	50	in charge of baggage-master.	6	42 75		In Feb., 1881	590
1,547	50	no r. a.		42 75		Branch; main route 57.28 (245).	591
1,524	50		15*	42 75		.11 m. decrease	592
1,432	48	in b. c.	6	42 75		.07 m. increase	593
1,419	47	10 by 6, f. f.; no r. a.	6	42 75		In July, 1880	594
1,416	47	in charge of r. r. employes.	6	42 75		1.92 m. increase	595
1,358	45	in b. c.	12	42 75		.13 m. decrease	596
1,274	42	do	6	42 75		.02 m. increase	597
1,239	41	7 by 7 in b. c.	6	42 75		In Dec., 1880	598
1,258	41	in b. c.	19.06*	42 75		.28 m. decrease	599
1,216	40	in b. c.; no r. a.	11.1*	42 75		In April, 1881	600
1,203	40	in b. c.	6	42 75		.11 m. increase	601
1,157	38	do	6	42 75		In Dec., 1880	602
1,110	37	14.8 by 7.9, f. f.; no r. a.	6	42 75		.03 m. decrease	603
1,080	36	in b. c.	6	42 75		.98 m. decrease	604
1,105	36	in locked chest	6	42 75		In April, 1881	605
1,059	35	in charge of r. r. employes.	6	42 75		.04 m. decrease	606
1,029	34	in b. c.; no r. a.	6	42 75		.46 m. increase	607
968	32		6	42 75		Branch: main route, \$51.30 (292.)	608
842	28		9*	42 75			609
895	23	in b. c.	6	42 75		.01 m. increase. Br'ch, main route, \$70.11 (181).	610
591	19	do	6	42 75		In Feb., 1881	611
1,109	37	do	6	38 48		In June, 1881	612
6,601	220	8.3 by 6.9, f. f., s. l.	6	38 47			613
5,848	195	8.3 by 6.9, f. f., s. l., 24 m.	6	38 47			614
5,571	185	in charge of r. r. employes.	12	38 47		.05 m. increase	615
4,850	161	r. a. apt., 6.6 by 7, f. f., s. l.	6	38 47		.02 m. increase	616
4,399	146	8 by 6.8, f. f., s. l.	6	38 47			617

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
618	N. J.	7034		Jersey City, Greenwood Lake.	New York and Greenwood Lake Railroad.	51.10	25
619	Pa.	8099		Osceola Mills, Ramey	Pennsylvania Railroad	8.88	11
620	N. J.	7039		Woodbury, Penn's Grove	Delaware River Railroad	20.48	80
621	Pa.	8100		Tamaqua, Mauch Chunk	Central Railroad of New Jersey	13.70	26
622	N. J.	7040		High Bridge, Port Oram	do	25.32	23
623	Pa.	8085		Mount Union, Robertsdale	East Broad Top Railroad and Coal Company.	30.06	
624	Pa.	8094		Oxford, Peter's Creek	Peach Bottom Railway	20	15
625	N. Y.	8030		Quaker street, Schenectady.	Delaware and Hudson Canal Company.	15.47	12
626	Pa.	8098		Norristown, Landsdale	Stoney Creek Railroad	10.30	25
627	Pa.	8036		Duncansville, Newry	Pennsylvania Railroad	3.18	14
628	N. J.	7010		East Millstone, New Brunswick.	do	8.41	30
629	Pa.	8036		Martinsburgh, Henrietta	do	6.50	14
630	Pa.	8069		Towanda, Barclay	Towanda Coal Company	17.19	16
631	Pa.	8101		Wilkes Barre, Wanamie	Central Railroad of N. W. Jersey	11.55	15
632	Pa.	8006		Philadelphia, Darby	Philadelphia and Darby Railroad.	7.05	5
633	Pa.	8007		Bridgeport, Downingtown	Philadelphia and Reading Railroad.	21.64	18
634	Pa.	8048		West Chester, Frazer	Pennsylvania Railroad	7.14	
635	Minn.	28004		East Saint Cloud, Barnesville	Saint Paul, Minneapolis and Manitoba Railway.	145.65	20
636	Minn.	28005		Crookston, Grand Forks	do	28.10	29
637	Pa.	8052		Carlisle, Pine Grove Furnace	South Mountain Railway and Mining Company.	18.92	15
638	Tenn.	19013	19010	Tracy City, Cowan	Tennessee Coal Railroad	22.81	15
639	N. J.	7035		Atco, Williamstown	Williamstown Railroad	9	25
640	W. Va.	12003		Laurel Junction, Volcano	Laurel Fork and Sand Hill Railroad.	7.02	5
641	Pa.	8087		Bellwood, Rellly	Bell's Gap Railroad	23.69	15
642	Va.	11014		Glade Springs, Saltville	Norfolk and Western Railroad	10.03	10
643	Me.	17		Calais, Princeton	Saint Croix and Penobscot Railroad.	21.27	15
644	Pa.	8093		Lawsonham, Sligo	Allegheny Valley Railroad	10.29	10
645	Pa.	8097		White Haven, Upper Lehigh	Central Railroad of New Jersey	9.85	10
646	N. Y.	8099		Crown Point, Hammondsville	Crown Point Iron Company's Railroad.	11.98	10
647	Pa.	8130		Dagnuscahonda (n. o.), Dagnus Mines.	Northwestern Mining and Exchange Company.	6.01	12
648	Pa.	8126		Bowmansdale, Walnut Bottom.	Harrisburgh and Potomac Railroad.	25.63	15
649	Md.	10618		Lake Roland, Stevenson	Northern Central Railway	5.50	17
650	Pa.	8129		Irwin's Station, Sewickley (n. o.)	Penn Gas Coal Company's Youngbighony Railroad.	9.79	
651	Iowa	27056		Mainly Junction, Mason City	Central Iowa Railway	10.21	
652	Pa.	8082		Valley Junction, Ebbvale	Bachman Valley Railroad	12.97	23
653	Va.	11017		Chester, Winterpock	Bright Hope Railway	18.75	12

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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
<i>Pounds.</i> 4, 283	<i>Pounds.</i> 142	<i>Feet and inches.</i> 10.2 by 6.9, f. f., s. l. ....	12	<i>Dollars.</i> 38 47½	<i>Dollars.</i> .....	4.20 m. increase .....	618
4, 052	135	in b. c. ....	12	38 47½	.....	.32 m. decrease .....	619
4, 017	133	do .....	15*	38 47½	.....	.01 m. decrease .....	620
3, 234	107	in b. c. ....	6	38 47½	.....	.....	621
2, 942	97	do .....	6	38 47½	.....	.....	622
2, 850	95	in charge of r. r. employés.	7.89*	38 47½	.....	1.99 m. decrease .....	623
2, 524	84	in b. c. ....	8.25*	38 47½	.....	1.93 m. decrease .....	624
2, 053	68	do .....	12	38 47½	.....	.75 m. increase .....	625
1, 924	64	in charge of r. r. employés.	6	38 47½	.....	.....	626
1, 833	61	in b. c. ....	12	38 47½	.....	.18 m. increase. Br'ch; main route, \$44.46 (354).	627
1, 828	60	in charge of r. r. employés.	12	38 47½	.....	.14 m. decrease .....	628
1, 370	45	in b. c. ....	6	38 47½	.....	.01 m. decrease. Br'ch; main route, \$44.46 (354).	629
1, 322	44	in charge of r. r. employés.	6	38 47½	.....	.....	630
1, 310	43	in b. c. ....	6	38 47½	.....	.....	631
1, 289	42	in street-car .....	12	38 47½	.....	.51 m. decrease .....	632
1, 016	33	in b. c. ....	6	38 47½	.....	.01 m. increase .....	633
590	19	do .....	6	38 47½	.....	.44 m. increase .....	634
75, 031	2, 501	39.4 by 8.9, f. f., s. l. ....	10.6*	34 89	.....	In Jan., 1881 .....	635
5, 115	170	in charge of baggage-master	6	34 20	.....	Branch; main route, \$63.62 (216). In Jan., 1881.	636
3, 310	110	in b. c. ....	12	34 20	.....	.10 m. decrease .....	637
2, 159	71	6 by 4, fixtures, s. l. ....	6	34 20	.....	.69 m. decrease .....	638
2, 138	71	in b. c. ....	18.92*	34 20	.....	.....	639
1, 861	62	in b. c.; no r. a. ....	12	34 20	.....	2.98 m. decrease .....	640
1, 662	55	r. a. apt., 8.2 by 7, f. f., s. l.	12	34 20	.....	Extension 14.85 m. from March 1, 1861.	641
1, 444	48	in charge of conductor .....	6	34 20	.....	.53 m. increase .....	642
1, 398	46	in b. c. ....	6	34 20	.....	.02 m. decrease .....	643
1, 204	40	in b. c. ....	6	34 20	.....	.02 m. decrease .....	644
1, 184	39	do .....	6	34 20	.....	.....	645
1, 134	37	do .....	6	34 20	.....	.16 m. increase .....	646
1, 130	37	in charge of r. r. employés.	12	34 20	.....	.25 m. increase .....	647
1, 037	34	in b. c. ....	6	34 20	.....	.....	648
865	28	do .....	6	34 20	.....	3 m. decrease .....	649
724	24	do .....	6	34 20	.....	.....	650
557	18	no apt.; no r. a. ....	6	34 20	.....	In April, 1881 .....	651
11, 187	373	17.6 by 8.6, f. f., d. l. 7.30 m.; no r. a. residue.	9.3*	25 65	.....	.....	652
556	18	in charge of conductor .....	6	17 10	.....	.....	653

E.—Table showing the readjustment of the rates of pay per mile on railroad routes in States and on certain new routes, the readjustment of the rates, based upon returns of the weight of mail and the number of trips per week, in accordance with the acts of March 3, 1873, July 1876,

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; r. p. o., railway line; q. l., quadruple line; m., miles; r. a., route-agent. A number followed by an asterisk (\*) shows the routes in this table.]

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	
							Miles.	Lbs.				
1	N. J.	7004	.....	New York, West Philadelphia.	Penn. R. R. Co.	90	103,372	33	Feet and inches. r. p. o., 60 by 8.7 $\frac{1}{2}$ , 11; 59.3 $\frac{1}{2}$ by 8.7 $\frac{1}{2}$ , 11; 45 by 8.7, 11; 60 by 8.9, 4; 40 by 8.9, 11; r. a. apt., 14.3 by—, 1 l. to Trenton and thence to Philadelphia.	91.6*	1,221.80	
2	N. Y.	6011	....	New York, Buffalo	N. Y. C. & H. R. R.	442	73,607	..	r. p. o., 47 by—, 1 l. to Syracuse, 277.75 m.; 60 by—, 21; 49.5 by—, 21; 50 by—, 1 l.; 55 by— (av.), 1 l.	134.6*	903.74	
3	Pa	8001	.....	Philadelphia, Pittsburgh.	Penn. R. R. Co.	353.60	70,219	31	r. p. o., 60 by 8.9, 4; 41; 40 by 8.9, 1 l.; r. a. apt., 15 by 88, s. l. between Philadelphia and Harrisburgh.	42.65*	867.83	
4	N. Y.	6052	.....	Buffalo, Elyria	L. S. & M. S. R. W.	210.2	69,648	..	r. p. o., 60 by 9, 3 l.; 50 by 9, 2 l.; 49.5 by 9, 1 l.; 17.6 by 9, $\frac{1}{2}$ l.	25.94*	861.84	
5	N. Y.	6052	.....	Buffalo, Chicago	L. S. & M. S. R. W.	542	47,848	..	see parts	.....	25.94*	.....
6	N. Y.	6052	.....	Millbury, Toledo	L. S. & M. S. R. W.	8.5	63,601	..	r. p. o., 60 by 9, 3 l.; 50 by 9, 2 l.; 49.5 by 9, 1 l.; 17.5 by 9, 1 l.	25.94*	796.86	
7	N. Y.	6052	.....	Elkhart, Chicago	L. S. & M. S. R. W.	101	51,391	..	r. p. o., 60 by 9, 3 l.; 49.5 by 9, 1 l.; 50 by 9, 2 l.; 30 by 9, 1 l.	25.94*	666.05	
8	Conn.	5005	.....	New York, Springfield.	N. Y., N. H. & H. R. R.	135.50	55,873	29	New York to New Haven, 73.23 m.; r. p. o., 55 by 8.8, 2 l.; 54.6 by 8.8, 1 l. Adjuncts: 44 by 8.6, $\frac{1}{2}$ l.; 34.8 by 8.6, $\frac{1}{2}$ l.; 15.0 by 6.6, 1 l. New Haven to Springfield, 62.36 m.; r. p. o., 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l. Adjuncts: 44 by 8.6, $\frac{1}{2}$ l.; 34.8 by 8.6, $\frac{1}{2}$ l.	47.71*	713.93	
9	Ohio	21032	....	Pittsburgh, Columbus.	P., C. & St. L. R. W.	193.80	48,083	28	r. p. o., 60 by 8.4, 4 l.; 40 by 8.4, 1 l.	21.49*	637.83	
10	Md.	10001	.....	Baltimore, Philadelphia.	P., W. & B. R. R.	96	41,114	32	r. p. o., 60 by 8.7 $\frac{1}{2}$ , 11.; 59.3 $\frac{1}{2}$ by 8.7 $\frac{1}{2}$ , 11.; r. a. apt., 24 by 8.6, 1 l.; 20.7 by 7.3, 1 l., between Philadelphia and Wilmington, 26 m.; 9.5 by 5.4, 2 l., between Philadelphia and Lomokin, 14 m.	57.75*	556.61	

and Territories in which the contract term expired June 30, 1881, and also in other States the mails, the speed with which they are conveyed, the accommodations for mails and agents, and June 17, 1878.

post-office; apt., apartment; b. c., baggage-car; l., line or lines; s. l., single line; d. l., double line; t. l., triple the equivalent in round trips. The figures in parenthesis in the "Remarks" column refer to the order

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.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolla.	Jun y 1, '80		
355 00	880 65	330 00	109,962 00	31,950 79	79,635 99	29,700 00	Jun y 1, '80	Main route; branches, \$47.03, \$(-), 60 days in Jan. and Feb., 1881.	1
300 00	669 47	300 00	399,453 08	127,672 50	292,212 14	127,672 50	July 1, '80	60 days in Jan. and Feb., 1881. 144 m., \$643.82; 164.25 m., at \$270 for r. p. o.	2
225 00	662 62	200 00	306,864 68	79,560 00	234,304 20	70,720 00	July 1, '80	60 days in Jan. and Feb., 1881.	3
270 00	614 75	265 00	181,158 76	56,890 46	129,220 45	56,882 50	July 1, '80	60 days in Jan. and Feb., 1881. Part. r. p. o., formerly \$275 for 25.7 m.; 25.7 m., at \$275.31 for r. p. o.	4
.....	.....	.....	.....	.....	.....	.....	July 1, '80	60 days in Jan. and Feb., 1881.	5
280 62	574 56	275 00	6,773 31	2,385 27	4,883 76	2,337 50	July 1, '80	60 days. Part.....	6
292 50	473 67	287 50	67,271 05	29,542 50	47,840 67	29,542 50	July 1, '80	60 days. Part.....	7
199 08	517 01	214 00	96,801 76	23,025 28	61,525 61	25,773 54	July 1, '81	\$135.45 for r. p. o. on 62.36 m. main route; branch, \$42.75. Formerly \$376.20 per mile for transportation on 62.36 m. \$162 per m. formerly for r. p. o. on 62.36 m. 60 days in Jan. and Feb., 1881.	8
225 00	587 39	200 00	123,649 72	43,618 50	113,871 43	38,772 00	July 1, '80	Main route; branch, \$48.74.	9
100 00	477 95	100 00	53,434 56	9,600 00	45,883 20	9,600 00	July 1, '81	60 days in Jan. and Feb., 1881, main route; branch, \$(-).	10

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.				
11	Md...	10013	.....	Bay View, Washington.	B. & P. R. R.	46.10	41,046	...	<i>Feet and inches.</i> r. p. o., 60 by 8.7 $\frac{1}{2}$ ; 1 l.; 59.3 $\frac{3}{4}$ by 8.7 $\frac{1}{2}$ , 1 l.; r. a. apt., 14.6 by 8.6, f. f. c. s. l.	49.6*	555 75
12	Ohio	21007	.....	Elyria, Millbury ..	L. S. & M. S. R. W.	74.86	37,732	...	r. p. o., 60 by 9.1 $\frac{1}{2}$ ; 1 l.; 50 by 9.1 l.; 49.5 by 9.1 l. av.; 17.5 by 9.1 l.	20	520 70
13	Ind ..	22002	.....	Indianapolis, Terre Haute.	T. H. & I. R. R.	74.30	33,106	28	r. p. o., 60 by 8.4, 2 l.; r. a. apt., 17 by 6.10, f. f., 1 $\frac{1}{2}$ l.	23*	471 11
14	Ohio	21015	.....	Columbus, Indian- apolis.	P., C. & St. L. R. W.	189.07	32,880	27	r. p. o., 60 by 8.4, 2 l.; 40 by 8.4, 1 l.	18.9*	468 54
15	Ill....	23031	.....	Terre Haute, East Saint Louis.	T. H. & I. R. R.	106.60	30,637	27	r. p. o., 60 by 8.4, 2 l.; 40 by 8.4, 1 l.; r. a. apt., 17 by 6.10, f. f. c., $\frac{3}{4}$ l.	17.6*	444 60
16	Ohio	21045	.....	Toledo, Elkhart...	L. S. & M. S. R. W.	134.35	29,428	...	r. p. o., 60 by 9.2 l.; 49.5 by - $\frac{1}{4}$ l. (av.) 50 by 9.1 l.	14.9*	431 78
17	Mass.	3025	.....	Boston, Albany ...	B. & A. R. R.	202.24	28,364	26	To Springfield, 98.38 m. r. p. o., 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l. Through: r. p. o., 28 by 8.6, 2 l.; apt., 15.6 by 8.8, 1 l.	33*	420 00
18	N. Y.	6052	.....	Elyria, Millbury ..	L. S. & M. S. R. W.	79.3	27,328	...	r. p. o., 60 by 9.1 $\frac{1}{2}$ ; 1 l.; 50 by 9.1 l.; 49.5 by 9.1 l.	25.04*	409 55
19	Mass.	3001	.....	Boston, Portland.	Eastern R. R.	109.08	24,003	24	r. p. o., 40.11 by 8.1 l. f. f. d. l.; 19.7 by 8.1 l. s. l. to Conway J'ct., 60 m.	31.54*	380 48
20	N. Y.	6052	.....	Toledo, Elkhart...	L. S. & M. S. R. W.	143	23,772	...	r. p. o., 60 by 9.11; 50 by 9.1 l.; 49.5 by 9.1 l.; 36 by 9.1 l.	25.04*	371 07
21	Ill ...	23035	.....	Chicago, Milwan- kee.	C., M. & St. P. R. W.	86.80	23,429	28	r. p. o., 59.4 by 9.5, 1 l.; 49.4 by 9.5, 1 l.	23.8*	367 65
22	Ill ...	23003	.....	Chicago, U. P. Transfer.	C. & N. W. R. W.	491.18	22,881	24	r. p. o., 50 by 9.5, 2 l. to Cedar Rap- ids, 219 m, 1 l., res.	8.6*	361 07
23	Ill ...	23007	.....	Chicago, Burling- ton.	C. B. & Q. R. R.	208.02	21,957	24	r. p. o., 54.10 by 8.9 $\frac{3}{4}$ , f. f. c., d. l.; 35.5 by 8.10, f. f. c., s. l., between Chicago and Au- rora, 38.61 m.; r. a. apt. 23.3 $\frac{3}{4}$ by 8.10, f. f. c., s. l.	25.3*	351 41
24	Mo...	28001	.....	Saint Louis, At- chison.	M. P. R. W.	320.75	20,346	24 $\frac{1}{2}$	r. p. o., 60 by 9.3, f. f. c., d. l. to Kansas City, 282.5 m.; s. l. res- idue.	15.49*	334 31
25	Ill ...	23015	.....	Chicago, Daven- port.	C., R. I. & P. R. R.	182.02	18,759	...	r. p. o., 50 by 9.6, 1 l.; 40 by 9.6, 42 by 9.6, 1 l.	18.28*	317 21
26	Va ...	11001	.....	Washington, Rich- mond.	R. F. & P. R. R.	116	18,470	28	r. p. o., 50.2 by 8.9, 3 l.	20	314 64
27	Conn.	5004	.....	New Haven, New London.	N. Y., N. H. & H. R. R.	51.71	17,714	27	r. p. o., 55 by 8.8, f. f. c., s. l.; ad- junct 13.9 by 6.3, d. l.	31	306 09

States and Territories on which the contract term expired June 30, 1881, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment.	Remarks.	Order
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
100 00	475 38	100 00	25,620 07	4,610 00	21,915 01	4,610 00	July 1, '81	60 days in Jan. and Feb., 1881.	11
140 31	405 27	177 50	38,979 60	10,503 60	30,338 51	18,287 65	July 1, '80	60 days in Jan. and Feb., 1881.	12
125 00	444 60	125 00	35,045 87	9,298 75	33,073 79	9,298 75	Jan. 1, '81	60 days in Jan. and Feb., 1881.	18
125 00	446 31	100 00	88,586 85	23,633 75	84,383 83	18,907 00	July 1, '80	60 days in Jan. and Feb., 1881.	14
125 00	348 84	125 00	74,110 37	20,836 25	58,148 13	20,836 25	Jan. 1, '81	60 days in Jan. and Feb., 1881.	15
160 00	373 64	175 00	58,009 64	21,496 05	50,198 53	23,511 25	July 1, '80	60 days in Jan. and Feb., 1881.	16
135 00	383 04	135 00	85,074 27	16,916 40	63,346 76	16,916 40	July 1, '81	103.86 m. formerly at \$247.09; 103.86 m., \$35 for r. p. o. In Jan. and Feb., 1881.	17
135 00	289 99	97 50	32,477 31	10,705 50	22,996 20	7,731 75	July 1, '80	60 days. Part.....	18
50 00	277 88	50 00	41,502 75	5,454 00	27,119 06	5,492 00	July 1, '81	52.56 m., formerly at \$287.62, late route 9.	19
132 50	238 85	112 50	53,063 01	18,947 50	34,155 55	16,087 50	July 1, '80	60 days. Part.....	20
80 00	288 14	80 00	31,912 02	6,944 00	25,010 35	6,944 00	Jan. 1, '81	In Jan., 1881.....	21
61 87	248 81	61 87	157,956 29	19,502 10	122,210 49	19,502 10	Jan. 1, '81	One additional trip every 3 weeks. 272.18 m. at \$289.34. In Jan., 1881. \$21.87 per m. for 272.18 m. for r. p. o.	22
101 87	294 98	102 50	73,100 30	17,486 00	61,361 73	17,510 32	Jan. 1, '81	Main route; branch not weighed. In Jan. and Feb., 1881. 100.41 m., pay for r. p. o., \$80.	23
100 00	286 43	80 00	107,764 90	30,587 50	92,330 56	24,470 00	Jan. 1, '81	37 m. formerly at \$229.14. 47.75 m. formerly at \$40 for r. p. o. 37 m. at \$287.45, and 47.75 m. at \$50 for r. p. o.; adjustment for r. p. o. to take effect Jan. 18, 1881.	24
65 00	274 46	65 00	58,024 05	11,889 80	50,204 22	11,889 80	Jan. 1, '81	In Jan., 1881.....	25
110 00	246 24	110 00	36,498 24	13,920 00	28,563 84	13,920 00	July 1, '81	In Jan., 1881.....	26
74 00	166 72	85 00	15,827 91	3,826 54	8,621 34	4,395 35	July 1, '81	In Jan., 1881.....	27

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

Order.	State.	Number of route.	New number of route.	Terminals.	Corporate title of company carrying the mail.	Length of route.		Average weight of mail whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.					
28	R. I.	4002	.....	Providence, Groton.	N. Y., P. & B. R. R.	62.57	17,626.30			r. p. o., 55 by 8.8, f. f. c., s. l.; r. a. apt., 15.8 by 6.6, d. l.	32.64*	305 24
29	Ohio	21014	.....	Columbus, Cincinnati.	P., C. & St. L. R. W.	120.16	16,975.27½			r. p. o., 60 by 8.4, 2 l.; r. a. apt., 15.10 by 8.9, s. l.	29.45*	298 40
30	Wis.	25002	.....	Milwaukee, La Crosse.	C., M. & St. P. R. W.	197.84	16,031.24			r. p. o., 59.4 by 9.5, 1 l.; 49.4 by 9.5, 1 l.	14.3*	294 98
31	Mass	3035	.....	Boston, Providence.	B. & P. R. R.	44.10	16,532.29			r. p. o., 55 by 8.8, s. l.; adjuncts, 15 by 6.4, d. l.	50.43*	291 56
32	Ohio	21002	.....	Pittsburgh, Chicago.	Penn. Co.	468.2	15,830.28			r. p. o., 50 by 9, 1 l.; apt. 12 by 9, s. l. to Homewood; 22 by 9, s. l. Crestline to Chicago.	26.98*	286 43
33	Me...	6	.....	Portland, Bangor	M. C. R. R.	137.72	14,507.25			r. p. o., 60 by 9.1, 2 l.; 16 by 6.7, f. f., 1 l., 62.94 m.	14.74*	271 89
34	N. Y.	8067	.....	Troy, North Adams.	T. & B. R. R.	50	14,494.28			r. p. o., 30 by 8.6, s. l.; r. a. apt., 16.3 by 7.8 (average), d. l.	27.78*	271 89
35	Mo...	28002	.....	Saint Louis, Bismarck.	St. L., I. M. & S. R. W.	77.03	14,410 ...			r. p. o., 49.5 by 9.3½, f. f. c., s. l.; apt. 14 by 9.3, f. f., s. l.	30.29*	271 04
36	Mass	3021	.....	Boston, Greenfield	F. R. R.	105.71	14,037.20			r. p. o., 30 by 8.6, s. l.; r. a. apt., 17.11 by 7.5 (average), q. l. to Ayer, 37 m.; t. l. thence to Fitchburgh, 13 m.; d. l. res.	36.24*	266 76
37	Mass	3022	.....	Greenfield, North Adams.	F. R. R.	37.12	13,030.26			r. p. o., 30 by 8.4½, s. l.; r. a. apt., 16 by 8.5, d. l.	21	256 50
38	Va...	11018	.....	Washington, Alexandria.	A. & W. R. R.	7	12,903.30			r. p. o., 50 by 8.8, f. f. c., s. l.; apt., 14.6 by 8.6, f. l., d. l.	33*	254 79
39	W. Va	12002	.....	Grafton, Parkersburgh.	B. & O. R. R.	104.50	12,770.27			r. p. o., 51.7½ by 8.10, f. f. c., s. l.	23.5*	253 94
40	Va...	11002	.....	Alexandria, Lynchburgh.	V. M. R. W.	171.35	12,094.27			r. p. o., 41 by 9, f. l. f. c., d. l.	14	246 24
41	Minn	26013	.....	Minneapolis, La Crosse.	C., M. & St. P. R. W.	142.53	10,067.23			r. p. o., 49.2 by 10.3, f. f. c., d. l.	15.4*	224 87
42	Va...	11008	.....	Richmond, Petersburg.	R. & P. R. R.	23.30	9,440.30			r. p. o., 50.6 by 8.9, f. f. c., d. l.	28	218 03
43	N. Y.	6001	.....	New York, Dunkirk.	N. Y., L. E. & W. R. R.	459.55	9,212.34			r. p. o., 49.5 by 9.5, 2 l., 332 m.; 49.5 by 9.5, 1 l., 127 m.; apt., 16.6 by 6.10, 1 l.	26.5*	215 46
44	Va...	11006	.....	Richmond, Charlotte.	R. & D. R. R.	286.54	9,206.23			r. p. o., 50 by 9.4, 2 l.	21	215 46
45	Iowa	27014	.....	Davenport, Missouri River.	C., R. I. & P. R. R.	317.40	14,168.23			r. p. o., 40 by 9.6, 42 by 9.6, 1 l.; 50 by 9.6, 1 l., d. l. to Iowa City, 54.50 m., s. l., res. 262.90 m.	12.48*	214 78
46	Ill ...	23017	.....	Chicago, East St. Louis.	C. & A. R. R.	281.13	7,043.26			r. p. o., 44.3 by 9.1, 1 l.; 40 by 8.11½, 1 l.	17.7*	201 78
47	Va...	11009	.....	Petersburgh, Weldon.	P. R. R.	65.31	7,890.36			r. p. o., 50.4 by 8.10, f. f. c., d. l.	17.5*	201 78
48	Mo...	28026	.....	Bismarck, Texarkana.	St. L., I. M. & S. R. W.	415.21	11,800.22			r. p. o., 49.5 by 9.3½, f. f. c., s. l.	14	194.94



States and Territories on which the contract term expired June 30, 1881, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
50 00	154 75½	50 00	19,068 86	3,128 50	9,683 02	3,128 50	July 1, '81	60 days in Jan. and Feb., 1881.	28
100 00	273 00	100 00	35,855 74	12,016 00	32,875 77	12,016 00	Jan. 1, '81	60 days in Jan. and Feb., 1881.	29
80 00	238 55	80 00	58,358 84	15,827 29	47,194 73	15,827 29	Jan. 1, '81	In Jan., 1881.....	30
77 00	149 62½	76 00	12,884 03	3,402 63	6,611 93	3,358 44	July 1, '81	In Jan. and Feb., 1881.....	31
25 00	292 41	25 00	134,106 52	11,705 00	136,906 30	11,705 00	Jan. 1, '81	60 days in Jan. and Feb., 1881.	52
50 00	284 20	50 00	37,444 69	6,886 00	31,072 84	6,903 00	July 1, '81	74.44 m., late routes 1 and 5. main route; branch \$102.60 (120). 40-foot cars authorized.	33
18 75	184 42	18 75	14,351 63	937 50	9,456 12	937 50	July 1, '81	Main route; branch \$137.66 (80).	34
25 00	209 48	25 00	20,878 21	1,925 75	16,136 24	1,925 75	Feb. 1, '81	Main route; branch not weighed. In Mar., 1881.	35
18 75	183 56½	18 75	28,199 19	1,982 06	18,541 12	1,982 06	July 1, '81	Main route; branch \$42.75. In Jan. and Feb., 1881. 56.11 m., formerly at \$168.17½.	36
18 75	168 17½	18 75	9,521 28	696 00	0,242 65	696 00	July 1, '81	In Jan. and Feb., 1881.....	37
25 00	175 27½	25 00	1,783 53	175 00	1,226 92	175 00	July 1, '81	40-foot cars authorized.....	38
40 00	195 79½	40 00	26,536 73	4,180 00	20,476 24	4,194 00	July 1, '81	69 days in Jan. and Feb., 1881. .08 m. decrease.	39
50 00	166 72½	50 00	42,193 22	8,567 50	29,023 06	8,567 50	July 1, '81	Main route; branch, \$49.59 (402).	40
50 00	174 42	50 00	32,050 72	7,126 50	25,336 26	7,327 00	Feb. 1, '81	4.01 m. decrease. In Jan., 1881.	41
80 00	190 66½	80 00	5,096 72	1,871 20	4,589 30	1,925 60	July 1, '81	.68 m. decrease.....	42
80 00	197 50½	80 00	90,014 64	31,662 00	90,654 79½	31,640 00	July 1, '81	60 days in Jan. and Feb., 1881. .55 m. increase 127 m., formerly at \$40 for r. p. o.	43
50 00	202 64	50 00	61,737 90	14,327 00	57,322 80	14,144 00	July 1, '81	3.66 m. increase.....	44
65 00	196 31	65 00	68,171 17	19,631 00	62,308 79	10,115 00	Jan. 1, '81	\$25 per m., r. p. o. for 262.90 m. In Jan., 1881.	45
50 00	145 35	50 00	56,726 41	1,405 65	40,862 24	10,190 74	Jan. 1, '81	In Jan., 1881.....	46
80 00	171 00	80 00	13,178 25	5,224 80	11,168 01	3,265 50	July 1, '81	.....	47
25 00	152 54	25 00	85,376 37	10,380 25	66,805 66	10,380 25	Feb. 1, '81	91 m. formerly at \$100.67; 91 m. at \$243.68. In Mar. 1881.	48

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.				
49	Mass.	3016	.....	Boston, Lowell	B. & L. R. R. Cor.	26.02	7,276	26	r. p. o., 41.9 by 8.10 (av.), 2 l.	41.87*	194 94
50	Ill	23010	.....	Galesburgh, Quincy.	C., B. & Q. R. R.	101.57	7,250	24	r. p. o., 43.10 by 8.9, f. f. c., d. l.	12	194 94
51	Md	10002	.....	Baltimore, Sunbury.	N. C. R. W.	137.80	6,989	29	r. p. o., 44.4 by 8.8, s. l.; apt., 15 by 8.8, f. f. s. l.	23.63*	192 52
52	Mass.	3034	.....	Boston, Willimantic.	N. Y. & N. E. R. R.	85.8	6,912	26	13.4 by 7.6 (av.), d. l.	26.04*	190 67
53	Mo	28010	.....	Kansas City, Cameron.	H. & St. J. R. R.	55.78	6,366	30	r. p. o., 40.1½ by 9.1½, f. f. c., s. l.	14	185 54
54	Mass.	3073	.....	Lowell, Nashua	B. & L. R. R. Cor.	14.77	6,292	24	r. p. o., 41.9 by 8.10 (av.), 2 l.	30*	184 68
55	Ill	23001	.....	Chicago, Milwaukee.	C. & N. W. R. W.	65.37	6,341	28	r. p. o., 35.4 by 9.3, 2 l.	26*	184 68
56	Mass.	3067	.....	Springfield, So. Vernon Junction.	Conn. River R. R.	52.94	6,217	25	20.9 by 6.7	42.7*	183 83
57	Iowa	27005	.....	Burlington, Council Bluffs.	C., B. & Q. R. R.	296.45	9,807	21	r. p. o., 51.2½ by 8.9½, 1 l.	18*	177 84
58	Va.	11013	.....	Lynchburgh, Bristol.	N. & W. R. R.	205.52	5,607	27	r. p. o., 41.2 by 8.7, f. f. c., s. l.	7	176 99
59	Pa	8022	.....	Sunbury, Williamsport.	Penn. R. R.	39.81	5,513	23	r. p. o., 44.4 by 8.8, s. l.	14.15*	176 13
60	Va.	11016	.....	Lynchburgh, N'th Danville.	V. M. R. W.	66.34	5,481	27	r. p. o., 41 by 9, f. f. c., d. l.	14	176 13
61	Mo	28011	.....	Sedalia, Denison City.	M. P. R. W.	434.51	5,280	20	r. p. o., 50.4 by 9, f. f. c., s. l.; apt. 16 by 9, f. f. s. l., between Sedalia and Parsons, 159.4 m.	13	173 57
62	N. H.	1008	.....	Concord, White River Junction.	N. R. R.	69.64	4,889	26	r. p. o., 41.9 by 8.10, 1 l.; 25.1 l. by 6.2, 1 l.	17.15*	169 29
63	Me	12	.....	Bangor, Vanceborough.	E. & N. A. R. W.	114.02	4,774	20	r. p. o., 40.2 by 9.8, 1 l.; 45 by —, 1 l.	12	167 58
64	Vt	2005	.....	Brattleborough, Bellows Falls.	V. V. R. R.	24.02	4,451	24	21.8 by 6.8 (av.), f. f. d. l.	18	162 43
65	Mass	3011	.....	Boston, Portland	B. & M. R. R.	116.33	4,445	27	r. p. o., 25 by 8.6, f. f. d. l.; 17 by 6.8, f. f. s. l., to Lawrence, 27 m.	23.65*	162 45
66	Vt	2004	.....	Bellows Falls, Windsor.	C. V. R. R.	26.32	4,284	26	21.8 by 6.8, f. f. d. l.	18	160 74
67	Mo	28005	.....	Quincy, St. Joseph	H. & St. J. R. R.	207.15	7,399	30	r. p. o., 40.1½ by 9.1½, f. f. c., s. l. between Quincy and Cameron, 171 m.; r. a. apt. 12.6 by 9.1½, f. f. s. l. between Cameron and St. Joseph, 36.15 m.	14	156 64
68	N. Y.	6008	.....	Buffalo, Hornellville.	N. Y., L. E. & W. R. R.	91	3,796	33	r. a. apt., 12 by 10.6, f. f. d. l. to Attica, 31.50 m.; s. l. residue.	24.68*	153 05
69	N. Y.	6026	.....	Albany, Sciota	D. & H. C. Co.	182.96	3,730	25	20.9 by 6.10, f. f. s. l.	30.37*	153 19
70	Ill	23020	.....	Chicago, Cairo	Ill. Cent. R. R.	363.32	6,514	27	r. p. o., 49.11½ by 9.4, 1 l.; 40.1½ by 9, 1 l. to Kankakee, 55.87 m.; 41.3½ by 9, 1 l.; 44.4½ by 9, 1 l. to Edingham, 199.21 m.	18.17*	149 12
71	N. Y.	6013	.....	Syracuse, Rochester.	N. Y. C. & H. R. R. R.	104	3,371	...	r. p. o., 47.6 by 8.10, s. l.; r. a. apt. 18 by 9, s. l.	.....	147 06

States and Territories on which the contract term expired June 30, 1881, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
50 00	168 72½	50 00	5,072 33	1,301 00	4,303 17	1,290 50	July 1, '81	.21 m. increase.....	49
50 00	175 28	50 00	19,800 05	5,078 50	17,803 18	5,078 50	Jan. 1, '81	In Jan., 1881.....	50
25 00	194 29	25 00	26,391 45	3,445 00	23,819 10	3,517 50	July 1, '81	2.90 m. decrease.....	51
	152 78½		16,359 48		13,257 18		July 1, '81	17.75 m. formerly at \$42.75. This route now covers Route 5002.	52
25 00	150 48	25 00	10,949 42	1,394 50	8,393 77	1,394 50	Jan. 1, '81	In Jan., 1881.....	53
50 00	166 72½	50 00	2,727 72	738 50	2,414 17	724 00	July 1, '81	.29 m. increase.....	54
44 00	165 02	44 00	15,766 13	3,756 28	14,087 75	3,756 28	Jan. 1, '81	In Jan., 1881.....	55
	153 90	28 75	9,731 96		8,133 62	1,450 72	July 1, '81	.09 m. increase.....	56
40 00	164 18	40 00	53,608 03	11,858 00	49,480 28	11,858 00	Jan. 1, '81	Branches not weighed. One extra trip every third week. In Jan. and February, 1881; 19.86 m. formerly, at \$205.20.	57
25 00	143 64	25 00	36,374 98	5,138 00	29,446 20	5,125 00	July 1, '81	.52 m. increase.....	58
25 00	156 46½	25 00	7,011 73	995 25	6,228 87	925 50	July 1, '81	Part. .01 m. decrease.....	59
50 00	50 44½	50 00	11,684 46	3,317 00	3,346 52	3,317 00	July 1, '81		60
25 00	171 00	25 00	74,595 03	10,862 75	73,490 67	10,862 75	Feb. 1, '81	23.76 m. formerly at \$138.80; 23.70 m. at \$138.85. In Mar., 1881.	61
40 62	147 06	38 75	11,789 35	2,828 77	10,801 71	2,698 55	July 1, '81	Main route.....	62
37 50	151 82½	25 00	19,107 47	4,275 75	17,241 60	1,424 13	July 1, '81	.09 m. increase. 1 line of 20-foot cars authorized.	63
	156 20½		3,902 04		3,820 77		July 1, '81	.44 m. decrease.....	64
31 25	165 02	33 32	18,897 80	3,635 31	21,879 71	3,881 78	July 1, '81	45 m. formerly at \$133.40; late route 11. Main route. Branch, \$47.03 (356).	65
	151 93		4,230 67		4,001 84		July 1, '81	.02 m. decrease.....	66
25 00	148 64	25 00	32,447 97	4,275 00	29,755 02	4,275 00	Jan. 1, '81	Main route; branch not weighed. In Jan., 1881; r. p. o. service on 171 m. only.	67
	147 06		13,927 55		13,382 46		July 1, '81	60 days in Jan. & Feb., 1881.	68
	129 10½		27,844 68		24,706 82		July 1, '81	Main route; branches \$66.69, \$117.14 (104 —). 8.41 m. decrease.	69
115 00	142 28	115 00	54,178 27	16,140 55	67,836 66	16,140 55	Jan. 1, '81	In Jan., 1881.....	70
36 00	129 96	30 00	15,294 24	3,120 00	13,515 84	3,120 00	July 1, '81		71

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum, for transportation.
						Miles.	Lbs.					
72	Vt...	2003		Bellows Falls, Burlington.	C. V. R. R.	120.39	3,308.25			23.8 by 6.10 (av.), f. f., s. l.	14.97*	146.21
73	Mass	3055		Fitchburg, Bellows Falls.	Chea. R. R.	64.54	2,935.31			23.11½ by 6.10 (av.), f. f., s. l.	18	141.08
74	Pa...	8004		Philadelphia, Bethlehem.	P. & R. R.	56.52	2,926.27			8.9 by 6.2, f. f., s. l.	40.86*	141.08
75	Tex...	31001		Houston, Galveston.	G., H. & H. R. R.	51.50	2,950.23			15 by 9, f. f., d. l.	16.50*	141.08
76	Conn.	5014		New Haven, Williamantic.	B. & N. Y. A. L. R. R.	54.14	2,384.25			11.11 by 6.10 (av.), s. l.	18	139.37
77	N. Y.	6033		West Chazy, Rouse's Point.	D. & H. C. Co.	14.78	2,771.28			20.9 by 6.10, f. f., s. l.	12.50*	138.51
78	Minn.	26003		Saint Paul, Sauk Rapids.	St. P., M. & M. R. W.	76.30	5,161.20			34.9 by 8.9, f. f., s. l.	23.6*	138.17
79	Mass.	3062		Miller's Falls, Brattleborough.	C. V. R. R.	21.39	2,715.24			10.4 by 6.6, f. f., s. l.; 21.8 by 6.8, f. f., d. l., 10.28 m.	23.65*	137.66
80	N. Y.	6087		Hosack Junction, State Line.	T. & B. R. R.	5.5	2,660			16 by 6.11, s. l.	27	137.66
81	N. J.	7001		New York, Easton.	C. R. of N. J.	74	2,611			15.6 by 7, f. f., d. l.	12	136.80
82	Mass	3068		Lawrence, Manchester.	M. & L. R. R.	27.06	2,549.23			17.10 by 6.9, f. f., d. l.	18	135.95
83	Fla...	16010		Waycross, Jacksonville.	S., F. & W. R. W.	76.50	2,322.25½			r. p. o., 40 by 9, f. f. c., s. l.	13	132.53
84	Conn.	5007		Waterbury, Providence.	N. Y. & N. E. R. R.	122.84	2,320.27			14.6 by 8 (average), f. f., s. l.	23.01*	132.53
85	Tex...	31002		Houston, San Antonio.	G., H. & S. A. R. R.	218.01	2,291.22			12.6 by 9, f. f., s. l.	13	131.67
86	Mass	3066		Worcester, Nashua.	W. & N. R. R.	46.93	2,260.25			16 by 8 (average), f. f., d. l.	16.34	131.67
87	Vt...	2010		White River Junction, Derby Junction.	C. & P. Riv. R. R.	115.02	2,195.26			r. p. o., 21 by 6.7, 11. to Newport, 15 by —, 11.	9.39*	130.82
88	Colo.	38001		South Pueblo, Leadville.	D. & Rio G. R. W.	163.50	2,176.20			35.6 by 7.5, s. l.	14	129.96
89	Pa...	8041		Pittsburgh, Oil City.	A. V. R. R.	132.08	2,142.24			16 by 8.8, f. f., s. l.	13	129.96
90	N. Y.	6087		Utica, Watertown.	U. & Bl. R. R. R.	91.97	2,136.28			18.6 by 6.6, f. f., s. l.	16.86*	129.96
91	Tex...	31009		Shreveport, Eastland.	T. & P. R. W.	325.47	2,093.14½			12.8 by 7.2 (average), f. f., s. l.	11.01*	129.11
92	Pa...	8073		Allentown, Harrisburgh.	P. & R. R. R.	89.51	2,062.26			12.7 by 8.7, f. f., s. l.	26.21*	129.11
93	Del...	9501		Wilmington, Delaware.	P., W. & B. R. R.	97.02	2,050.26			23.10 by 8.6, f. f., s. l.	12.96*	128.25
94	Pa...	8021		Williamsport, Elmira.	N. C. R. W.	78.71	2,007.28			14.11 by 8.7, f. f., s. l.	18	128.25
95	Mass	3041		Middleboro, Provincetown.	Old Colony R. R.	86.30	1,891.22			r. p. o., 20.6 by 9.2, s. l.; apt. 11.4 by 7.7, s. l.	12	123.12
96	N. J.	7013		Hoboken, Easton.	M. & E. R. R.	84.24	1,881.25			12.9 by 8.9, f. f., d. l., 60.13 m.; s. l. residue.	10.28*	123.12
97	N. Y.	6036		Rome, Ogdensburg.	R., W. & O. R. R.	141.99	1,861.25			r. a. apt., 23.6 by 7.2, f. f., s. l.		122.27
98	N. J.	7028		Hoboken, Denville.	D., L. & W. R. R.	34.17	1,857.30			17.8 by 7.4, f. f., s. l.	30	121.41
99	Pa...	8002		Philadelphia, Pottsville.	P. & R. R. R.	92.84	1,817.25			15.3 by 8.7, f. f., s. l.	22.70*	119.70
100	Me...	8		Portland, Rochester.	P. & R. R. R.	53.09	1,809.27			16.1 by 8.6 (average), f. f., 1 l.	9.65*	119.76
101	N. J.	7003		Elizabethport, Point Pleasant.	C. R. of N. J.	50.15	1,786.25			15.6 by 7, f. f., d. l.	15*	118.85
102	Colo.	38001		Denver, El Moro.	D. & Rio G. R. W.	209.20	1,775.20			33.6 by 7, f. f. c., s. l.	7	117.96
103	Kans.	33006		Olathe, Ottawa.	K. C., L. & S. K. R. R.	34.36	1,772.20			22.1 by 9.6, f. f., s. l.	6	117.96
104	N. Y.	6024		Albany Junc., Troy.	D. & H. Canal Co.	6.20	1,749.25			in b. c.	24	117.14

States and Territories on which the contract term expired June 30, 1881, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
128 10	15 00		17, 602 22		15, 527 46	1, 804 05	July 1, '81	.12 m. increase	73
119 70			9, 105 30		7, 738 60		July 1, '81	.11 m. decrease	73
140 22			7, 793 84		7, 636 38		July 1, '81	2.06 m. increase. Main route; branch \$52.16 (308).	74
136 80			7, 265 62		7, 045 20		Apr. 1, '81	In March, 1881	75
144 49			7, 545 49		7, 822 90		July 1, '81	In Jan. and Feb., 1881	76
94 05			2, 047 17		1, 390 06		July 1, '81		77
83 45			10, 542 37		6, 367 23		Jan. 1, '81	In Jan., 1881	78
144 49			2, 944 54		3, 089 30		July 1, '81	.01 m. increase	79
42 75			757 13		235 12		July 1, '81	Branch; main route; \$271.89 (34).	80
145 09			10, 123 20		10, 736 66		July 1, '81		81
132 27			3, 678 80		3, 570 22		July 1, '81		82
25 00			10, 138 54	1, 912 50			May 1, '81	In July, 1881. New	83
96 95			16, 279 98		9, 460 23		July 1, '81	.10 m. decrease	84
103 45			28, 705 37		22, 553 13		Feb. 1, '81	3.01 m. from May 1, 1880. In Feb. 1881.	85
153 64			6, 179 27		7, 150 40		July 1, '81	.39 m. increase	86
21 87	121 41	14 37	15, 046 91	2, 802 91	13, 877 16	1, 642 49	July 1, '81	Additional r. p. o. from Sept. 1, 1881. .72 m. increase.	87
73 68			21, 248 46		2, 693 25		May 1, '81	118.50 m. from July 12, 1880. In May, 1880.	88
115 42			17, 165 11		15, 305 35		July 1, '81	.52 m. increase	89
118 59			11, 962 42		10, 936 36		July 1, '81	.45 m. decrease	90
104 81			42, 021 43		22, 952 37		Feb. 1, '81	31.46 m. from June 15, 1880. 74.03 m. from Nov. 1, 1880. In Feb., 1881.	91
110 77			11, 556 68		10, 045 73		July 1, '81	1.18 m. decrease	92
107 78			12, 442 81		10, 451 96		July 1, '81		93
98 19			10, 222 80		7, 378 24		July 1, '81	.54 m. increase	94
12 50	130 53		10, 625 25	1, 078 75	10, 817 24		July 1, '81	31.07 m. at \$111.74; 14.08 m. at \$101.74; late Route 8042.	95
129 70			10, 371 62		10, 925 93		July 1, '81		96
127 39			17, 361 11		18, 089 38		July 1, '81	.01 m. decrease. Main route; branch \$64.98 (293).	97
116 02			4, 148 57		3, 962 08		July 1, '81	.02 m. increase	98
103 62			11, 112 94		9, 599 35		July 1, '81	.20 m. increase	99
134 83			6, 354 87		7, 607 10		July 1, '81	3.23 m. decrease	100
103 20			5, 960 32		4, 943 28		July 1, '81	5.85 m. from Jan. 17, 1881; weights Apr. and Aug. 1881, combined.	101
87 21			24, 683 50		18, 244 33		Feb. 1, '80	Main route; branch \$72.68 (185). In Feb. 1880.	102
94 91			4, 054 13		3, 261 10		Oct. 1, '80	In Oct. 1880	103
72 67			726 26		450 58		July 1, '81	Branch; main route, \$152.19 (69).	104

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.					
105	Mo.	28003		Saint Louis, Vinita	St. L. & San F. R. W.	364.25	3,234	24		Feet and inches. r. p. o., 50 by 9, f. f., a. l. to Pierce City, 290.25 m., apt. 21.4 by 7, f. f., a. l. between Pierce City and Vinita, 74 m., apt. 14 by 6.8, f. f., a. l. between Pacific and Rolla, 76.50 m.	8.26*	118 28
106	Pa.	8003		Philadelphia, West Chester.	W. C. & P. R. R.	26.68	1,737	20		9 by 7.8, f. f., d. l.		116 98
107	Colo.	38004		Cucharas, Alamosa	D. & Rio G. R. W.	81.35	1,723	20		33.6 by 7.4, f. f. c., a. l.	7	116 28
108	Mo.	28013		Brunswick, Council Bluffs.	W., St. L. & P. R. W.	223.88	1,684	24		25.5 $\frac{1}{2}$ by 7.7 $\frac{1}{2}$ , f. f., a. l.	13	114 57
109	Kans.	33008		Kansas City, Joplin.	M. R., Ft. S. & G. R. R.	170.92	1,649	22		18.1 $\frac{1}{2}$ by 8.9 $\frac{1}{2}$ , f. f., a. l.	9.4*	112 86
110	La.	30003		New Orleans, Washington.	M. L. & T. R. R. & S. S. Co.	171.40	1,635	25		12 by 6.6, f. f., a. l.	7	112 01
111	N. Y.	6063		Canandaigua, Elmira.	N. C. R. W.	69.79	1,614	28		14.11 by 8.7, f. f., a. l.	18	111 15
112	Mo.	28020		Pierce City, Wichita.	St. L. & San F. R. W.	219.28	1,553	24		r. p. o., 50 by 9, f. f. c., a. l.	7	108 59
113	Minn.	26004		East Saint Cloud, Barnesville.	St. P., M. & M. R. W.	145.65	2,501	20		39.4 by 8.9, f. f., a. l.	10.6*	108 08
114	Mo.	28022		Roodhouse, Mexico.	C. & A. R. R.	89.83	1,487	24 $\frac{1}{2}$		25.3 by 8.11 (average), f. f., a. l.	14	106 02
115	Wis.	25010		Caledonia Station, Winona Junction (n. o.).	C. & N. W. R. W.	190.02	1,469	23		36 by 9.6, f. f., a. l.	12.7*	105 17
116	N. H.	1012		Nashua, Rochester.	W. & N. B. R.	48.83	1,462	26		17 by 8, f. f., a. l.	12	105 17
117	Wis.	25016		Hilbert, Appleton.	W. C. R. R.	20.96	1,442	18		16 by 7.3, 14.2 by 7.8, f. f., a. l.	6	104 31
118	N. Y.	6028		Albany, Binghamton.	D. & H. C. Co.	143.23	1,414	25		15 by 9.6, f. f., a. l.	19.87*	102 62
119	Va.	11011		Petersburgh, Norfolk.	N. & W. R. R.	83.14	1,413	28		18.2 by 8.7, f. f., a. l.	7	102 60
120	Mo.	6		Brunswick, Bath.	Me. C. R. R.	9.14	1,410	16		14 by 6.7, f. f., a. l.	41	102 60
121	Pa.	8029		New Castle, Homewood.	Pa. Co.	15.43	1,383	25		12 by 9, f. f., a. l.	12	101 75
122	Conn.	5010		New Haven, Willimansburgh.	N. H. & N. R. R.	85.17	1,382	27		15.5 by 6.8, f. f., d. l.	15.03*	101 75
123	Conn.	5012		Bridgeport, Pittsfield.	Hous. R. R.	110.55	1,365			11.3 by 6.9 (av.), f. f., d. l.	18	100 89
124	Ill.	23018		Bloomington, East Saint Louis.	Ch. & Alt. R. R.	180.50	1,349	28		(av.) 35.2 by 8.11, f. f., a. l.	15.4*	100 04
125	Me.	7		Portland, Canada Line (n. o.).	G. T. R. W.	165.55	1,329	26		18.6 by 6.6, f. f., d. l. to Gorham, 91.96 m.; a. l. thence to Island Pond, 87.84 m.	10.88*	99 18
126	Conn.	5011		Bridgeport, Winsted.	Naug. R. R.	62.03	1,327	20		15.8 by 5.11, f. f., a. l.	18.04*	99 18
127	Mass.	3049		South Framingham, Lowell.	Old Colony R. R.	30.34	1,322	28		11.6 by 7, f. f., d. l.	12	99 18
128	R. I.	4001		Providence, Worcester.	P. & W. R. R.	43.92	1,302	20		13.6 by 6.2, f. f., a. l.	27.30*	96 33
129	Conn.	5013		South Norwalk, Danbury.	D. & N. R. R.	23.61	1,270	20		11 by 6, f. f., d. l.	24	96 62
130	Mo.	28038		Mexico, Kansas City.	Ch. & Alt. R. R.	164.69	1,254	25		25.3 by 8.11 (av.), f. f., a. l.	14	95 76

States and Territories on which the contract term expired June 30, 1881, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls. 25 00	Dolls. 84 82	Dolls. 25 00	Dolls. 42,354 90	Dolls. 7,256 25	Dolls. 30,895 64	Dolls. 7,256 25	Jan. 1, '81	In Feb., 1881.....	105
	75 21		3,102 35		1,982 57		July 1, '81	.33 m. increase.....	106
	81 23		9,450 87		4,345 42		Feb. 1, '80	In Feb., 1880.....	107
	51 30		25,649 93		7,383 09		June 1, '81	143.92 m. from Jan. 21, 1880. In June, 1881.....	108
	93 20		19,290 03		17,244 12		Oct. 1, '80	16.13 m. from Nov. 1, 1879. In Oct., 1880.....	109
	78 19		17,887 71		10,934 58		May 2, '81	46.13 m. from Feb. 1, 1880; 18.75 m. from Apr. 1, 1880; 22 m. from Dec. 8, 1880; 89.61 m. at \$83.52. In Apr., 1881.....	110
	94 90½		7,757 15		6,500 99		July 1, '81	1.20 m. increase.....	111
25 00	77 81	25 00	23,811 61	5,482 00	5,734 59	5,482 00	Jan. 1, '81	Main route; branch not weighed. 60.53 m. from Dec. 1, 1879; 18.77 m. from Jan. 16, 1880; 66.28 m. from June 1, 1880.....	112
	34 89		15,741 83		5,081 72		Jan. 1, '81	76.17 from Mar. 16, 1880.....	113
	99 18		9,523 77		8,019 34		Jan. 1, '81	In Jan., 1881.....	114
	94 05		19,084 40		17,871 38		Jan. 1, '81	In Jan., 1881.....	115
	138 25		5,135 45		6,829 55		July 1, '81	.57 m. decrease.....	116
	87 21		2,186 33		1,927 92		May 1, '81	Branch; main route not weighed. In May, 1881. 4.80 m. from Mar. 16, 1880.....	117
	82 08		14,695 39		11,756 31		July 1, '81		118
	64 98		8,427 56		5,295 87		July 1, '81	.64 m. increase.....	119
	89 77½		937 76		812 46		July 1, '81	Branch; main route, \$271.89 (33). .00 m. increase.....	120
	117 99		1,570 00		1,793 45		July 1, '81	.23 m. increase.....	121
	122 00½		8,666 04		10,470 46		July 1, '81	Main route; branch, \$51.30 (318). .65 m. decrease.....	122
	93 79		11,153 38		10,368 48		July 1, '81	Main route; branches, \$42.75, \$62.42 (247).....	123
	88 92		18,057 22		16,050 06		Jan. 1, '81	In Jan., 1881.....	124
	82 08		16,419 24		13,650 72		July 1, '81	.76 m. decrease.....	125
	94 90½		6,152 13		5,910 68		July 1, '81	Main route; branch, \$42.75. .25 m. decrease.....	126
	68 40		3,009 12		2,013 70		July 1, '81	1.10 m. increase.....	127
	96 35½		4,318 65		4,256 00		July 1, '81	.25 m. decrease.....	128
	75 51½		2,281 19		1,880 52		July 1, '81	Main route; branches, \$42.75, \$17.03 (349). .04 m. decrease.....	129
			15,770 71				J'ne 24, '79	In Jan., 1881. New.....	130

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
							Miles.	Lbs.			
131	Va...	11005	.....	Richmond, Hunt- ington.	Ch. & Ohio R. R.	419.46	1,251	214	18.7 by 8.9, f. f., s. l.	13	95 76
132	N. Y.	6064	.....	Oswego, Syracuse.	D. L. & W. R. R.	35.60	1,233	28	r. a. apt., 14.10 by 6.6, f. f., s. l.	18.50*	94 91
133	Miss.	26005	.....	Breckinridge, Saint Vincent.	St. P., M. & M. R. W.	202.91	1,767	20	39.4 by 8.9, f. f., s. l. between Barnesville and Saint Vincent, 189.91 m.; in charge of bag- gage-master residue.	6	94 40
134	N. Y.	6088	.....	Carthage, Ogdens- burgh.	U. & B. R. R. R.	60.77	1,194	28	18.6 by 6.6, f. f., s. l.	12	93 20
135	Mass.	3020	.....	Ayer, Lowell.....	B. & L. B. Cor.	16.74	1,190	20	7 by 6.6, d. l. ....	12	93 20
136	Tex...	31012	.....	Houston, Orange.	T. & N. O. R. R.	106.24	1,180	19	14 by 8.10, f. f., s. l.	7	93 20
137	N. Y.	6053	.....	Rouse's Point, Og- densburgh.	O. & L. C. R. R.	119.28	1,133	26	13.3 by 6.10, f. f., s. l.	9*	90 63
138	N. Y.	6007	.....	Attica, Corning ...	N. Y., L. E. & W. R. R.	119.97	1,132	30	12.3 by 9.8, f. f., s. l.	16.55*	90 63
139	Pa...	8017	.....	Scranton, North- umberland.	D. L. & W. R. R.	80.89	1,110	20	16.4 by 9, f. f., s. l.	18	89 78
140	Colo...	38005	.....	Denver, Leadville.	D., So. P. & P. R. W.	172.34	1,099	15	17.10½ by 7.7½, f. f., s. l.	14.3*	88 92
141	La...	30010	.....	Vermillionville, Or- ange.	L. W. R. R.	113.15	1,076	19	14.6 by 9.6, f. f., s. l.	7	88 07
142	Conn	5001	.....	Norwich, Worces- ter.	N. Y. & N. E. R. R.	60.60	1,060	25	12.2 by 7, f. f., s. l.	21*	88 07
143	Me...	15	.....	Woolwich, Rock- land.	K. & L. R. R.	48.86	1,039	20	14.4 by 6.9 (av.), d. l.	12	86 36
144	N. Y.	6005	.....	Rochester, Avon ...	N. Y., L. E. & W. R. R.	19.09	1,021	30	13.1 by 9.2, f. f., s. l.	22*	86 36
145	Pa...	8008	.....	Chester, Pa., Port Deposit, Md.	P. & B. C. R. R.	50.34	1,003	20	9.4 by 6.6, f. f., d. l.	24	85 50
146	Pa...	8044	.....	Erie, New Castle..	Pa. Co., ..	99.24	969	23	12 by 9, f. f., s. l.	12	83 79
147	N. H.	1014	.....	Conway Junction, n. o., North Con- way.	Eastern R. R.	71.09	959	22	19.6 by 8.9, f. f., s. l.	8.57*	82 94
148	Me...	14	.....	Old Town, Blanch- ard.	B. & P. R. R.	64.03	953	21	14 by 9, s. l. ....	6	82 94
149	Del...	9502	.....	Delmar, Crisfield..	E. St. R. R.	38	949	15	23.5 by 8, f. f., s. l.	6	82 94
150	Kans.	33026	.....	Concordia, Logan .	Cent. Br. U. P. R. R.	114.01	948	17	22.7 by 9.2, f. f., s. l.	7	82 94
151	N. Y.	6041	.....	Utica, Norwich ...	D. L. & W. R. R.	54.28	939	25	15.6 by 7, f. f., s. l.	12.74*	82 08
152	Wis...	25014	.....	Winona, Winona Junction, n. o.	La. Cr. T. & P. R. R.	30.83	939	23	15.3 by 7.6, s. l. ....	.....	82 08
153	Wis...	25030	.....	Elroy, Saint Paul..	Ch., St. P., M. & O. R. W.	198.40	1,386	22	24 by 9, f. f., s. l. ...	17.4*	81 40
154	Me...	10	.....	Portland, Lunen- burgh.	P. & O. R. R.	114.05	895	25	13.4 by 6.7 (aver- age), d. l. to Bart- lett, 72 m.; s. l. residue.	9.87*	80 37
155	N. Y.	6034	.....	Oswego, Richland.	R. W. & O. R. R.	29.03	895	25	23.6 by 7.2, f. f., s. l.	12	80 37
156	N. J..	7008	.....	Trenton, Manunka Chunk.	Penn. R. R.	67.85	888	30	13 by 8.4, f. f., s. l.	27.46*	80 37
157	Ills...	23066	.....	Chicago, Strawn ..	W., St. L. & P. R. W.	90.87	874	25	10 by 9; 21 by 9, f. f., s. l.	6	79 52



States and Territories on which the contract term expired June 30, 1881, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
79 51½			40,167 48		33,486 94		July 1, '81	1.68 m. decrease	131
85 80			3,378 79		3,035 25		July 1, '81	.10 m. increase	132
63 62			19,154 70		12,909 13		Jan. 1, '81	Main route; branch, \$34.20. In Jan., 1881.	133
75 24			5,663 76		5,303 13		July 1, '81	.48 m. decrease. Mainline; branch, \$	134
68 00½			1,560 16		1,130 82		July 1, '81	.35 m. increase	135
42 75			9,901 56		4,541 76		Apr. 1, '81	In May, 1881	136
80 37			10,810 34		9,564 03		July 1, '81	.28 m. increase	137
87 21			10,057 21		9,680 31		July 1, '81	.03 m. decrease	138
84 64½			7,262 30		6,771 60		July 1, '81	.89 m. increase	139
105 17			15,324 47		11,168 53		Oct. 1, '80	29.50 m. from Feb. 15, 1880; 30.74 m. from July 21, 1880. Main route; branch not weighed. In Oct., 1880.	140
			9,065 12				Nov. 1, '80	In May, 1881. New	141
82 08			5,344 96		4,896 07		July 1, '81		142
88 66			4,219 54		4,231 92		July 1, '81		143
70 09½			1,648 61		1,277 37		July 1, '81	1.09 m. increase	144
83 70			5,073 57		4,959 22		July 1, '81	.09 m. increase	145
95 76			8,315 31		9,432 36		July 1, '81	1.74 m. increase	146
73 53			5,896 20		5,228 71		July 1, '81	.02 m. decrease	147
65 84			5,310 64		4,200 59		July 1, '81	.20 m. increase	148
68 40			3,151 72		2,599 20		July 1, '81		149
83 79			9,455 98		5,867 71		Oct. 1, '80	15.22 m. from Jan. 16, 1880; 25.76 m. from May 1, 1880. In Oct., 1880.	150
98 79			4,455 30		5,111 55		July 1, '81	.22 m. decrease	151
115 43			2,530 52		3,558 70		Jan. 1, '81	In Jan., 1881	152
72 51			16,149 76		14,380 98		Jan. 1, '81	In Jan. and Feb., 1881	153
88 39			9,166 19		10,080 88		July 1, '81		154
64 98			2,333 14		1,851 93		July 1, '81	.53 m. increase	155
75 24			5,453 10		5,168 99		July 1, '81	.85 m. decrease	156
			7,941 06				Aug. 9, '80	In Jan. and Feb., 1881. New	157

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of Company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles	Lbs.				
158	Kans	33095	.....	Cherry Vale, Hunnewell.	Kans. City, L. & S. R. R.	131.34	868 20		22.1 by 9.6 f. f., s. l. to Wellington, 113.92 m.; no r. a. residue.	6	79 52
159	N. H.	1002	.....	Concord, Portsmouth.	C. R. R. ....	59.66	857 25		14.6 by 6.10, f. f., d. l.	12	78 06
160	Mass	3057	.....	Worcester, Winchendon.	H. B. & G. R. R.	37.92	856 21		12.6 by 6 1/4 (average) f. f., d. l.	16.32*	78 06
161	Pa ...	8022	.....	Williamsport, Erie	Penn. R. R.	248.68	849 23		12.6 by 8.8 (average), f. f., s. l.	14.15*	78 06
162	N. Y.	6038	.....	Oswego, Lewiston	R. W. & O. R. R.	146.64	847 25		23.6 by 7.2, f. f., s. l.	6	78 06
163	N. J.	7041	.....	Camden, Cape May	W. J. R. R. ...	81.15	845 32		9.8 by 6.2, f. f., s. l.	12	78 06
164	Ind ...	22004	.....	Indianapolis, Michigan City.	I. P. & C. R. W.	161.17	844 24		12.2 by 7.3, f. f., s. l.	25	78 06
165	Conn.	5018	.....	Hartford, Millerton.	C. W. R. R. ...	69.93	837 24		15.6 by 6.9, f. f., d. l.	25.5*	77 81
166	Minn	26081	.....	Tracy, Pierre	C. & N. W. R. W.	255.87	828 15		16 by 7.6, f. f., s. l.	6	77 81
167	N. J.	7015	.....	Camden, Atlantic City.	C. & A. R. R.	58.69	814 32		10.2 by 6.8, f. f., s. l.	13	76 95
168	N. Y.	6058	.....	Buffalo, Emporium	B. N. Y. & P. R. R.	123	809 30		r. a. apt., 16.10 by 7.6, f. f., s. l.	10.88*	76 95
169	Pa ...	8055	.....	Pittsburgh, Washington.	P. C. & St. L. R. W.	23.49	799 17		r. a. apt., 14 by 6, f. f., s. l.	21*	76 10
170	N. Y.	6103	.....	Corning, Geneva	F. B. C. Co.	58.25	796 21		11.3 by 7.2, f. f., s. l.	.....	76 10
171	Conn.	5099	.....	New London, Palmer.	C. V. R. R. ...	65.47	791 25		10.8 by 6.6, f. f., s. l.	18.23*	76 10
172	W. Va.	12905	.....	Steuersville, Wheeling.	P. C. & St. L. R. W.	26.13	790 22		in b. c. ....	28*	76 10
173	Md.	10096	.....	Baltimore, Williamsport.	W. M. R. R.	93.20	788 20		10.8 by 8, f. f., s. l.	12	76 10
174	N. Y.	6107	.....	Mechanicsville, Eagle Bridge.	B. H. T. & W. R. W.	20.47	783 28		12.6 by 6.6, f. f., s. l.	12	76 10
175	N. Y.	6072	.....	Lyons, Sayre	G., I. & S. R. R.	92.62	776 29		15.9 by 8.8, f. f., s. l.	.....	75 24
176	N. Y.	6010	.....	Chenango Forks, Norwich.	D., L. & W. R. R.	20.32	774 25		15.6 by 7, f. f., s. l.	12	75 24
177	N. Y.	6003	.....	Buffalo Suspension Bridge.	N. Y., L. E. & W. R. R.	26.10	771 33		in b. c. ....	28.24*	75 24
178	Pa	8034	.....	Huntingdon, Mt. Dallas Station.	H. & B. T. M. R. R. & Coal Co.	45.15	10.26 23		9 by 7, f. f., s. l.	12	74 39
179	Me.	5	.....	Portland, Skowhegan.	M. C. ....	102.56	755 25		r. p. o., 42 by 8.9, s. l.	8.22*	74 39
180	N. J.	7041	.....	Glassborough, Bridgeton.	W. J. R. R. ...	21.63	753 32		9.8 by 6.2, f. f., s. l.	12	74 39
181	Mich	24039	.....	Port Huron, Chicago.	C. & G. T. R. W.	333	748 20		20 by 8.8, f. f., s. l.	7.4*	74 39
182	Minn.	26023	.....	La Cross, Fladrau.	C., M. & St. P. R. W.	312.29	1,163 20		10.8 by 7.6, f. f., s. l.	6	73 88
183	Pa	8039	.....	Blairsville, Allegheny.	Penn. R. R.	63.54	736 20		11.4 by 8.8, f. f., s. l.	12	73 53
184	N. Y.	6095	.....	Saratoga Springs, North Creek.	A. R. R. ....	57.96	961 25		r. a. apt., 13.5 by 5.7, f. f., s. l.	6	72 08
185	Colo.	38901	.....	Pueblo, Cañon City	D., & R. G. R. W.	45	711 20		33.6 by 7.4, f. f., s. l.	7	72 08
186	N. H.	1011	.....	Neahua, Greenfield.	B. & L. R. R. Corp'n.	26.59	705 24		in b. c. ....	18	72 08
187	Ohio	21074	.....	Logan, Pomeroy	O. & W. V. R. W.	83.78	702 22		15.11 by 9.4, f. f., s. l.	12	72 08
188	Md. ...	10020	.....	Valley Junction (n. o.), Emory Junction (n. o.).	B. & H. R. R.	20.3	701 23		17.6 by 8.6, f. f., d. l.	12	72 08

States and Territories on which the contract term expired June 30, 1881, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
76 10			10,444 15		827 20		Oct. 1, '80	12 m. from Sept. 24, 1879; 17.38 m. from Oct. 15, 1879; 14.74 m. from Dec. 1, 1879; 36.55 m. from Mar. 1, 1880; 22.38 m. from Apr. 1, 1880; 17.42 m. from Aug. 16, 1880. In Oct. 1880.	158
56 43			4,692 85		3,358 00		July 1, '81	.50 m. increase	159
76 69			2,982 78		2,917 28		July 1, '81	.12 m. decrease	160
77 80½			19,561 16		19,301 86		July 1, '81	Part; .60 m. increase	161
58 99½			11,534 70		8,667 54		July 1, '81	.28 m. decrease	162
70 11			6,383 25		5,750 42		July 1, '81	Main route; branch, \$74.39 (180) .87 m. decrease.	163
70 11			12,677 63		10,404 28		Oct. 1, '80	In Sept., 1880; 73 m. formerly at \$52.15½; 12.36 m. formerly at \$42.75.	164
77 54½			5,441 25		5,422 72		July 1, '81		165
			10,907 08				Dec. 1, '80	70.94 m. from Dec. 1, 1879; 65.60 m. from Sept. 1, 1880. In Aug., 1881. New.	166
62 41½			4,516 19		3,744 90		July 1, '81	1.31 m. decrease. Combined weights for Apr. and July, 1881.	167
72 68			9,464 85		8,976 70		July 1, '81	.51 m. decrease	168
66 69			1,787 56		1,581 22		July 1, '81	.22 m. decrease	169
78 66			4,432 82		4,909 17		July 1, '81	4.16 m. decrease	170
69 25½			4,982 26		4,520 27		July 1, '81		171
64 98			1,988 49		1,697 92		July 1, '81		172
62 41½			7,092 52		5,805 84		July 1, '81	.18 m. increase	173
			1,557 76				Mar. 1, '80	.03 m. increase. New	174
70 11			6,968 72		6,493 58		July 1, '81		175
76 69			2,281 27		2,353 61		July 1, '81	.37 m. increase	176
42 75			1,963 76		1,108 93		July 1, '81	.16 m. increase	177
54 72			3,358 70		2,470 06		July 1, '81	Main route; branch, \$42.75 (—). .01 m. increase.	178
15 62 179 55	50 00		7,629 43	1,601 98	16,084 87	2,778 50	July 1, '81	25.54 m. decrease. 72.53 m. formerly at \$83.79. Adjunct for r. p. o. from Sept. 2, 1881.	179
			1,564 42		1,706 80		July 1, '81	Branch; main route, \$78.66 (163). .66 m. increase.	180
60 71			24,771 87		16,643 75		July 1, '80	In Feb., 1881. This service covers routes 24025 and 24038.	181
53 36			23,249 20		16,663 70		Feb. 1, '81	94.73 m. from Jan. 1, 1880; 9.60 m. at \$92.34. In May, 1881	182
65 83½			4,672 09		4,252 94		July 1, '81		183
66 69			4,212 53		3,865 35		July 1, '81	6 additional trips in summer.	184
50 85			3,270 00		2,693 25		Feb. 1, '80	Branch; main route, \$117.99 (102). In Feb., 1880.	185
63 27			1,922 56		1,681 71		July 1, '81	.01 m. increase	186
			6,089 12				Feb. 1, '81	66.35 m. from Sept. 16, 1880. New. In March, 1881.	187
69 26			1,475 40		1,447 63		July 1, '81	.60 m. decrease	188

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

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.		Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile, per annum for transportation.
						Miles.	Lbs.					
180	Kans.	33004	.....	Lawrence, Coffeyville.	K. C., L. & S. K. R. R.	140.80	1,117 18			22.1 by 9.6 f. f., s. l. to Cherry Vale, 124.50 m.; no r. a. residue.	6	71 82
190	N. Y.	6081	.....	Fonda, Northville	F., J. & G. R. R.	26.92	893 20			9 by 6, f. f., d. l. . . . .	14.23*	71 82
191	Pa . . .	8033	.....	Hanover, Gettysburg.	H. B. R. R. . .	16.6	687 23			17.6 by 8.6, f. f., d. l. . . . .	12	71 82
192	N. Y.	6006	.....	Avon, Dansville. . .	N. Y., L. E. & W. R. R.	30.19	687 25			11.6 by 10.2, f. f., s. l. . . . .	15.03*	71 82
193	Minn	26021	.....	White Bear Lake, Fort Dodge.	M. & St. L. R. W.	225.48	685 22			16.5 by 8.7 (average), s. l. . . . .	8.8*	71 82
194	N. Y.	6061	.....	Brocton, Corry . . .	B., P. & W. R. R.	44.75	681 28			12 by 6, f. f., s. l. . . . .	12	71 82
195	Pa . . .	8024	.....	Buttsville, Carrollton.	N. Y., L. E. W. R. R.	25.64	665 20			13.7 by 7.11, f. f., d. l. . . . .	25.87*	70 97
196	Kans.	33007	.....	Elwood, Grand Island.	St. J. & W. R. R.	251.40	656 21			12.8 by 9.4, 16 by 9.4, f. f., s. l. . . . .	7	70 11
197	Vt . . .	2011	.....	South Lunenburg, Swanton.	St. J. & L. C. R. R.	118	656 17			12.3 by 6.7 (average), s. l. . . . .	7.01*	70 11
198	N. Y.	6037	.....	Syracuse, Pulaski.	R., W. & O. R. R.	38.48	655 25			r. a. apt., 23.6 by 7.2, f. f., s. l. . . . .	18	70 11
199	Vt . . .	2000	.....	Richford, Newport	S. E. R. R. . .	32	651 23			15 by 7.2, f. f., s. l. . . . .	6	70 11
200	Kans.	33011	.....	Newton, Arkansas City.	A., T. & S. F. R. R.	78.84	650 20			13.3 by 9.10, 7.1 by 8.2, f. f., s. l. to Mulvane, 42.6 m.; residue in charge of train men.	6	70 11
201	Md. . .	10017	.....	Baltimore, Harper's Ferry.	B. & O. R. R.	81.13	641 22			14.3 by 8.5, f. f., s. l. . . . .	12.33*	70 11
202	Vt . . .	2007	.....	Saint Albans, Richford.	M. R. R. . . .	28.91	633 18			8.3 by 7.2, f. f., s. l. . . . .	6	69 26
203	R. I. . .	4000	.....	Providence, Pascoag.	P. & S. R. R.	23.15	628 20			6.4 by 5.2, f. f., s. l. . . . .	6	69 26
204	Md. . .	10020	.....	Valley Junction, Emory Grove.	B. & H. R. R.	20.9	627 23			17.6 by 8.6, f. f., d. l. . . . .	12	69 26
205	N. Y.	6024	.....	Eagle Bridge, Rutland.	D. & H. Canal Co.	62.87	619 25			12.6 by 6.6, f. f., s. l. . . . .	8.97*	68 40
206	W. Va	12006	.....	Clarksburgh, Weston.	C., W. & G. R. R. and T. Co.	26.25	616 13			11 by 6, f. f., s. l. . . . .	12	68 40
207	Kans.	33012	.....	Atchison, Columbus.	B. & M. R. R. R. in Nebr.	221.30	612 20			19 by 8, f. f., s. l. . . . .	6	68 40
208	N. Y.	6075	.....	Horsheads, Cortland.	U., I. & E. R. R.	65.17	609 24			13 by 7, f. f., s. l. . . . .	6	68 40
209	Pa . . .	8065	.....	Corning, Antrim . .	F. B. Coal Co.	52.40	608 . . .			11.3 by 7.2, f. f., s. l. . . . .	12	68 40
210	Mass.	3044	.....	South Braintree, Fall River.	O. C. R. R. . .	34.43	603 24			in b. c. . . . .	26.03*	68 40
211	Va . . .	11015	.....	Portsmouth, Weldon.	S. & R. R. R.	79.31	598 25			11.6 by 9, f. f., s. l. . . . .	6	67 55
212	Pa . . .	8027	.....	Lancaster, Middletown.	Pa. R. R. . . .	31.5	595 . . .			apt. 11 by 8.6, f. f., s. l. to Columbia, 11 m. . . . .	14.51*	67 55
213	Cal. . .	46008	.....	Valley Junction, Calistoga.	C. P. R. R. . .	43.90	592 22			10 by 8.10, f. f., s. l. . . . .	13	67 55
214	Iowa . .	27033	.....	Albia, Des Moines.	C., B. & Q. R. R.	71	589 22			14 by 7.3, f. f., s. l. . . . .	12	67 55
215	Me. . .	13	.....	Bangor, Bucksport	L. L. Lincoln, trust. B. & B. R. R.	18.89	584 18			15.2 by 7.4, f. f., d. l. . . . .	12	67 55
216	Conn.	5015	.....	Hartford, Saybrook	C. V. R. R. . .	44.40	575 22			10.5 by 6.8, f. f., s. l. . . . .	9.7*	66 69
217	N. J.	7006	.....	Camden, Hightstown.	Pa. R. R. . . .	53.13	570 35			7 by 5.8, f. f., s. l. . . . .	10.50*	66 69
218	Kans.	33011	.....	Mulvane, Caldwell.	A., T. & S. F. R. R.	38.19	568 20			13.3 by 9.10, f. f., s. l. . . . .	6	66 69

States and Territories on which the contract term expired June 30, 1881, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of readjustment or adjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
59 51			10, 112 25		8, 379 00		Oct. 1, '80	In Oct., 1880.....	189
72 67½			1, 933 39		726 75		July 1, '81		190
42 75			1, 192 21		709 65		July 1, '81	Main route; branch, \$42.75..	191
58 99½			2, 168 24		1, 812 91		July 1, '81	.54 m. decrease.....	192
68 40			16, 193 97		10, 742 21		July 1, '81	33.51 m. from Jan. 16, 1880; 49.93 m. from July 16, 1880. In July, 1881.	193
64 98			3, 213 94		2, 911 10		July 1, '81	.05 m. decrease.....	194
42 75			1, 819 67		1, 059 77		July 1, '81	.85 m. increase.....	195
64 13			14, 450 12		16, 122 28		Oct. 1, '80	24.9 m. from June 1, 1880; 226.50 m. at \$56.09, l. g. In Oct., 1880.	196
67 54½			8, 272 98		7, 979 76		July 1, '81	.14 m. decrease.....	197
57 28½			2, 697 83		2, 200 88		July 1, '81	.06 m. increase.....	198
64 12½			2, 243 52		2, 048 79		July 1, '81	.05 m. increase.....	199
79 52			5, 527 47		6, 269 35		Oct. 1, '80	38.69 m. from Nov. 15, 1879; 12.46 m. from Feb. 16, 1880. Main route; branch, \$66.69 (218). In Oct., 1880.	200
67 50			5, 888 02		4, 858 11		July 1, '81	.13 m. increase.....	201
47 02½			2, 002 30		1, 338 80		July 1, '81	.44 m. increase.....	202
42 75			1, 603 26		1, 001 63		July 1, '81	.23 m. decrease.....	203
			1, 447 53				Dec. 1, '79	In Oct., 1880. New.....	204
71 82			4, 300 30		4, 515 32		July 1, '81		205
60 71			1, 795 50		1, 593 63		July 1, '81		206
72 68			15, 136 92		10, 998 66		Jan. 1, '81	29.62 m. from Nov. 15, 1879; 25.98 m. from Jan. 16, 1880; 18.27 m. from July 1, 1880. In Jan., 1881.	207
43 60½			4, 457 62		3, 212 22		July 1, '81	16.67 m. formerly at \$65.88; late part of 6074.	208
51 30			3, 584 16		2, 688 12		July 1, '81	Main route; branch, \$44.46 (238).	209
49 59			2, 355 01		1, 703 00		July 1, '81	.07 m. increase.....	210
47 88			5, 357 39		3, 797 36		July 1, '81		211
65 83½			2, 127 82		2, 073 80		July 1, '81	60 days in Jan. and Feb., 1881.	212
51 30			2, 965 44		1, 774 98		Oct. 1, '80	9.30 m. from May 1, 1880. In Oct., 1880.	213
42 75			4, 796 05		1, 517 19		Jan. 1, '81	35.51 m. from Dec. 16, 1879. In Feb., 1881.	214
80 96			1, 276 01		1, 610 39		July 1, '81	1 m. decrease.....	215
64 12½			2, 961 03		2, 831 11		July 1, '81	.25 m. increase.....	216
60 70½			3, 548 23		3, 141 48		July 1, '81		217
			2, 546 89				Nov. 15, '79	Branch; main route, \$79.52 (200); 21.21 m. from July 12, 1880; new. In Oct., 1880.	218

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mail whole distance per day.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
							Miles.	Lbs.			
219	N. Y.	6004	....	Newburgh, Grey-court.	N. Y., L. E. & W. R. R.	19.06	566 23	in b. c. ....	20.95	66 69	
220	Pa ...	8035	....	Tyrone, Curwillsville.	Penn. R. R.	47.66	565 18	10.8 by 8.8, f. f., s. l.	11.16*	66 69	
221	Pa ...	8086	....	Pollock, Butler ....	P. & K. C. R. R.	27.50	563 12	8.6 by 4.6 (average), f. f., d. l.	12	66 69	
222	Pa ...	8020	....	Elmira, Arnot.....	T. R. R. ....	53.97	560 20	14 by 7, f. f., s. l.	12	66 69	
223	N. Y.	6080	....	Canastota, Cortland	C. De R. & C. R. R.	49.08	543 24	13 by 7, f. f., s. l.	.....	65 84	
224	N. C.	13006	....	Salisbury, Besta...	W. N. C. R. R.	142.71	541 17	20 by 8.0, f. f., s. l.	6	65 84	
225	N. Y.	6042	....	Ithaca, Oswego....	D., L. & W. R. R.	34.13	537 24	r. a. apt., 7.9 by 7.6, f. f., s. l.	12	64 98	
226	W. Va	12001	....	Harper's Ferry, Staunton.	B. & O. R. R.	129.51	531 23½	14.10 by 8.6½, f. f., s. l.	8.71*	64 98	
227	N. Y.	6091	....	Buffalo, James-town.	N. Y., L. E. & W. R. R.	09.73	531 26	13.4 by 6.6, f. f., s. l.	.....	64 98	
228	Vt ...	2012	....	Wells River, Montpelier.	M. & W. R. R.	38.80	528 21	8.9 by 4.11, f. f., s. l.	12	64 98	
229	Pa ...	8102	....	Hanover Junction, Hanover.	H. J., H. & G. R. R.	13.5	528 23	17.6 by 8.0, f. f., d. l.	12	64 98	
230	Md...	10007	....	Annapolis, Annapolis Junction.	A. & E. R. R.	21.11	524 25	9.6 by 3.2, f. f., d. l.	15*	64 98	
231	Nebr.	34009	....	Haslings, Indianola.	R. V. R. R..	148.86	521 12	10 by 7, f. f., s. l.	7.6*	64 98	
232	Pa ...	8042	....	Branch Junction, Indiana.	Penn. R. R.	19.14	521 18	r. a. apt. 6.2 by 5, f. f., d. l.	12	64 98	
233	R. I.,	4004	....	Providence, Bristol.	P., W. & B. R. R.	14.30	520 16	in b. c. ....	15.41*	64 98	
234	Nebr.	34011	....	York, Central City.	R. V. R. R..	42.35	518 21	18 by 8.10, f. f., s. l.	6	64 13	
235	Pa ...	8104	....	Southwest Junction (n. o.), Fairchance.	Penn. R. R..	44.12	517 20	12 by 8.6, f. f., s. l.	6	64 13	
236	Pa ...	8018	....	Scranton, Carbondale.	Del. & Hud. Canal Co.	17.57	512 24	r. a. apt., 8.2 by 6.6, f. f., d. l.	12	64 13	
237	Iowa	27049	....	Pattersonville, Running Water.	C., M. & St. P. R. W.	126.12	503 17	22.2 by 8.10 (average), s. l.	6	64 13	
238	Pa ...	8065	....	Lawrenceville, Elkland.	Fall Brook Coal Co.	12.98	502 ...	11.3 by 7.6, f. f., d. l.	12	64 13	
239	N. Y.	6009	....	Goshen, Montgomery.	N. Y., L. E. & W. R. R.	10.65	501 28	13.6 by 7.1, f. f., s. l.	12	64 13	
240	Kans.	33015	....	Junction City, Concordia.	J. C. & Ft. K. R. R.	71.50	493 20	13.5 by 9.1½, f. f., s. l.	7	63 27	
241	Mass.	3003	....	Salem, Rockport ..	Eastern R. R.	19.60	491 20	in b. c. ....	24.26*	63 27	
242	Pa ...	8112	....	Foxburgh, Clarion.	P., B. & B. R. W.	31.33	490 15	7.6 by 7.6, f. f., s. l.	16.28*	63 27	
243	N. Y.	6032	....	Fort Edward, Glen's Falls.	Del. & Hud. Canal Co.	6.31	488 20	in b. c. ....	15*	63 27	
244	Tex ...	31026	....	Georgetown, Round Rock.	I. & G. N. R. R.	10.22	484 20	in b. c. ....	12.5*	62 42	
245	Tex ...	31005	....	Bremond, Morgan.	H. & T. C. R. R.	97.28	484 10	14 by 7.3, f. f., s. l.	13	62 42	
246	N. Y.	6073	....	Rondont, Stamford.	U. & D. R. R.	73.64	479 18	12 by 7, f. f., s. l.	6	62 42	
247	Conn.	5012	....	Van Dusen ville, State Line.	H. R. R. ....	11.02	476 ...	in b. c. ....	11.40*	62 42	
248	Vt ...	2000	....	Saint Albans, Canada Line.	C. V. R. R. .	14.52	474 16	in b. c. ....	6	61 50	
249	Pa ...	802	....	Irvine, Cory.....	B., P. & W. R. R.	95.12	474 28	12 by 6, f. f., s. l.	12.97*	61 50	

States and Territories on which the contract term expired June 30, 1881, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
53 01			1,271 11		1,046 94		July 1, '81	.60 m. decrease. Main route; branch, \$51.30 (320).	210
58 99			3,178 44		2,802 26		July 1, '81	.16 m. increase	220
49 50			1,833 97		1,338 03		July 1, '81	.50 m. increase	221
57 28			3,589 25		2,606 40		July 1, '81	8.47 m. increase. Branches consolidated. Main route.	222
64 98			3,231 42		1,023 40		July 1, '81	19.48 m. increase; extension.	223
62 42			9,396 02		8,303 73		Feb. 18, '81	9.75 m. from Aug. 2, 1880. In Feb., 1881.	224
69 25			2,217 76		2,423 92		July 1, '81	.87 m. decrease	225
63 27			8,415 55		7,715 81		July 1, '81	26.42 m.; formerly at \$48.73½; 1.49 m. increase.	226
64 72			4,529 25		4,600 94		July 1, '81	1.36 m. decrease	227
86 35			2,521 22		3,348 84		July 1, '81	.02 m. increase	228
65 93			877 23		881 48		July 1, '81	.13 m. increase	229
59 85			1,371 72		1,286 77		July 1, '81		230
70 97			9,672 92		5,180 09		July 1, '81	11.78 m. from Mar. 1, 1880; 12.96 m. from Mar. 16, 1880; 27.91 m. from May 1, 1880; 27.61 m. from July 1, 1880. In July, 1881.	231
55 57			1,243 71		1,055 92		July 1, '81	.14 m. increase	232
58 99			935 06		929 17		July 1, '81	1.36 m. decrease	233
			2,715 90				Apr. 1, '80	23.13 m. from Dec. 1, 1879. In June, 1881. New.	234
58 14			2,829 41		2,436 06		July 1, '81	2.36 m. from Sept. 1, 1880; .14 m. decrease.	235
55 57			1,126 76		978 12		July 1, '81	.03 m. increase	236
			8,088 00				Mar. 1, '80	28.57 m. from Nov. 17, 1879; 34.63 m. from Feb. 16, 1880. In Sept., 1880. New.	237
44 46			832 40		577 09		July 1, '81	Branch; main route, \$68.40 (209).	238
53 86			682 98		552 11		July 1, '81	.40 m. increase	239
45 32			3,581 08		2,268 71		Jan. 1, '81	6 m. from Feb. 15, 1879; 14.90 m. from Feb. 16, 1880. Route curtailed to end at Clyde, from Dec. 31, 1880. decreasing distance 14.90 m. In Oct. 1880.	240
47 02			1,245 78		972 94		July 1, '81	1 m. decrease	241
42 75			1,982 24		367 65		July 1, '81	4.68 m. from June 30, 1881. Route 8105 consolidated with this route.	242
51 30			399 23		323 70		July 1, '81		243
			637 93				May 15, '80	In Dec., 1880. New	244
69 25			6,072 21		6,736 64		Oct. 1, '80	31.75 m. from Feb. 1, 1880; 21.44 m. from May 17, 1880. In Oct., 1880.	245
51 30			4,596 00		3,760 39		July 1, '81	.34 m. increase; 6 additional trips 3 months in summer.	246
43 75			687 86		471 10		July 1, '81	Branch; main route, \$100.89 (123).	247
62 41			893 85		1,067 30		July 1, '81	2.58 m. decrease	248
59 85			5,855 58		5,685 75		July 1, '81	.12 m. increase	249

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

Order.	State.	Number of route.	New number of route.	Terminals.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails which dis- tance per day.		Size, &c., of mail-car or apart- ment.	Trips per week.	Pay per mile per annum for trans- portation.
							Miles.	Lbs.			
250	Ohio	21020		Sandusky, Bloom- ington.	L. E. & W. R. W.	381.89	467 25	14 by 7.8 $\frac{1}{2}$ , f. f., a. l.	6	61 56	
251	Mass.	3024		Ayer, Greenville	F. R. R.	23.83	466 23	9 by 6.6, f. f., a. l.	12	61 56	
252	Mo.	28019		Quincy, Milan	W., St. L. & P. R. W.	106.25	466 20	11 by 7.1, f. f., a. l.	6	61 56	
253	Conn.	5017		New Haven, An- sonia.	N. H. & D. R. R.	13.29	463 14	in b. c.	24	60 71	
254	N. J.	7037		Jersey City, Mid- dletown.	M. R. R. Co. of N. J.	88.40	462 25	12.6 by 6.7 (aver- age), a. l.	10*	60 71	
255	Md.	10014		Bowie, Pope's Crk	B. & P. R. R.	48.89	461 12	14.6 by 8.6, f. f., a. l.	6	60 71	
256	Pa.	8081		Pittsburgh, Mon- ongahela City.	Penn. R. R.	31.30	458 16	11 by 8, f. f., a. l.	18	60 71	
257	Pa.	8043		Meadville, Oil City	N. Y., P. & O. R. R.	36.02	455 25	17.10 by 6.7, f. f., a. l.	18	60 71	
258	Mo.	4		Belfast, Burnham Village.	Mc. C. I. R. R.	33.95	455 19	16 by 6.7, f. f., a. l.	12	60 71	
259	N. J.	7017		Jersey City, Nyack	Northern R. R. of N. J.	28.45	454 35	9.1 by 6.10, f. f., a. l.	12 47*	60 71	
260	Pa.	8038		Tyrone, Lock Ha- ven.	Penn. R. R.	55.05	454 22	11 by 8, f. f., a. l.	6	60 71	
261	Ind.	22008		Michigan C'y, Lou- isville Junction.	L. N. A. & C. R. R.	289.06	462 23 $\frac{1}{2}$	11.3 by 7.3, f. f., a. l.	8*	60 61	
262	Pa.	8045		Oil City, Ashtabula	L. S. & M. S. R. W.	87.56	440 20	r. a. apt., 17.10 by 8.9 (av.), f. f., a. l. to Andover; d. l. residue.	9 4*	59 85	
263	Mich.	24016		Ionia, Big Rapids	D., L. & N. R. R.	68.03	439 18	13 by 9.3, 15 by 9.3, f. f., a. l.	9 2*	59 00	
264	Ill.	23048		Streator, Altamont	W., St. L. & P. R. W.	156.81	436 21	16.5 by 8.4 (av.), f. f., a. l., between Streator and Shumway, 146.2 m.; residue in b. c.	6	59 00	
265	Ill.	23055		Decatur, Indianap- olis.	I., D. & S. R. R.	153.90	435	20.4 $\frac{1}{2}$ by 9.1, f. f., a. l.	6	59 00	
266	N. Mex.	39002		Antonito, Durango	Denver & R. Grando R. W.	107.80	430 12	in b. c.	7	59 00	
267	Md.	10005		Weverton, Hagers- town.	B. & O. R. R.	24.56	424 20	6 by 8, f. f., d. l.	12	58 14	
268	Nebr.	34010		Fremont, Neligh	F., E. & Mo. V'y R. R.	115.44	423 15	13.6 by 9.2, f. f., a. l.	6	58 14	
269	Pa.	8053		Freeport, Butler	Penn. R. R.	32.14	421 19	r. a. apt., 8.3 by 5.3, f. f., a. l.	12	58 14	
270	Minn.	26006		Saint Paul, Brock- inridge.	St. P., M. & M. R. W.	217.66	680 20	21 by 8.9, f. f., a. l.	6 1*	57 45	
271	Va.	11004		Alexandria, Round Hill.	W'n & Ohio R. R.	52.20	411 23	14.6 by 6.2, f. f., a. l.		57 29	
272	Pa.	8005		Philadelphia, Nor- riatown.	Phila. & R. R. R.	16.47	410 20	in charge railroad employés.	18	57 29	
273	Pa.	8076		Red Bank Furnace, Driftwood.	Algn'y V'y R. R.	107.35	409 21	r. a. apt., 14.7 by 8.8 $\frac{1}{2}$ , f. f., a. l.		57 29	
274	Mich.	24029		Jackson, Ft. Wayne	Ft. W. & J. R. R.	97.24	408 22	10.6 by 7.6, f. f., a. l.	11 7*	57 29	
275	Mass.	3066		South Vernon Junc- tion, Keene.	Conn. River R. R.	24.32	407 24	8.10 by 7, f. f., a. l.	12	57 29	
270	Va.	11003		Manassas, Stras- burgh.	Va. Mid'nd R. W.	62.55	406 22	11 by 8.4, f. f., a. l.	6	57 29	
277	Mo.	28039		Pierce City, Fay- etteville.	St. L. & San F'co R. W.	74.89	406 17	21.4 by 7, f. f., a. l.	7	57 29	
278	Dak.	35002		Marlon, Mitchell	C., M. & St. Paul R. W.	44.55	404 19	26.8 by 9.4 (av.), a. l.	6	57 29	
279	Pa.	8072		Mount Dallas Sta- tion (n. o.), Cum- berland.	Penn. R. R.	45.20	404 24	9 by 7, f. f., a. l.	12	57 29	
280	Wis.	25031		Tomah, Jenny	C., M. & St. Paul R. W.	109.42	404 18	0.11 by 9.5, a. l.	6	57 29	



States and Territories on which the contract term expired June 30, 1831, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.		Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
			Dolls.	Dolls.					
59 00			23,509 14		20,840 56		Apr. 1, '81	28.65 m. from Feb. 11, 1881. Main route; branch not weighed. In Apr., 1881.	250
57 28½			1,466 97		1,346 20		July 1, '81	.33 m. increase	251
55 58			6,540 75		4,363 03		June 1, '81	27.75 m. from July 1, 1880. In June, 1881.	252
53 01			806 83		711 39		July 1, '81	.13 m. decrease	253
44 46			5,366 76		3,912 48		July 1, '81	.40 m. increase	254
46 17			2,968 11		2,256 78		July 1, '81	.01 m. increase	255
53 01			1,900 22		1,045 43		July 1, '81	.26 m. increase	256
54 72			2,223 20		2,004 39		July 1, '81	.01 m. increase	257
63 86½			2,061 10		2,221 86		July 1, '81	.84 m. decrease	258
47 88			1,727 19		1,374 03		July 1, '81	.26 m. decrease	259
53 01			3,342 08		2,960 85		July 1, '81	.05 m. decrease; main route; branch, #	260
57 29			16,556 29		16,504 62		Oct. 1, '80	In Sept., 1880	261
43 31½			5,240 46		3,964 61		July 1, '81	.07 m. increase	262
53 87			4,013 77		2,259 30		Sept. 1, '80	26.09 m. from July 16, 1880. In Sept., 1880.	263
46 17			9,251 79		7,239 91		Jan. 1, '81	In Jan. and Feb., 1881	264
47 03			9,080 10		7,237 91		Nov. 1, '80	51.93 m. from Mar. 10, 1880. In Nov., 1880.	265
			3,770 10				Jan. 15, '81	Weighed only to Chama. Pay not fixed on residue of route. New. In May, 1881.	266
52 75			1,427 91		1,293 96		July 1, '81	.03 m. increase	267
59 00			6,711 68		6,507 90		Oct. 1, '80	5.14 m. from Sept. 1, 1880. In Oct., 1880.	268
47 88			1,287 21		1,056 23		July 1, '81		269
79 35			12,504 56		17,271 32		Jan. 1, '81	In Jan., 1881	270
54 72			2,990 53		2,685 93		July 1, '81	.54 m. decrease	271
49 50			948 56		815 76		July 1, '81	.02 m. decrease	272
48 37½			6,150 08		5,355 48		July 1, '81	2.54 m. decrease	273
53 87			5,570 87		5,238 31		Mar. 1, '81	In Mar., 1881	274
54 72			1,393 29		1,323 68		July 1, '81	.13 m. increase	275
42 75			3,583 48		2,674 01		July 1, '81		276
			4,347 73				June 16, '81	30.17 m. from Oct., 15, 1880; 5.50 m. from Nov. 16, 1880; 19.75 m. from May 10, 1881. In Aug., 1881. New.	277
			2,552 26				June 16, '80	In Sept., 1880. New	278
53 86½			2,594 66		1,660 81		July 1, '81	14.47 m. from April 1, 1880; .18 m. decrease.	279
52 16			6,268 67		4,778 37		Mar. 1, '81	17.81 m. from March 1, 1881. In March, 1881.	280

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
							Miles.	Lbs.			
281	Utah.	41007	.....	Juab, Frisco .....	Utah S'th'r'n R. R. Ext'n Co.	137.76	402 13	<i>Feet and inches.</i> in charge of baggage-master.	7	Dolls. 56 43	
282	Pa...	8016	.....	Pen Haven Junction, Tomhicken.	Lehigh V'y R. R.	24.70	397 25	15 by 6.6, f. f., d. l. 15.9, s. l., residue	13.72*	56 43	
283	Md...	10004	.....	Araby, Frederick.	B. & O. R. R.	3.11	396 21	in b. c. ....	27*	56 43	
284	Mass.	3029	.....	Pittsfield, North Adams.	Bost'n & Albany R. R.	21.18	388 23	in b. c. ....	23.83*	55 85	
285	N. Y.	6054	.....	Chatham, Bennington.	Leb'n Sp'gs R. R.	57.80	387 25	r. a. apt., 11 by 8, f. f., s. l.	9*	55 58	
286	Me...	18	.....	West Waterville, North Anson.	Somerset R. R.	25.77	385 25	12.6 by 6.6, f. f., s. l.	6	55 58	
287	N. Y.	6085	.....	Dutchess Junction, Millerton.	N., D. & C. R. R.	57.97	383 23	r. a. apt., 8.1 by 6.5, f. f., s. l.	6.04*	55 58	
288	Va...	11021	.....	Hag'r'st'n, Waynesborough.	Shenando'h V'y R. R.	143.41	382 27	7.11½ by 6.10½, f. f., s. l.	6	55 58	
289	N. H.	1013	.....	Dover, Alton Bay.	B. & M. R. R.	28.42	379 27	6.7 by 6.3, f. f., d. l.	13.05*	54 72	
290	Tex...	31025	.....	Texarkana, Athens.	T. & St. L. R. W.	166.26	378 12½	8 by 6, f. f., s. l. . .	6	54 72	
291	Ohio	21068	.....	Columbus, Corning.	O. C. R. R.	65.82	376 25	16 by 7.1, f. f., s. l.	8.61*	54 72	
292	Iowa	27006	.....	Chariton, Grant City.	C., B. & Q. R. R.	96.57	376 19	12.6 by 6.6, f. f., s. l.	6	54 72	
293	N. Y.	6036	.....	De Kalb Junction, Norwood.	R., W. & O. R. R.	24.61	373 ...	in charge of r. r. employes.	18	54 72	
294	Pa...	8082	.....	Valley Junction, Pa., Ebbvale, Md.	B. V. R. R.	12.97	373 23	17.6 by 8.0, f. f., d. l., 7.30 m.; no r. a. residue.	9.3*	54 72	
295	Mn...	26010	.....	Hastings, Ortonville.	C., M. & St. P. R. W.	203.32	586 18	18 by 7.5, f. f., s. l.	6	54 64	
296	Va...	11012	.....	Petersburgh, Lynchburgh.	N. & W. R. R.	123.79	367 25	18.2 by 8.7, f. f., s. l.	7	53 87	
297	Mich.	24041	.....	Saint Louis, Lake View.	Jno. A. Ellwell, lessee C., S. & C. R. R.	36.39	366 13	8 by 6, f. f., s. l. . .	12	53 87	
298	Pa...	8036	.....	Altoona, Martinsburgh.	Penn. R. R.	22.52	365 14	in b. c. ....	12	53 87	
299	Mo...	28015	.....	Keokuk, Humeaton.	W., St. L. & P. R. W.	132.05	365 18½	18.8 by 8.8, f. f., s. l., between Keokuk and Centerville, 90 m.; no r. a. residue.	6	53 87	
300	N. J.	7023	.....	Jamesburgh, Sea Girt.	Penn. R. R.	27.64	364 35	8 by 6, f. f., s. l. . .	12	53 87	
301	Pa...	8013	.....	Pottsville, Herndon.	P. & R. R. R.	81.03	362 22	r. a. apt., 12.10 by 8.9, f. f., d. l., to Shamokin, 60 m.; and s. l. residue.	10.44*	53 87	
302	Mo...	28023	.....	Cuba, Salem .....	St. L., S. & L. R. R. R.	40.98	362 10	7 by 6, f. f., s. l. . .	12	53 87	
303	Md...	10011	.....	Cumberland, Piedmont.	C. & Penn. R. R.	33.76	360 18	10 by 7.3, f. f., d. l.	12	53 87	
304	Tex...	31013	.....	Jefferson, Greenville.	E. L. & R. R. R.	122.18	357 20	14 by 6, f. f., s. l. . .	6	53 87	
305	Pa...	8114	.....	Washington, Waynesborough.	W. & W. R. R.	28.97	353 13	in b. c. ....	12	53 01	
306	N. Y.	6083	.....	Montgomery, Rondout.	W. V. R. B.	85.71	347 26	r. a. apt., 12 by 8, f. f., s. l.	6.33*	53 01	
307	Oreg.	44002	.....	Portland, McMinnville.	O. & C. R. R.	57.67	346 14	9.9 by 6.6½, f. f., s. l.	6	53 01	
308	Pa...	8004	.....	Lansdale, Doylestown.	P. & R. R. R.	19.87	341 24	.....	13*	52 16	
309	N. Y.	6084	.....	Sayre, Fair Haven.	S. C. R. R.	117.20	340 30	12.3 by 6.3, f. f., s. l.	12.82*	52 16	
310	Pa...	8047	.....	Dowington, New Holland.	Penn. R. R.	27.69	340 15	in b. c. ....	10	52 16	

States and Territories on which the contract term expired June 30, 1881, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
.....	.....	.....	7, 773 79	.....	.....	.....	Sept. 1, '80	In Feb., 1881. New .....	281
.....	70 11	.....	1, 393 82	.....	1, 680 65	.....	July 1, '81	.60 m. increase. Main route; branches, \$ ( )	282
.....	52 154	.....	175 49	.....	195 58	.....	July 1, '81	.64 m. decrease .....	283
.....	57 283	.....	1, 177 18	.....	1, 170 90	.....	July 1, '81	.74 m. increase .....	284
.....	48 74	.....	3, 212 52	.....	2, 836 66	.....	July 1, '81	.....	285
.....	47 88	.....	1, 432 29	.....	1, 230 52	.....	July 1, '81	.07 m. increase .....	286
.....	51 30	.....	3, 221 97	.....	3, 090 82	.....	July 1, '81	1.47 m. increase. Main route; branch, \$ ( )	287
.....	42 75	.....	7, 970 72	.....	2, 414 19	.....	July 1, '81	30.34 m. from Apr. 18, 1881; 37.27 m. from Jan. 17, 1881, late route 11024. In July, 1881.	288
.....	55 31½	.....	1, 555 14	.....	1, 572 05	.....	July 1, '81	.....	280
.....	.....	.....	9, 077 74	.....	.....	.....	Dec. 8, '80	73.25 m. from May 1, 1880. 56.21 m. from Dec. 8, 1880. In February, 1881. New.	290
.....	42 75	.....	3, 601 67	.....	2, 813 80	.....	Apr. 1, '81	In Apr., 1881 .....	291
.....	42 75	.....	5, 284 31	.....	1, 671 52	.....	Jan. 1, '81	34.73 m. from Oct. 15, 1879; 12.68 m. from from Aug. 10, 1880; 10.06 m. from Oct. 1, 1880. In Feb., 1881.	292
.....	64 98	.....	1, 346 65	.....	1, 624 50	.....	July 1, '81	39 m. decrease. Branch; main route \$127.39 (97).	293
.....	25 65	.....	709 71	.....	332 68	.....	July 1, '81	.....	294
.....	45 15	.....	10, 987 41	.....	7, 101 18	.....	Sept. 1, '80	46.04 m. from Jan. 1, 1880. In Sept., 1880.	295
.....	53 01	.....	6, 068 56	.....	6, 533 48	.....	July 1, '81	.54 m. increase .....	296
.....	44 46	.....	1, 960 32	.....	1, 030 91	.....	Jan. 1, '81	13 m. from Oct. 1, 1879. In Feb., 1881.	297
.....	44 46	.....	1, 213 15	.....	1, 001 23	.....	July 1, '81	Main route; branches, \$42.75 (459), (470).	298
.....	50 45	.....	7, 113 53	.....	5, 550 10	.....	June 1, '81	12.71 m. from Dec. 20, 1880. In June, 1881.	299
.....	48 73½	.....	1, 488 96	.....	1, 349 96	.....	July 1, '81	6 added trips in summer; .06 m. decrease.	300
.....	59 50	.....	4, 365 08	.....	4, 611 91	.....	July 1, '81	.08 m. increase. 21.19 m. formerly at \$49.59.	301
.....	42 75	.....	2, 207 59	.....	1, 751 89	.....	Oct. 15, '80	In Oct., 1880 .....	302
.....	42 75	.....	1, 818 65	.....	1, 443 24	.....	July 1, '81	.....	303
.....	42 75	.....	6, 581 83	.....	3, 918 46	.....	Apr. 1, '81	14.22 m. from Dec. 16, 1880; 16.30 m. from Mar. 14, 1881. In Apr., 1881.	304
.....	42 75	.....	1, 535 60	.....	1, 227 78	.....	July 1, '81	.25 m. increase .....	305
.....	50 44½	.....	1, 892 98	.....	1, 687 88	.....	July 1, '81	1.25 m. increase .....	306
.....	42 75	.....	2, 739 02	.....	2, 078 77	.....	Oct. 1, '80	3.06 m. from March 10, 1880. In Oct., 1880.	307
.....	45 31½	.....	566 97	.....	482 60	.....	July 1, '81	.22 m. increase; branch; main route \$141.08 (74).	308
.....	75 24	.....	6, 113 15	.....	9, 104 04	.....	July 1, '81	3.80 m. decrease .....	309
.....	42 75	.....	1, 444 31	.....	1, 197 00	.....	July 1, '81	.31 m. decrease .....	310

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
							Miles.	Lbs.			
						Miles.	Lbs.	Feet and inches.			
311	Iowa	27051		Sumner, Hampton	D. & D. R. R.	62.90	335 20	12 by 7, f. f., s. l.	6	52 16	
312	Iowa	27027		Davenport, Calmar	C., M. & St. P. R. W.	165.88	334 20	13.9 by 6.9, 14 by 6.9, f. f., s. l.	6	52 16	
313	N. J.	7024		Jersey City, Stony Point	N. J. & N. Y. R. E.	42.24	334 30	8.2 by 6.9, s. l.	16.06*	52 16	
314	N. H.	1009		Concord, Claremont Junction.	C. & C. R. R.	58.80	332 21	12 by 6.7, f. f., s. l.; 7.6 by 6.2, f. f., s. l. 11.71 m.	15.70*	52 16	
315	N. Y.	6086		Cooperstown, Cooperstown Junction.	C. & S. V. R.	16.25	332 20	in b. c.	12	52 16	
316	Pa.	8031		Columbia, Sinking Spring.	R. & C. R. R.	40.14	326 20	6.10 by 6.2, f. f., s. l.	15.52*	51 30	
317	Del.	0504		Harrington, Lewes	J. & B. R. R.	40	322 22	6.10 by 6, f. f., s. l.	112	51 30	
318	Conn.	5010		Farmington, New Hartford.	N. H. & N. R. R.	14.30	321 25	10 by 6, f. f., d. l.	16.7*	51 30	
319	Del.	9503		Clayton, Oxford	D. & C. R. W.	54.50	321 24	10 by 6.6, f. f., s. l.	6	51 30	
320	N. Y.	6004		Vails Gate Junction (n. o.), Newburgh Junction (n. o.).	N. Y., L. E. & W. R. R.	12.00	321 22	in b. c.	22.10*	51 50	
321	Va.	11007		Richmond, West Point.	R., Y. R. & C. R. R.	40.50	314 25	10.6 by 6.9, f. f., s. l.	9*	50 45	
322	Pa.	8032		Columbia, Frederick.	Penn. R. R.	69.52	312 20	11 by 8.6, f. f., s. l.	7.14*	50 45	
323	Mass.	3030		Palmer, Winchendon.	B. & A. R. R.	49.67	311 20	11.9 by 6.9, f. f., s. l.	12.54	50 45	
324	N. Y.	6043		Richfield Junction, Richfield Springs.	D., L. & W. R. R.	22.04	311 24	in b. c.	12	50 45	
325	N. Y.	6057		Utica, Randolphville.	U., C. & B. R. R.	31.59	422 20	r. a. apt., 15.6 by 7, f. f., d. l.	12	50 14	
326	Me.	19		Mechanics Falls, Canton.	R. F. & B. R. R.	27.84	307 19	10 by 6.6, f. f., s. l.	12	49 59	
327	Ind.	22032		Evansville, Jasper.	E., R. & E. R. W.	55.63	307 18	10.4 by 6.9, f. f., s. l.	12	49 59	
328	Kans.	33025		Solomon City, Beloit.	Solomon R. R.	56.90	305 15	13 by 6, f. f., s. l.	6	49 59	
329	Mass.	3033		Boston, Bellingham.	N. Y. & N. E. R. R.	31.74	305 20	in b. c.	23.48*	49 59	
330	Pa.	8014		Port Clinton, Williamsport.	P. & R. R. R.	121.66	303 24	14.2 by 8.7, f. f., s. l.	7*	49 50	
331	Me.	16		Houlton, New Brunswick Line (n. o.).	N. B. & C. R. R.	3.93	303 16	in b. c.	6	49 59	
332	N. Y.	6097		Rhinecliff, Boston Corners.	R. & C. R. R.	35.70	302 14	r. a. apt., 12 by 10, f. f., s. l.	7.20*	49 59	
333	Del.	9506		Georgetown, Selbyville.	B. & F. R. R.	20.77	301 16	7 by 6, f. f., s. l.	6	49 59	
334	Tex.	31021		Waxahachie, Garret.	W. T. R. R.	11.94	299 12	7 by 7, f. f.; no r. a.	12	49 59	
335	N. Y.	6071		Syracuse, Earlville.	S. & C. R. R.	44.11	297 20	8 by 6, f. f., s. l.	11.49*	49 59	
336	Pa.	8009		Honesdale, Lackawaxen.	N. Y., L. E. & W. R. R.	26.13	297 25	in b. c.	12	49 53	
337	R. I.	4005		Warren, Fall River.	F. R., W. & P. R. R.	9.95	294 20	in b. c.	18	48 74	
338	N. Y.	6102		Rochester, Salamanca.	R. & P. R. R.	109.14	292 22	r. a. apt., 11.7 by 8.10, f. f., s. l.	12	48 74	
339	N. H.	1004		Hooksett, Pittsfield.	Conc'd R. R.	20.35	291 25	7.3 by 4.8, f. f., s. l.	6	48 74	
340	Mass.	3068		Springfield, Athol.	B. & A. R. R.	47.89	291 20	11.9 by 6.9, f. f., s. l.	6	48 74	
341	Iowa	27004		Muscatine, What Cheer.	B. C. R. & N. R. W.	76.60	290 20	10.3 by 9.3, f. f., s. l. to Thornburg; in charge of railway employes residue.	6	48 74	
342	Ill.	23063		Shumway, Effingham.	W., St. L. & P. R. W.	9.25	285 17	11.4 $\frac{1}{2}$ by 6.11, s. l.	6	48 74	
343	Mich.	24032		Powers, Florence.	C. & N. R. W.	42.39	284 20	19.2 by 7.2, f. f., s. l.	12	48 74	
344	N. Y.	6056		Schoharie Junction, Schoharie.	S. V. R. R.	4.38	284 25	in charge of railroad employes.	12	48 74	

States and Territories on which the contract term expired June 30, 1881, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportat'n.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportat'n.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportat'n.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
			3,280 86				Feb. 15, '81	41.90 m. from Jan. 16, 1880; 12.64 m. from Mar. 16, 1880.	311
44 46			8,652 30		5,750 01		Sept. 1, '80	In Apr., 1881. New. 36.55 m. from August 2, 1880.	312
42 75			2,203 23		1,803 13		July 1, '81	In Sept., 1880. .57 m. increase	313
51 17			2,962 68		2,906 46		July 1, '81		314
46 17			847 60		738 72		July 1, '81	.25 m. increase	315
47 88			2,059 18		1,923 33		July 1, '81	Main route; branch, \$42.75; .03 m. decrease	316
42 75			2,052 00		1,710 00		July 1, '81		317
56 17			733 59		804 35		July 1, '81	Branch; main route \$101.75 (122). .02 m. decrease	318
53 01			2,795 85		2,332 44		July 1, '81	10.07 m. from Sept. 1, 1880	319
47 88			646 38		610 47		July 1, '81	.15 m. decrease. Branch; main route \$96.69 (219).	320
44 46			2,043 22		1,800 63		July 1, '81		321
47 02½			3,507 28		3,287 05		July 1, '81	.38 m. decrease	322
44 46			2,505 85		2,307 44		July 1, '81	.02 m. increase	323
45 31½			1,111 91		951 61		July 1, '81	1.04 m. increase	324
56 17			1,836 64		1,763 74		July 1, '81	.19 m. increase	325
42 75			1,380 58		1,184 60		July 1, '81	.13 m. increase	326
			2,758 69				July 1, '81	In April, 1881. New.	327
			2,821 66				Jan. 1, '80	23.25 m. from Oct. 1, 1878; 11.24 m. from Nov. 15, 1879.	328
47 88			1,573 98		1,521 14		July 1, '81	In Oct., 1880. New. .03 m. decrease	329
44 46			6,033 11		5,407 67		July 1, '81	.03 m. increase	330
43 60½			194 88		171 36		July 1, '81		331
42 75			1,770 36		1,504 80		July 1, '81	.50 m. increase	332
42 75			1,029 98		825 07		July 1, '81	1.47 m. increase	333
			592 10				Oct. 1, '79	In Dec., 1880. New	334
47 02½			2,187 41		1,997 15		July 1, '81	1.64 m. increase	335
45 31½			1,295 78		1,134 68		July 1, '81	1.09 m. increase	336
45 31½			484 96		452 69		July 1, '81	.04 m. decrease	337
55 57½			5,319 48		6,053 22		July 1, '81	.22 m. increase	338
44 46			991 85		904 76		July 1, '81	6 additional trips 3 months in the year.	339
55 57½			2,334 15		2,682 60		July 1, '81	.38 m. decrease	340
42 75			3,733 48		1,324 39		May 1, '81	45.62 m. from Nov. 1, 1879. In May, 1881.	341
			450 84				Apr. 5, '80	\$20 by agreement, from July 1, 1879, to Apr. 4, 1880. In Apr., 1880. New.	342
42 75			2,066 08		1,072 59		Aug. 1, '81	17.30 m. from Dec. 20, 1880.	343
45 31½			213 48		198 47		July 1, '81	In Aug., 1881.	344

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
							Miles.	Lbs.			
343	N. Y.	6089	.....	Cayuga, Ithaca	G., I & S. R. R.	39.15	282	20	Feet and inches. r. a. apt., 10.4 by 7. f. f., s. l.	6	47 88
346	Wis.	25027	.....	Green Bay, Winona	G. B. & W. R. R.	214.81	282	21	11.10 by 7.5, f. f., s. l.	6	47 88
347	Wis.	25018	.....	Manitowoc, Wausau.	M., L. S. & W. R. R.	134.27	281	20	14 by 7.10, 11 by 7.10, f. f., s. l.	6	47 88
348	Kans.	(t)	.....	Ossawatimie, Ottawa.	M. P. R. W.	21.50	275	18	16 by 7.4, f. f., s. l.	6	47 88
349	Conn.	5013	.....	Bethel, Hawleyville.	D. & N. R. R.	6.54	271	24	9.3 by 6.3, f. f., s. l.	6	47 03
350	Kans.	(t)	.....	Burlingame, Manhattan.	M., A. & B. R. W.	57.31	271	12	12 by 10, f. f., s. l.	6	47 03
351	Pa.	8092	.....	Work, Delta.	P. B. R. W.	35.75	269	15	r. a. apt., 10 by 7.1, f. f., s. l.	6	47 03
352	N. J.	7027	.....	Newark, Mount Clair.	N. & B. R. R.	6.59	268	20	in b. c.	29.64	47 03
353	Cal.	46031	.....	San Francisco, Santa Cruz.	S. P. R. R.	81.63	267	25	8 by 7.7, f. f., s. l.	13	47 03
354	Kans.	33030	.....	Florence, Lyons.	A., T. & S. F. R. R.	78.59	264	19½	8.2 by 7.1, f. f., in charge of train men.	6	47 03
355	N. Y.	6035	.....	Watertown, Cape Vincent.	R., W. & O. R. R.	25.82	263	25	in charge r. r. employes.	12	47 03
356	Mass.	3011	.....	Rollingsford, Great Falls.	B. & M. R. R.	2.50	260	45	in b. c.	24	47 03
357	Pa.	8096	.....	New Castle, Stoneborough.	N. C. & F. R. R.	35.66	252	19½	9 by 0, f. f., s. l.	7.34*	46 36
358	Mass.	3050	.....	Fair Haven, West Wareham.	Old Colony R. R.	15.59	259	22	in b. c.	12	46 17
359	Mass.	3058	.....	Winchendon, Peterboro'.	Cheshire R. R.	16.62	256	21	8.6 by 6.4½ (av.), f. f., s. l.	9.78*	46 17
360	Mass.	3036	.....	Boston, Dedham.	B. & P. R. R.	10.25	255	18	in b. c.	23.37*	46 17
361	Md.	10016	.....	Selbyville, Franklin City.	Worcester R. R.	36.03	254	16	7 by 6, s. l.	6	46 17
362	Ark.	29004	.....	Pine Bluff, Monticello.	L. R., M. R. & T. R. W.	111.97	253	14	14 by 7.6, f. f., s. l.	6	46 17
363	Me.	2	.....	Newport, Dexter.	M. C. R. R.	14.90	252	20	in b. c.	12	46 17
364	Iowa	27009	.....	Villisca, Burlington Junction.	C. B. & Q. R. R.	37.48	252	12	no apt., s. l.	7.2*	46 17
365	Ohio	21055	.....	Toledo, Bush's (n. o.).	O. C. R. R.	146.85	251	25	10 by 7.1, f. f., s. l.	6	46 17
366	Conn.	5008	.....	Vernon Depot, Rockville.	N. Y. & N. E. R. R.	4.62	247	.....	.....	24	45 32
367	Pa.	8051	.....	Greenville, Hilliards.	S. & A. R. R.	46.4	241	20	8.8 by 6.10, f. f., s. l.	12	45 32
368	Tex.	31027	.....	Galveston, Cameron.	G., C & S. F. R. W.	189.01	238	20	13 by 6.10, f. f., s. l.	7	45 32
369	Wis.	25025	.....	Lancaster Junction, Lancaster.	C. & T. R. R.	12.34	238	12	8 by 6, no r. a.	6	45 32
370	N. Y.	6031	.....	Nineveh Junction (n. o.), Jefferson Junction (n. o.).	D. & H. C. Co.	21.70	237	30	6.9 by 6.5, f. f., s. l.	6	44 46
371	Va.	11023	.....	Richmond, Columbia.	R. & A. R. R.	56.58	235	20	9.6 by 7, f. f., s. l.	6	44 46
372	Pa.	8040	.....	Washington, Pa., Wheeling, W. Va.	B. & O. R. R.	32.43	234	.....	r. a. apt., 8.3 by 8.6, f. f., s. l.	12	44 46
373	Conn.	5019	.....	Litchfield, Hawleyville.	Shepaug R. R.	32.75	232	18	9.3 by 6.3, f. f., s. l.	6	44 46
374	N. J.	7021	.....	Elmer, Salem.	W. J. R. R.	17.01	232	24	in charge r. r. employes.	12	44 46
375	Md.	10008	.....	Cambridge, Seaford.	D. & D. R. B.	33.61	227	15	11.8 by 8.7, f. f., s. l.	6	44 46
376	Ill.	23046	.....	Jacksonville, Litchfield.	J. S. R. W.	55	227	19	7 by 6.5, f. f., s. l.	6	44 46
377	Mass.	3045	.....	Buzzard's Bay, Wood's Holl.	Old Colony R. R.	17.83	226	.....	in b. c.	12	44 46
378	Pa.	8011	.....	Pen Haven Junction, Mount Carmel.	L. Valley R. R.	52.83	225	.....	r. a. apt., 10.6 by 6, f. f., s. l.	.....	44 46
379	Kans.	33023	.....	Emporia, Howard.	A., T. & S. F. R. R.	76.10	225	14	8.2 by 7.1, f. f., s. l.	6	44 46

†33030c.

‡33030d.

States and Territories on which the contract term expired June 30, 1881, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
49 59			1, 874 50		1, 886 90		July 1, '81	1.10 m. increase.....	345
47 03			10, 285 10		10, 102 51		July 1, '79	Combined weighing, June, 1879, and Dec., 1880.	346
53 87			6, 428 84		4, 314 44		May 1, '81	18.97 m. from May 17, 1880; 35.21 m. from Nov. 16, 1880. Branch; main route not weighed. In May, 1881.	347
			1, 029 42				June 1, '80	In Oct., 1880. New.....	348
42 75			307 57		268 47		July 1, '81	Branch; main route, \$96.62 (129). .26 m. increase.	349
			2, 695 28				Sept. 1, '80	In Feb., 1881. New.....	350
42 75			1, 681 32		1, 540 69		July 1, '81	.50 m. decrease.....	351
42 75			309 92		242 39		July 1, '81	.92 m. increase.....	352
			3, 839 05				Apr. 16, '80	In Oct., 1880. New.....	353
			3, 696 08				Oct. 15, '79	30.48 m. from July 1, 1880. In Oct., 1880. New.	354
54 72			1, 214 31		1, 422 72		July 1, '81	.18 m. decrease.....	355
42 75			117 57		106 87		July 1, '81	Branch; main route, \$162.45 (65).	356
42 75			1, 653 19		1, 539 95		July 1, '81		357
42 75			719 79		670 32		July 1, '81	.09 m. decrease.....	358
57 02½			767 34		933 50		July 1, '81	.25 m. increase.....	359
42 75			473 24		446 74		July 1, '81	.25 m. decrease.....	360
42 75			1, 663 50		1, 537 29		July 1, '81	.07 m. increase.....	361
			5, 169 64				Apr. 1, '80	95.50 m. from June 5, 1879. New.	362
42 75			687 93		636 97		July 1, '81		363
42 75			1, 730 45		736 15		Jan. 1, '81	20.26 m. from Nov. 17, 1879.	364
			6, 780 06				Feb. 1, '81	In Apr., 1881. New.....	365
42 75			209 37		194 08		July 1, '81	.08 m. increase.....	366
44 46			2, 102 84		2, 062 94		July 1, '81		367
			8, 565 93				Jan. 1, '81	126.48 m. from Aug. 16, 1880. In Feb., 1881. New.	368
			559 24				Dec. 16, '80	Branch; main route, \$43.61 (386). In May, 1881. New.	369
42 75			964 78		897 75		July 1, '81	.70 m. increase.....	370
			2, 515 54				Dec. 16, '80	In Jan. 1881. New.....	371
42 75			1, 441 89		1, 388 95		July 1, '81	.06 m. decrease.....	372
42 75			1, 456 06		1, 401 34		July 1, '81		373
45 31½			756 26		752 23		July 1, '81	.41 m. increase.....	374
42 75			1, 494 30		1, 437 68		July 1, '81	.02 m. decrease.....	375
42 75			2, 445 30		1, 354 32		July 1, '81	23.32 m. from Jan. 20, 1881. In July, 1881.	376
40 50			792 72		888 65		July 1, '81	.09 m. decrease.....	377
42 75			2, 348 82		2, 258 91		July 1, '81	.01 m. decrease.....	378
			3, 383 40				Sept. 12, '79	In Oct., 1880. 29.19 m. from Feb. 2, 1880. New.	379

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails while distance per day.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
							Miles.	Lbs.			
380	Va...	11021		Overalla, Hagerstown.	S. Valley R. R.	76.25	224	18	Feet and inches. 8 by 6.10, f. f., a. l.	6 9*	Dolls. 44.46
381	Wis...	25034		Sparta, Viroqua...	C., M. & St. Paul R. W. R. R.	35.90	223	20	17.9 by 7.4, f. f., a. l.	6	43 61
382	Pa...	8056		Perkiomen Junction (n. o.) Emaus.	Perkiomen R. R.	37.60	222	21	7.6 by 6, f. f., a. l.	7.75*	43 61
383	N. J.	7031		Atsion, Bridgeton.	Vine'd R. R.	37.75	220	30	8.3 by 6.9, f. f., a. l.	6	43 61
384	N. Y.	8050		Walton, Delhi....	N. Y., O. & W. R. W. R. R.	17.82	220	20	in b. c. ....	6	43 61
385	Mass.	3007		East Sanisbury, Amesbury.	Eastern R. R.	4.01	219	24	in b. c. ....	18	43 61
386	Wis...	25025		Galena, Woodman.	C. & T. R. W.	76.27	216	12	8 by 6, in charge of r. r. employes.	6	43 61
387	Iowa	27052		Tama City, Webster City.	C. & N. W. R. W.	83.62	216	21	12.2 by 7.5. ....	6	43 61
388	N. J.	7032		Whiting, Beach Haven.	Tuckerton R. R.	36.73	214	26	7.5 by 6.10 d. l. ....	12	43 61
389	Kans.	(†)		Jamestown, Burr Oak.	C. B. U. P. R. R.	33.95	213	11	in charge of baggage-men.	6	43 61
390	Pa...	8037		Cresson, Ebensburg.	Penn. R. R.	10.99	213	11	in b. c. ....	12	43 61
391	Vt...	2014		Burlington, Cambridge Junction.	B. & L. M. R. R.	34.47	210	...	6.7 by 3.6, f. f., a. l.	9*	42 75
392	Iowa	27065		Thornburgh, Montezuma.	B., C. R. & N. R. W. R. R.	16.33	206	20	18.3 by 9.3, f. f., a. l.	6	42 75
393	Mo...	28008		Versailles, Boonville.	M. P. R. W. R. R.	44.01	201	12	no apt.; no r. a. ....	10.6*	42 75
394	Minn.	26032		Reno, Preston....	C., M. & St. P. R. W. R. R.	57.67	198	13	6 by 6, f. f., a. l.	6	42 75
395	Pa...	8125		Allegheny, Wurttemburgh.	P. & W. R. R.	47.1	197	12	7 by 7.4, f. f., a. l.	6	42 75
396	N. J.	7025		Waterloo, McAfee Valley.	Sussex R. R.	31.11	195	23	6.6 by 3.6, f. f., 3 l., 12 m., a. l. 19.11 m.	15.30*	42 75
397	N. J.	7029		Whiting, Atco....	N. J. S. R. R.	33.30	195	30	8.3 by 6.9, f. f., a. l.	6	42 75
398	R. I.	4007		Kingston, Narragansett Pier.	Nar. Pier R. R.	9.14	194	24	in b. c. ....	12 9*	42 75
399	Ind...	22034		Rockport, Rockport Junction.	E. R. & E. R. W. R. R.	16.20	192	15	5.9 by 3.8; no r. a. ....	12	42 75
400	Pa...	8077		Chambersburgh, Waynesborough.	Mt. Alto R. R.	23.43	185	20	in charge of r. r. employes.	12	42 75
401	Tenn	19017		Columbus, Mount Pleasant.	Nash. & F. R. R.	12.48	183	15	in locked box.	12	42 75
402	Va...	11002		Owl Run, Warrenton.	Va. Mid. R. W.	9.17	176	16	in b. c.; no r. a. ....	7	42 75
403	Wis...	23033		North Hudson, River Falls.	H. & R. F. R. R.	12.20	175	15	in b. c. ....	6	42 75
404	Nebr	34015		Grand Island, St. Paul.	O. & Rep. V. R. R.	22.62	174	15	in charge of baggage-master.	6	42 75
405	Tex...	31023		Houston, Shepherd.	H. E. & W. Tex. R. W. R. R.	56	173	12	12 by 8, f. f., † l.	6	42 75
406	Nev...	45003		Battle Mountain, Austin.	Nev. Cent. R. R.	94.01	171	15	in b. c.; no r. a. ....	7	42 75
407	Nebr	34012		Duncan, Norfolk..	O., N. & B. Hills. R. R.	48.37	164	12	8.6 by 5 f. f., a. l.	6	42 75
408	Ohio	21068		Columbus, Corning.	O. Cent. R. R.	65.82	162	30	16 by 7.6, f. f., a. l.	6	42 75
409	Pa...	8060		Towanda, Bernice.	S. L. & S. R. R.	24.15	161	10	r. a. apt., 6.6 by 7, f. f., a. l.	6	42 75
410	Conn	5016		Hartford, Springfield.	N. Y. & N. E. R. R.	33.01	155	23	in b. c. ....	6	42 75
411	Oreg.	44004		McMinnville, Corvallis.	O. & Cal. R. R.	47.54	154	14	9.9 by 6 6/8, f. f., a. l.	6	42 75
412	Kans.	33030		Wellington, Harper.	Kan. City, L. & S. K. R. R.	35.84	153	12	in charge of conductor.	6	42 75
413	Va...	11022		Elba, Rocky Mount.	V. Mid. R. W. R. R.	37.23	152	10	6 by 7, f. f., a. l.	6	42 75
414	Mass.	3004		Salem, Marblehead.	Eastern R. R.	3.92	152	16	in b. c. ....	18*	42 75
415	Kans.	33028		Salina, McPherson.	Salina & S. R. R.	36.47	149	15	20.6 by 9.4, f. f., a. l.	6	42 75

† 330806.



States and Territories on which the contract term expired June 30, 1881, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
			3,417 62				Oct. 16, '80	43.13 m. from Mar. 10, 1880; 13.96 m. from June 1, 1880; 19.78 m. from Oct. 16, 1880. In Jan., 1881. New.	380
			1,565 59				Oct. 16, '81	13.19 m. from June 16, 1879. In Sept., 1880. New.	381
	42.75		1,639 73		1,633 90		July 1, '81	.62 decrease	382
	38.47½		1,646 27		1,452 43		July 1, '81		383
	42.75		777 13		684 00		July 1, '81	1.82 m. increase	384
	42.75		174 87		166 73		July 1, '81	.11 m. increase	385
			3,326 13				Dec. 16, '80	30.69 m. from July 1, 1879. Main route; branches, \$45.32, \$42.75 (360, 430). In May, 1881. New.	386
			3,646 07				Dec. 16, '80	12.01 m. from Feb. 2, 1880; 6.94 m. from Aug. 16, 1880. In May, 1881. New.	387
	42.75		1,601 79		1,902 16		July 1, '81	.66 m. increase	388
			1,480 55				Mar. 16, '80	16.91 m. from May 1, 1880. In Oct., 1880. New.	389
	42.75		479 27		465 97		July 1, '81	.09 m. increase	390
	45.31½		1,473 59		1,584 66		July 1, '81	.5 m. increase	391
			698 10				Feb. 1, '81	In May, 1881. New	392
	47.03		1,881 42		1,190 80		June 1, '81	18.69 m. from July 1, 1880. In June, 1881.	393
			2,465 39				Mar. 1, '80	In Apr., 1881. New	394
			2,013 52				Jan. 16, '80	In Nov., 1880. New	395
	54.46		1,329 95		1,218 38		July 1, '81	13 m., formerly at \$44.46; 6.35 m., from Apr. 1, 1881. Main route; branch \$42.75.	396
	38.47½		1,423 57		934 95		July 1, '81		397
	46.17		390 73		421 99		July 1, '81		398
			692 55				Jan. 1, '81	In Apr., 1881. New	399
	38.47½		1,001 63		567 50		July 1, '81	8.63 m., from Apr. 8, 1879. .05 m. increase.	400
			523 52				Nov. 16, '80	In Mar., 1881. New	401
	49.59		392 01		454 74		July 1, '81	Branch; main route, \$166.72½ (40).	402
			521 55				Apr. 15, '79	In Apr., 1881. New	403
			967 00				June 16, '80	In Oct., 1880. New	404
			2,394 00				Jan. 16, '80	In Feb., 1881. New	405
			4,018 92				Oct. 1, '80	In Feb., 1881. New	406
			2,067 81				Feb. 2, '80	In Oct., 1880. New	407
			2,813 80				Mar. 16, '80	In July, 1880. New	408
	38.47½		1,032 41		974 19		July 1, '81	.02 m. increase	409
	62.41½		1,411 17		1,976 68		July 1, '81	1.34 m. increase	410
			2,032 33				Mar. 10, '81	In Oct., 1880. New	411
			1,532 16				Oct. 11, '80	In Feb., 1881. New	412
			1,591 58				June 1, '80	In Jan., 1881. New	413
	46.17		167 58		207 30		July 1, '81	.57 m. decrease	414
			1,559 09				Apr. 1, '80	21.35 m. from Oct. 1, 1879. In Oct., 1880. New.	415

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mail made whole distance per day.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
							Miles.	Lbs.			
416	Pa ...	8089		Reading, Slatington.	S. & L. R. R.	43.73	146 21½	8 by 6.8, f. f., s. l.	6	42 75	
417	Ill....	23064		Kempton, Woodford.	Kan. & S. W. R. R.	44.79	144 20	15 by 7.2; 14 by 7, f. f., s. l.	6	42 75	
418	Wis...	25026		Eau Claire, Abbottsford.	Wis. & M. R. R.	65.43	143 23	15.4 by 7.2, f. f., s. l.	8.03*	42 75	
419	N. J. ...	7034		Jersey City, Greenwood Lake.	N. Y. & G. L. R. R.	51.10	142 25	10.2 by 6.9, f. f., s. l.	12	42 75	
420	Kans.	33029		Cawker City, Bull's City.	Cent. B. U. P. R. R.	30.35	141 14	in charge of baggage-men.	6	42 75	
421	Nebr.	34013		Beatrice, Marysville.	O. & Rep. V. R. R.	38.29	137 15	in charge of baggage-master.	7	42 75	
422	Pa ...	8090		Osceola Mills, Ramsoy.	Penn. R. R.	8.88	135 11	in b. c. ....	12	42 75	
423	Iowa	27053		Bellevue, Cascade.	C., M. & St. P. R. W.	36.68	132 9	in charge of railway employes.	6	42 75	
424	Me...	20		Farmington, Phillips.	Sandy R. R.	19.13	120 12	no apt.; no r. a. ...	6	42 75	
425	Fla ...	16607		Sanford, Orlando.	South Fla. R. R.	23.45	124 12	in charge of conductor.	6	42 75	
426	Md ...	10021		Edgemont (n. o.), Waynesborough.	W. M. R. R.	7.65	121 17	in b. c. ....	12	42 75	
427	Ohio	21070		Fontogary, Bowling Green.	B. G. R. R., M. F. Wiggins, own r.	6.37	119 20	in b. c. ....	9*	42 75	
428	Iowa	27050		Wall Lake, Sac City.	C. & N. W. R. R.	13.98	118 13	no apt.; no r. a. ...	12	42 75	
429	Ga ...	15030		Marietta, Canton.	M. & N. G. R. R.	24.34	115 15	12 by 6.8, f. f.; no r. a. ...	6	42 75	
430	Wis...	25025		Platteville Junction, Platteville.	C. & T. R. R.	4.84	111 12	8 by 6, in charge of r. r. employes.	12	42 75	
431	Pa ...	8052		Carlisle, Pine Grove Furnace.	S. M. R. W. & M'g Co.	18.92	110 15	in b. c. ....	12	42 75	
432	Iowa	27058		Hastings, Carson.	C. B. & Q. R. R.	16.76	108 12	in charge of baggage-master.	6	42 75	
433	Mass.	3069		Holyoke, Westfield.	N. H. & N. R. R.	10.53	108 20	in b. c. ....	12	42 75	
434	Pa ...	8100		Tamaqua, Mauch Chunk.	C. R. R. Co. of N. J.	13.70	107 20	in b. c. ....	6	42 75	
435	Ohio	21067		Alliance, Phalanx Station.	A. & L. E. R. R.	25.17	106 10	9.6 by 5.4, f. f., d. l.	12	42 75	
436	Nebr.	34014		Valparaiso, Lincoln.	O. & R. V. R. R.	20.65	102 20	in b. c. ....	12	42 75	
437	Pa ...	8132		Bradford, Smithport.	B. B. & K. R. R.	26.05	101 13	in b. c. ....	12	42 75	
438	Iowa	27061		Bethany Junction, Bethany.	C. B. & Q. R. R.	30.33	98 9	in charge of baggage-master.	6	42 75	
439	Kans.	33014		Lawrence, Carbondale.	C. B. K. P. R. W.	32.73	97 12	20.6 by 9.4, f. f., s. l.	6	42 75	
440	N. J. ...	7040		High Bridge, Port Oram.	C. R. R. of N. J.	25.32	97 23	in b. c. ....	6	42 75	
441	Ala ...	17011		Gainesville, Narkeeta.	T. R. T. Co.	22.06	96 6	10.6 by 5.6; no r. a. ...	6	42 75	
442	Pa ...	8085		Mount Union, Robertsdale.	E. B. T. R. R. & Coal Co.	30.06	95 ...	in charge of r. r. employes.	7.89*	42 75	
443	Tex...	31024		Navasota, Montgomery.	C. & M. R. R.	28.17	95 10	in b. c. ....	6	42 75	
444	Kans.	(f)		Paola, Leroy.	S. L., K. & A. R. W. M. R. R.	58	94 15	4 by 3.6, f. f.; s. l.	6	42 75	
445	Pa ...	8127		Montour June, (n. o.), Imperial.	M. R. R.	10.97	89 12	in b. c. ....	15.84*	42 75	
446	N. Y.	6108		Attica, Arcade.	T. V. R. R.	25.83	89 12½	0.8 by 7.4, f. f., s. l.	6	42 75	
447	S. C. ...	14014		Cheraw, Wadeborough.	C. & S. R. R.	26.02	88 15	9 by 7.6, fixtures, s. l.	6	42 75	
448	Pa ...	8094		Oxford, Peter's Creek.	P. B. R. W.	20	84 15	in b. c. ....	8.25*	42 75	
449	Iowa	27055		Red Oak, Griswold.	C. B. & Q. R. R.	18.81	72 12	in b. c. ....	6	42 75	
450	N. J. ...	7035		Ateo, Williams-town.	W. R. R.	9	71 25	in b. c. ....	16.92*	42 75	
451	Tenn.	19013	19010	Tracy City, Cowan.	T. C. R. R.	22.31	71 15	6 by 4, f., s. l. ....	6	42 75	
452	N. J. ...	7044		Trenton, Trenton Junction.	P. & R. R. R.	4.28	69 26	in b. c. ....	15*	42 75	

States and Territories on which the contract term expired June 30, 1881, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportat'n.	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.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
38 47½			1,809 45			1,682 51	July 1, '81		416
			1,914 77				Oct. 1, '80	21.87 m. from Apr. 1, 1880. New.	417
45 32			2,797 13		528 88		May 1, '81	11.94 m. from Sept. 1, 1880; 41.82 m. from Feb. 1, 1881. In May, 1881.	418
38 47½			2,184 52		1,808 48		July 1, '81	4.20 m. increase.	419
			1,297 46				Oct. 15, '79	13.78 m. from Jan. 16, 1880. In Oct., 1880. New.	420
			1,636 89				May 16, '80	New.	421
38 47½			379 02		353 97		July 1, '81	.32 m. decrease.	422
			1,568 07				Feb. 16, '80	In Apr., 1880. New.	423
			817 80				Feb. 2, '80	In Aug., 1880. New.	424
			1,003 48				Dec. 16, '80	9.71 m. from July 1, 1880; 7.98 m. from Sept. 1, 1880; 5.76 m. from Dec. 16, 1880.	425
			327 03				Aug. 2, '80	New.	426
			272 31				May 1, '80	In July, 1880. New.	427
			597 64				Dec. 1, '79	In April, 1881. New.	428
			1,040 53				July 1, '80	In February, 1881. New.	429
			206 91				Jan. 1, '81	Branch, main route, \$43.61 (386). In May, 1881. New.	430
34 20			808 83		650 48		July 1, '81	.10 m. decrease.	431
			716 49				Sept. 1, '80	13.88 m. from July 16, 1880. New.	432
52 75			450 15		555 46		July 1, '81		433
38 47½			585 67		527 11		July 1, '81		434
			1,076 01				Feb. 16, '80	In August, 1880. New.	435
			882 78				May 17, '80	In October, 1880. New.	436
			1,115 77				Jan. 1, '81	New.	437
			1,296 60				Nov. 16, '80	6.25 m. from October 1, 1880. In February, 1881. New.	438
			1,309 20				Mar. 1, '80	In October, 1880. New.	439
38 47½			1,082 43		974 19		July 1, '81		440
			943 06				May 1, '80	In January, 1881. New.	441
38 47½			1,285 06		1,233 12		July 1, '81	1.99 m. decrease.	442
			1,204 26				Mar. 1, '81	In February, 1881. New.	443
			2,479 50				Feb. 16, '80	In October, 1880. New.	444
			468 96				July 1, '81	.07 m. increase. In May, 1880.	445
			1,104 23				Oct. 16, '80	New.	446
			1,114 35				Sept. 8, '80	In February, 1881. New.	447
38 47½			855 00		843 75		July 1, '81	1.93 m. decrease.	448
			804 12				Mar. 16, '80	In February, 1881. New.	449
34 20			384 75		307 80		July 1, '81		450
34 20			953 75		763 00		July 1, '80	In February, 1880.	451
			182 97				Apr. 1, '80	In September, 1880. New.	452

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.					
453	N. Y.	6030	.....	Quaker Street, Schenectady.	D. & H. C. Co.	15.47	6818	.....	.....	in b. c. ....	12	42 75
454	Ohio	21069	.....	Cleveland, Euclid.	C. P. & A. R. R.	11	6614	.....	.....	in b. c. ....	12	42 75
455	Pa ...	8098	.....	Narristown, Lansdale.	S. C. R. R. .	10.30	6425	.....	.....	in charge of r. r. employés.	6	42 75
456	W. Va	12003	.....	Laurel Junc., Volcano.	L. F. & S. H. R. R.	7.02	62 5	.....	.....	in b. c. ....	12	42 75
457	Pa ...	8128	.....	Portland, Bangor.	B. & P. R. R.	8.71	6115	.....	.....	in charge of conductor.	6	42 75
458	Mich	24043	.....	Coleman, Mount Pleasant.	F. P. & M. R. R.	15	6116	.....	.....	in b. c. ....	12	42 75
459	Pa ...	8036	.....	Duncansville, Newry.	Penn. R. R.	3.18	6114	.....	.....	in b. c. ....	12	42 75
460	N. J. .	7010	.....	East Millstone, New Brunswick.	Penn. R. R.	8.41	6030	.....	.....	in charge of r. r. employés.	12	42 75
461	Pa ...	8133	.....	Kinzua Junction (n. o.), Southard.	B. B. & K. R. R.	4.94	6013	.....	.....	in b. c. ....	12	42 75
462	Mich	24044	.....	Harrison Junc. (n. o.), Harrison.	F. & P. M. R. R.	14.86	56 8	.....	.....	do .....	12	42 75
463	Pa ...	8087	.....	Bellwood, Reilly.	B. G. R. R.	23.69	5515	.....	.....	r. a. apt., 8.2 by 7 f. f., s. l. no. apt.; nor. a.	12	42 75
464	Iowa	27048	.....	Elmira Junction, Riverside.	B. C. R. & N. R. W.	23.56	5111	.....	.....	.....	6	42 75
465	Ill ...	23065	.....	Pearl (n. o.), Colfax.	K. & S. R. R.	14.71	5011	.....	.....	in charge of baggage-master.	6	42 75
466	Mass	3009	.....	Lynn, Marblehead.	E. R. R. ....	6.07	4818	.....	.....	in b. c. ....	12, 24*	42 75
467	Va ...	11014	.....	Glade Springs, Saltville.	N. & W. R. R.	10.03	4810	.....	.....	in charge of conductor.	.....	42 75
468	Ark	29006	.....	Brinkley, Cotton Plant.	B. & C. P. R. R.	11.06	4715	.....	.....	10 by 6 f. f.; no r. a.	6	42 75
469	Me ...	17	.....	Calais, Princeton.	St. C. & P. R. R.	21.27	4615	.....	.....	in b. c. ....	6	42 75
470	Pa ...	8036	.....	Martinsburgh, Henrietta.	Penn. R. R.	6.50	4514	.....	.....	do .....	6	42 75
471	W. T.	43002	.....	Seattle, New Castle.	S. & W. W. R. R.	20.28	4115	.....	.....	7 by 7; in b. c. ...	6	42 75
472	Pa ...	8008	.....	Lewinsham, Sligo.	A. V. R. R. .	10.39	4010	.....	.....	in b. c. ....	6	42 75
473	Ohio	21950	.....	Deshler, McComb.	McC. D. & T. R. W.	10.28	4014	.....	.....	do .....	11, 1*	42 75
474	Iowa	27057	.....	Albia, Moravia ...	C. B. & Q. R. R.	11.62	3811	.....	.....	do .....	6	42 75
475	Ohio	21075	.....	Van Wert, Shanes Crossing.	C. V. W. & M. R. W.	13.38	3613	.....	.....	in locked chest	6	42 75
476	Mich	24045	.....	Butler's Junction (n. o.), Tallman.	F. & P. M. R. R.	3.21	1913	.....	.....	in b. c. ....	6	42 75
477	Pa ...	8069	.....	Towanda, Barclay.	T. Coal Co. .	17.19	4416	.....	.....	in charge railroad employés.	6	38 48
478	Pa ...	8101	.....	Wilkes Barre, Wamania.	C. R. R. Co. of N. J.	11.55	4315	.....	.....	in b. c. ....	6	38 48
479	Pa ...	8006	.....	Philad'a, Darby.	P. & D. R. R.	7.05	42 5	.....	.....	in street car ...	12	38 48
480	Pa ...	8097	.....	White Haven, Upper Lehigh.	C. R. Co. of N. J.	9.85	3910	.....	.....	in b. c. ....	6	38 48
481	Minn	26028	.....	Heron Lake, Woodstock.	B. H. B. St. P. & S. C. R. R.	44.32	3715	.....	.....	do .....	6	38 48
482	N. Y.	6099	.....	Crown Point, Hammondsville.	C. P. I. Co's R. R.	11.98	3710	.....	.....	do .....	6	38 48
483	Pa ...	8074	.....	Conshohocken, Flourtown.	P. & R. R. R.	7.26	35 7	.....	.....	in charge of railroad employés.	6	38 48
484	Pa ...	8007	.....	Bridgeport, Downingtown.	P. & R. R. R.	21.64	3318	.....	.....	in b. c. ....	6	38 48
485	Conn	5093	.....	Middletown, Berlin Depot (n. o.).	N. Y., N. H. & H. R. R.	11.15	32	.....	.....	do .....	27*	38 48
486	Md ...	10018	.....	Lake Roland, Stevenson.	N. C. R. W.	5.50	2817	.....	.....	do .....	6	38 48
487	Mass	3026	.....	Grafton Depot (n. o.), Millbury.	B. & A. R. R.	4.46	28 6	.....	.....	.....	9*	38 48
488	Pa ...	8048	.....	West Chester, Frazer.	Penn. R. R.	7.14	19	.....	.....	in b. c. ....	6	38 48
489	Pa ...	8130	.....	Daguschonda (n. o.), Dagus Mines.	N. M. & E. Co.	6.01	3712	.....	.....	in charge of railroad employés.	12	34 20

States and Territories on which the contract term expired June 30, 1881, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportat'n.	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.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
	38 47½		661 34			566 35	July 1, '81	.75 m. increase .....	453
			470 25				Apr. 16, '80	In September, 1880. New ..	454
	38 47½		440 32		396 29		July 1, '81	.....	455
	34 20		300 10		342 00		July 1, '81	2.98 m. decrease .....	456
			372 35				June 16, '80	In September, 1880. New ..	457
			641 25				Jan. 16, '80	New .....	458
	38 47½		135 94		115 42		July 1, '81	.18 m. increase. Branch; main route \$59.87 (296).	459
	38 47½		359 52		328 96		July 1, '81	.14 m. decrease .....	460
			211 18				Jan. 1, '81	New .....	461
			635 26				Aug. 16, '80	In Feb., 1881. New .....	462
	34 20		634 83		302 33		July 1, '81	14.85 m. from Mar. 1, 1881.	463
			1,007 19				Nov. 17, '79	In May, 1881. New .....	464
			628 85				Apr. 1, '80	In Feb., 1881. New .....	465
	58 14		259 49		358 15		July 1, '81	.09 m. decrease .....	466
	34 20		428 78		324 90		July 1, '81	.53 m. increase .....	467
			472 81				July 15, '79	In July, 1880. New .....	468
	34 20		909 29		728 12		July 1, '81	.02 m. decrease .....	469
	38 47½		277 87		250 47		July 1, '81	.01 m. decrease. Branch; main route, \$53.8 (296).	470
			866 96				Sept. 16, '78	New .....	471
	34 20		444 17		356 02		July 1, '81	.02 m. decrease .....	472
			439 47				Jan. 17, '81	In April, 1881. New .....	473
			496 75				July 1, '80	In Dec., 1880. New .....	474
			571 99				Jan. 10, '81	In April, 1881. New .....	475
			137 22				Aug. 16, '80	In Feb., 1881. New .....	476
	38 47½		661 47		661 38		July 1, '81	.....	477
	38 47½		444 44		444 38		July 1, '81	.....	478
	38 47½		271 28		290 87		July 1, '81	.51 m. decrease .....	479
	34 20		370 02		336 87		July 1, '81	.....	480
			1,705 43				Nov. 17, '79	In Jan., 1881. New .....	481
	34 20		460 99		404 24		July 1, '81	.16 m. increase .....	482
	42 75		279 36		312 07		July 1, '81	.04 m. decrease .....	483
	38 47½		832 70		832 21		July 1, '81	.01 m. increase .....	484
	45 31½		429 05		505 26		July 1, '81	.....	485
	34 20		211 64		290 70		July 1, '81	3 m. decrease .....	486
	42 75		171 62		190 67		July 1, '81	.....	487
	38 47½		274 74		257 78		July 1, '81	.44 m. increase .....	488
			205 54				July 1, '81	New .....	489

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

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.		Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.					
490	Pa ...	8129	.....	Irwins Station, Sewickley (n. o.).	P. G. C. Co's Y. R. R.	9.79	24	...		Feet and inches. in b. c. ....	6	Dolla. 34 20
491	Va ...	11017	.....	Chester, Winterpock.	B. H. R. W.	18.75	18	12		in charge of conductor.	6	34 20
492	Iowa.	27056	.....	Manly Junction, Mason City.	C. I. R. R. ...	10.21	18	...		no apt.; no r. a.	6	34 20
Total .....												
Increase over former amount of annual pay by readjustment .....												

States and Territories on which the contract term expired June 30, 1881, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
	17 10		334 81		320 02		July 1, '80	New.....	490
			641 25				July 1, '81	.....	401
			340 18				Apr. 1, '80	In April, 1881. New.....	492
			5,656,815 80		4,369,368 03				
					1,287,446 87				
			5,656,815 80		5,656,815 80				

## Index to Table D.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Adirondack	196	6095		Burlington and Missouri River Railroad (in Nebraska)	172	33012	
Alexandria and Washington	43	11018		Burlington and Northwestern Railway	436	27035	
Allegheny Valley	96	8041		Burlington, Cedar Rapids and Northern	306	27004	
Do	309	8076		Do	589	27048	
Do	644	8093		Do	427	27065	
Alliance and Lake Erie	535	21067		California Pacific	288	46008	
Annapolis and Elk Ridge	228	10607		Camden and Atlantic	221	7015	
Ashburnham	537	3070		Do	569	7016	
Atchison, Topeka and Santa Fé	145	33011		Carbondale Branch Kansas Pacific	545	33014	
Do	197	33011		Cazenovia, De Ruyter and Canastota	207	6080	
Do	362	33023		Celina, Van Wert and State Line	005	21075	
Do	323	33030		Central and Montgomery	547	31024	
Bachman Valley	652	8082		Central Branch Missouri Pacific	367	33030	
Baltimore and Hanover	182	10020		Central Branch Union Pacific	132	33026	
Do	183	10020		Do	522	33027	
Baltimore and Ohio	410	8040		Do	490	33029	
Do	136	8063		Central Iowa	651	27056	
Do	565	8090		Central Railroad Company of New Jersey	69	7001	
Do	28	10003		Do	434	7002	
Do	285	10004		Do	103	7003	
Do	281	10005		Do	622	7040	
Do	194	10017		Do	645	8097	
Do	218	12001		Do	621	8100	
Do	36	12002		Do	631	8101	
Baltimore and Potomac	10	10013		Central Vermont	85	2003	
Do	330	10014		Do	62	2004	
Bangor and Piscataquis	200	14		Do	223	2006	
Bangor and Portland	577	8128		Do	561	2008	
Do	578	8128		Do	193	3061	
Bath and Hammondport	425	6096		Do	71	3062	
Bell's Gap	641	8087		Do	184	5009	
Black Hills Branch, Saint Paul and Sioux City	612	26028		Chateaugay	549	6105	
Blairstown	571	7042		Cheraw and Salisbury	554	14014	
Boston and Albany	15	3025		Chesapeake and Ohio	147	11095	
Do	609	3026		Cheshire	89	3055	
Do	592	3027		Do	218	3058	
Do	247	3029		Chicago and Alton	68	23017	
Do	357	3030		Do	121	23018	
Do	450	3031		Do	105	28022	
Do	568	3032		Do	108	28038	
Do	250	3068		Chicago and Grand Trunk	165	24039	
Do	488	6069		Chicago and Northwestern	52	23001	
Boston and Lowell Railroad Corporation	217	1011		Do	27	23003	
Do	50	3016		Do	397	24032	
Do	435	3018		Do	115	25010	
Do	474	3019		Do	153	26031	
Do	187	3020		Do	519	27050	
Do	51	3073		Do	365	27052	
Boston and Maine	260	1013		Chicago and Tomah	339	25025	
Do	53	3011		Do	366	25025	
Do	401	3011		Do	530	25025	
Do	473	3012		Chicago, Burlington and Quincy	18	23007	
Do	557	3015		Do	42	23010	
Boston and New York Air Line	70	5014		Do	54	27005	
Boston and Providence	65	3035		Do	382	27006	
Do	403	3036		Do	406	27009	
Do	513	3037		Do	377	27033	
Boston, Barre and Gardner	157	3057		Do	567	27055	
Boston, Hoosac Tunnel and Western	160	6107		Do	602	27057	
Bowling Green Railroad. (See M. T. Wiggins, proprietor.)				Do	534	27058	
Bradford, Bertell and Kinana	539	8132		Do	501	27041	
Do	581	8133		Do	542	27061	
Breakwater and Frankford	395	9506		Chicago, Milwaukee and Saint Paul	21	23035	
Bright Hope	653	11017		Do	31	25002	
Brinkley and Cotton Plant	594	29006		Do	283	25031	
Bucksport and Bangor (Lincoln-lessee)	141	13		Do	364	25034	
Buffalo, New York and Philadelphia	170	6058		Do	350	26010	
Buffalo, Pittsburgh and Western	206	6061		Do	44	26013	
Do	229	8025		Do	273	26023	
Do	580	8068		Do	432	26032	
Burlington and La Moille	348	2014					



Index to Table D—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Chicago, Milwaukee and Saint Paul	355	27027		Eastern	599	1018	
Do	212	27049		Do	23	3001	
Do	500	27053		Do	528	3002	
Do	243	35002		Do	326	3003	
Chicago, Rock Island and Pacific	24	23015		Do	336	3004	
Do	35	27014		Do	477	3005	
Chicago, Saginaw and Canada. (See Elwell, John A., lessee)	353	24041		Do	418	3007	
Chicago, Saint Paul, Minneapolis and Omaha	175	25030		Do	590	3008	
Do	475	25028		Do	240	3009	
Clarksburgh, Weston and Glenville Railroad and Transportation Company	925	12006		Do	189	9502	
Cleveland, Painesville and Ash-tabula	576	21009		Eastern Shore	385	31013	
Columbus and Hocking Valley		21036		East Line and Red River			
Concord and Claremont	293	1009		Elwell, John A., lessee. (See Chicago, Saginaw and Canada Railway.)			
Do	439	1010		Emmitsburgh	493	10019	
Concord	249	1002		European and North American	63	12	
Do	485	1003		Evansville, Rockport and Eastern	300	22032	
Do	359	1004		Do	437	22034	
Connecticut and Passumpsic Rivers	88	2010		Do	582	22034	
Connecticut River	264	3056		Fall Brook Coal Company	151	6103	
Do	58	3007		Do	287	8065	
Connecticut Valley	214	5015		Do	351	8065	
Connecticut Western	156	5018		Do	499	3054	
Cooperstown and Susquehanna Valley	332	6086		Fall River			
Crown Point Iron Company	646	6099		Fall River, Warren and Providence	345	4005	
Cumberland and Maurice River	454	7033		Fitchburgh	40	3021	
Cumberland and Pennsylvania.	384	10011		Do	461	3022 3021	
Danbury and Norwalk	146	5013		Do	47	3022	
Do	398	5013		Do	464	3023	
Do	575	5013		Do	246	3024	
Delaware and Chesapeake	280	9503		Do	551	3072	
Delaware and Hudson Canal	176	6024		Flint and Pere Marquette (leasee Saginaw and Mount Pleasant Railroad)	570	24043	
Do	508	6025		Flint and Pere Marquette	586	24044	
Do	84	6026		Do	611	24045	
Do	173	6026		Fonda, Johnstown and Gloversville	174	6081	
Do	198	6026		Fort Wayne and Jackson	269	24029	
Do	466	6027		Fremont, Elkhorn and Missouri Valley	234	34010	
Do	137	6028		Galveston, Harrisburgh and San Antonio	102	31002	
Do	511	6029		Galveston, Houston and Henderson	77	31001	
Do	625	6030		Do	180	6072	
Do	409	6031		Do	303	6089	
Do	289	6032		Grand Trunk Railway	138	7	
Do	113	6033		Green Bay and Minnesota	317	25027	
Do	257	8018		Do	320	25027	
Do	444	8116		Greenwich and Johnsonville	453	6082	
Delaware, Lackawanna and Western	158	6040		Gulf, Colorado and Santa Fe	338	31027	
Do	117	6041		Hannibal and Saint Joseph	72	28005	
Do	185	6042		Do	64	28010	
Do	343	6043		Hanover Branch	374	8033	
Do	129	6064		Do	570	8033	
Do	94	7028		Hanover Junction, Hanover and Gettysburg	199	8102	
Do	131	8017		Harrisburgh and Potomac	648	8126	
Do	114	8019		Housatonic	116	5012	
Do	020	7039		Do	379	5012	
Do	020	7039		Do	526	5012	
Do	558	9505		Houston and Texas Central	186	31005	
Do	91	38001		Houston, East and West Texas	452	31023	
Do	125	38001		Hudson and River Falls	449	25033	
Do	169	38001		Huntingdon and Broad Top			
Do	227	38001		Mountain Railroad and Coal Co.	261	8034	
Do	93	38004		Do	583	8034	
Do	140	38004		Illinois Central	74	23020	
Do	233	30002		Indianapolis, Decatur and Springfield	319	23055	
Do	99	38005		Indianapolis, Peru and Chicago	150	22004	
Denver, South Park and Pacific	268	24016		International and Great Northern	220	31026	
Detroit, Lansing and Northern	413	10098		Ithaca, Auburn and Western	476	6076	
Dorchester and Delaware	284	27051		Jacksonville Southeastern Rail-way	412	23046	
Dubuque and Dakota				Jacksonville Southeastern Rail-way	392	9504	
East Broad Top Railroad and Coal Company	623	8085		Junction and Breakwater	337	33015	
Eastern	166	1014		Junction City and Fort Kearney			
Do	527	1015					

## Index to Table D—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Kankakee and Southwestern	463	23062		Morris and Essex	544	7014	
Do.	489	23064		Muney Creek	559	8110	
Do.	590	23065		Narragansett Pier	335	4007	
Kansas Central	438	33013		Naugatuck	112	5011	
Kansas City, Lawrence and Southern Kansas	480	33030		Do.	467	5011	
Do.	230	33004		Nashville and Florence	442	19017	
Do.	159	33005		Nevada Central	457	45003	
Do.	110	33006		Newark and Bloomfield	400	7027	
Kendall & Eldred	424	8122		New Brunswick and Canada	373	16	
Knox & Lincoln	123	15		Newburgh, Dutchess and Connecticut	292	6085	
La Crosse, Trempelan & Prescott	95	25014		Do.	608	6085	
Lake Erie and Western	232	21020		New Castle and Franklin	405	8096	
Lake Ontario Southern Railway	543	6090		New Haven and Derby	275	5017	
Lake Shore and Michigan Southern Railway	4	6052		New Haven and Northampton	282	3069	
Do.	5	6052		Do.	87	5010	
Do.	11	6052		Do.	253	5010	
Do.	20	6062		New Jersey and New York	390	7024	
Do.	7	6052		New Jersey Southern	614	7029	
Do.	30	6052		New York and Greenwood Lake	618	7034	
Do.	341	8045		New York and New England	310	3033	
Do.	14	21007		Do.	60	3034	
Do.	16	21045		Do.	496	3052	
Laurel Fork and Sand Hill	640	12003		Do.	139	5001	
Lebanon Springs	306	6054		Do.	106	5007	
Lehigh and Lackawanna	512	8046		Do.	408	5008	
Lehigh Valley	414	8011		Do.	224	5016	
Do.	597	8012		New York Central and Hudson River	2	6011	
Do.	181	8016		Do.	82	6013	
Do.	610	8016		New York, Lake Erie and Western	34	6001	
Do.	531	8016		Do.	584	6002	
Ligonier Valley	588	8118		Do.	373	6003	
Lincoln, L. L. (lessee Bucksport and Bangor Railroad)	141	13		Do.	274	6004	
Little Rock, Mississippi River and Texas	333	29004		Do.	315	6004	
Louisiana Western	124	30010		Do.	178	6005	
Louisville, New Albany and Chicago	241	22008		Do.	236	6006	
McComb, Deshler and Toledo	600	21050		Do.	127	6007	
McKean and Buffalo	472	8091		Do.	67	6008	
Maine Central	407	2		Do.	271	6009	
Do.	215	4		Do.	550	6010	
Do.	41	5		Do.	209	6091	
Do.	26	6		Do.	426	7030	
Do.	120	6		Do.	344	8009	
Manchester and Keene	455	1017		Do.	375	8024	
Manchester and Lawrence	80	3063		Do.	431	8094	
Manhattan, Alma and Burlington	321	33030		New York, New Haven and Hartford	349	5003	
Marietta and North Georgia	524	15030		Do.	48	5004	
Midland Railroad Company of New Jersey	352	7037		Do.	8	5005	
Middleburgh and Schoharie	470	6055		Do.	532	5005	
Middletown and Crawford	560	6092		New York, Ontario and Western	291	6048	
Milton and Sutherland Narrow Gauge	566	11019		Do.	416	6048	
Milwaukee, Lake Shore and Western	270	25018		Do.	417	6050	
Minneapolis and Saint Louis Railway	190	26021		Do.	492	6101	
Missiaquoi	325	2007		New York, Pennsylvania and Ohio	262	8043	
Missouri Pacific Railway	22	28001		New York, Providence and Boston	57	4002	
Do.	324	28008		Norfolk and Western	607	11010	
Do.	46	28011		Do.	203	11011	
Do.	458	31017		Do.	278	11012	
Do.	318	33030		Do.	73	11013	
Missouri River, Fort Scott and Gulf	118	33008		Do.	642	11014	
Mont Alto	615	8077		Northeast Pennsylvania	389	8109	
Montour	553	8127		Northern	66	1008	
Montpellier and Wells River	128	2012		Do.	443	1008	
Montrose Railway	556	8078		Northern Central Railway	111	6063	
Morgan's Louisiana and Texas Railroad and Steamship Company	168	30003		Do.	119	8021	
Morris and Essex	83	7013		Do.	491	8023	
				Do.	440	8106	
				Do.	37	10092	
				Do.	649	10018	
				Northern Railroad Company of New Jersey	311	7017	
				Northwestern Mining and Exchange Company	647	8130	

Index to Table D—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Ogdensburg and Lake Champlain	142	6053		Philadelphia and Baltimore Central	134	8008	
Ohio and West Virginia	171	21074		Philadelphia and Darby	632	8006	
Ohio Central	334	21055		Philadelphia and Reading	573	7044	
Do	381	21068		Do	574	7044	
Do	471	21068		Do	101	8002	
Old Colony	587	3040		Do	75	8004	
Do	81	3041		Do	342	8004	
Do	541	3043		Do	299	8005	
Do	297	3044		Do	633	8007	
Do	304	3045		Do	231	8019	
Do	191	3047		Do	358	8014	
Do	188	3049		Do	506	8028	
Do	402	3050		Do	518	8050	
Do	167	3051		Do	525	8057	
Do	251	3064		Do	456	8059	
Olean, Bradford and Warren	391	8121		Do	507	8061	
Omaha and Republican Valley	495	34013		Do	502	8062	
Do	538	34014		Do	555	8066	
Do	451	34015		Do	97	8072	
Omaha, Niobrara and Black Hills	468	34012		Do	606	8074	
Oregon and California	387	44002		Do	482	8103	
Do	479	44004		Do	509	8119	
Parker and Karns City	298	8086		Philadelphia, Newtown and New York	440	8117	
Passaic and Delaware	521	7036		Philadelphia, Wilmington and Baltimore	98	9501	
Pawtuxet Valley	504	4008		Do	9	10001	
Peach Bottom Railway	399	8092		Do	498	10001	
Do	624	8094		Pittsburgh and Castle Shannon	604	8095	
Penn Gas Coal Company's Youghiogheny Railroad	650	8129		Pittsburgh and Lake Erie	194	8123	
Pennsborough and Harrisville, Ritchie County	564	12004		Pittsburgh and Western	421	8125	
Pennsylvania Company	92	8029		Do	433	8125	
Do	109	8044		Pittsburgh, Bradford and Buffalo Railway	378	8112	
Pennsylvania Railroad	19	21002		Pittsburgh, Cincinnati and Saint Louis	185	8055	
Do	329	7004		Do	205	12005	
Do	226	7006		Do	25	21014	
Do	517	7007		Do	12	21915	
Do	162	7008		Do	6	21032	
Do	497	7009		Pittsburgh Southern Railway	478	8115	
Do	628	7010		Do	505	8115	
Do	523	7011		Port Huron and Northwestern	279	24042	
Do	585	7012		Port Jervis and Monticello	370	6078	
Do	308	7023		Portland and Ogdensburg	123	10	
Do	562	7038		Portland and Rochester	78	8	
Do	3	8001		Potomac, Fredericksburgh and Piedmont	459	11020	
Do	441	8015		Poughkeepsie, Hartford and Boston	447	6079	
Do	55	8022		Providence and Springfield	376	4006	
Do	154	8022		Providence and Worcester	107	4001	
Do	155	8022		Providence, Warren and Bristol	238	4004	
Do	202	8027		Queen Anne and Kent	494	10010	
Do	327	8032		Reading and Columbia	314	8031	
Do	237	8035		Do	422	8031	
Do	354	8036		Republican Valley	177	34009	
Do	627	8036		Do	211	34011	
Do	629	8036		Rhinebeck and Connecticut	394	6097	
Do	420	8037		Richmond and Alleghany	361	11023	
Do	277	8038		Richmond and Danville	33	11006	
Do	201	8039		Richmond and Petersburg	38	11008	
Do	256	8042		Richmond, Fredericksburgh and Potomac	29	11001	
Do	388	8047		Richmond, York River and Chesapeake	356	11007	
Do	634	8048		Rochester and Pittsburgh	258	6102	
Do	484	8049		Rome and Clinton	515	6051	
Do	312	8053		Rome, Watertown and Ogdensburg	204	6034	
Do	430	8067		Do	266	6035	
Do	372	8072		Do	86	6036	
Do	276	8081		Do	208	6036	
Do	529	8084		Do	244	6037	
Do	601	8088		Do	235	6038	
Do	619	8090		Rumford Falls and Buckfield	393	19	
Do	239	8104					
Do	445	8108					
Do	603	8124					
Do	593	8131					
Perkiomen	415	8056					
Petersburgh	45	11009					

## Index to Table D—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Saint Croix and Penobscot.....	643	17		Tioga.....	245	8020	
Saint Johnsbury and Lake Champlain.....	192	2011		Do.....	591	8020	
Saint Joseph and Western Railway.....	210	33007		Toledo and Ann Arbor.....	469	24020	
Saint Louis and San Francisco.....	150	28003		Tonawanda Valley.....	552	6108	
Do.....	122	28020		Tonawanda Coal Company.....	630	8069	
Do.....	242	28039		Tram Road Transportation Company.....	546	17011	
Saint Louis, Kansas and Arizona Railway.....	548	33030		Troy and Boston.....	39	6067	
Saint Louis, Iron Mountain and Southern.....	32	28062		Do.....	371	6067	
Do.....	61	28026		Tuckerton.....	419	7032	
Saint Louis, Salem and Little Rock.....	383	28023		Ulster and Delaware.....	290	6073	
Saint Paul, Minneapolis and Manitoba.....	135	26003		Utah Southern.....	149	41002	
Do.....	635	26001		Utah Southern Railroad Extension Company.....	250	41007	
Do.....	216	26003		Utica and Black River.....	533	6039	
Do.....	636	26005		Do.....	90	6087	
Do.....	148	26006		Do.....	161	6088	
Salina and Southwestern.....	483	33028		Utica, Clinton and Binghamton.....	252	6057	
Salisbury.....	595	8120		Utica, Ithaca and Elmira.....	368	6075	
Sandy River.....	503	29		Vermont Valley.....	56	2005	
Savannah, Florida and Western.....	79	16010		Vinceland.....	613	7031	
Scholarie Valley.....	346	6056		Virginia Midland.....	49	11002	
Schuylkill and Lehigh.....	617	8089		Do.....	305	11002	
Seaboard and Roanoke.....	310	11015		Do.....	380	11003	
Seattle and Walla Walla.....	598	43002		Do.....	295	11016	
Shenandoah Valley.....	253	11021		Do.....	481	11022	
Do.....	363	11021		Wabash, Saint Louis and Pacific.....	331	23043	
Shenango and Allegheny.....	360	8051		Do.....	307	23063	
Shepaug.....	411	5019		Do.....	144	23066	
Silver Lake Railway.....	448	6070		Do.....	286	28013	
Skaneateles.....	429	6069		Do.....	294	28015	
Solomon.....	301	33025		Do.....	254	28019	
Somerset.....	313	18		Walkill Valley.....	296	6083	
Somerset and Cambria.....	465	8076		Warwick Valley.....	546	6062	
Southeastern Railway.....	213	2009		Washington and Ohio.....	263	11004	
South Florida.....	510	16007		Waxahachie Tap.....	302	31021	
Southern Central.....	163	6084		Waynesburgh and Washington.....	386	8114	
South Mountain Railway and Mining Company.....	637	8052		Westchester and Philadelphia.....	164	8003	
South Pacific Coast.....	322	46031		Western Maryland.....	222	10006	
Springville and Sardina.....	487	6104		Do.....	514	10021	
State Line and Sullivan.....	616	8060		West Jersey.....	347	7021	
Staten Island.....	428	6068		Do.....	536	7022	
Stony Creek.....	626	8098		Do.....	123	7041	
Sussex.....	267	7025		Do.....	179	7041	
Do.....	572	7025		Western North Carolina.....	219	13006	
Syracuse and Chenango.....	328	6071		Whitfield and Jefferson.....	563	1018	
Syracuse, Binghamton and New York.....	143	6065		Wicomico and Pokomoke.....	486	10009	
Tennessee Coal Railroad.....	638	19013	19010	Wiggins, M. T., proprietor Bowling Green Railroad.....	516	21070	
Terre Haute and Indianapolis.....	13	22002		Williamstown.....	639	7035	
Do.....	17	23031		Wilmington and Northern.....	462	8054	
Texas and New Orleans.....	372	31012		Wisconsin and Minnesota.....	340	25026	
Texas and Pacific.....	100	31009		Wisconsin Central.....	126	25016	
Texas and Saint Louis.....	265	31025		Wood River Branch.....	520	4009	
				Woodstock.....	423	2013	
				Worcester.....	404	10016	
				Worcester and Nashua.....	76	1012	
				Do.....	59	3066	

Index to Table E.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Adirondack	184	8095		Central Railroad of New Jersey	440	7040	
Alexandria and Washington	38	11018		Do	478	8101	
Allegheny Valley	89	8041		Do	480	8097	
Do	273	8076		Central Iowa	492	27056	
Do	472	8093		Central Branch, Union Pacific	389	330306	
Alliance and Lake Erie	435	21067		Do	150	33026	
Annapolis and Elkridge	230	10007		Do	420	33029	
Atchison, Topeka and Santa Fe	354	33030		Central and Montgomery	443	31024	
Do	379	33023		Cincinnati, Van Wert and Michigan Railway	475	21075	
Do	200	33011		Chesapeake and Ohio	131	11905	
Do	218	33011		Cheshire	73	3055	
Baltimore and Hanover	188	10020		Do	359	3058	
Do	204	10020		Cheraw and Salisbury	447	14014	
Bachman Valley	294	8082		Chicago and Alton	114	28022	
Baltimore and Ohio	201	10017		Do	124	23018	
Do	226	12001		Do	130	28028	
Do	267	10095		Do	46	23017	
Do	283	10004		Chicago, Burlington and Quincy	214	27033	
Do	372	8040		Do	292	27008	
Do	11	12002		Do	23	23007	
Baltimore and Potomac	11	10013		Do	50	23010	
Do	255	10014		Do	57	27005	
Bangor and Piscataquis	148	14		Do	432	27058	
Bangor and Portland	457	8128		Do	438	27061	
Bell's Gap	463	8087		Do	449	27055	
Black Hills, branch Saint Paul and Sioux City	481	26028		Do	474	27057	
Boston and Albany	487	3026		Do	304	27009	
Do	284	3029		Chicago, Milwaukee and Saint Paul Railway	381	25034	
Do	17	3025		Do	312	27027	
Do	323	3030		Do	423	27053	
Do	340	3068		Do	30	25002	
Boston and Maine	289	1013		Do	41	26013	
Do	356	3011		Do	182	26023	
Do	65	3011		Do	237	27049	
Boston and New York Air Line	76	5014		Do	394	26032	
Boston, Barre and Gardner	160	3057		Do	278	25002	
Boston, Hoosic Tunnel and Western Railway	174	6107		Do	295	26010	
Boston and Providence	360	3036		Do	21	23035	
Do	31	3035		Do	280	25031	
Boston and Lowell Railroad Corporation	186	1011		Chicago and Northwestern Railway	115	25010	
Do	135	3020		Do	166	26031	
Do	49	3016		Do	22	23003	
Do	54	3073		Do	55	23001	
Bowling Green, M. F. Wiggins, owner	427	21070		Do	343	24032	
Bradford, Bordell and Kinzua	437	8132		Do	387	27032	
Do	461	8133		Do	428	27050	
Breakwater and Frankford	353	8506		Chicago, Rock Island and Pacific	45	27014	
Bright Hope Railway	491	11017		Do	25	23015	
Brinkley and Cotton Plant	468	29006		Chicago, Saint Paul, Minneapolis and Omaha Railway	153	25030	
Burlington, Cedar Rapids and Northern Railway	341	27004		Chicago and Tomah	386	25025	
Do	392	27065		Do	369	25025	
Do	464	27048		Do	430	25025	
Burlington and La Moille	391	2014		Chicago and Grand Trunk Railway	181	24039	
Burlington and Missouri River, in Nebraska	207	33012		Cleveland, Painesville and Ashtabula	454	21069	
Buffalo, New York and Philadelphia	168	6058		Clarksburgh, Weston and Glenville	206	12006	
Buffalo, Pittsburgh and Western	194	6061		Concord and Claremont	314	1009	
Do	249	8025		Concord	159	1902	
California Pacific	213	46008		Do	339	1004	
Camden and Atlantic	167	7015		Connecticut River	56	3907	
Carbondale, branch Kansas Pacific Railway	439	33014		Do	275	3056	
Cazenovia, De Ruyter and Canastota	223	6080		Connecticut Valley	216	5015	
Central Vermont	248	2006		Connecticut Western	165	5018	
Do	171	5009		Connecticut and Passumpsic	87	2010	
Do	66	2004		Cooperstown and Susquehanna Valley	315	6086	
Do	72	2003		Crown Point Iron Company's	482	6029	
Do	79	3062		Cumberland and Pennsylvania	303	10011	
Do	81	7001		Danbury and Norwalk	129	5013	
Central Railroad of New Jersey	101	7003		Do	349	5013	
Do	434	8100		Delaware and Hudson Canal Company	69	6020	

## Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Delaware and Hudson Canal Company	104	6028		Houston, East and West Texas Railway	405	31023	
Do	77	6033		Houston and Texas Central	245	31005	
Do	118	6028		Hudson and River Falls	403	25033	
Do	205	6024		Huntingdon and Broad Top Mountain Railroad and Coal Company	178	8034	
Do	236	8018		Indianapolis, Peru and Chicago Railway	164	22004	
Do	243	6032		Indianapolis, Decatur and Springfield	265	23055	
Do	370	6031		Illinois Central	70	23020	
Do	453	6030		International and Great Northern Junction City and Fort Kearney	244	31026	
Delaware, Lackawanna and Western	98	7028		John A. Elwell, lessee Chicago, Saginaw and Canada	297	24041	
Do	132	6064		Jacksonville Southeastern Railway	376	23046	
Do	139	8917		Junction and Breakwater	317	9504	
Do	151	6041		Kansas City, Lawrence and Southern Kansas	103	33006	
Do	176	6040		Do	158	33005	
Do	225	6042		Do	189	33004	
Do	324	6043		Kansas City, Lawrence and Southern Kansas	412	33030	
Delaware and Chesapeake Railway	319	9503		Kankakee and Southwestern	417	23064	
Denver and Rio Grande Railway	102	38001		Do	465	23065	
Do	88	38001		Knox and Lincoln	143	15	
Do	107	38004		Lake Erie and Western Railway	250	21020	
Do	206	39002		La Crosse, Trempeau and Prescott	152	25014	
Do	185	38001		Lake Shore and Michigan Southern Railway	4	6052	
Denver, South Park, and Pacific Railway	140	38005		Do	5	6052	
Detroit, Lansing and Northern	263	24016		Do	6	6052	
Dorchester and Delaware	375	10008		Do	7	6052	
Dubuque and Dakota	311	27051		Do	12	21007	
Eastern	19	3001		Do	16	21045	
Do	385	3007		Do	18	6052	
Do	147	1914		Do	20	6052	
Do	241	3003		Do	262	8045	
Do	414	3004		Do	456	12003	
Do	406	3000		Do	285	6054	
East Broad Top Railroad and Coal Company	442	8085		Lehigh Valley	378	8011	
East Line and Red River	304	31013		Do	282	8016	
Eastern Shore	149	9502		Do	378	8011	
European and North American Railway	63	12		Little Rock, Mississippi River and Texas Railway	302	29004	
Evansville, Rockport and Eastern Railway	327	22032		L. L. Lincoln, trustee Buckport and Bangor	215	13	
Do	399	22034		Louisiana Western	141	30010	
Fall Brook Coal Company	238	8065		Louisville, New Albany and Chicago	261	22008	
Do	170	6103		Maine Central	258	4	
Do	209	8065		Do	363	2	
Fall River, Warren and Providence	337	4005		Do	33	6	
Fitchburgh	37	3022		Do	120	6	
Do	36	3021		Do	179	5	
Do	251	3024		Manchester and Lawrence	82	3063	
Flint and Pere Marquette	462	24044		Manhattan, Alma and Burlington game Railway	350	33030	
Do	458	24043		Marietta and North Georgia	429	15030	
Do	476	24045		McComb, Deshler and Toledo Railway	473	21050	
Fonda, Johnstown and Gloverville	190	6081		Midland Railroad of New Jersey	254	7637	
Freemont, Elkhorn and Missouri Valley	268	34010		Milwaukee, Lake Shore and Western	347	25018	
Fort Wayne and Jackson	274	24029		Minneapolis and Saint Louis Railway	193	26021	
Galveston, Houston and Henderson	75	31001		Missisquoi	202	2007	
Galveston, Harrisburgh and San Antonio	85	31002		Missouri Pacific Railway	61	28011	
Geneva, Ithaca and Sayre	175	6072		Do	24	28001	
Do	345	6089		Do	393	28008	
Do	125	7		Do	348	33030	
Grand Trunk Railway	346	25027		Missouri River, Fort Scott and Gulf	109	33008	
Green Bay and Winona	368	31027		Montom	445	5127	
Gulf, Colorado and Santa Fe Railway	191	8033		Montpellier and Wells River	228	2012	
Hanover Branch	229	8102					
Hanover Junction, Hanover and Gettysburgh	53	28010					
Hambal and Saint Joseph	67	28005					
Do	123	5012					
Houstonic	247	5012					



Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Morris and Essex	96	7013		Omaha, Nebraska and Black Hills	407	34012	
Morgan's Louisiana and Texas Railroad and Steamship Company	110	30003		Oregon and California	411	44004	
Mount Alto	400	8077		Do	307	44002	
Narragansett Pier	398	4007		Parker and Karns City	221	8086	
Nashville and Florence	401	19017		Peach Bottom Railway	351	8092	
Naugatuck	126	5011		Do	448	8094	
Nevada Central	408	45003		Pennsylvania Railroad	310	8047	
Newburgh, Dutchess and Connecticut	287	6085		Do	322	8032	
New Jersey and New York	313	7024		Do	300	8037	
New Haven and Northampton	318	5010		Do	422	8099	
Do	433	3009		Do	256	8081	
Do	122	5010		Do	260	8038	
New Haven and Derby	253	5017		Do	269	8053	
New York and New England	329	3033		Do	279	8072	
Do	366	5008		Do	298	8036	
Do	410	5016		Do	360	7023	
Do	52	3034		Do	459	8036	
Do	84	5007		Do	460	7010	
Do	142	5001		Do	470	8038	
New York, Lake Erie and Western	320	6004		Do	488	8048	
Do	336	8000		Do	217	7006	
Do	43	6001		Do	212	8027	
Do	68	6008		Do	220	8035	
Do	136	6007		Do	232	8042	
Do	144	6005		Do	235	8104	
Do	177	0003		Do	1	7004	
Do	192	6006		Do	3	8001	
Do	195	8024		Do	59	8022	
Do	219	6004		Do	150	7008	
Do	227	6091		Do	161	8022	
Do	230	6009		Do	183	8039	
New York Central and Hudson River	2	0011		Pennsylvania Company	32	21002	
Do	71	9013		Do	121	8029	
New York, New Haven and Hartford	27	5004		Do	146	8044	
Do	8	5005		Pennsylvania Gas Coal Company's			
New York and New Haven	485	5003		Yonklogheny	400	8129	
New York, Providence and Boston	28	4002		Perkiomen	382	8056	
New York and Greenwood Lake	419	7034		Petersburgh	47	11009	
New York, Pennsylvania and Ohio	257	8043		Philadelphia, Wilmington and Baltimore	10	10001	
New York, Ontario and Western	384	8050		Do	93	9501	
New Castle and Franklin	357	8096		Philadelphia and Reading	99	8002	
New Jersey Southern	397	7029		Do	74	8004	
Newark and Bloomfield	352	7027		Do	92	8073	
New Brunswick and Canada	331	16		Do	452	7044	
Norfolk and Western	467	11014		Do	330	8014	
Do	58	11013		Do	272	8005	
Do	296	11012		Do	483	8074	
Do	119	11011		Do	484	8007	
Northern Central Railway	486	10018		Do	301	8013	
Do	94	8021		Do	308	8004	
Do	111	6063		Philadelphia and Darby	470	8006	
Do	51	10002		Philadelphia and Baltimore Central	115	8008	
Northwestern Mining and Exchange Company	430	8130		Pittsburgh, Cincinnati and Saint Louis Railway	9	21032	
Northern Railroad of New Jersey	239	7017		Do	14	21015	
Northern	62	1008		Do	29	21014	
Norfolk and Western Railway	58	11013		Do	169	8055	
Do	119	11011		Do	172	12005	
Ohio Central	365	21055		Do	395	8125	
Do	291	21008		Pittsburgh and Western			
Do	408	21068		Pittsburgh, Bradford and Buffalo Railway	242	8112	
Ohio and West Virginia Railway	187	21074		Portland and Ogdensburg	154	10	
Ogdensburg and Lake Champlain	137	6053		Providence and Worcester	128	4001	
Old Colony	358	3050		Providence and Springfield	203	4006	
Do	95	3041		Providence, Warren and Bristol	233	4004	
Do	127	3040		Portland and Rochester	100	8	
Do	210	3044		Reading and Columbia	916	8031	
Do	377	3045		Republican Valley	231	34009	
Omaha and Republican Valley	426	34014		Do	234	34011	
Do	421	34013		Rhinebeck and Connecticut	332	6097	
	404	31015		Richmond and Danville	44	11000	
				Richmond, York River and Chesapeake	321	11007	
				Richmond and Alleghany	371	11023	
				Richmond, Frederickburgh and Potomac	26	11001	

## Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Richmond and Petersburg	42	11008		Towanda Coal Company	477	8069	
Rochester and Pittsburgh	338	6102		Terre Haute and Indianapolis	13	23002	
Rome, Watertown and Ogdensburgh	293	6036		Do.	15	23031	
Do.	97	6036		Tennessee Coal	451	19013	
Do.	155	6034		Texas and New Orleans	136	31012	
Do.	162	6034		Texas and Pacific Railway	91	21009	
Do.	198	6037		Texas and Saint Louis Railway	290	31025	
Do.	355	6035		Tioga	222	8020	
Rumford Falls and Buckfield	326	19		Tonawanda Valley	446	6108	
Saint Louis, Iron Mountain and Southern Railway	35	28002		Troy and Boston	34	6067	
Do.	48	28026		Do.	89	6067	
Saint Louis and San Francisco Railway	105	28003		Tuckerton	388	7032	
Do.	112	28020		Tram Road Transportation Company	441	17011	
Do.	277	28030		Ulster and Delaware	216	6073	
Saint Louis, Salem and Little Rock	302	38023		Utica, Clinton and Binghamton	525	6057	
Saint Paul, Minneapolis and Manitoba Railway	113	26004		Utica and Black River	90	6087	
Do.	133	26005		Do.	134	6088	
Do.	270	26006		Utica, Ithaca and Elmira	208	6075	
Do.	78	26003		Utah Railroad Extension Company	281	41007	
Saint Joseph and Western	196	33007		Vinland	383	7031	
Saint Johnsbury and Lake Champlain	197	2011		Virginia Midland Railway	276	11003	
Saint Croix and Penobscot	409	17		Do.	402	11002	
Salina and Southwestern	415	33028		Do.	413	11022	
Sandy River	424	20		Do.	40	11002	
Savannah, Florida and Western Railway	83	16010		Do.	60	10116	
Schuylkill and Lehigh	416	8080		Vermont Valley	64	2005	
Schoharie Valley	344	6056		Walash, Saint Louis and Pacific Railway	108	28013	
Seaboard and Roanoke	211	11015		Do.	157	23066	
Seattle and Walla Walla	471	43002		Do.	252	28019	
Shenandoah Valley	288	11021		Do.	274	23043	
Do.	380	11021		Do.	259	28015	
Shenango and Allegheny	367	8051		Do.	342	23063	
Shopaug	373	5019		Walkill Valley	306	6083	
Solomon	328	33025		Washington and Ohio	271	11004	
Somerset	286	18		Wayahatchee Tap	334	31021	
Southeastern	189	2009		Waynesborough and Washington	305	8114	
South Pacific Coast	353	46051		West Jersey	189	7041	
South Mountain Railway and Mining Company	431	8052		Do.	374	7021	
State Line and Sullivan	409	8060		Do.	163	7041	
South Florida	425	16007		West Chester and Philadelphia	106	8003	
Stony Creek	455	8098		Western Maryland	173	10006	
Sussex	396	7025		Do.	420	10021	
Syracuse and Chenango	335	6071		Western North Carolina	224	13006	
Southern Central	309	6084		Williamstown	450	7035	
Saint Louis, Kansas and Arizona Railway	444	33030a		Wisconsin Central	117	25016	
				Wisconsin and Minnesota	418	25026	
				Worcester	361	10016	
				Worcester and Nashua	86	3066	
				Do.	116	1012	



G.—Statement of all contracts for mail-bags, mail-catchers, mail-bag tags, mail-bag label-cases, fasteners, use of patents, and mail locks, keys, and mail-key chains, in operation June 30, 1881.

Articles contracted for.	Names of contractors.	Residence.	Term of contract.	Contract prices.				
				Size No. 0.	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 5.
Cotton-canvas mail-sacks.....	John Boyle	New York, N. Y.	Four years from January 1, 1881..	\$1 15	\$1 02	\$0 80½	\$0 20	
Registered foreign mail-sacks.....	do	do	do	97	414	241	16	
Iron-canvas mail-sacks.....	do	do	do	67½	531	531	14	
Leather base mail-bags.....	J. C. Lighthouse	Keokuk, N. Y.	do		6 00	5 25	4 53	
Leather mail pouches.....	do	do	do			5 61	4 53	\$2 60
Through registered mail-pouches.....	John Boyle	New York, N. Y.	do			4 90		
Mail-catcher pouches.....	do	do	do				3 91	
Coin mail-sacks.....	do	do	do					\$0 05½
Printed wooden tags.....	John A. Plimley	Washington, D. C.	One year from August 15, 1880.....					00½
Mail-bag cord-fasteners.....	George A. Sheridan	do	do					10
Mail-bag catchers.....	Younglove & Co	Cleveland, Ohio	Determinable at any time by Postmaster-general.					15 00
Sockets for catchers.....	do	do	do					40
Use of patent.....	Berkel & Horner	Muncie, Ind.	do					30
Do.....	John Boyle	New York, N. Y.	do					10
Do.....	George A. Sheridan	Washington, D. C.	do					57
General mail locks.....	The Smith & Egge Manufacturing Co.	Bridgport, Conn.	4, 8, or 12 years from Sept. 1, 1880, at option of Postmaster-general.					52
Keys to same.....	do	do	do					09
Through mail locks.....	do	do	do					75
Keys to same.....	do	do	do					12
City mail service locks.....	do	do	do					34
Keys to same.....	do	do	do					09
Street letter-box locks.....	do	do	do					85
Keys to same.....	do	do	do					15
Mail-key safety chains, No. 1.....	do	do	do					18
Mail-key safety chains, No. 2.....	do	do	do					30
Through registered maillocks.....	do	do	do					2
Keys to same.....	do	do	do					25



fiscal years ending June 30, 1880, and June 30, 1881, and the increase or decrease of 1881 as and the reasons therefor.

June 30, 1880.		June 30, 1881.		Increase per annum of 1881 over 1880.	Decrease per annum of 1881 over 1880.	Remarks.	
Pay per mile.	Pay per annum.	Length of route.	Pay per mile.				Pay per annum.
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.	
50 00	960 50	19.21	50 00	960 50			
50 00	2,778 50	55.57	50 00	2,778 50			
50 00	2,164 00	63.28	50 00	2,164 00			
50 00	2,628 00	52.56	50 00	2,628 00			
33 32	1,499 40	45	33 32	1,499 40			
12 50	1,424 12	113.93	25 00	2,848 25	1,424 13	Increased R. P. O. service from August 16, 1880.	
40 00	1,451 20	36.28	40 00	1,451 20			
38 75	2,698 55	69.64	38 75	2,698 55			
50 00	1,225 00	24.50	50 00	1,225 00			
50 00	4,860 00	97.20	50 00	4,860 00			
15 00	1,804 05	120.27	15 00	1,804 05			
14 37	1,642 48	114.30	14 37	1,642 48			
50 00	2,864 00	57.28	50 00	2,864 00			
33 32	2,382 38	71.50	33 32	2,382 38			
50 00	1,290 50	25.81	50 00	1,290 50			
18 75	1,982 06	105.71	18 75	1,982 06			
18 75	696 00	37.12	18 75	696 00			
135 00	16,916 40	98.38	135 00	10,016 40		No R. P. O. to Chicopee Falls. 2.39 miles.	
35 00			103.86				35 00
76 00			44.19				76 00
28 75	1,450 72	32.85	28 75	1,450 72			
50 00	724 00	14.48	50 00	724 00			
50 00	3,128 50	62.57	50 00	3,128 50			
85 00	4,395 35	51.71	85 00	4,395 35			
214 00	25,773 54	73.23	214 00	25,773 54			
162 00			62.36				162 00
80 00	31,640 00	332	80 00	31,640 00			
40 00			127				40 00
300 00	127,672 50	277.75	300 00	127,672 50			
270 00			164.25				270 00
30 00			104				30 00
265 00	111,154 25	184.50	270 00	118,471 23	7,316 98	Increased R. P. O. from July 3, 1880.	
275 00			25.70				275 31
97 50			79.30				135 00
275 00			8.50				280 62
112 50			143				132 50
287 50			101				292 50
18 75	937 50	50	18 75	937 50			
330 00	29,700 00	90	353 00	31,950 00	2,250 00	Increased R. P. O. from July 1, 1880.	
200 00	70,720 00	353.60	225 00	79,560 00	8,840 00	Do.	
25 00	995 50	39.82	25 00	995 50			
100 00	9,600 00	96	100 00	9,600 00			
25 00	3,517 50	140.70	25 00	3,517 50			

F.—Table showing the rate of pay per annum for the use of railway post-office cars

State.	Number of route.	Termini.	Corporate title of company.	June 30, 1889. Length of route. Miles.
Maryland.....	10003	Baltimore to Wheeling.....	Baltimore and Ohio Railroad.....	393.92
	Part.	Baltimore to Grafton.....	.....	294
		Grafton to Wheeling.....	.....	99.02
Virginia.....	10013	Bay View to Washington.....	Baltimore and Potomac Railroad.....	46.10
	11001	Richmond to Washington.....	Richmond, Fredericksburgh and Potomac Railroad.....	116
	11002	Alexandria to Lynchburgh.....	Virginia Midland Railway.....	171.35
	11006	Richmond to Charlotte.....	Richmond and Danville Railroad.....	282.88
	11008	Richmond to Petersburg.....	Richmond and Petersburg Railroad.....	24.07
	11009	Petersburgh to Weldon.....	Petersburgh Railroad.....	65.31
	11013	Lynchburgh to Bristol.....	Norfolk and Western Railroad.....	205
	11016	Lynchburgh to Danville Junction (n. o.).	Virginia Midland Railway.....	65.97
	11018	Washington to Alexandria.....	Alexandria and Washington Railroad.....	7
	West Virginia.....	12002	Grafton to Parkersburgh.....	Baltimore and Ohio Railroad.....
North Carolina.....	13002	Weldon to Wilmington.....	Wilmington and Weldon Railroad.....	163.07
South Carolina.....	14002	Columbia to Wilmington.....	Wilmington, Columbia and Augusta Railroad.....	109.70
	14004	Charleston to Savannah.....	Charleston and Savannah Railway.....	116.33
Georgia.....	14005	Charleston to Florence.....	Northeastern Railroad.....	103
	15001	Atlanta to Charlotte.....	Atlanta and Charlotte Air Line Railroad.....	266.50
	15002	Atlanta to Chattanooga.....	Western and Atlantic Railroad.....	138.47
	15003	Atlanta to West Point.....	Atlanta and West Point Railroad.....	86.68
	15004	Augusta to Atlanta.....	Georgia Railroad.....	171.62
	15009	Savannah to Live Oak.....	Savannah, Florida and Western Railway.....	180.08
Florida.....	16002	Lake City to Live Oak.....	Jacksonville, Pensacola and Mobile Railroad.....	23
	16006	Jacksonville to Lake City.....	Florida Central Railroad.....	60.30
	16010	Waycross to Jacksonville.....	Savannah, Florida and Western Railway.....	
Alabama.....	17001	Montgomery to West Point.....	Purchasers Western Railroad of Alabama.....	88.50
	17012	Mobile to Montgomery.....	Mobile and Montgomery Railroad.....	178.27
Mississippi.....	17013	Mobile to New Orleans.....	Louisville and Nashville Railroad.....	141.88
	18001	Canton to Cairo.....	Chicago, Saint Louis and New Orleans Railway.....	344.11
Tennessee.....	19002	Bristol to Chattanooga.....	East Tennessee, Virginia and Georgia Railroad.....	242.70
	19004	Nashville to Chattanooga.....	Nashville, Chattanooga and Saint Louis Railway.....	153
Kentucky.....	20004	Cincinnati to Louisville.....	Louisville, Cincinnati and Lexington Railway.....	109.75
	20005	Louisville to Nashville.....	Louisville and Nashville Railroad.....	112.44
	20008	Bowling Green to Memphis.....	do.....	73.10
				177.58
Ohio.....	20017	Cincinnati Junction to Louisville and Nashville Junction.....	Louisville, Cincinnati and Lexington Railway.....	86.88
	21001	Bellaire to Columbus.....	Central Ohio Railroad.....	413
	21002	Pittsburgh to Chicago.....	Pennsylvania Company.....	104.87
	21007	Elyria to Millbury.....	Lake Shore and Michigan Southern Railway.....	468.85
	21010	Chicago to Newark.....	Baltimore and Ohio Railroad.....	74.98
	21014	Columbus to Cincinnati.....	Pittsburgh, Cincinnati and Saint Louis Railway.....	88
	21015	Columbus to Indianapolis.....	do.....	120.48
				188
	21016	Galion to Indianapolis.....	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	204
	21019	Toledo to Quincy.....	Wabash, Saint Louis and Pacific Railway.....	476
	21028	Cincinnati to Parkersburg.....	Marietta and Cincinnati Railroad.....	195.15
	21032	Columbus to Pittsburgh.....	Pittsburgh, Cincinnati and Saint Louis Railway.....	193

for the fiscal years ending June 30, 1880, and June 30, 1881, &c.—Continued.

June 30, 1880.		June 30, 1881.		Increase per annum of 1881 over 1880.	Decrease per annum of 1881 over 1880.	Remarks.
Pay per mile.	Pay per annum.	Pay per mile.	Pay per annum.			
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.
80 00	27,516 80	204	80 00	27,516 80		
40 00			40 00			
100 00	4,610 00	46.10	100 00	4,610 00		
80 00	9,280 00	116	120 00	13,920 00	4,640 00	
50 00	8,567 50	171.35	50 00	8,567 50		
80 00	22,610 40	286.54	50 00	14,327 00		8,303 40
80 00	1,925 60	23.30	80 00	1,871 20		54 40
50 00	3,265 50	65.31	80 00	5,224 80	1,959 30	
25 00	5,125 00	205.52	25 00	5,138 00	13 00	
50 00	3,298 50	66.34	50 00	3,317 00	18 50	
25 00	175 00	7	25 00	175 00		
40 00	4,183 20	104.50	40 00	4,180 00		3 20
50 00	8,153 50	182.07	80 00	12,065 60	4,812 10	
50 00	5,485 00	110	25 00	2,750 00		2,735 00
50 00	5,818 50	115	25 00	2,875 00		2,941 50
50 00	5,150 00	102	50 00	5,100 00		50 00
50 00	13,325 00	209.33	80 00	21,546 40	8,221 40	
50 00	6,923 50	138.47	65 00	9,000 53	2,077 05	
50 00	4,334 00	86.60	50 00	4,330 00		4 00
15 00	2,574 30	172.59	15 00	2,588 85	14 55	
25 00	4,502 00	97	25 00	2,425 00		2,077 00
18 75	431 25	23	25 00	575 00	143 75	
25 00	1,507 50	60.32	25 00	1,508 00	50	
		76.50	25 00	1,912 50	1,912 50	
50 00	4,425 00	88 00	50 00	4,400 00		25 00
50 00	8,918 50	179.67	50 00	8,983 50	70 00	
50 00	7,094 00	141.70	50 00	7,085 00		9 00
25 00	8,602 75	344.27	25 00	8,606 75	4 00	
25 00	6,067 50	242.10	25 00	6,052 50		15 00
12 50	1,912 50	151	12 50	1,887 50		25 00
60 00	6,507 00	110	60 00	6,522 00	15 00	
60 00	8,930 40	112.13	60 00	8,920 80		18 60
30 00			30 00			
30 00	7,499 40	263.20	30 00	7,896 00	396 60	
25 00			30 00			
60 00	247 80	4	60 00	240 00		7 80
40 00	4,195 00	106.03	40 00	4,241 20	46 20	
25 00	11,721 25	468.20	25 00	11,705 00		16 25
177 50	13,308 95	74.88	140 31	10,503 00		2,805 35
40 50	3,520 00	88.88	40 00	3,555 20	35 20	
100 00	12,048 00	120.16	100 00	12,016 00		32 00
100 00	18,800 00	189.07	125 00	23,633 75	4,833 75	
25 00	5,100 00	203.96	25 00	5,099 00		1 00
4 00	19,040 00	474.54	40 00	18,981 60		58 40
40 00	7,806 00	195.15	40 00	7,806 00		
200 00	38,600 00	193.86	225 00	43,618 50	5,018 50	

F.—Table showing the rate of pay per annum for the use of railway post-office cars

State.	Number of route.	Terminals.	Corporate title of company.	June 30, 1880. Length of route. Miles.
Ohio	21042	Cleveland to Cincinnati.....	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	165.25
	21045	Toledo to Elkhart.....	Lake Shore and Michigan Southern Railway.	80
Indiana	21047	Chicago, Ohio, to Chicago, Ill.	Baltimore and Ohio Railroad	271.10
	22002	Indianapolis to Terre Haute..	Terre Haute and Indianapolis Railroad.	73
	22003	Indianapolis to Cincinnati....	Cincinnati, Indianapolis, Saint Louis and Chicago Railway.	111.50
	22005	Indianapolis to Lafayette.....	do	65.62
	22010	Cincinnati to East Saint Louis.	Ohio and Mississippi Railroad.....	341
	22025	Indianapolis to Terre Haute..	Indianapolis and Saint Louis Railroad.	.....
Missouri	22020	Lafayette to Kankakee.....	Cincinnati, Lafayette and Chicago Railroad.	75.75
	28001	Saint Louis to Atchison.....	Missouri Pacific Railway.....	282
	28002	Saint Louis to Bismarck.....	Saint Louis, Iron Mountain and Southern Railway.	47.75
	28003	Saint Louis to Pierce City....	Saint Louis and San Francisco Railway.	77.03
	28005	Quincy to Cameron.....	Hannibal and Saint Joseph Railroad.	171
	28010	Kansas City to Cameron.....	do	55.78
	28011	Sedalia to Denison.....	Missouri Pacific Railway.....	434.51
	28014	Hannibal to Sedalia.....	do	142.85
	28020	Pierce City to Wichita.....	Saint Louis and San Francisco Railway.	.....
	28022	Road House to Mexico.....	Chicago and Alton Railroad.....	89.83
Louisiana	28028	Bismarck to Texarkana.....	Saint Louis, Iron Mountain and Southern Railway.	415.21
	30001	New Orleans to Canton.....	New Orleans, Saint Louis and Chicago Railroad.	208.10
Illinois	23001	Chicago to Milwaukee.....	Chicago and Northwestern Railway.	85.37
	23002	Chicago to Freeport.....	do	121.29
	23063	Chicago to Union Pacific Transfer.	do	491.18
			Part R. P. O.....	219
	23007	Chicago to Burlington.....	Chicago, Burlington and Quincy Railroad.	272.18
			do	38.61
	23010	Galesburgh to Quincy.....	do	169.41
	23015	Chicago to Davenport.....	Chicago, Rock Island and Pacific Railroad.	101.57
	23017	Chicago to East Saint Louis..	Chicago and Alton Railroad.....	182.92
			Part R. P. O.....	281.13
			Part R. P. O.....	154.63
			Part R. P. O.....	128.50
	23018	Bloomington to East Saint Louis.	Chicago and Alton Railroad.....	180.50
			Part R. P. O.....	110
23020	Chicago to Cairo.....	Illinois Central Railroad.....	363.32	
		Part R. P. O.....	35.87	
		Part R. P. O.....	81.17	
		Part R. P. O.....	228.28	
23021	Dubuque to Centralia.....	Illinois Central Railroad.....	346.93	
		Part R. P. O.....	68.60	
		Part R. P. O.....	12.51	
23028	Terre Haute to East Saint Louis.	Indianapolis and Saint Louis Railroad.	189.99	
23031	East Saint Louis to Terre Haute.	Terre Haute and Indianapolis Railroad.	166.69	
23035	Chicago to Milwaukee.....	Chicago, Milwaukee and Saint Paul Railway.	86.80	
23036	Anrora to Foreston.....	Chicago and Iowa Railroad.....	82.47	
Michigan	24000	Detroit to Chicago.....	Michigan Central Railroad.....	288.09
Wisconsin	25002	Milwaukee to La Crosse.....	Chicago, Milwaukee and Saint Paul Railway.	197.84

for the fiscal years ending June 30, 1880, and June 30, 1881, &c.—Continued.

June 30, 1880.		Length of route.	June 30, 1881.		Increase per annum of 1881 over 1880.	Decrease per annum of 1881 over 1880.	Remarks.	
Pay per mile.	Pay per annum.		Pay per mile.	Pay per annum.				
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.		
50 00	14,262 50	164.34	50 00	14,217 00		45 50	Decrease in distance.	
75 00	23,380 00	80	75 00	21,496 00		1,884 00	Increase in distance and decrease in R. P. O. pay.	
175 00		134.35	160 00					Decrease in distance.
40 00	10,844 00	271.03	40 00	10,841 20		2 80	Decrease in distance.	
100 00	7,300 00	74.30	125 00	9,298 75	1,998 75		Increase in distance and R. P. O. pay.	
90 00	10,035 00	111.50	90 00	10,035 00				
65 00	4,265 62	64.90	65 00	4,218 50		47 12	Decrease in distance.	
30 00	10,230 00	338.06	30 00	10,158 00		72 00	Do.	
		72.45	25 00	1,811 25	1,811 25		Service began July 1, 1880.	
65 00	4,923 75	72.75	65 00	4,728 73		195 00	Decrease in distance.	
80 00	24,470 00	292	80 00	24,470 00				
40 00		47.75	40 00					
25 00		77.03	25 00		1,925 75			
		290.25	25 00	7,256 25	7,256 25		Established November 18, 1880.	
25 00	4,275 00	171	25 00	4,275 00				
25 00	1,394 50	55.78	25 00	1,394 50				
25 00	10,862 75	434.51	25 00	10,862 75				
25 00	3,571 34	142.85	25 00	3,571 34				
		219.28	25 00	5,482 00	5,482 00		Do.	
25 00	2,245 75					2,245 75	Discontinued January 1, 1881.	
25 00	10,380 25	415.21	25 00	10,380 25				
25 00	5,202 50	206.43	25 00	5,160 75		41 75	Decrease in distance.	
44 00	3,756 28	85.37	44 00	3,756 28				
22 00	2,668 38	121.29	22 00	2,668 38				
		491.18						
61 87	19,502 10	219	61 87	19,502 10				
21 87		272.18	21 87					
		208.02						
102 50	17,510 32	38.61	101 87	17,486 00		24 32	Size of R. P. O. cars reported smaller.	
80 00	5,078 50	160.41	80 00	5,078 50				
50 00		101.57	50 00					
65 00		182.92	65 00		11,889 80			
25 00	10,190 74	281.13	50 00	14,056 50	3,865 76		Increased R. P. O. service.	
50 00								
25 00	2,750 00					2,750 00	R. P. O. discontinued.	
115 00	16,140 55	363.32	115 00	17,094 80	1,554 25		Increased R. P. O. service.	
50 00		55.87	50 00					
25 00		143.34	25 00					
		164.11						
44 00	3,302 42	346.93	44 00	3,302 42				
22 00		68.80	22 00					
25 00		12.51	25 00		4,749 75			
125 00	20,836 25	166.60	125 00	20,836 25				
80 00	6,944 00	86.80	80 00	6,944 00				
22 00	1,814 34	82.47	22 00	1,814 34				
25 00	7,152 25	286.09	65 00	18,595 85	11,443 60		Increased R. P. O. service.	
80 00	15,827 20	197.84	80 00	15,827 20				

F.—Table showing the rate of pay per annum for the use of railway post-office cars

State.	Number of route.	Termini.	Corporate title of company.	June 30, 1880. Length of route. <i>Miles.</i>
Wisconsin	25009	Chicago to Green Bay	Chicago and Northwestern Railway.	242.50
Minnesota	26013	Minneapolis to La Crosse	Chicago, Milwaukee and Saint Paul Railway.	146.54
Iowa	27005	Burlington to Council Bluffs	Chicago, Burlington and Quincy Railroad.	296.45
	27014	Davenport to Missouri River	Chicago, Rock Island and Pacific Railroad.	317.40
Kansas	33001	Kansas City to Denver	Part R. P. O. Kansas Pacific Railway	54.50 262.90
	33010	Atchison to Pueblo	Part R. P. O. Atchison, Topeka and Santa Fé Railroad.	618.85
	33016	Kansas City to Topeka	Part R. P. O. Atchison, Topeka and Santa Fé Railroad.	568.19 66.20
Nebraska	34001	Council Bluffs to Ogden	Union Pacific Railway	1,035.26
	34002	Plattsmouth to Kearney	Burlington and Missouri River Railroad. (In Nebraska).	
California	34004	Omaha to Oroopolis Junction	Part R. P. O. Burlington and Missouri River Railroad. (In Nebraska).	
	46001	San Francisco to Ogden City	Part R. P. O. Central Pacific Railroad.	834.24
	46010	Lathrop to Goshen	Part R. P. O. Central Pacific Railroad	
	46014	Huron to Yuma	Part R. P. O. Southern Pacific Railroad	
	46032	Port Costa to Lathrop	Part R. P. O. Central Pacific Railroad.	
<b>Totals</b>				
Net increase in annual cost for use of R. P. O. cars for 1881 compared with 1880				



for the fiscal years ending June 30, 1880, and June 30, 1881, &c.—Continued.

June 30, 1880.		June 30, 1881.			Increase per annum of 1881 over 1880.	Decrease per annum of 1881 over 1880.	Remarks.
Pay per mile.	Pay per annum.	Length of route.	Pay per mile.	Pay per annum.			
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.	
40 00	9,700 00	242.50	40 00	9,700 00			
25 00	3,663 50	142.53	50 00	7,126 50	3,463 00		4.01 miles decrease in distance and increased R. P. O. service.
40 00	11,858 00	296.45	40 00	11,858 00			
		317.40					
65 00	10,115 00	54.50	65 00	10,115 00			
25 00		262.00	25 00				
		640.10					
		301.70	25 00	11,772 50	11,772 50		R. P. O. service established.
		338.40	12 50				
25 00	14,204 75	568.10	25 00	14,204 75			
25 00	1,655 00	66.20	25 00	1,655 00			
50 00	51,760 00	1,035.20	50 00	51,700 00			
		190.80					
		147.50	25 00	3,687 50	3,687 50		R. P. O. service established.
		17.76	25 00	444 00	444 00		Do.
50 00	41,712 00	834.24					
		802.07	50 00	42,516 25	804 25		Increased R. P. O. service.
		32.17	75 00				
		146.30	25 00	3,057 50	3,057 50		R. P. O. service established.
		530.20					
		241.62	25 00	6,040 50	6,040 50		R. P. O. service established.
		62.17	25 00	1,534 27	1,534 25		Do.
	1,267,632 89			1,360,041 12	118,898 37	26,400 14	
	82,498 23						

II.—Statement of the number, description, and prices of mail-bags, mail-catchers, &c., purchased, and of the expense incurred on account thereof during the fiscal year ended June 30, 1881, viz :

Number.	Description.	Size.	Prices.	Cost.	Aggregate cost.
500	Leather mail-pouches	No. 2	\$6 27	\$3, 135 00	
1, 000	do	No. 2	5 61	5, 610 00	
1, 000	do	No. 3	5 22½	5, 225 00	
1, 000	do	No. 3	4 55	4, 550 00	
593	do	No. 4	4 18	2, 478 74	
500	do	No. 4	3 50	1, 750 00	
453	do	No. 5	2 97	1, 345 41	
69	Leather mail-pouches (assorted samples)			392 15	
5, 115					\$24, 486 30
200	Leather horse mail-bags	No. 1	6 60	1, 320 00	
30	do	No. 1	6 00	180 00	
200	do	No. 2	5 60	1, 120 00	
160	do	No. 2	5 20	846 40	
100	do	No. 3	5 10	510 00	
40	do	No. 3	4 53	181 20	
47	Leather horse mail-bags (assorted samples)			323 40	
777					4, 481 00
300	Canvas pouches for through registered mails	No. 1	7 00	2, 100 00	
105	do	No. 2	5 95	624 75	
2	Canvas pouches for through registered mails (samples)	No. 2	5 25	10 50	
407					2, 735 25
2, 000	Canvas pouches for mail-catchers		3 91	7, 820 00	
2	Canvas pouches for mail-catchers (samples)		4 25	8 50	
2, 002					7, 828 50
30, 000	Jute canvas mail-sacks	No. 1	78	23, 400 00	
40, 000	do	No. 1	67½	27, 100 00	
5, 000	do	No. 2	62	3, 100 00	
6, 000	do	No. 2	52½	3, 150 00	
3, 000	do	No. 3	15	450 00	
3, 000	do	No. 3	14	420 00	
9	Jute canvas mail-sacks (assorted samples)			4 32	
87, 009					57, 624 32
5, 000	Coln mail-sacks		05½		256 25
4, 447	Leather mail-bags (use of patent)		10	444 70	
15, 000	Mail-bag label-cases		12	1, 800 00	
588, 750	Mail-bag tags (printed on wood)		02½	1, 373 75	
150, 000	Mail-bag cord-fasteners		18	28, 500 00	
3, 400	Brass tags for mail bags		00	306 00	
3, 000	Sheets card-board for mail-bag labels		12½	375 00	
					32, 790 45
300	Repairs of mail-bags				
	Mail-catchers		15 00		4, 500 00
	Total expenses of mail-bags and mail-catchers				183, 829 46
	Balance of appropriation unexpended				1, 070 54
	Amount of appropriation				185, 000 00

I.—Statement of the expense incurred during the year ended June 30, 1881, on account of mail locks and keys ordered to be manufactured and furnished according to contracts, and the quantities, description, and prices thereof, viz :

Description.	Quantities.	Prices.	Cost.	Aggregate cost.
General mail-locks .....	110,155	\$0 52	\$57,280 60	
Keys to same .....	100,000	00	9,000 00	
Through mail-locks .....	8,000	75	6,000 00	
Keys to same .....	2,000	12	240 00	
City mail service locks .....	3,000	34	1,020 00	
Keys to same .....	800	09	54 00	
Street letter-box locks .....	4,000	85	3,400 00	
Keys to same .....	2,000	15	300 00	
Mail-key safety-chains No. 1 .....	4,000	27	1,080 00	
Mail-key safety-chains No. 2 .....	50,000	18	9,000 00	
Through registered mail-locks .....	5,000	2 50	12,500 00	
Keys to same .....	500	25	125 00	
<b>Total expense of mail-locks and keys .....</b>				<b>\$99,009 60</b>

K.—Table showing the increase and decrease in mail transportation and cost during the year ended June 30, 1881.

States and Territories.	CELEBRITY, CERTAINTY, AND SECURITY.				STEAMBOAT.				RAILROAD.				Total annual trans- portation.		Total annual cost.		
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.		Miles.	Dollars.	Miles.	Dollars.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	
Maine	44		809		190		628		10		1,612		17,973		3,049		399
New Hampshire	1								30		1,254		12,452		126,455		1,031
Vermont	40		714		20		1,280		23		1,273		6,363		905		2,004
Massachusetts	27		560		30		1,375		9		1,273		1,623,060		6,363		1,603
Rhode Island	7		228								216,209		32,745		5,538		1,780
Connecticut	4		507						61		2,357		48,939		1,708		217,098
New York	48		3,246		41		2,357		10		32,745		48,939		311,560		32,223
New Jersey	16		522		45		3,960		137		84,592		784		4,865		98,545
Pennsylvania	320		17,913						8		38,189		1,043,901		14,476		37,842
Delaware	1		322								16,693		211,374		3,710		2,335
Maryland	94		2,217		266		4,124		1		21,608		639,679		15,009		16,980
Virginia	58		1,375		147		4,124		2		55,197		792,655		59,133		15,095
West Virginia	829		10,723		128		1,000		47		2,271		293,215		32,265		16,731
North Carolina	277		5,296						55		850		15,774		895,467		55,963
South Carolina	92		12,126		108		850		23		15,774		910,125		10,843		180,522
Florida	559		11,317		52		84		18		184,101		2,743,139		32,176		110,463
Georgia	123		49,431		143		8,340		40		37,196		110,186		1,417,500		110,463
Mississippi	787		22		45				245		110,186		19,384		335,742		30,470
Kentucky	199		11,919		140		9,820		177		20,749		230,167		34,142		34,142
Ohio	79		5,020						695		18,340		611,662		27,639		27,639
Indiana	17		1,305		24		1,305		431		27,234		943,251		74,164		74,164
Illinois	420		9,922		108		58,848		44		68,038		60,668		60,668		36,512
Michigan	364		23,556		140		23,556		140		15,534		18,329		3,718		3,718
Wisconsin	404		98,719		225		32,922		675		36,841		151,373		114,500		114,500
Minnesota	404																
Iowa	627																
Missouri	545																
Alabama	136																
Arkansas	180																
Louisiana	189																
Texas	1,606																



L.—Railway post-office lines in the United States June 30, 1881,

Terminal points.	Miles of route.	Miles of service.	Service each way.	Clerks in the service on June 30, 1881.								
				\$1,400.	\$1,300.	\$1,200.	\$1,150.	\$1,000.	\$900.	\$840.	\$750.	
Albany to Buffalo, N. Y.	298	2,384	Four daily	1	17		17	3	2			
Albany to New York, N. Y.	144	864	Thrice daily		4		7	1	2			
Atlanta, Ga., to Montgomery, Ala.	775	700	Twice daily					6				
Augusta to Atlanta, Ga.	171	342	Daily					4				
Baltimore, Md., to Grafton, W. Va.	294	1,176	Twice daily	11	1	8		7				
Baltimore, Md., to Williamsport, Pa.	181	362	Daily	3	2		1	3				
Boston, Mass., to Albany, N. Y.	202	808	Twice daily	1	9		8		6			
Boston, Mass., to New York, N. Y.	234	1,404	Thrice daily	2	18		17	11	10			
Boston, Mass., to New York, N. Y., via Providence	230	460	Daily									
Boston, Mass., to Troy, N. Y.	192	768	Twice daily	12		12						
Boston to Wellfleet, Mass.	106	424	do	2		2		2	1			
Bristol to Chattanooga, Tenn.	242	484	Daily	1	4		4					
Buffalo, N. Y., to Toledo, Ohio	295	1,770	Thrice daily	14		27	6	5				
Bangor, Me., to Boston Mass	243	972	Twice daily	10		9	3	4				
Cairo, Ill., to New Orleans, La	548	1,096	Daily	6		6	5	1				
Centralia to Cairo, Ill.	112	224	do	2		2						
Charleston, S. C., to Jacksonville, Fla	376	752	do	5		3		2				
Charlotte, N. C., to Atlanta, Ga	260	1,078	Twice daily	5		3	4	3				
Chattanooga, Tenn., to Atlanta, Ga	140	280	Daily	2	6	8	2	3				
Chicago, Ill., to Burlington, Iowa	207	828	Twice daily	8		7	8	4				
Chicago to Centralia, Ill.	252	504	Daily	4		5						
Chicago, Ill., to Cincinnati, Ohio	310	620	do	10		10	3	2				
Chicago, Ill., to Cedar Rapids, Iowa	219	876	Twice daily	10		8	1	3				
Chicago to Freeport, Ill., to Dubuque, Iowa	189	378	Daily	4		4		3				
Chicago to Foreston, Ill., to Dubuque, Iowa	202	404	do	4		4						
Chicago to Effingham, Ill.	199	398	do	4		4						
Chicago, Ill., to Fort Howard, Wis.	242	484	do	4		4						
Chicago, Ill., to Iowa City, Iowa	237	948	Twice daily	8		8		3				
Chicago, Ill., to La Crosse, Wis.	280	560	Daily	2	8	9	8	11				
Chicago, Ill., to Saint Louis, Mo.	280	560	do	8		8		4				
Cincinnati, Ohio, to Saint Louis, Mo.	340	680	do	4		4						
Cleveland to Cincinnati, Ohio	244	488	do	10		5		1				
Cleveland, Ohio, to Indianapolis, Ind.	282	564	do	4		4		1				
Detroit, Mich., to Chicago, Ill.	284	1,136	Twice daily	8		7		1				
Grafton, W. Va., to Chicago, Ill.	550	1,118	Daily	7		7		3				
Grafton, W. Va., to Cincinnati, Ohio.	300	600	do	4		4		2				
Galesburgh to Quincy, Ill.	99	198	do	4		4		4				
Hannibal, Mo., to Denison, Tex.	576	1,152	do	5		5	5	1				
Indianapolis, Ind., to Saint Louis, Mo.	261	522	do	3		6						
Kansas City Mo., to Pueblo, Colo.	635	1,270	do	8		8	1	2				
La Fayette, Ind., to Quincy, Ill.	273	546	do	5		4						
La Fayette, Ind., to Saint Louis, Mo.	233	466	do	4		4		4				
Louisville, Ind., to Milan, Tenn.	284	568	do	3		1						
Louisville, Ky., to Nashville, Tenn.	185	370	do	10		12	4	4				
Lynchburgh, Va., to Bristol, Tenn.	203	406	do	1	3	3		3				
Minneapolis, Minn., to La Crosse, Wis	140	280	do					2	1			
Montgomery, Ala., to New Orleans, La	321	1,284	Twice daily					7	2			
New York, N. Y., to Washington, D. C.	232	928	do	1	13		17	6	6	1		
New York, N. Y., to Washington, D. C., short line	90	180	Daily									
New York to Dunkirk, N. Y.	459	1,836	Twice daily	13		14	6	5				
New York, N. Y., to Pittsburgh, Pa.	444	2,664	Thrice daily	1	12	25	1	6				
Omaha to Hastings, Nebr.	151	302	Daily	3		3						
Omaha, Nebr., to Ogden, Utah	1,032	2,064	do	4		5	5	2				
Ogden, Utah, to San Francisco, Cal.	895	1,790	do	1	10	11	3	7				
Pittsburgh, Pa., to Chicago, Ill.	469	938	do	7		6		5				
Pittsburgh, Pa., to Cincinnati, Ohio	313	626	do	8		9	4	2				
Pittsburgh, Pa., to Saint Louis, Mo.	620	2,480	Twice daily	22		17	3	7				
Portland, Me., to Boston, Mass	116	232	Daily	4		4		2				
Quincy, Ill., to Kansas City, Mo.	261	522	do	4		4		1				
Richmond, Va., to Charlotte, N. C.	282	1,128	Twice daily	4		2	1	5				
Richmond, Va., to Wilmington, N. C.	240	498	Daily			1	3	4				
Saint Albans, Vt., to Boston, Mass	264	1,056	Twice daily	1	8	9						
Saint Louis, Mo., to Atchison, Kans.	330	1,320	do	2	8	11	10	10				
Saint Louis, Mo., to Texarkana, Ark.	490	980	Daily	10		9	5					
Toledo, Ohio, to Chicago, Ill.	243	1,458	Thrice daily	2	14	22	7	4				
Toledo, Ohio, to La Fayette, Ind.	203	406	Daily	4		4		3	2			
Vanceborough to Bangor, Me.	114	228	do	2		2		2				

Charleston, S. C., to Savannah, Ga. and Savannah, Ga., to Jacksonville, Fla., consolidated



L.—Railway post-office lines in the United States June 30, 1881, showing

Terminal points.	Miles of route.	Miles of service.	Service each way.	Clerks in the service on June 30, 1881.						
				\$1,400.	\$1,300.	\$1,200.	\$1,150.	\$1,000.	\$900.	\$840.
Washington, D. C., to Danville, Va.	243	972	Twice daily...	...	8	...	6	1	1	1
Washington, D. C., to Richmond, Va.	116	696	Thrice daily..	3	8	...	6	4	5	...
Wilmington, N. C., to Charleston, S. C.	212	848	Twice daily...	...	...	...	...	9	...	...
Decrease by discontinuance of Chicago, Ill., to Davenport, Iowa	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease by discontinuance of Bloomington, Ill., to Mexico, Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	20, 116	58, 706	.....	23	448	2	471	173	167	1 1

RECAPITU

Recapitulation and comparative statement of the

Number of lines of railway post-offices .....	.....
Aggregate number of miles of the above .....	.....
Number of miles of actual service performed daily .....	.....
Number of miles of actual service performed annually .....	.....
Number of head clerks at \$1,400 per annum .....	.....
Number of head clerks at \$1,300 per annum .....	.....
Number of clerks at \$1,200 per annum .....	.....
Number of clerks at \$1,150 per annum .....	.....
Number of assistant clerks at \$1,000 per annum .....	.....
Number of assistant clerks at \$900 per annum .....	.....
Number of assistant clerks at \$840 per annum .....	.....
Number of assistant clerks at \$750 per annum .....	.....
Number of assistant clerks at \$720 per annum .....	.....
Number of assistant clerks at \$600 per annum .....	.....
Number of assistant clerks at \$500 per annum .....	.....
Number of assistant clerks at \$400 per annum .....	.....
Total number of clerks .....	.....
With annual compensation amounting to .....	.....
Net increase in compensation .....	.....
Net increase in clerks .....	.....

Bloomington, Ill., to Mexico, Mo., discontinued since last report.





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

## FIRST DIVISION, RAIL

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
1013	Dover, Alton Bay, N. H. ....	Dover and Winnepiseogee (Boston and Maine).	Alton Bay and Dover. ....
3068	Springfield, Athol, Mass. ....	Athol Branch (Boston and Albany).	Athol and Springfield. ....
6	Portland, Augusta, Me. ....	Augusta Division (Maine Central).	Augusta and Portland. ....
3001	Boston, Portsmouth, N. H. ....	Eastern. ....	Bangor and Boston. ....
9	Portland, Me., Portsmouth, N. H. ....	do. ....	do. ....
6	Portland, Augusta. ....	Maine Central. ....	do. ....
1	Augusta, Skowhegan. ....	do. ....	do. ....
6	Portland, Bangor. ....	do. ....	do. ....
3001	Boston, Portsmouth, N. H. ....	Eastern. ....	Bangor and Boston (short run).
13	Bangor, Bucksport. ....	Bucksport and Bangor. ....	Bangor and Bucksport. ....
5	Brunswick, Bath. ....	Maine Central. ....	Bath and Lewiston. ....
8	Framington, Brunswick. ....	do. ....	do. ....
4	Belfast, Burnham. ....	do. ....	Belfast and Burnham. ....
14	Blanchard, Oldtown. ....	Bangor and Piscataquis. ....	Blanchard and Oldtown. ....
3025	Boston, Albany, N. Y. ....	Boston and Albany. ....	Boston, Springfield and New York. ....
5005	New Haven, Springfield. ....	New York, New Haven and Hartford. ....	do. ....
5006	New Haven, New York. ....	do. ....	do. ....
3025	Boston, Albany, N. Y. ....	Boston and Albany. ....	do. ....
5005	New Haven, Springfield. ....	New York, New Haven and Hartford. ....	do. ....
5006	New Haven, New York. ....	do. ....	do. ....
5005	New Haven, Springfield. ....	do. ....	Boston and New York (short run). ....
5006	New Haven, New York. ....	do. ....	do. ....
3025	Boston, Albany, N. Y. ....	Boston and Albany. ....	Boston and Albany. ....
3025	Boston, Albany, N. Y. ....	do. ....	Boston, Clinton and Fitchburgh. ....
3046	South Framingham, Pratt's Junction. ....	Old Colony (Northern Division). ....	do. ....
3047	Sterling Junction, Fitchburgh. ....	do. ....	do. ....
3035	Boston, Providence, R. I. ....	Boston and Providence. ....	Boston and Providence. ....
3035	Boston, Providence, R. I. ....	do. ....	Boston, Providence and New York. ....
4002	Providence, Groton. ....	New York, Providence and Boston. ....	do. ....
5004	New Haven, New London. ....	New York, New Haven and Hartford (Shore Line Division). ....	do. ....
5006	New Haven, New York. ....	do. ....	do. ....
3021	Boston, Greenfield. ....	Fitchburgh. ....	Boston and Troy. ....
3022	Greenfield, North Adams. ....	Fitchburgh (Vermont and Massachusetts Division). ....	do. ....
6067	North Adams, Troy. ....	Troy and Boston. ....	do. ....
3034	Boston, Southbridge. ....	New York and New England. ....	Boston and Waterbury. ....
5002	East Thompson, Willimantic. ....	do. ....	do. ....
5007	Waterbury, Conn., Providence, R. I. ....	do. ....	do. ....

in operation in the United States on the 30th of June, 1881.

WAY MAIL SERVICE.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
R. A. ....	28	35,056	12	1	6 3	6 7	Day .....	
R. A. ....	48.50	30,361	6	2	11 9	6 9	do .....	
R. A. ....	62.5	39,125	6	1	16 0	6 7	do .....	
R. P. O. ..	56.9	77,156.4	13	5	40 0	9 0	Day and night.	
					30 0	8 6		
					42 0	8 9		
					42 0	8 9		
R. P. O. ..	51.4	69,698	13				do .....	
R. P. O. ..	62.5	84,750	13				do .....	
M. P. O. ..	19.2	20,035.2	13				do .....	
R. P. O. ..	54.9	74,444	13				do .....	
R. P. O. ..	56.9	35,619.4	6	1	39 7	8 11	Day .....	
M. R. M. ..	18.50	23,162	12	1	15 2	7 4	do .....	
R. A. ....	8.7	10,892.4	12	1	16 0	6 7	do .....	
R. A. ....	19	23,788	12				do .....	
M. R. M. ..	34	21,284	6	1	16 0	6 7	do .....	
					14 0	9 0		
R. A. ....	63.7	39,750.8	6	2	7 8	6 8	do .....	
R. P. O. ..	98	132,888	13	4	55 0	8 8	Day and night.	
					55 0	8 8		
					54 6	8 8		
					54 6	8 8		
R. P. O. ..	62	84,072	13				do .....	
R. P. O. ..	73.23	90,299.88	13				do .....	
R. P. O. ..	98	61,348	6				Day .....	No mail apartment; mail worked in baggage car.
R. P. O. ..	62	38,812	6				do .....	
R. P. O. ..	73.23	45,841.98	6				do .....	
R. P. O. ..	62	38,812	6	3	44 0	8 6	do .....	
					34 8	8 6		
R. P. O. ..	73.23	45,841.98	6		31 0	8 8	do .....	
R. P. O. ..	202	252,904	12	5	27 7	8 7	do .....	
					27 10	8 7		
					27 9	8 3		
					28 6	8 6		
					35 4	8 7		
R. A. ....	21	13,146	6	1	15 0	6 0	do .....	
R. A. ....	29	18,154	6				do .....	
R. A. ....	13.73	8,594.98	6				do .....	
R. A. ....	44	55,088	12	3	15 0	6 4	do .....	
R. P. O. ..	44	32,120	7	2	55 0	8 8	Day and night.	
R. P. O. ..	62	45,260	7		55 0	8 8	do .....	
R. P. O. ..	51	37,230	7				do .....	
R. P. O. ..	73.23	53,457.90	7				do .....	
R. P. O. ..	106	199,068	18	8	15 0	6 6	do .....	
					16 2	9 0		
					30 0	8 3		
					18 0	6 6		
					15 10	8 9		
					30 0	8 6		
					17 6	6 2		
					16 6	9 0		
R. P. O. ..	37.8	70,988.4	18				do .....	
R. P. O. ..	48	90,144	18				do .....	
R. A. ....	52.7	32,990.2	6	3	15 6	9 0	Day .....	
					13 10	8 6		
R. A. ....	33.1	20,720.6	6		12 0	6 8	do .....	
R. A. ....	63.9	40,001.4	6				do .....	

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

## FIRST DIVISION, RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
3034	Boston, Southbridge .....	New York and New England ..	Boston and Willimantic .....
5002	East Thompson, Willimantic ..	do .....	do .....
3038	Boston, Plymouth .....	Old Colony .....	Boston and Wellfleet .....
3039	South Braintree, Newport .....	do .....	do .....
3041	Middleborough, Hyannis .....	do .....	do .....
3042	Yarmouthport, Provincetown ..	do .....	do .....
3061	Palmer, Miller's Falls .....	Central Vermont .....	Brattleborough and Palmer ..
3062	Miller's Falls, Brattleborough ..	do .....	do .....
2014	Burlington, Cambridge Junction ..	Burlington and Lamolle .....	Cambridge Junction and Burlington ..
1009	Concord, Claremont Junction ..	Concord and Claremont, N. H. ..	Concord and Claremont .....
19	Mechanic Falls, Canton .....	Rumford Falls and Buckfield ..	Canton and Mechanic Falls ..
5013	South Norwalk, Danbury .....	Danbury and Norwalk .....	Danbury and South Norwalk ..
3021	Boston, Greenfield .....	Fitchburgh .....	Essex Junction and Boston ..
3055	Fitchburgh, Bellows Falls, Vt. ..	Cheshire .....	do .....
2003	Bellows Falls, Burlington .....	Central Vermont .....	do .....
2001	Burlington, Rouse's Point, N. Y. ..	do .....	do .....
3	Farmington, Brunswick .....	Maine Central .....	Farmington and Lewiston .....
5	Portland, Bangor .....	do .....	do .....
3121	Boston, Greenfield .....	Fitchburgh .....	Greenfield and Boston .....
3024	Ayer, Greenville, N. H. .....	do .....	do .....
5018	Hartford, Millerton, N. Y. .....	Connecticut Western .....	Hartford and Millerton .....
5015	Hartford, Saybrook .....	Hartford, Connecticut Valley ..	Hartford and Saybrook .....
3056	South Vernon Junction, Keene ..	Ashuelot .....	Keene and Springfield .....
3011	Boston, Salmon Falls, N. H. .....	Boston and Maine .....	Lancaster and Boston .....
3063	Lawrence, Manchester, N. H. .....	Manchester and Lawrence .....	do .....
1001	Concord, Nashua .....	Concord .....	do .....
1005	Concord, Wells River, Vt. .....	Boston, Concord and Montreal ..	do .....
1006	Groveton, Wells River, Vt. .....	White Mountains, N. H. .....	do .....
5019	Litchfield, Hawleyville, Conn. ..	Shepang .....	Litchfield and Bethel .....
5013	Bethel, Hawleyville, Conn. .....	Danbury and Norwalk .....	do .....
3020	Ayer, Lowell, Mass. .....	Nashua and Lowell .....	Lowell and Ayer .....
3049	South Framingham, Lowell .....	Old Colony (Northern Division) ..	Lowell and Mansfield .....
3048	Mansfield, South Framingham ..	do .....	do .....
1001	Concord, Nashua .....	Concord .....	Manchester and Peterborough ..
1009	Concord, Claremont Junction ..	Concord and Claremont, N. H. ..	do .....
1010	Contoocook Village, Peterborough ..	Hillsborough Branch of Concord and Claremont, N. H., and Peterborough and Hillsborough ..	do .....
3066	Worcester, Mass., Nashua, N. H. ..	Worcester and Nashua .....	Nashua and Worcester .....
5010	New Hartford, Farmington .....	New Haven and Northampton ..	New Hartford and Farmington ..
5006	New Haven, New York .....	New York, New Haven and Hartford ..	New Haven and New York .....
5004	New Haven, New London .....	do .....	New London and New Haven ..
2009	Richford, Newport .....	Southeastern .....	Newport and Richford .....
2010	White River Junction, Derby Line ..	Passumpsic .....	Newport and Springfield .....

in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
					Ft. In.	Ft. In.		
R. A. ....	52.7	32,990.2	6	1	12 0	6 8	Day	
R. A. ....	33.1	20,720.6	6				do	
R. P. O. ....	11.50	14,398	12	5	20 6	9 2	do	
R. P. O. ....	22.82	28,570.64	12		20 6	9 2	do	
					10 0	6 3		
					12 10	8 3		
					12 2	8 3		
R. P. O. ....	41.21	51,594.94	12				do	
R. P. O. ....	30.41	38,073.32	12				do	
R. A. ....	35	21,910	6	2	10 4	6 6	do	
					11 0	6 6		
	21	13,146	6				do	
M. R. M. ....	34.97	21,891.22	6	2	3 6	3 7	do	
					8 8	6 10		
R. A. ....	56.3	35,243.8	6	2	12 0	6 7	do	
					11 11	7 2		
M. R. M. ....	27.50	17,215	6	1	10 0	6 6	do	
R. A. ....	23.57	29,509.64	12	2	11 0	6 0	do	
					9 0	5 0		
R. A. ....	50	31,300	6	4	23 9	6 10	do	
R. A. ....	64.1	40,126.6	6		24 2	6 10	do	
R. A. ....	119.7	74,932.2	6		24 0	6 10	do	
					24 2	6 10		
R. A. ....	8	10,016	12				do	
R. A. ....	36.3	22,723.8	6	2	16 0	6 7	do	
R. A. ....	10.7	6,698.2	6				do	
R. A. ....	35	21,910	6	1	6 6	9 0	do	
R. A. ....	23	14,398	6				do	
R. A. ....	69.50	87,014	12	3	16 0	7 0	do	
					12 0	6 6		
					10 6	6 8		
M. R. M. ....	37.75	23,631.50	6	3	10 4	6 8	do	
					10 6	6 9		
					11 6	6 9		
R. A. ....	24	15,024	6	1	8 10	7 0	do	
R. A. ....	26	16,276	6	3	17 0	6 8	do	
					17 0	6 9		
					16 8	6 10		
R. A. ....	26	16,276	6				do	
R. A. ....	18	11,268	6				do	
R. A. ....	93.55	58,562.30	6				do	
R. A. ....	41.98	26,279.48	6				do	
M. R. M. ....	32.28	20,207.28	6	2	9 3	6 3	do	
M. R. M. ....	6	3,756	6		( <sup>a</sup> )	( <sup>a</sup> )	do	
M. R. M. ....	17	21,284	12	1	6 6	7 0	do	
R. A. ....	28.57	35,769.64	12	4	11 0	7 0	do	
					11 0	7 0		
R. A. ....	21.33	26,705.16	12		12 0	7 0	do	
					12 0	7 0		
R. A. ....	18	11,268	6	2	7 6	6 2	do	
R. A. ....	11.9	7,480.8	6		8 0	6 2	do	
R. A. ....	32.7	20,470.2	6				do	
R. A. ....	46	28,796	6	1	15 3	8 10	do	
M. R. M. ....	14	17,528	12	1	10 0	6 0	do	
R. A. ....	73.23	45,841.98	6	1	15 6	6 6	do	
R. A. ....	51	63,852	12	2	13 8	6 0	do	
					13 10	6 7		
M. R. M. ....	31.50	39,438	12	2	15 0	7 2	do	
R. A. ....	105.15	65,823.90	6	4	20 9	6 7	do	
					20 9	6 7		
					20 10	6 11		
					21 10	6 5		

<sup>a</sup>No apartment; mail worked in baggage-car.

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

## FIRST DIVISION, RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
2002	Windsor, Burlington .....	Central Vermont .....	Newport and Springfield .....
2004	Bellows Falls, Windsor .....	Sullivan .....	do .....
2005	Brattleborough, Bellows Falls .....	Vermont Valley .....	do .....
3062	Miller's Falls, Brattleborough .....	Central Vermont (New London and Northern) .....	do .....
3067	Springfield, South Vernon .....	Connecticut River .....	do .....
18	West Waterville, North Anson .....	Somerset .....	North Anson and Lewiston .....
1014	Brock's Crossing, North Conway .....	Eastern (Canada Division) .....	North Conway and Boston .....
9	Portland, Portsmouth .....	do .....	do .....
5009	New London, Palmer .....	Central Vermont (New London and Northern Division) .....	Palmer and New London .....
3058	Winchendon, Peterborough .....	Boston, Barre and Gardner .....	Peterborough and Worcester .....
3057	Winchendon, Worcester .....	do .....	do .....
5012	Bridgeport, Pittsfield .....	Housatonic .....	Pittsfield and Bridgeport .....
1004	Hookset, Pittsfield .....	(Suncook) Concord .....	Pittsfield and Lawrence .....
1001	Concord, Nashua .....	Concord .....	do .....
3063	Lawrence, Manchester .....	Manchester and Lawrence .....	do .....
1005	Concord, Wells River .....	Boston, Concord and Montreal .....	Plymouth and Concord .....
3011	Boston, Salmon Falls .....	Boston and Maine .....	Portland and Boston .....
11	Salmon Falls, Portland .....	do .....	do .....
10	Portland, Lunenburg .....	Portland and Ogdensburg (Maine Division) .....	Portland and Bartlett .....
7	Portland, Canada Line .....	Grand Trunk .....	Portland and Island Pond .....
8	Portland, Rochester, N. H. ....	Portland and Rochester .....	Portland and Rochester .....
7	Portland, Canada Line .....	Grand Trunk .....	Portland and Gorham .....
10	Portland, Lunenburg .....	Portland and Ogdensburg (Maine Division) .....	Portland and Swanton .....
1007	Wing Road, Fabyan House .....	Mount Washington Branch Boston, Concord and Montreal .....	do .....
1006	Groveton, Wells River .....	White Mountains .....	do .....
2011	Lunenburg Junction, Swanton .....	Portland and Ogdensburg (Vermont Division) .....	do .....
3066	Worcester, Nashua .....	Worcester and Nashua .....	Portland and Worcester .....
1012	Nashua, Rochester .....	Nashua and Rochester .....	do .....
8	Portland, Rochester .....	Portland and Rochester .....	do .....
1002	Concord, Portsmouth .....	Concord .....	Portsmouth and Manchester .....
4002	Providence, Groton .....	New York, Providence and Boston .....	Providence and New London .....
4006	Providence, Pascoag .....	Providence and Springfield .....	Providence and Pascoag .....
5007	Waterbury, Conn., Providence, R. I. ....	New York and New England .....	Providence and Willimantic .....
15	Woolwich, Rockland, Me. ....	Knox and Lincoln .....	Rockland and Brunswick .....
5	Bath, Brunswick .....	Maine Central .....	do .....
2007	Saint Albans, Richford .....	Missisquoi .....	Richford and Saint Albans .....
2015	Rutland, Bennington, Vt. ....	Bennington and Rutland .....	Rutland and Hoosic Junction .....
2015	North Bennington, State Line .....	do .....	do .....
6067	Hoosic Junction, State Line .....	Troy and Bennington, branch of the Troy and Boston .....	do .....

in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
R. A. ....	14	8,764	6		<i>Fl. In.</i>	<i>Fl. In.</i>	Day .....	
R. A. ....	26	16,276	6				do .....	
R. A. ....	14	15,044	6				do .....	
R. A. ....	10	6,260	6				do .....	
R. A. ....	50	31,300	6				do .....	
R. A. ....	20	12,520	6	1	12 6	6 6	do .....	
R. A. ....	71	44,446	6	3	19 7	8 11	do .....	
					19 6	8 8		
					30 0	8 6		
R. A. ....	10.5	6,573	6				do .....	
R. A. ....	65	40,690	6	2	10 8	6 6	do .....	
					11 5	6 5		
R. A. ....	16	10,016	6	2	9 0	6 3	do .....	
R. A. ....	37	23,162	6		8 0	6 6	do .....	
R. A. ....	110	137,720	12	5	16 0	7 6	do .....	
					16 0	7 6		
					16 0	7 6		
					8 6	6 0		
					8 6	6 0		
R. A. ....	20	12,520	6	3	10 0	6 10	do .....	
R. A. ....	9	5,634	6		7 0	4 6	do .....	
R. A. ....	26	16,276	6		10 2	6 6	do .....	
R. A. ....	51	31,926	6	2	6 3	6 7	do .....	
					11 7	6 10		
R. P. O. ....	71.50	89,518	12	3	25 0	8 6	do .....	
					25 0	8 6		
R. P. O. ....	44	55,088	12		25 0	8 6	do .....	
R. A. ....	55	34,430	6	1	13 0	6 7	do .....	
R. A. ....	149	93,274	6	3	19 6	6 6	do .....	
					17 6	6 6		
					20 0	6 6		
R. A. ....	52	16,276	3	2	15 0	9 0	do .....	
					15 3	9 0		
R. A. ....	91.50	57,279	6	3	17 6	6 6	do .....	
					17 6	6 6		
					20 0	6 6		
R. A. ....	91	56,966	6	3	13 7	6 7	do .....	
R. A. ....	13.48	8,438.48	6		13 6	6 7	do .....	
R. A. ....	9.73	6,096.98	6		9 10	6 9	do .....	
R. A. ....	120	75,120	6				do .....	
R. A. ....	46	28,796	6	2	16 0	9 0	do .....	
R. A. ....	49	30,674	6		18 0	7 0	do .....	
R. A. ....	52	32,552	6				do .....	
R. A. ....	40.50	50,706	12	4	14 0	6 7	do .....	
					10 0	6 9		
					12 2	6 9		
					12 5	6 10		
R. A. ....	62	77,624	12	2	15 5	6 3	do .....	
					16 0	6 9		
R. A. ....	23.12	28,496.24	12	1	6 4	5 2	do .....	
R. A. ....	58.5	36,621	6	2	14 3	6 9	do .....	
R. A. ....	48	60,096	12	4	12 0	6 8	do .....	
					12 0	6 8		
					16 0	6 7		
R. A. ....	8.7	10,892.4	12		15 2	7 0	do .....	
M. R. M. ....	28	17,528	6	2	8 3	7 2	do .....	
					8 0	6 6		
R. A. ....	52.50	32,865	6	1	16 0	6 11	do .....	
R. A. ....	6.36	3,981.36	6				do .....	
R. A. ....	5.4	3,380.4	6				do .....	

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

FIRST DIVISION, RAILWAY

Number of routes.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
3016	Boston, Lowell.....	Boston and Lowell.....	Saint Albans and Boston .....
3073	Lowell, Nashua.....	do .....	do .....
1001	Concord, Nashua.....	Concord .....	do .....
1008	Concord, White River Junction.....	Northern New Hampshire.....	do .....
2002	Windsor, Burlington.....	Central Vermont .....	do .....
2001	Burlington, Rouse's Point.....	do .....	do .....
1	Augusta, Skowhegan.....	Maine Central .....	Skowhegan and Portland .....
5	Portland, Bangor.....	do .....	do .....
2016	Brattleborough, South Londonderry.....	Central Vermont (Brattleborough and White Division).....	South Londonderry and Brattleborough.....
5010	New Haven, Williamstburgh.....	New Haven and Northampton.....	Williamsburgh and New Haven.....
12	Bangor, Vanceborough.....	European and North American.....	Vanceborough and Bangor.....
2012	Wells River, Montpelier.....	Montpelier and Wells River.....	Wells River and Montpelier.....
5011	Bridgeport, Winsted.....	Naugatuck .....	West Winsted and Bridgeport.....
2002	Windsor, Burlington, Vt.....	Central Vermont .....	White River Junction and Springfield.....
2004	Bellows Falls, Windsor.....	do .....	do .....
2005	Brattleborough, Bellows Falls.....	Vermont Valley .....	do .....
3062	Miller's Falls, Brattleborough.....	Central Vermont (New London and Northern Division).....	do .....
3067	Springfield, South Vernon.....	Connecticut River.....	do .....
5014	New Haven, Willimantic.....	Boston and New York Air Line.....	Williamsburgh and New Haven.....
3030	Palmer, Winchendon.....	Boston and Albany (Ware River Branch).....	Winchendon and Palmer.....
3057	Winchendon, Worcester.....	Boston, Barre and Gardner.....	Winchendon and Worcester.....
5001	Norwich, Worcester.....	New York and New England (Norwich and Worcester Division).....	Worcester and Norwich.....
400	Providence, Worcester.....	Providence and Worcester.....	Worcester and Providence.....
Total .....			

SECOND DIVISION, RAIL

6001	New York, Dunkirk.....	New York, Lake Erie and Western.....	New York and Dunkirk..... New York and Hornellsville... Port Jervis and New York.....
6002	Suffern, Piermont.....	Piermont Branch New York, Lake Erie and Western.....	Monsey and New York.....
7017	Jersey City, Nyack.....	Northern Railroad of New Jersey.....	Rochester and Corning.....
6005	Rochester, Avon.....	Rochester and Batavia Branch New York, Lake Erie and Western.....	Hornellsville and Buffalo.....
6008	Buffalo, Hornellsville.....	Buffalo Division New York, Lake Erie and Western.....	



in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.				Day or night service.	Remarks.
					Length.		Width.			
					Fl.	In.	Fl.	In.		
R. P. O. . . . .	42	52, 584	12	6	42 0	9 0	27 0	5 0	Day and night	
					24 10	7 4	41 6	8 8		
					24 0	7 0	27 4	7 2		
R. P. O. . . . .	14. 25	17, 841	12						do	
R. P. O. . . . .	35	43, 820	12						do	
R. P. O. . . . .	60. 4	86, 888. 8	12						do	
R. P. O. . . . .	96	120, 192	12						do	
R. P. O. . . . .	24. 5	30, 674	12						do	
R. A. . . . .	18. 2	11, 393. 2	6	3	15 0	6 7			Day	
R. A. . . . .	83. 9	52, 521. 4	6						do	
M. R. M. . . . .	36	19, 396	6	1	8 6	5 6			do	
R. A. . . . .	84	105, 168	12	3	15 5	6 10			do	
					15 5	6 7				
					14 10	6 7				
R. P. O. . . . .	114	142, 728	12	3	18 3	9 2			Day and night	
					21 1	9 1				
					40 2	9 2				
M. R. M. . . . .	38	23, 788	6	4	4 11	8 9			Day	
					12 0	6 0				
					12 0	6 0				
					4 11	8 9				
R. A. . . . .	61. 50	76, 998	12	3	15 6	5 6			do	
					15 10	5 10				
					13 0	6 6				
R. A. . . . .	14	8, 764	6	4	23 6	6 6			do	
R. A. . . . .	26	16, 276	6						do	
R. A. . . . .	24	15, 024	6						do	
R. A. . . . .	10	6, 260	6						do	
					18 0	6 6				
R. A. . . . .	50	31, 300	6						do	
R. A. . . . .	54	33, 804	6	2	13 6	6 11			do	
					10 5	6 10				
R. A. . . . .	49	30, 674	6	2	9 6	6 0			do	
					9 6	6 0				
R. A. . . . .	37	23, 162	6	2	8 0	6 0			do	
					10 0	6 6				
R. A. . . . .	58. 9	36, 871. 4	6	2	12 2	7 0			do	
					10 0	6 0				
R. A. . . . .	44	55, 088	12	3	12 8	6 2			do	
					14 5	6 2				
					13 9	6 0				
		5, 684, 861								

THOS. P. CHENEY, Superintendent.

WAY MAIL SERVICE.

R. P. O. . . . .	459	335, 070	7	2	50 0	9 5	49 5	9 5	Day and night	
R. P. O. . . . .	331	207, 205	6	5					do	
R. A. . . . .	87	54, 462	6	1	16 6	6 10	9 0	7 0	Day	
					1				do	
M. R. M. . . . .	40	20, 040	6						do	
R. A. . . . .	94	58, 844	6	1	5 0	7 0	12 8	9 0	do	
					1				do	
R. A. . . . .	91	56, 966	6	3	12 0	10 1			do	

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

SECOND DIVISION, RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
6009	Goshen, Montgomery .....	Montgomery Branch New York, Lake Erie and Western. Walkill Valley .....	Rondout and Goshen .....
6083	Montgomery, Rondout .....		
6011	New York, Buffalo .....		
		New York Central and Hudson River Railroad.	Albany and New York .....
			Albany and New York (route) Albany and Rochester .....
6013	Syracuse, Rochester .....	Auburn Branch New York Central and Hudson River.	Syracuse, Auburn and Rochester.
6014	Canandaigua, Tonawanda .....	New York Central and Hudson River Railroad.	Canandaigua and Batavia .....
6018	Rochester, Niagara Falls .....	do .....	Batavia and Buffalo .....
6019	Dunkirk, Titusville .....	Dunkirk, Allegheny Valley and Pittsburgh.	Rochester and Niagara Falls. Dunkirk and Titusville .....
6022	New York, Chatham .....	Harlem Division New York Central and Hudson River.	Chatham and New York .....
6024	Eagle Bridge, Rutland .....	Delaware and Hudson Canal Company, Rutland and Western Division.	Pawling and New York .....
6107.	Mechanicsville, Eagle Bridge.	Boston, Hoosic Tunnel and Western.	Rutland and Troy .....
6026	Albany, Canada Line .....	Delaware and Hudson Canal Company, Rensselaer and Saratoga Division.	
6026	Albany, Canada Line and Branch, Whitehall, Castleton.	Delaware and Hudson Canal Company, Saratoga and Champlain Divisions.	
6033	West Chazy, Rouse's Point. }		Rouse's Point and Albany .....
6028	Albany, Binghamton .....	Delaware and Hudson Canal Company.	Whitehall and Rutland .....
			Albany and Binghamton .....
6034	Oswego, Richland .....	Rome, Watertown and Ogdensburgh.	Richland and Niagara Falls.
6038	Oswego, Lewiston .....		
6036	Rome, Ogdensburgh .....		
		do .....	Ogdensburgh and Rome .....
6037	Syracuse, Pulaski .....	do .....	Richland and Syracuse .....
6040	Chenango Forks, Norwich .....	Delaware, Lackawanna and Western, Utica Division.	Utica and Binghamton .....
6041	Utica, Norwich .....		
6042	Oswego, Ithaca .....	Delaware, Lackawanna and Western, Cayuga Division.	Ithaca and Oswego .....
6045	Long Island City, Greenport .....	Long Island .....	Greenport and New York .....
6046	Hicksville, Port Jefferson .....	do .....	Port Jefferson and Hicksville.
6047	Manorville, Sag Harbor .....	do .....	Sag Harbor and Manorville .....
6048	Oswego, Middletown .....	New York, Ontario and Western.	Oswego and Norwich .....
			Norwich and Middleton .....
6053	Rouse's Point, Ogdensburgh .....	Ogdensburgh and Lake Champlain.	Saint Albans and Ogdensburgh.
6054	Chatham, Bennington .....	Harlem Extension .....	Bennington and Chatham .....
6057	Utica, Smith Valley Station .....	Utica, Clinton and Binghamton.	Utica and Randallsville .....
6058	Buffalo, Emporium .....	Buffalo, New York, and Philadelphia.	Buffalo and Emporium .....
6061	Brocton, Corry .....	Buffalo, Pittsburg, and Western.	Brocton and Oil City .....

in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.		No. of railway post-office cars, or cars in which are mail apartments.		Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.				
							Ft.	In.		
M. R. M. . . . .	45	28, 170	6	1	9 0	7 0	Day			
				1	18 0	7 6	do			
R. P. O. . . . .	142	88, 892	6	1	47 4	8 10	do			
R. A. . . . .	142	88, 892	6	1	47 8	8 10	do			
R. P. O. . . . .	251.5	157, 439	6	1	15 5	8 8	do			
			6	1	44 10	8 8	do			
			6	1	44 9	8 9	do			
			6	1	49 5	9 0	do			
R. A. . . . .	104	65, 104	6	1	30 0	9 0	do			
R. A. . . . .	50	31, 300	6	3	18 0	9 0	do			
			6	3	5 9	6 0	do			
R. A. . . . .	47	29, 422	6	1	30 0	8 4	do			
R. A. . . . .	77	48, 202	6	2	12 6	7 0	do			
R. A. . . . .	91	56, 966	6	2	12 6	7 0	do			
R. A. . . . .	127	79, 502	6	2	20 4	8 4	do			
R. A. . . . .	64	40, 064	6	1	18 2	8 5	do			
R. A. . . . .	94	58, 844	6	1	11 11	7 2	do			
			6	2	12 6	6 6	do			
R. A. . . . .	101	191, 566	6	3	21 0	7 0	do			
R. A. . . . .	24	15, 024	6	2	15 6	9 6	do			
R. A. . . . .	142	88, 892	6	1	15 6	9 9	do			
			6	1	10 0	9 9	do			
R. A. . . . .	182	113, 932	6	2	23 6	7 2	do			
R. A. . . . .	142	88, 892	6	1	24 6	7 2	do			
R. A. . . . .	41.5	25, 979	6	1	22 10	6 9	do			
			6	2	9 0	7 0	do			
R. A. . . . .	95	59, 470	6	1	17 0	7 2	do			
			6	1	17 3	6 7	do			
M. R. M. . . . .	33	20, 658	6	1	7 9	6 8	do			
			6	1	8 0	9 0	do			
R. A. . . . .	94	58, 844	6	1	15 0	6 6	do			
			6	1	12 8	5 8	do			
M. R. M. . . . .	32.5	30, 517	9	1	15 0	7 0	do			
			6	1	12 9	5 10	do			
M. R. M. . . . .	35	21, 910	6	1	12 8	5 6	do			
R. A. . . . .	249	155, 874	6	2	12 0	7 0	do			
			6	1	12 0	6 6	do			
			6	1	12 3	7 1	do			
			6	1	12 6	7 3	do			
			6	1	10 9	7 6	do			
			6	1	14 4	7 2	do			
R. A. . . . .	142	88, 892	6	2	13 4	6 10	do			
			6	1	14 0	6 6	do			
R. A. . . . .	58	36, 308	6	1	8 6	8 6	do			
			6	1	11 1	7 1	do			
R. A. . . . .	31.5	89, 438	12	1	15 0	6 11	do			
R. A. . . . .	121	75, 746	6	1	13 2	7 1	do			
			6	1	16 6	7 2	do			
R. A. . . . .	90	56, 340	6	5	12 0	6 0	do			
			6	2	11 0	6 6	do			

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

## SECOND DIVISION, RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
6063 8021	Canandaigua, Elmira ..... } Williamsport, Elmira ..... }	Northern Central .....	{ Canandaigua and Elmira... } { Elmira and Williamsport... }
6064	Syracuse, Oswego .....	Delaware, Lackawanna and Western (Oswego and Syracuse Division).	Oswego and Syracuse .....
6065	Syracuse, Binghamton .....	Syracuse, Binghamton and New York	Syracuse and Binghamton .....
6071	Syracuse, Earlville .....	Syracuse, Chenango and New York.	Syracuse and Earlville .....
6072	Lyons, Sayre .....	Geneva, Ithaca and Sayre .....	Lyons and Sayre .....
6073	Rondout, Stamford .....	Ulster and Delaware .....	Rondout and Stamford .....
6074 6075 6080	Ithaca and De Ruyter ..... } Horse Heads and Ithaca .... } Canastota and De Ruyter ... }	Utica, Ithaca and Elmira .....	Canastota and Elmira .....
6076 6079	Freeville, Scipio ..... } Poughkeepsie, State Liue .. }	Ithaca, Auburn and Western Poughkeepsie, Hartford and Boston.	Anburn and Freeville ..... Mount Riga and Poughkeepsie .....
6081 6088 6084 6085	Fonda, Gloversville ..... } Gloversville, Northville. .... } Sayre, Fair Haven .....	Fonda, Johnstown and Gloversville.	{ Northville and Fonda..... } Fair Haven and Sayre .....
6087 6088 6089	Newburgh, Millerton .....	Southern Central .....	Millerton and Newburgh .....
6087 6088 6089	Utica, Watertown ..... } Carthage, Ogdensburgh ..... }	Newburgh, Dutchess and Connecticut.	Ogdensburgh and Utica .....
6090 6091	Cayuga, Ithaca .....	Utica and Black River .....	Cayuga and Ithaca .....
6090 6091	Sodus Point, Gorham Station .. } Buffalo, Jamestown .....	Cayuga Branch, Geneva, Ithaca and Sayre.	Sodus Point and Stanley .....
6093 6094 6095 6097 6102	Lake Ontario Southern .....	Lake Ontario Southern .....	Buffalo and Jamestown .....
6103	Long Island City, Babylon .. } Long Island City, Patchogue .. }	New York, Lake Erie, and Western, Buffalo and Southwestern Branch.	Whitestone and New York ... Patchogue and New York ...
6108 7001	Saratoga Springs, North Creek } Rhinecliff, Boston Corners ... }	Long Island .....	North Creek and Saratoga ... Boston Corners and Rhinecliff ..
7003 7004	Rochester, Salamanca .....	Adirondack .....	Rochester and Salamanca .....
7003 7004	Rochester, Salamanca .....	Rhinebeck and Connecticut.	Rochester and Pittsburgh .....
7003 7004	Geneva, Wellsborough .....	Rochester and Pittsburgh .....	Geneva and Wellsborough .....
7003 7004	Attica, Arcade .....	Syracuse, Geneva and Corning, and Corning, Coudersport and Antrim.	Attica and Arcade .....
7003 7004	New York, Easton .....	Tonawanda Valley .....	New York, Summerville and Easton.
7003 7004	Elizabethport, Sea Plain .....	Central Railroad of New Jersey.	New York and Squan .....
7004	New York, Philadelphia .....	.....do .....	New York, Trenton and Philadelphia.
7004 10001 10013 7004 8001 7005	{ New York, Washington ... } { New York, Pittsburgh .....	Pennsylvania, Philadelphia, Wilmington and Baltimore, and Baltimore and Potomac.	{ New York and Washington... } New York and Pittsburgh .....
7006 7008	Camden, Monmouth Junction .. } Camden, Hightstown .....	Pennsylvania .....	New York, Jamesburgh and Philadelphia.
7006 7008	Trenton to intersection of Delaware, Lackawanna, and Western.	.....do .....	Hightstown and Philadelphia.
7013	Hoboken, Easton .....	Pennsylvania (Belvidere Div.)	Belvidere and Philadelphia .....
7015	Camden, Atlantic City .....	Delaware, Lackawanna and Western (M. and E. Div.)	{ New York, Dover and East-ern. } { New York and Hackettstown.
7015	Camden, Atlantic City .....	Camden and Atlantic .....	Philadelphia and Atlantic City ..

in operation in the United States on the 30th of June, 1881—Continued.  
MAIL SERVICE—Continued.

Railway post-office, route agent, or mail route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.			
					Ft.	In.		
R. A. ....	147	92, 022	6	3	15 0	8 6	Day	
				3	15 6	8 0		
				3	14 6	8 6		
				3	14 10	8 6		
M. R. M. ....	35	21, 910	6	2	14 9	6 9	do	
R. A. ....	80	50, 080	6	1	18 3	7 8	do	
M. R. M. ....	43	26, 918	6	2	18 6	7 6	do	
R. A. ....	92	57, 592	6	1	8 0	6 0	do	
				1	11 6	7 0	do	
				1	10 10	6 6	do	
M. R. M. ....	74	40, 324	6	2	24 4	8 0	do	
				2	12 0	6 11	do	
				1	8 7	6 3	do	
R. A. ....	118	73, 868	6	2	10 6	7 0	do	
				1	11 8	6 6	do	
				1	14 9	8 10	do	
				1	15 0	9 0	do	
				1	18 0	9 0	do	
M. R. M. ....	38.5	24, 101	6	1	7 2	6 6	do	
M. R. M. ....	41	25, 626	6	1	9 3	6 10	do	
				1	7 2	6 10	do	
R. A. ....	25	31, 300	12	2	8 0	6 0	do	
R. A. ....	117.5	73, 555	6	2	11 0	6 3	do	
R. A. ....	58	36, 308	6	1	8 0	6 4	do	
				1	9 10	7 0	do	
R. A. ....	151	94, 528	6	2	18 0	7 0	do	
				1	16 0	6 0	do	
R. A. ....	88	23, 788	6	2	10 4	7 0	do	
M. R. M. ....	34	21, 284	6	1	7 4	6 10	do	
R. A. ....	68	42, 568	6	1	13 6	6 6	do	
				1	12 9	9 0	do	
Local agt.	20	Office	-----	1	29 0	11 4	do	
R. A. ....	54	33, 804	6	1	12 6	6 6	do	
R. A. ....	58	36, 308	6	1	13 5	5 7	do	
M. R. M. ....	25	21, 910	6	1	10 6	6 6	do	
R. A. ....	108	67, 608	6	2	8 3	6 10	do	
				1	14 0	7 0	do	
				1	11 0	7 0	do	
R. A. ....	96	60, 096	6	1	10 11	6 10	do	
				1	10 10	7 1	do	
M. R. M. ....	25.5	15, 983	6	1	12 0	8 0	do	
R. A. ....	75	93, 900	12	2	13 0	7 0	do	
				1	12 3	7 0	do	
R. A. ....	64	80, 128	12	2	14 0	7 0	do	
R. A. ....	90	112, 680	12	1	13 8	6 6	do	
				1	15 3	6 3	do	
				1	15 10	9 5	do	
R. P. O. ....	232	483, 952	20	4	60 0	8 7 1/2	Day and night.	
				1	58 7	8 7 1/2	do	
				1	45 10	8 7 1/2	do	
R. P. O. ....	444	972, 360	21	23	60 0	8 7 1/2	do	
				8	40 0	8 7 1/2	do	
R. A. ....	62	38, 812	6	2	8 0	6 0	Day	
				1	11 0	8 0	do	
R. A. ....	51	31, 026	6	2	8 6	6 6	do	
R. A. ....	101	63, 626	6	1	16 6	8 2	do	
				1	11 3	6 3	do	
				1	12 4	6 2	do	
R. A. ....	85	53, 210	6	1	12 0	8 10	do	
				1	12 0	8 4	do	
R. A. ....	62	38, 812	6	1	12 9	8 11	do	
				1	11 5	8 10	do	
R. A. ....	60	37, 560	6	1	10 2	6 8	do	

Cars used on route 21032, fifth division.

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

## SECOND DIVISION, RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
7023	Jamesburgh, Sea Girt .....	Pennsylvania (Amboy Div.) ..	Monmouth Junction to Squan.
7024	Jersey City, Stony Point.....	New Jersey and New York ...	Stony Point and New York...
7025	Waterloo, Franklin Furnace..	Sussex.....	Franklin Furnace and Waterloo.
7028	Hoboken, Denville.....	Delaware, Lackawanna and Western.	} Binghamton and New York..
8019	Binghamton, New Hampton.		
7026	Sandy Hook, Pemberton	New Jersey Southern.....	Red Bank and Bridgeton .....
7029	Junction.		
7031	Whiting to Atco .....		
	Atsion, Bridgeton .....		
7032	Whiting, Long Beach .....	Tuckerton .....	Manchester and Tuckerton ...
7037	Jersey City, Middletown.....	New Jersey Midland.....	Middletown and New York ...
7034	Jersey City, Greenwood Lake.	New York and Greenwood Lake.	Greenwood Lake and New York.
7041	Camden, Cape May .....	West Jersey.....	{ Philadelphia and Cape May.. { Philadelphia and Bridgeton..
8001	Philadelphia, Pittsburgh .....	Pennsylvania .....	Philadelphia and Harrisburgh.
8002	Philadelphia, Pottsville .....	Philadelphia and Reading .....	Pottsville and Philadelphia ..
8003	Philadelphia, West Chester .....	West Chester and Philadelphia ..	Philadelphia and West Chester ..
8004	Philadelphia, Bethlehem .....	Philadelphia and Reading (North Pennsylvania Div.) ..	Bethlehem and Philadelphia..
8008	Chester, Port Deposit .....	West Chester and Philadelphia, Philadelphia and Baltimore Central.	Philadelphia and Port Deposit.
8010	East Pennsylvania Junction } Waverly.	Lehigh Valley .....	{ Easton and Elmira..... { Easton and Hazleton .....
8075	Easton, Allentown .....		
8011	Penn Haven Junction, Mount Carmel.	.....do .....	Penn Haven and Mt. Carmel..
8013	Pottsville, Herndon .....	Philadelphia and Reading .....	Pottsville, Tamaqua and Herndon.
8014	Port Clinton, Williamsport.....	.....do .....	Williamsport and Port Clinton.
8015	Sunbury, Tomhicken .....	Pennsylvania .....	Hazleton and Sunbury.....
8017	Scranton, Northumberland....	Delaware, Lackawanna and Western.	Scranton and Northumberland
8018	Scranton, Carbondale .....	Delaware and Hudson Canal Company.	Carbondale and Scranton .....
8020	Elmira, Blossburgh .....	Tioga, Elmira and State Line..	Elmira and Blossburgh .....
8022	Sunbury, Erie .....	Pennsylvania (Philadelphia and Erie divisions).	Lock Haven and Erie.....
10002	Baltimore, Sunbury .....	Northern Central .....	Lock Haven and Harrisburgh. Harrisburgh and Baltimore ..
10002	Baltimore, Sunbury .....	Northern Central .....	Williamsport and Baltimore ..
8023	Sunbury, Mount Carmel.....	Northern Central, Shane Division.	Mount Carmel and Sunbury...
8024	Buttsville, Carrollton .....	New York, Lake Erie and Western.	Carrollton and Buttsville .....

operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
					<i>Ft. In.</i>	<i>Ft. In.</i>		
M. R. M.	32	20,032	6	1	6 6	8 6	Day	
M. R. M.	41	25,666	8	2	8 6	6 0	do	
M. R. M.	30.5	31,821	10	3	8 0	6 5	do	
					6 6	3 6	do	
R. A.	210	131,460	6	2	28 0	7 6	do	
				1	18 0	7 6	do	
R. A.	91	56,966	6	3	7 0	6 2	do	
				1	7 2	6 6	do	
				2	7 9	6 4	do	
				2	8 3	6 9	do	
R. A.	29	36,308	12	1	8 0	6 10	do	
R. A.	88	55,088	6	2	13 0	6 8	do	
				1	12 0	6 6	do	
M. R. M.	48	30,048	8	1	9 9	6 6	do	
R. A.	82	51,332	6	1	8 0	6 2	do	
				1	9 2	8 2½	do	
M. R. M.	39	24,414		1	9 3	6 2	do	
				1	9 9	6 3	do	
				1	10 9	6 2	do	
				1	11 0	8 4	do	
R. A.	105	65,730	6	2	15 10	9 5	do	
R. A.	93	58,218	6	4	14 4	8 4	do	
R. A.	26	32,552	12	1	9 0	7 0	do	
R. A.	55	34,430	6	1	6 4	4 6	do	
R. A.	66	82,632	12	1	8 8	3 4	do	
				1	8 10	6 6	do	
R. A.	223	139,598	6	4	22 0	8 6	Day and night.	
				2	15 0	6 0	do	
R. A.	114	71,364	6	2	14 0	8 4	do	
				2	10 0	6 0	do	
M. R. M.	46.5	29,109	6	1	10 6	6 0	Day	
				1	12 0	5 8	do	
R. A.	81	44,368	5½	1	6 2	6 8½	do	
				1	8 2	6 2	do	
				1	12 6	8 6½	do	
				1	12 10	8 8	do	
R. A.	121	75,746	6	2	14 0	8 6	do	
				1	11 6	8 6	do	
R. A.	52	32,552	6	1	8 2	6 0	do	
				1	8 8	6 0	do	
				1	9 0	6 0	do	
R. A.	80	50,080	6	1	11 2	6 8	do	
				1	9 3	6 5	do	
M. R. M.	17	21,284	12	1	8 10½	6 9½	do	
R. A.	45	28,170	6	1	14 0	7 0	do	
				1	10 7	6 3	do	
R. A.	223	139,598	6	7	15 0	8 0	do	
R. A.	118	73,868	6				do	
R. A.	84	52,584	6	2	15 0	8 7	do	
				1	14 11	8 6	do	
				1	14 9	8 7	do	
				1	16 7	8 9	do	
R. P. O.	178	111,428	6	3	40 0	8 4	Day and night.	
				1	45 0	8 4	do	
M. R. M.	26.5	33,178	12	1	12 0	5 8	Day	
				1	10 10	5 6	do	
				1	9 0	6 7	do	
R. A.	25	33,475	9	1	16 0	8 0	do	

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

## SECOND DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
8025	Irvine, Corry .....	Buffalo, Pittsburgh and Western.	Irvine and Oil City .....
8030	Harrisburg, Martinsburgh .....	Cumberland Valley .....	{Harrisburgh and Martinsburgh Harrisburgh and Hagerstown.
8031	Columbia, Sinking Springs .....	Philadelphia and Reading .....	Reading and Columbia .....
8032	Columbia, Frederick .....	Pennsylvania, Frederick Division.	Lancaster and Frederick .....
8033	Hanover, Gettysburgh .....	Hanover Junction, Hanover and Gettysburgh.	Emory Grove and Gettysburgh
8032	Valley Junction, Ebbvale .....		
10020	Valley Junction, Glyndon .....		
8034	Huntington, Mount Dallas .....		
8072	Mount Dallas, New Bridgeport.	Huntingdon and Broad Top .....	Huntingdon and Cumberland.
8035	Tyrone, Curwinstown .....	Pennsylvania, Tyrone and Clearfield Branch.	Clearfield and Tyrone .....
8038	Tyrone, Lock Haven .....	Pennsylvania, Bald Eagle Branch.	Lock Haven and Tyrone .....
8039	Blairsville, Allegheny .....	Pennsylvania, West Pennsylvania Division.	Blairsville and Pittsburgh .....
8040	Washington, Wheeling .....	Baltimore and Ohio (Wheeling, Pittsburgh and Baltimore Branch).	Washington and Wheeling .....
8041	Pittsburgh, Oil City .....	Allegheny Valley.	Oil City and Pittsburgh .....
8042	Branch Junction, Indiana .....	Pennsylvania, West Pennsylvania Division.	Indiana and Branch Junction.
8043	Meadville, Oil City .....	New York, Pennsylvania, and Ohio.	Meadville and Oil City .....
8044	Erie, New Castle .....	Erie and Pittsburgh .....	Erie and Pittsburgh .....
8029	New Castle, Housewood .....		
8051	Greenville, Hilliards .....		
8051	Greenville, Hilliards .....	Shenango and Allegheny .....	Greenville and Hilliards .....
8053	Freeport, Butler .....	Pennsylvania, West Pennsylvania Division.	Butler and Freeport .....
8054	Wilmington, Reading .....	Wilmington and Northern .....	Reading and Wilmington .....
8055	Pittsburgh, Washington .....	Pittsburgh, Cincinnati and Saint Louis, Chartiers Division.	Pittsburgh and Washington .....
8056	Perkiomen Junction, Emaus .....	Perkiomen .....	Allentown and Pawling .....
8059	Lebanon, Tower City .....	Philadelphia and Reading .....	Tower City and Lebanon .....
8060	Towanda, Bernice .....	State Line and Sullivan .....	Towanda and Bernice .....
8064	Carbondale, Susquehanna Depot.	New York, Lake Erie and Western.	Ninevah and Carbondale .....
8031	Ninevah Junction, Jefferson Junction.	Delaware and Hudson Canal Company.	
8065	Lawrenceville, Elkland .....	Corning, Cowen, and Antrim .....	Lawrenceville and Elkland .....
8067	Lewisburgh, Spring Mills .....	Pennsylvania, Lewisburgh and Tyrone Branch.	Lewisburgh and Spring Mills .....
8071	Marion Junction, Richmond Furnace.	Cumberland Valley, Southern Pennsylvania Branch.	Chambersburgh and Richmond Furnace .....
8073	Allentown, Harrisburgh .....	Philadelphia and Reading, East Pennsylvania and Lebanon Valley Branch.	Allentown and Harrisburgh .....
8076	Red Bank Furnace, Driftwood .....	Allegheny Valley, Low Grade Division.	Driftwood and Red Bank Furnace.
8078	Tunkhannock, Montrose .....	Montrose .....	Montrose and Tunkhannock .....
8081	Pittsburgh, Monongahela City .....	Pennsylvania, Pittsburgh, Virginia and Charleston Branch.	Pittsburgh and Monongahela City.
8086	Pollock, Butler .....	Parker and Kansas City, and Kansas City and Butler.	Pollock and Butler .....
8089	Reading, Slatinton .....	Philadelphia and Reading .....	Slatinton and Reading .....



operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE.—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
					<i>Ft. In.</i>	<i>Ft. In.</i>		
R. A. . . . .	50	31,300	6				Day . . . . .	See § 6061.
R. A. . . . .	94	58,944	6	2	8 0	6 0	do . . . . .	
R. A. . . . .	74	46,324	6	1	13 6	8 2	do . . . . .	
R. A. . . . .	46	28,706	6	1	14 0	8 4	do . . . . .	
R. A. . . . .	46	28,706	6	1	6 5 $\frac{1}{2}$	6 0	do . . . . .	
R. A. . . . .	81	50,706	6	1	7 4	6 5	do . . . . .	
R. A. . . . .	81	50,706	6	1	11 0	8 6	do . . . . .	
R. A. . . . .	51	63,852	12	1	17 0	8 8	do . . . . .	
R. A. . . . .	51	63,852	12	1	16 8	8 3	do . . . . .	
R. A. . . . .	91	56,966	6	2	8 10	6 8	do . . . . .	
R. A. . . . .	47.5	29,735	6	1	7 10	6 4	do . . . . .	
R. A. . . . .	47.5	29,735	6	1	10 9	8 1	do . . . . .	
R. A. . . . .	55	34,430	6	1	11 0	8 2	do . . . . .	
R. A. . . . .	65	40,009	6	2	11 4	8 8	do . . . . .	
M. R. M. . . . .	32	20,032	6	1	8 2	8 8	do . . . . .	
R. A. . . . .	132	82,632	6	2	16 0	8 4	do . . . . .	
M. R. M. . . . .	19	23,788	12	1	6 2	5 0	do . . . . .	
M. R. M. . . . .	36	22,536	6	1	18 0	6 6	do . . . . .	
R. A. . . . .	148	92,648	6	2	12 6	9 0	do . . . . .	
R. A. . . . .	47	29,422	6	2	12 0	9 0	do . . . . .	
R. A. . . . .	47	29,422	6	1	13 0	7 0	do . . . . .	
M. R. M. . . . .	21	20,202	12	1	9 3	6 10	do . . . . .	
M. R. M. . . . .	21	20,202	12	1	5 3	8 7	do . . . . .	
R. A. . . . .	72	45,072	6	2	7 8 $\frac{1}{2}$	6 10 $\frac{1}{2}$	do . . . . .	
R. A. . . . .	72	45,072	6	1	7 6	6 10 $\frac{1}{2}$	do . . . . .	
R. A. . . . .	31	38,812	12	1	15 10	6 10	do . . . . .	
M. R. M. . . . .	44	27,544	6	1	6 4	5 6	do . . . . .	
M. R. M. . . . .	44	27,544	6	1	7 10	6 0	do . . . . .	
M. R. M. . . . .	44	27,544	6	1	11 2	3 10	do . . . . .	
M. R. M. . . . .	44	27,544	6	1	13 0	8 9	do . . . . .	
M. R. M. . . . .	29	18,154	6	1	8 0	3 7	do . . . . .	
M. R. M. . . . .	29	18,154	6	1	6 1	7 9	do . . . . .	
R. A. . . . .	60	37,560	6	1	6 9	6 2	do . . . . .	
R. A. . . . .	60	37,560	6	1	9 0	6 6	do . . . . .	
M. R. M. . . . .	12	7,512	6	1	11 0	7 6	do . . . . .	
M. R. M. . . . .	43	26,918	6	1	10 0	8 5	do . . . . .	
M. R. M. . . . .	31	19,406	6	1	7 7	8 1	do . . . . .	
R. A. . . . .	90	56,340	6	2	14 0	8 11	do . . . . .	
R. A. . . . .	90	56,340	6	1	14 0	8 6	do . . . . .	
R. A. . . . .	110	68,860	6	1	14 0	8 6	do . . . . .	
R. A. . . . .	110	68,860	6	1	14 3	8 8	do . . . . .	
R. A. . . . .	110	68,860	6	1	14 8	8 5	do . . . . .	
M. R. M. . . . .	28	17,528	6	1	4 9	6 5	do . . . . .	
M. R. M. . . . .	31	19,406	6	1	10 11	8 5	do . . . . .	
M. R. M. . . . .	31	19,406	6	1	11 0	8 5	do . . . . .	
M. R. M. . . . .	27	33,804	12	1	9 0	4 6	do . . . . .	
M. R. M. . . . .	27	33,804	12	1	8 0	5 1	do . . . . .	
M. R. M. . . . .	43	26,918	6	1	8 0	6 8	do . . . . .	
M. R. M. . . . .	43	26,918	6	1	6 0	8 6	do . . . . .	

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

## SECOND DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
8091	Larabee, Clermont .....	McKean and Buffalo .....	Larabee and Clermont .....
8092	York, Delta .....	Peach Bottom .....	York and Delta .....
8096	New Castle, Stoneboro .....	New Castle and Franklin .....	Stoneborough and New Castle-
8104	Southwest Junction, Fair- chance .....	Pennsylvania .....	Greensburgh and Oliphant Fu nace.
8105	Emilonton, Clarion .....	Pittsburgh, Bradford and Buf- falo.	Clarion and Foxburgh .....
8112	Foxburgh, Turkey City .....		Sunbury and Lewiston .....
8108	Lewiston Junction, Selin's Grove Junction .....		
8125	Allegheny, Wurtemburgh .....	Pittsburgh and Western .....	Pittsburgh and Wurtemburgh
9501	Wilmington, Delmar .....	Philadelphia, Wilmington, and Baltimore, Delaware Divis- ion, Eastern Shore.	Philadelphia and Crisfield .....
9502	Delmar, Crisfield .....		
9503	Clayton, Easton .....	Delaware and Chesapeake .....	Clayton and Easton .....
9504	Harrington, Lewes .....	Junction and Breakwater .....	Harrington and Lewes .....
9505	Wilmington, Pomeroy .....	Delaware Western .....	Wilmington and Pomeroy .....
9506	Georgetown, Selbyville .....	Breakwater and Franklin .....	Georgetown and Franklin City.
10010	Selbyville, Franklin City .....	Worcester .....	
10001	Baltimore, Philadelphia .....	Philadelphia, Wilmington and Baltimore.	Philadelphia and Baltimore .....
10008	Cambridge, Seaford .....	Dorchester and Delaware .....	Seaford and Cambridge .....
10009	Salisbury, Ocean City .....	Wicomico and Pocomoke .....	Ocean City and Salisbury .....
10010	Townsend, Centreville .....	Queen Anne and Kent .....	Townsend and Centreville .....
10012	Clayton, Chestertown .....	Kent County .....	Clayton and Chestertown .....
	Total .....		

## THIRD DIVISION, RAIL

8064	Cumberland, Pittsburgh .....	Pittsburgh Division Baltimore and Ohio .....	Cumberland, Md., and Pitts- burgh, Pa.
19003	Baltimore, Wheeling .....	Baltimore and Ohio .....	Baltimore, Md., and Grafton, W. Va.
10003	do .....	do .....	Grafton and Wheeling, W. Va.
10005	Weverton, Hagerstown .....	Washington County Branch Baltimore and Ohio .....	Weverton and Hagerstown, Md.
10006	Baltimore, Williamsport .....	Western Maryland .....	Baltimore and Williamsport, Md.
10007	Annapolis, Annapolis Junc- tion .....	Annapolis and Elk Ridge .....	Annapolis Junction and An- napolis, Md.
10011	Cumberland, Piedmont .....	Cumberland and Pennsylvania .....	Cumberland and Piedmont, W. Va.
10013	Bay View Junction, Washing- ton .....	Baltimore and Potomac .....	Baltimore, Md., and Washing- ton, D. C.
10014	Bowie, Pope's Creek .....	do .....	Bowie and Pope's Creek, Md.
10017	Baltimore, Harper's Ferry .....	Baltimore and Ohio .....	Baltimore, Md., and Martins- burgh, W. Va.
11001	Washington, Richmond .....	Richmond, Fredericksburgh and Potomac .....	Washington, D. C., and Rich- mond, Va.
11002	Washington, Danville .....	Virginia Midland .....	Washington, D. C., and Dan- ville, Va.
11003	Manassas, Strasburgh .....	Manassas Division Virginia Midland .....	Alexandria and Strasburgh, Va.
11004	Alexandria, Round Hill .....	Washington and Ohio .....	Alexandria and Round Hill, Va.
11005	Richmond, Ashland .....	Chesapeake and Ohio .....	Richmond and Williamscons, Va.
11006	do .....	do .....	Williamscons, Va., and Ash- land, Ky.
11007	Richmond, West Point .....	Richmond York River and Chesapeake .....	West Point and Richmond, Va.
11008	Richmond, Petersburg .....	Richmond and Petersburg .....	Richmond, Va., and Wilming- ton, N. C.

operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
					<i>Ft. In.</i>	<i>Ft. In.</i>		
M. R. M.	22	13,772	6	1	8 7 $\frac{1}{2}$	6 8	Day	
M. R. M.	35	21,910	6	1	8 10	7 0	do	
M. R. M.	36	22,536	6	1	13 8	7 4	do	
R. A.	76	47,576	6	1	9 0	0 0	do	
M. R. M.	31	19,406	6	1	12 0	8 6	do	
R. A.	54	33,804	6	1	10 0	7 0	do	
R. A.	45	28,170	6	1	5 6	7 6	do	
R. A.	161	100,786	6	1	6 6	6 6	do	
R. A.	44	27,544	6	1	7 0	7 0	do	
M. R. M.	40	25,040	6	1	7 0	7 0	Day	
M. R. M.	20	12,520	6	1	9 0	7 0	do	
R. A.	56	35,056	6	2	7 6	6 10	do	
R. A.	98	61,348	6	1	6 6	6 0	do	
M. R. M.	33	20,658	6	3	24 0	8 6	do	
M. R. M.	30	18,780	6	1	11 8	8 7	do	
M. R. M.	36	22,536	6	1	9 1	8 7	do	
M. R. M.	30	18,780	6	1	20 0	6 4	do	
		8,999,363		1	8 3	6 6	do	

R. C. JACKSON, Superintendent.

WAY MAIL SERVICE.

R. A.	150	93,900	6	3	15 4	8 6	Day
R. P. O.	204	429,240	14	8	51 0	8 9	Day and night
R. A.	99	72,270	7	2	17 0	8 7	do
R. A.	24	30,048	12	2	8 6	8 0	Day
R. A.	93	58,218	6	2	8 6	8 0	do
R. A.	21	13,146	6	1	9 4	8 5	do
R. A.	33	41,316	12	1	10 8	6 8	do
R. A.	42	26,292	6	4	14 6	8 6	do
R. A.	49	30,674	6	1	9 4	8 5	do
R. A.	100	62,600	6	2	14 0	8 4	do
R. P. O.	116	241,943	20	2	50 0	8 8	Day and night
R. P. O.	243	354,780	14	5	42 0	9 6	do
R. A.	90	56,340	6	2	10 0	8 6	Day
R. A.	52	32,552	6	1	11 0	6 2	do
R. A.	192	120,192	6	5	18 0	8 0	do
R. A.	244	178,120	7				
R. A.	38	23,788	6	1			
R. P. O.	24	35,040	14	1	50 0	8 8	Day and night

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

THIRD DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
11009	Petersburgh, Weldon .....	Petersburgh .....	Richmond, Va., and Wilmington, N. C.
11011	Petersburgh, Norfolk .....	Norfolk and Western .....	Norfolk and Lynchburgh, Va.
11012	Petersburgh, Lynchburgh .....	do .....	do .....
11013	Lynchburgh, Bristol .....	do .....	Lynchburgh, Va., and Bristol, Tenn.
11015	Portsmouth, Weldon .....	Seaboard and Roanoke .....	Norfolk, Va., and Raleigh, N. C.
11021	Hagerstown, Waynesboro. ....	Shenandoah Valley .....	Hagerstown, Md., and Waynesboro, Va.
11022	Elba, Rocky Mount .....	Franklin Division Virginia Midland.	Elba and Rocky Mount, Va. . .
11023	Richmond, Galt's Mills .....	Richmond and Alleghany .....	Richmond and Galt's Mills, Va.
11027	Williamsons, Glenwood .....	do .....	Williamsons and Glenwood, Va.
11100	Fredericksburgh, Baltimore. . .	Rappahannock River Service.	Baltimore, Md., and Fredericksburgh, Va.
11102	Fredericksburgh, Orange Court House.	Potomac, Fredericksburgh and Piedmont.	Fredericksburgh and Orange Court House, Va.
12001	Harper's Ferry, Staunton .....	Valley Branch Baltimore and Ohio.	Harper's Ferry, W. Va., and Staunton, Va.
12006	Clarksburgh, Weston .....	Clarksburgh, Weston and Glenville.	Clarksburgh and Weston, Va.
13001	Raleigh, Weldon .....	Raleigh and Gaston .....	Norfolk, Va., and Raleigh, N. C.
13002	Weldon, Wilmington .....	Wilmington and Weldon .....	Richmond, Va., and Wilmington, N. C.
Br.	Rocky Mount, Tarboro .....	do .....	Rocky Mount, Va., and Tarboro', N. C.
13003	Wilmington, Charlotte. ....	Carolina Central. ....	Wilmington and Charlotte, N. C.
13004	Goldsboro', Greensboro' .....	North Carolina Division Richmond and Danville.	Goldsboro' and Greensboro', N. C.
13005	Goldsboro', Morehead City. ....	Atlantic and North Carolina.	Goldsboro' and Morehead City, N. C.
13006	Salisbury, Best. ....	Western North Carolina .....	Salisbury and Best, N. C.
13008	Charlotte, Shelby .....	Carolina Central .....	Charlotte and Shelby, N. C.
13009	Charlotte, Stateville .....	Atlantic, Tennessee and Ohio.	Charlotte and Stateville, N. C.
13010	Raleigh, Hamlet. ....	Raleigh and Augusta Air Line.	Raleigh and Hamlet, N. C.
13011	Fayetteville, Egypt Depot. ....	Cape Fear and Yadkin Valley.	Egypt Depot and Fayetteville, N. C.
13012	Greensboro', Salem .....	Salem Branch Richmond and Danville.	Greensboro' and Salem, N. C. . .
	Total .....		

FOURTH DIVISION RAIL

13007	Charlotte, Augusta .....	Charlotte, Columbia and Augusta.	Charlotte and Augusta .....
14001	Columbia, Greenville .....	Columbia and Greenville. ....	Greenville and Columbia. ....
14001	Belton, Anderson C. H. ....	do .....	} Belton and Walhalla .....
14009	Anderson C. H., Walhalla. ....	Blue Rldge .....	
14002	Columbia, Wilmington .....	Wilmington, Columbia and Augusta.	
14005	Charleston, Florence. ....	Northeastern of S. C. ....	
14002	Columbia, Florence .....	Wilmington, Columbia and Augusta.	Florence and Columbia. ....
14003	{ Columbia, Charleston .....	South Carolina .....	} Columbia and Charleston .....
14006	{ Charleston, Augusta .....	do .....	
14006	Wadesboro', Florence. ....	Cheraw and Salisbury and Cheraw and Darlington.	Wadesboro' and Florence. ....
14007	Lincolnton, Chester .....	Chester and Lenoir .....	Lincolnton and Chester .....
14008	Alston, Spartanburgh. ....	Spartanburgh, Union and Columbia.	} Hendersonville and Alston. . .
14011	Spartanburgh, Hendersonville	Asheville and Spartanburgh )	

in operation in the United States on the 30th of June, 1831—Continued.

MAIL SERVICE—Continued.

Railway post-office, route, agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
R. P. O. . . . .	66	96, 300	14	2	50 0	8 8	Day and night	
R. A. . . . .	82	51, 332	0	}	4	21 0	9 0	Day . . . . .
R. A. . . . .	123	76, 998	6					
R. P. O. . . . .	204	148, 920	7	}	4	40 0	8 0	. . . do . . . . .
R. A. . . . .	79	49, 454	6					
R. A. . . . .	143	89, 518	0	}	2	8 0	6 0	. . . do . . . . .
R. A. . . . .	38	23, 788	6					
R. A. . . . .	132	82, 632	6	}	6	8 10	8 10	. . . do . . . . .
R. A. . . . .	54	33, 804	6					
R. A. . . . .	261	54, 288	2	}	2	6 8	6 0	Day and night
R. A. . . . .	38	23, 788	6					
R. A. . . . .	126	78, 876	6	}	2	14 10	8 7	. . . do . . . . .
R. A. . . . .	23	14, 398	6					
R. A. . . . .	97	60, 722	6	}	5	12 6	. . . do . . . . .	
R. P. O. . . . .	162	236, 520	14					
M. R. M. . . . .	17	24, 820	14	}	3	14 0	7 0	Night. . . . .
R. A. . . . .	187	117, 062	6					
R. A. . . . .	130	94, 900	7	}	2	19 0	8 0	Day . . . . .
R. A. . . . .	95	59, 470	6					
R. A. . . . .	129	80, 754	6	}	2	12 0	8 0	Day . . . . .
R. A. . . . .	54	33, 804	6					
R. A. . . . .	48	30, 048	6	}	1	9 0	7 0	. . . do . . . . .
R. A. . . . .	97	60, 722	6					
R. A. . . . .	43	26, 918	6	}	1	10 0	5 0	Day . . . . .
R. A. . . . .	28	17, 528	6					
		3, 567, 883						

M. V. BAILEY, Superintendent.

WAY MAIL SERVICE.

R. A. . . . .	191	139, 430	7	2	22 6	9 1	Day and night.
R. A. . . . .	142	88, 892	6	2	20 0	9 1	Day . . . . .
M. R. M. . . . .	42	28, 292	6	1	13 4	8 10	Day . . . . .
R. P. O. . . . .	212	309, 520	14	15	13 6	7 6	Day . . . . .
R. A. . . . .	82	59, 800	7	2	42 9	8 10	Day and night
R. A. . . . .	130	81, 380	}	5	43 9	8 10	Day and night.
R. A. . . . .	137	85, 762			43 8	8 10	
R. A. . . . .	66	41, 316	}	1	45 0	8 5	. . . do . . . . .
R. A. . . . .	73	45, 668			45 0	9 2	
R. A. . . . .	118	73, 868	}	2	28 0	8 10	Night . . . . .
R. A. . . . .	118	73, 868			22 6	8 8	
R. A. . . . .	130	81, 380	}	5	17 9	8 9	Day and night.
R. A. . . . .	137	85, 762			13 6	8 6	
R. A. . . . .	66	41, 316	}	1	11 8	6 10	. . . do . . . . .
R. A. . . . .	73	45, 668			6 10	6 9	
R. A. . . . .	118	73, 868	}	2	7 0	6 4	. . . do . . . . .
R. A. . . . .	118	73, 868			7 0	6 4	

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

## FOURTH DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
14010	Angusta, Port Royal.....	Port Royal and Angusta.....	Angusta and Port Royal.....
15001	Atlanta, Air Line Junction, n. o.	Atlanta and Charlotte Air Line Railway.....	Charlotte and Atlanta.....
15002	Atlanta, Chattanooga.....	Western and Atlantic.....	Chattanooga and Atlanta.....
15003	Atlanta, West Point.....	Atlanta and West Point.....	Atlanta and Montgomery.....
17001	Montgomery, West Point.....	Western of Alabama.....	
15004	Angusta, Atlanta.....	Georgia.....	Angusta and Atlanta.....
15005	Millen, Angusta.....	Central Railroad and Bank- ing Company.....	Angusta and Macon.....
15010	Savannah, Macon.....	Georgia.....	Savannah and Millen.....
15007	Union Point, Athens.....	Savannah and Charleston.....	Athens and Union Point.....
14004	Charleston, Savannah.....	Savannah, Florida and West- ern.....	Charleston and Jacksonville.....
15009	Savannah, Live Oak.....	do.....	Da Pont and Live Oak.....
18010	Way Cross, Jacksonville.....	do.....	Way Cross and Albany.....
15009	Savannah, Live Oak.....	do.....	Thomasville and Bainbridge.....
15009	Way Cross, Albany.....	do.....	Macon and Columbus.....
15009	Thomasville, Bainbridge.....	Southwestern.....	
15011	Macon, Columbus.....	Southwestern.....	
15012	Macon, Atlanta.....	Central Railroad and Banking Company.....	Atlanta and Macon.....
15013	Macon, Brunswick.....	Macon and Brunswick.....	Macon and Brunswick.....
15014	Gordon, Milledgeville.....	Central Railroad and Bank- ing Company.....	Eatonton and Gordon.....
15015	Eatonton, Milledgeville.....	Southwestern.....	
15016	Macon, Eufaula.....	Montgomery and Eufaula.....	Macon and Montgomery.....
17003	Eufaula, Montgomery.....	Georgia.....	
15021	Camak, Macon.....	Savannah, Griffin and North Alabama.....	Camak and Macon.....
15022	Griffin, Carrollton.....	Brunswick and Albany.....	Griffin and Carrollton.....
15023	Brunswick, Albany.....	Northeastern of Georgia.....	Brunswick and Albany.....
15025	Athens, Lula.....	Elberton Air Line.....	Lula and Athens.....
15026	Toccoa, Elberton.....	Florida Transit Railway.....	Toccoa and Elberton.....
16001	Fernandina, Cedar Keys.....		Fernandina and Cedar Keys.....
16002	Lake City, Chattahoochee.....	Jacksonville, Pensacola and Mobile.....	Jacksonville and Chattahoo- chee.....
16006	Jacksonville, Lake City.....	Florida Central.....	
16003	Pensacola, Whiting.....	Pensacola.....	Whiting and Pensacola.....
17002	Montgomery, Selma.....	Western of Alabama.....	Montgomery and Selma.....
17004	Montgomery, Decatur.....	South and North Alabama.....	Decatur and Montgomery.....
17006	Selma, Greensborough.....	Selma and Greensborough.....	Selma and Greensborough.....
17007	Opelika, Columbus.....	Western of Alabama.....	Columbus and Opelika.....
17008	Columbus, Troy.....	Mobile and Girard.....	Columbus and Troy.....
17009	Selma, Meridian.....	Alabama Central.....	Selma and Meridian.....
17010	Cleveland, Selma.....	East Tennessee, Virginia and Georgia.....	Cleveland and Selma.....
17012	Mobile, Montgomery.....	Mobile and Montgomery.....	Montgomery and New Orleans.....
17013	Mobile, New Orleans.....	New Orleans, Mobile and Texas.....	
17014	Opelika, Buffalo.....	East Alabama.....	Buffalo and Opelika.....

in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
R. A. ....	112	81,760	7	2	10 4	6 11	Day .....	
R. P. O. ...	269	392,740	14	5	49 1	9 1	Day and night.	
R. P. O. ...	138	201,480	14	4	41 9	8 7	do .....	
					41 10	8 8		
					49 9	9 2		
					49 9	9 2		
R. P. O. ...	175	255,500	14	4	49 1	9 1	do .....	
R. P. O. ...	171	124,830	7	3	24 8	8 8	Day .....	
R. A. ....	164	102,064	6	4	9 1	6 10	do .....	
R. A. ....	79	49,454	6	1	10 6	6 4	do .....	
R. A. ....	40	25,040	6	1	10 6	6 4	do .....	
R. P. O. ...	288	195,264	6½	4	40 0	9 0	Day and night.	
R. A. ....	49	30,674	6	1	11 6	7 6	Day .....	
M. R. M. ...	162	118,260	7	2	12 8	8 3	Night .....	
M. R. M. ...	36	26,280	7	1	8 8	7 5	Day .....	
R. A. ....	100	62,600	6	2	10 8½	8 4	do .....	
R. A. ....	103	64,478	6	2	11 0	8 2	do .....	
R. A. ....	186	116,436	6	3	21 6	8 10	do .....	
					15 1	9 5		
					15 1	9 5		
M. R. M. ...	38	25,764	6½	1	7 4	6 3	do .....	
R. A. ....	234	170,820	7	3	15 0	9 0	do .....	
					6 0	5 6		
					7 0	5 6		
M. R. M. ...	78	48,828	6	1	12 0	6 0	do .....	
R. A. ....	60	37,560	6	1	12 3	8 4	do .....	
R. A. ....	171	107,046	6	2	15 3	7 10	do .....	
					14 3	7 10		
M. R. M. ...	39	24,414	6	1	12 0	7 8	do .....	
R. A. ....	51	31,926	6	1	10 6	5 6	do .....	
R. A. ....	155	97,030	6	3	20 4	8 8	Day .....	
					19 4	7 11		
					19 7	8 8		
M. R. M. ...	207	151,116	7	3	14 10½	7 6½	Day and night.	
					10 0½	6 0½		
					13 0½	6 10		
M. R. M. ...	44	27,544	6	1	8 0	7 4	Day .....	
R. A. ....	50	36,500	7	1	14 9	9 0	do .....	
R. A. ....	183	133,590	7	7	25 0	9 6	do .....	
					25 0	9 6		
					14 0	9 6		
					14 0	9 6		
					14 0	9 6		
					14 0	9 6		
					14 0	9 6		
M. R. M. ...	67	41,942	6	1	8 4	6 6	do .....	
R. A. ....	29	36,308	12	3	10 8½	8 4	do .....	
					11 0½	8 9		
					14 10½	8 5		
R. A. ....	85	53,210	6	3	11 8	6 5	do .....	
					9 10	6 5		
					12 9	6 10		
R. A. ....	113	82,490	7	2	12 0	7 0	do .....	
R. A. ....	263	191,990	7	3	11 1½	7 8	do .....	
					11 1½	7 8		
					11 1½	7 10		
R. P. O. ...	321	468,660	14	5	49 1	9 1	Day and night.	
M. R. M. ...	22	16,060	7	1	5 0	6 0	Day .....	

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

FOURTH DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
17015	Chattanooga, Meridian .....	Alabama Great Southern .....	Chattanooga and Meridian.....
17018	Opelika, Goodwater.....	Columbus and Western.....	Goodwater and Opelika.....
17017	Selma, Pine Apple.....	Pensacola and Selma.....	Selma and Pine Apple.....
18001	Canton, Cairo.....	Chicago, Saint Louis and New Orleans.	Cairo and New Orleans.....
30001	New Orleans, Canton.....		
18002	Memphis, Grenada.....	Mississippi and Tennessee...	Memphis and Grenada.....
18003	Meridian, Vicksburgh.....	Vicksburgh and Meridian.....	Meridian and Vicksburgh.....
18004	Mobile, Columbus.....	Mobile and Ohio.....	Columbus and Corinth.....
30002	New Orleans, Donaldsonville.	New Orleans Pacific.....	Meridian and Mobile.....
30003	New Orleans, Washington....	Morgan's Louisiana and Texas	New Orleans and Donaldsonville.
30008	Vicksburgh, Monroe.....	Vicksburgh, Shreveport and Pacific.	New Orleans and Washington.
30003	New Orleans, Vermillionville.	Morgan's Louisiana and Texas)	Vicksburgh and Monroe.....
30010	Vermillionville, Orange.....	Louisiana Western.....	New Orleans and Houston....
31012	Houston, Orange.....	Texas and New Orleans.....)	
	Totals .....		

FIFTH DIVISION RAIL

17005	Stevenson, Memphis.....	Memphis and Charleston...}	Chattanooga and Memphis.. }
19004	Nashville, Chattanooga.....	Nashville, Chattanooga and Saint Louis.	
17005	Florence, Tusculumbia.....	Memphis and Charleston.....	Lebanon and Nashville.....
19001	Lebanon, Nashville.....	Nashville, Chattanooga and Saint Louis.	
19002	Bristol, Chattanooga.....	East Tennessee, Virginia and Georgia.	Bristol and Chattanooga.....
19002	Cleveland, Dalton.....	do.....	Cleveland and Dalton.....
19003	Rogersville, Bull's Gap.....	Rogersville and Jefferson.....	Rogersville and Bull's Gap....
19004	Nashville, Chattanooga.....	Nashville, Chattanooga and Saint Louis.	Nashville and Chattanooga....
19005	Doeherd, Fayetteville.....	do.....	Doeherd and Fayetteville.....
19006	Nashville, Decatur.....	Louisville, Nashville and Great Southern.	Bowling Green and Decatur }
20005	Louisville, Nashville.....		
19007	Nashville, Hickman.....	Nashville, Chattanooga and Saint Louis.	Nashville and Hickman.....
19008	Careyville, Knoxville.....	Knoxville and Ohio.....	Careyville and Knoxville.....
19009	Morristown, Wolfe Creek.....	East Tennessee, Virginia and Georgia.	Morristown and Wolfe Creek..
19010	Tracy City, Cowan.....	Tennessee Coal and Railroad Co.	Tracy City and Cowan.....
19011	Covington, Memphis.....	Memphis, Paducah and Northern.	Covington and Memphis.....
10013	McMinnville, Tullahoma.....	Nashville, Chattanooga and Saint Louis.	McMinnville and Tullahoma..
19014	Knoxville, Maryville.....	Knoxville and Augusta.....	Knoxville and Maryville.....
19015	Columbia, Petersburgh.....	Duck River Valley.....	Columbia and Petersburgh.....
20002	Covington, Lexington.....	Kentucky Central.....	Cincinnati and Lexington.....



in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail route messenger.	Distance, in miles.	Ann al miles of service	No. of round trips, with clerks or agents, per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.	
					Length.	Width.			
					<i>Ft. In.</i>	<i>Ft. In.</i>			
R. A. ....	295	215, 350	7	3	14 6 12 0 12 4	8 6 9 3 8 7	Day .....		
R. A. ....	60	37, 560	6	1	5 10	6 5	...do .....		
M. R. M. ..	47	19, 552	4	1	7 10	3 6	...do .....		
R. P. O. ....	550	401, 500	7	5	45 2 45 2 45 2 45 2	9 4 9 4 9 4 9 4	Day and night.		
R. A. ....	100	73, 000	7	2	12 6	6 10	Day .....		
R. A. ....	140	102, 200	7	3	11 10 11 10 11 10	9 3 8 8½ 9 0	Night .....		
R. A. ....	144	105, 120	7	5	21 5	8 9	...do .....		
R. A. ....	193	140, 890	7				{	Night .....	
R. A. ....	135	98, 550	7					Day .....	
R. A. ....	65	40, 690	6				1	17 0	9 2
M. R. M. ..	166	121, 180	7	3	13 4 13 4 11 6	6 8 6 8 6 5	...do .....		
M. R. M. ..	73	53, 290	7	2	10 11 10 6	6 11 7 1	...do .....		
R. A. ....	362	264, 260	7	6	14 6 15 0 14 0 14 0 14 0 14 0	9 6 9 7 9 0 9 0 9 0 9 0	Day and night.		
		6, 255, 412							

L. M. TERRELL, *Superintendent.*

WAY MAIL SERVICE.

R. A. ... {	272 39	198, 560 } 28, 470 }	7	{ 1 2	15 6 14 10	8 8 8 0	} Day .....
M. R. M. ..	81	19, 406	6	1	10 6	6 5	...do .....
R. P. O. ....	242	176, 660	7	3	38 6	9 0	Night .....
M. R. M. ..	28	15, 344	7	2	11 10	6 10	Day .....
M. R. M. ..	16	10, 016	6	1	5 6	2 6	...do .....
R. A. ....	161	110, 230	7	2	29 0	8 10	...do .....
M. R. M. ..	40	25, 040	6	1	12 0	6 6	...do .....
R. A. ... {	122	89, 060 } 51, 830 }	7	5	14 6	3 6	} ...do .....
R. A. ....	71	124, 100	7	3	12 6	8 8	...do .....
M. R. M. ..	88	23, 788	6	1	5 6	4 6	...do .....
M. R. M. ..	40	26, 040	6	1	24 10	7 10	...do .....
M. R. M. ..	23	14, 398	6	1	6 0	3 0	...do .....
M. R. M. ..	37	23, 162	6	1	8 2	6 3	...do .....
M. R. M. ..	16	10, 016	6	1	8 1	6 3	...do .....
M. R. M. ..	16	10, 016	6	1	6 3	5 10	...do .....
M. R. M. ..	35	21, 910	6	1	5 5	2 6	...do .....
R. A. ....	99	112, 054	3	3	12 0	6 0	...do .....

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

## FIFTH DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
20003	Lexington, La Grange .....	Louisville, Cincinnati and Lexington.	Louisville and Mount Sterling.
20016	Mount Sterling, Lexington .....		
20004	Cincinnati, Louisville .....		
20004	do .....		
20004	do .....	do .....	Cincinnati and Louisville .....
20017	Louisville and Nashville Junction, Cincinnati Junction.		
20005	Louisville, Nashville .....		
20008	Bowling Green, Memphis .....	Louisville, Nashville and Great Southern.	Cincinnati, Nashville and Memphis.
20006	Bardstown Junction .....		
20007	Lebanon Junction, Livingston Station.	Louisville, Nashville and Great Southern.	Louisville and Livingston .....
20005	Louisville, Nashville .....		
20007	Richmond Junction, Richmond .....		
20009	Paducah, Trimble .....		
20010	Elizabeth, Paducah .....	Memphis, Paducah and Northern.	Richmond and Stanford .....
20018	Louisville, Cecelian .....		
20012	Anchorage, Taylorsville .....	Paducah and Elizabethtown.	Paducah and Trimble .....
20018	Louisville, Cecelian .....		
20012	Anchorage, Taylorsville .....	Louisville, Nashville and Great Southern.	Louisville and Paducah .....
20012	Louisville, Cincinnati and Lexington.		
20004	Cincinnati, Louisville .....	Eastern Kentucky .....	Greenup and Williard .....
20013	Greenup, Williard .....		
20014	Owensboro', Stroud .....		
20015	Maysville, Paris .....		
20020	Cincinnati, Chattanooga .....		
20025	Henderson, Nashville .....		
20025	Henderson, Nashville .....		
21001	Benwood, Columbus .....	Louisville, Cincinnati and Lexington.	Louisville and Taylorsville .....
21010	Sandusky, Newark .....		
21047	Chicago Junction, Chicago .....	Baltimore and Ohio .....	Grafton and Chicago .....
1003	Baltimore, Wheeling .....		
21001	Benwood, Columbus .....	do .....	Wheeling and Newark .....
1003	Baltimore, Wheeling .....		
21002	Pittsburgh, Chicago .....	Pittsburgh, Fort Wayne and Chicago.	Pittsburgh and Chicago .....
21002	Pittsburgh, Chicago .....		
21002	Crestline, Chicago .....	do .....	Crestline and Chicago .....
21003	Pittsburgh, Bellaire .....	Pennsylvania .....	Pittsburgh and Bellaire .....
21004	Hudson, Columbus .....		
21006	Cleveland, Wellsville .....	Cleveland, Mount Vernon and Columbus.	Cleveland, Hudson and Columbus.
21005	Cleveland, Sharpsville .....		
21006	Cleveland, Wellsville .....	Cleveland and Pittsburgh .....	Cleveland and Sharpsville .....
21006	Cleveland, Wellsville .....		
21006	Cleveland, Wellsville .....	New York, Pennsylvania and Ohio.	Cleveland and Sharpsville .....
21006	Cleveland, Wellsville .....		
21003	Pittsburgh, Bellaire .....	Pennsylvania .....	Cleveland and Pittsburgh .....
21003	Pittsburgh, Bellaire .....		
21008	Bayard, New Philadelphia .....	do .....	Bayard and New Philadelphia .....
21009	Canton, Dell Roy .....	Connoton Valley .....	Canton and Dell Roy .....
21010	Sandusky, Newark .....		
21011	Xenia, Dayton .....	Baltimore and Ohio .....	Sandusky and Newark .....
21011	Xenia, Dayton .....		
21030	Dayton, Richmond .....	Pittsburgh, Cincinnati and Saint Louis.	Xenia and Richmond .....
21012	Sandusky, Springfield .....		
21042	Cleveland, Cincinnati .....	do .....	Sandusky and Cincinnati .....
21012	Sandusky, Springfield .....		
21042	Cleveland, Cincinnati .....	Indianaapolis, Bloomington and Western, Ohio div.	Sandusky and Cincinnati .....
21042	Cleveland, Cincinnati .....		
21013	Delaware, Columbus .....	Cleveland, Columbus, Cincinnati and Indianapolis.	Delaware and Columbus .....
21014	Columbus, Cincinnati .....		
21016	Gallion, Indianapolis .....	Pittsburgh, Cincinnati and Saint Louis.	Columbus and Cincinnati .....
21016	Gallion, Indianapolis .....		
21042	Cleveland, Cincinnati .....	Cleveland, Columbus, Cincinnati and Indianapolis.	Cleveland and Indianapolis .....
21042	Cleveland, Cincinnati .....		
21018	Hamden, Portsmouth .....	do .....	Hamden and Portsmouth .....
21019	Toledo, Quincy .....	Marietta and Cincinnati .....	Hamden and Portsmouth .....
21019	Toledo, Quincy .....		
21019	Toledo, Quincy .....	Wabash, Saint Louis and Pacific.	Toledo and La Fayette .....
21019	Toledo, Quincy .....		
21020	Sandusky, Bloomington .....	do .....	Toledo and La Fayette .....
21020	Sandusky, Bloomington .....	Lake Erie and Western .....	Sandusky and Muncie .....
21020	Sandusky, Bloomington .....		
21020	Sandusky, Bloomington .....	do .....	Muncie and Bloomington .....

in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.		
					Length.	Width.				
					Ft.	In.	Ft.	In.		
R. A. ....	66	41, 316	6	3	8	9	6	1	} Day .....	
R. A. ....	34	21, 284			1	11	6	7		6
R. A. ....	28	17, 528								
R. A. ....	110	68, 860	6	1	10	0	7	2	} do .....	
R. A. ....	110	160, 600								
R. P. O. ....	4	5, 840	14	7	45	0	9	0	} Day and night.	
R. P. O. ....	185	270, 100								
R. P. O. ....	263	388, 980								
R. A. ....	110	68, 860	6	2	13	7	9	2	} Day .....	
R. A. ....	80	18, 780								
M. R. M. ....	34	21, 284	6	1	6	0	4	5	} do .....	
R. A. ....	75	46, 950								
R. A. ....	188	135, 790	7	3	14	0	9	0	} do .....	
R. A. ....	47	34, 310								
R. A. ....	35	21, 910	6	1	8	0	4	..	} do .....	
R. A. ....	12	2, 520								
M. R. M. ....	34	21, 284	6	1	10	3	4	7	} do .....	
M. R. M. ....	35	21, 910								
R. A. ....	50	31, 300	6	1	10	0	7	0	} do .....	
R. A. ....	335	209, 710								
R. A. ....	145	105, 850	7	2	11	2	7	4	} do .....	
R. P. O. ....	104	75, 920								
R. P. O. ....	88	64, 240	7	5	51	8	9	4	} do .....	
R. P. O. ....	271	197, 830								
R. P. O. ....	99	72, 270								
R. A. ....	104	75, 920	7	3	21	0	9	..	} do .....	
R. P. O. ....	4	2, 920								
R. P. O. ....	468	341, 640	7	5	50	0	8	4	} do .....	
R. A. ....	280	175, 280								
R. A. ....	95	59, 470	6	2	23	0	8	7	} Day .....	
R. A. ....	145	90, 770								
R. A. ....	26	16, 276	6	3	13	8	7	0	} do .....	
R. A. ....	83	51, 958								
R. A. ....	101	63, 228	6	3	19	8	8	9	} do .....	
R. A. ....	48	30, 448								
M. R. M. ....	31	19, 406	6	1	14	6	8	9	} do .....	
M. R. M. ....	41	25, 666								
R. A. ....	116	84, 680	7	3	21	0	9	0	} do .....	
R. A. ....	16	10, 016								
R. A. ....	41	25, 666	6	1	15	3	8	4	} do .....	
R. A. ....	130	81, 380								
R. A. ....	80	..	6	2	16	0	9	0	} Day .....	
R. A. ....	..	..								
M. R. M. ....	24	50, 080	6	1	10	3	8	9	} do .....	
R. A. ....	120	15, 024								
R. A. ....	120	75, 120	6	2	19	0	8	2	} do .....	
R. P. O. ....	203	148, 190								
R. P. O. ....	203	148, 190	7	2	39	2	9	2	} do .....	
R. P. O. ....	80	58, 400								
R. A. ....	56	35, 056	6	1	13	9	9	0	} do .....	
R. A. ....	..	..								
R. O. ....	203	148, 190	7	1	45	0	9	4	} Night .....	
R. A. ....	..	..								
R. A. ....	203	127, 078	6	3	33	0	8	6	} Day .....	
R. A. ....	180	112, 680								
R. A. ....	180	112, 680	6	2	14	0	7	8	} do .....	
R. A. ....	201	125, 828								
R. A. ....	201	125, 828	6	3	12	0	7	4	} do .....	
R. A. ....	..	..								

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

## FIFTH DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
21021	Carey, Findlay.....	Cincinnati, Sandusky and Cleveland.	.....
21022	Union City, Dayton.....	Dayton and Union.....	Union City and Dayton.....
21023	Toledo, Dayton.....	Dayton and Michigan.....	Toledo and Cincinnati.....
21026	Dayton, Cincinnati.....	Cincinnati, Hamilton and Dayton.	
21024	Hamilton, Indianapolis.....	Cincinnati, Hamilton and Indianapolis.	Cincinnati, Hamilton and Indianapolis.
21026	Dayton, Cincinnati.....	Cincinnati, Hamilton and Dayton.	
21025	Richmond, Hamilton.....	Cincinnati, Richmond and Chicago.	Chicago, Richmond and Cincinnati.
21026	Dayton, Cincinnati.....	Cincinnati, Hamilton and Dayton.	
22009	Chicago, Richmond.....	Pittsburgh, Cincinnati and Saint Louis.	Grafton and Cincinnati.....
21028	Parkersburgh, Cincinnati.....	Marietta and Cincinnati.....	
21002	Grafton, Parkersburgh.....	Baltimore and Ohio.....	Dresden and Cincinnati.....
21029	Dresden Junction, Morrow.....	Pittsburgh, Cincinnati and Saint Louis.	
21014	Columbus, Cincinnati.....	do.....	Fort Wayne and Cincinnati..
21031	Hagerstown, Harrison.....	White Water.....	
21071	Harrison, Valley Junction.....	Cincinnati, Indianapolis, Saint Louis and Chicago.	Pittsburgh and Cincinnati...
22008	Indianapolis, Cincinnati.....	do.....	
22020	Fort Wayne, Connersville.....	Fort Wayne, Muncie and Cincinnati.	Pittsburgh and Saint Louis...
21032	Pittsburgh, Columbus.....	Pittsburgh, Cincinnati and Saint Louis.	
21014	Columbus, Cincinnati.....	do.....	Columbus and Springfield.....
21032	Pittsburgh, Columbus.....	do.....	
21015	Columbus, Indianapolis.....	do.....	Columbus and Kent.....
22002	Indianapolis, Terre Haute.....	Saint Louis, Vandalia, Terre Haute and Indianapolis.	
22031	Terre Haute, East Saint Louis.....	do.....	Kent and Cincinnati.....
21033	Columbus, Springfield.....	Indianapolis, Bloomington and Western, Ohio division.	
21034	Salamanca, Dayton.....	New York, Pennsylvania and Ohio.	Columbus and Athens.....
21034	Salamanca, Dayton.....	do.....	
21042	Cleveland, Cincinnati.....	Cleveland, Columbus, Cincinnati and Indianapolis.	Cleveland and New Lisbon.....
21036	Columbus, Athens.....	Columbus and Hocking Valley.	
21037	Niles, New Lisbon.....	Cleveland and Mahoning Valley.	Newark and Shawnee.....
21005	Cleveland, Sharpsville.....	New York, Pennsylvania and Ohio.	
21028	Newark, Shawnee.....	Baltimore and Ohio.....	Canal, Dover and Marietta.....
21040	Canal Dover, Marietta.....	Marietta, Pittsburgh and Cleveland.	
21041	Lorain, Bridgeport.....	Cleveland, Tuscarora Valley and Wheeling.	Cleveland and Cincinnati.....
21042	Cleveland, Cincinnati.....	Cleveland, Columbus, Cincinnati and Indianapolis.	
21042	do.....	do.....	Toledo and Mansfield.....
21043	Toledo, Mansfield.....	Northwestern Ohio.....	
21044	Harbor, Youngstown.....	Ashtabula, Youngstown and Painesville.	Ashtabula and New Castle...
21035	Youngstown, Cross Cut.....	Pittsburgh, Fort Wayne and Chicago.	
21046	Painesville, Youngstown.....	Painesville and Youngstown.	Cincinnati, Batavia and Portsmouth.
21051	Columbus, Ashland.....	Scioto Valley.....	
21052	Batavia Junction, Winchester.....	Cincinnati and Eastern.....	Cincinnati and New Richmond
21052	Richmond Junction, New Richmond.	do.....	
21052	Batavia Junction, Winchester.....	do.....	Toledo and Columbus.....
21053	Toledo, Columbus.....	Columbus and Toledo.....	
21054	Dayton, Wellston.....	Dayton and Southeastern.....	Dayton and Wellston.....

in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
R. A. ....	47	29,422	6	1	11 0	7 4	Day	
R. A. ....	142	88,892						
R. A. ....	60	37,560	6	2	17 9	6 4	do	
R. A. ....	98	61,348						
R. A. ....	25	15,650	6	4	10 4	7 2	do	
R. A. ....	45	28,170						
R. A. ....	25	15,650	6	3	11 10	8 9	do	
R. A. ....	224	140,224						
R. P. O. ....	195	142,350	7	2	51 8	9 4	do	
R. P. O. ....	104	75,920						
R. P. O. ....	148	150,630						
R. A. ....	36	22,536	6	4	14 0	7 0	do	
R. A. ....	62	38,812						
R. A. ....	7	4,382						
R. A. ....	18	11,268	6	1	10 7	9 4	Day	
R. A. ....	109	68,234						
R. P. O. ....	193	281,780	14		40 0	8 4	Day and night.	Reported in second division.
R. P. O. ....	120	175,200						
R. P. O. ....	193	281,780						
R. P. O. ....	188	274,480	14		40 0	8 4	do	
R. P. O. ....	73	106,580						
R. A. ....	165	240,900	6	1	16 4	6 0	Day	
R. A. ....	45	28,170						
R. A. ....	192	140,100	7	3	28 6	9 0	do	
R. A. ....	197	123,322						
R. A. ....	56	31,926	6	3	17 10	6 10	do	
R. A. ....	76	95,152						
R. A. ....	33	20,658	12	1	14 6	9 4	do	
R. A. ....	57	35,682						
M. R. M. ....	43	26,918	6	2	8 11	8 0	do	
R. A. ....	98	61,348						
R. A. ....	142	88,892	6	1	22 0	8 11	do	
R. A. ....	25	15,650						
R. P. O. ....	245	332,220	13	3	39 2	9 2	Day and night.	
R. A. ....	86	53,836						
R. A. ....	64	40,064	6	2	24 6	9 2	do	
R. A. ....	21	13,146						
R. A. ....	60	37,560	6	1	12 0	6 0	do	
R. A. ....	131	129,416						
R. A. ....	57	35,683	6	2	12 0	6 0	do	
R. A. ....	14	8,764						
R. A. ....	3	1,878	6	4	16 0	9 0	do	
R. A. ....	124	77,624						
R. A. ....	115	71,990	6	2	10 6	5 8	do	
R. A. ....	14	8,764						

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

## FIFTH DIVISION RAILWAY

Number of route.	Contract designation, terminus of route.	Corporate title of company.	Railway mail service designation.
21055	Toledo, Bush's (n. o.)	Ohio Central	Toledo and Bush
21088	Columbus, Corning		Springfield and Jackson
21058	Springfield, Jackson		Cincinnati and Portsmouth
21060	Columbia, Amelia		Bellaire and Southwestern
21083	Bellaire, Woodsfield		Toledo, Delphos and Burlington
21064	Dayton, Versailles	do	Toledo and Marion
21085	Toledo, Marion	Alliance and Lake Erie	Phalanx Station and Alliance
21067	Alliance, Phalanx Station	Ohio Central	Columbus and Corning
21068	Columbus, Corning	Valley	Cleveland and Canton
21071	Cleveland, Canton	Ohio and West Virginia	Logan and Pomeroy
21074	Logan, Pomeroy	Indianapolis and Vincennes	Indianapolis and Vincennes
22001	Indianapolis, Vincennes	Saint Louis, Vandalia, Terre Haute and Indianapolis	Indianapolis and Terre Haute
22002	Indianapolis, Terre Haute	do	Indianapolis, Vandalia and Saint Louis
22002	do	do	
23031	Terre Haute, E. Saint Louis	Cincinnati, Indianapolis, St. Louis and Chicago	
22003	Indianapolis, Cincinnati	do	Chicago and Cincinnati
22005	La Fayette, Indianapolis	do	Indianapolis and Cincinnati
22029	Kankakee, La Fayette	Illinois Central	
23020	Chicago, Kankakee	Cincinnati, Indianapolis, Saint Louis and Chicago	
22003	Indianapolis, Cincinnati	Indianapolis, Peru and Chicago	
22004	Indianapolis, Michigan City	Jeffersonville, Madison and Indianapolis	Indianapolis and Madison
22006	Columbus, Madison	do	Indianaapolis and Louisville
22007	Indianapolis, New Albany	Louisville, New Albany, and Chicago	Michigan City and Louisville
22007	do	do	
22008	Michigan City, New Albany	Ohio and Mississippi	Cincinnati and Saint Louis
22010	Cincinnati, East Saint Louis	Jeffersonville, Madison and Indianapolis	Cambridge City and Columbus
22011	Cambridge, Columbus	Evansville and Terre Haute	Terre Haute and Evansville
22012	Terre Haute, Evansville	Pittsburgh, Cincinnati and Saint Louis	Logansport and Sheldon
22014	Logansport, State Line	Fairland, Frankfort and Martinsville	Fairland and Martinsville
22016	Fairland, Martinsville	Pittsburgh, Cincinnati and Saint Louis	Logansport and Columbus
22017	Logansport, Bradford	do	Indianapolis and Peoria
21014	Columbus, Indianapolis	Indianapolis, Bloomington and Western	Indianapolis and Peoria
22018	Indianapolis, Peoria	Ohio and Mississippi	Cincinnati, North Vernon and Louisville
22019	North Vernon, Louisville	Grand Rapids and Indiana	Kalamazoo and Cincinnati
22010	Cincinnati, East Saint Louis	do	
22021	Fort Wayne, Richmond	Cincinnati, Richmond and Chicago	
24018	Fort Wayne, Kalamazoo	Cincinnati, Hamilton and Dayton	
21025	Richmond, Hamilton	Cincinnati, Wabash and Michigan	Elkhart and Anderson
21026	Dayton, Cincinnati	Louisville, New Albany and Saint Louis	Oakland City and Albion
22022	Goshen, Anderson	Evansville, Terre Haute and Chicago	Danville and Terre Haute
22023	Oakland City, Albion	Indianapolis and Saint Louis	Indianapolis and Saint Louis
22024	Danville, Terre Haute	do	Butler and Logansport
22025	Indianapolis, Terre Haute	Wabash, Saint Louis & Pacific	Logansport and Terre Haute
23028	Terre Haute, East Saint Louis	Terre Haute and Indianapolis	Terre Haute and Worthington
22027	Butler, Logansport	Terre Haute and Southeastern	Evansville and Jasper
22028	Logansport, Rockville	Evansville, Rockport and Eastern	
22013	Rockville, Terre Haute		
22030	Terre Haute, Worthington		
22032	Evansville, Jasper		

in operation in the United States on the 30th day of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
					<i>Ft. In.</i>	<i>Ft. In.</i>		
R. A. . . . .	147	37,926	}	6				From Feb. 1, 1881.
R. A. . . . .	29	7,482						
R. A. . . . .	108	67,608	}	6	2	14 0	7 0	Day . . . . .
M. R. M. . . . .	18	11,268			1	10 2	5 2	do . . . . .
M. R. M. . . . .	44	27,544	}	6	1	5 10	5 10	do . . . . .
M. R. M. . . . .	36	22,536			1	4 8	3 11	do . . . . .
R. A. . . . .	154	96,404	}	6	2	5 2	5 0	do . . . . .
M. R. M. . . . .	25	15,650			1	9 4	5 4	do . . . . .
R. A. . . . .	65	40,680	}	6	1	15 6	7 0	do . . . . .
R. A. . . . .	59	36,934			1	12 6	9 5	do . . . . .
R. A. . . . .	84	41,328	}	6	2	16 2	9 6	do . . . . .
R. A. . . . .	117	73,242			1	11 6	9 0	do . . . . .
R. A. . . . .	73	45,698	}	6	1	20 0	9 0	do . . . . .
R. A. . . . .	73	45,698			1	16 5	6 6	do . . . . .
R. A. . . . .	73	22,840	}	6	3	19 0	7 3	do . . . . .
R. A. . . . .	165	51,645						
R. A. . . . .	111	150,516	}	13	3	40 0	9 5	Day and night
R. P. O. . . . .	70	94,920						
R. P. O. . . . .	75	101,700	}	6	1	40 0	9 5	Day . . . . .
R. P. O. . . . .	55	74,580						
R. P. O. . . . .	111	34,132	}	6	3	11 0	7 0	do . . . . .
R. A. . . . .	110	72,616						
R. A. . . . .	45	28,170	}	6	1	10 9	6 0	do . . . . .
R. A. . . . .	50	31,300						
R. A. . . . .	110	149,160	}	13	2	16 0	9 0	Day and night.
R. A. . . . .	288	180,288						
R. A. . . . .	288	180,288	}	6	1	13 0	9 0	Day . . . . .
R. A. . . . .	288	180,288						
R. P. O. . . . .	338	246,740	}	7	2	50 0	9 9	do . . . . .
R. A. . . . .	63	39,438						
R. A. . . . .	169	68,234	}	6	2	12 7	6 0	Day . . . . .
R. A. . . . .	61	9,516						
M. R. M. . . . .	39	24,414	}	6	1	12 4	7 3	do . . . . .
R. A. . . . .	114	71,364						
R. A. . . . .	83	51,958	}	6	2	11 6	8 6	do . . . . .
R. A. . . . .	212	132,712						
R. A. . . . .	55	34,430	}	6	1	17 6	9 5	do . . . . .
R. A. . . . .	73	45,698						
R. A. . . . .	92	57,592	}	6	3	13 2	7 0	do . . . . .
R. A. . . . .	94	58,844						
R. A. . . . .	45	28,170	}	6	2	10 10	7 1	do . . . . .
R. A. . . . .	25	15,650						
R. A. . . . .	111	69,486	}	6	2	10 0	6 6	do . . . . .
M. R. M. . . . .	42	26,292						
R. A. . . . .	55	34,430	}	6	2	9 6	6 6	do . . . . .
R. P. O. . . . .	81	50,706						
R. A. . . . .	189	118,314	}	6	1	13 5	7 0	do . . . . .
R. A. . . . .	93	58,218						
R. A. . . . .	93	58,218	}	6	1	19 6	7 6	do . . . . .
R. A. . . . .	23	13,998						
M. R. M. . . . .	40	25,040	}	6	1	8 6	6 6	do . . . . .
R. A. . . . .	66	41,316						

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

## FIFTH DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
22033	Kokomo, Frankfort .....	Frankfort and Kokomo	Kokomo and Frankfort .....
22036	Switz City, Bedford .....	Bedford Spring, Owens and Bloomfield.	Switz City and Bedford .....
22038	Rensselaer, Delphi .....	Indianapolis, Delphi & Chicago	Rensselaer and Delphi .....
	Totals .....		

## SIXTH DIVISION RAIL

21019	Toledo, Quincy .....	Wabash, Saint Louis and Pacific	La Fayette and Quincy .....
	Branch, Bluffs, Naples .....	do .....	La Fayette and Saint Louis .....
	Branch, Keokuk, Clayton .....	do .....	Chicago, Decatur and Saint Louis.
22028	La Fayette, Kankakee .....	Cincinnati, Indianapolis, Saint Louis and Chicago.	Bluffs and Hannibal .....
			Keokuk and Clayton .....
			La Fayette and Warsaw .....
23001	Chicago, Milwaukee .....	Chicago and Northwestern .....	Milwaukee and Chicago .....
23002	Chicago, Freeport .....	do .....	Chicago and Dubuque .....
23003	Chicago, Union Pacific Transfer .....	do .....	Chicago and Cedar Rapids .....
			Cedar Rapids and Council Bluffs.
23004	Elgin, Geneva .....	do .....	Geneva and Elgin .....
23005	Sterling, East Saint Louis .....	Chicago, Burlington & Quincy.	Sterling and Rock Island .....
			Rock Island and Saint Louis .....
23007	Chicago, Burlington .....	do .....	Chicago and Burlington .....
			Chicago, Foreston and Dubuque.
			Chicago and Streator .....
	Branch, Galva, Sagetown .....	do .....	Galva and Keithsburg .....
23008	Rushville, Yates City .....	do .....	Yates City and Rushville .....
	Branch, Elmwood, Buda .....	do .....	Buda and Yates City .....
23009	Peoria, Galesburgh .....	do .....	Peoria and Galesburgh .....
			Buda and Yates City .....
23010	Galesburgh, Quincy .....	do .....	Galesburgh and Quincy .....
23011	Burlington, Quincy .....	do .....	Burlington and Quincy .....
23012	Streator, Aurora .....	do .....	Chicago and Streator .....
23013	Mendota, Clinton .....	do .....	Mendota and Clinton .....
23014	Rock Falls, Shabbona .....	do .....	Shabbona and Rock Falls .....
23015	Chicago, Davenport .....	Chicago, Rock Island & Pacific.	Chicago and Iowa City .....
			Chicago and Wilton Junction .....
23016	Bureau Junction, Peoria .....	do .....	Bureau Junction and Peoria .....
23017	Chicago, East Saint Louis .....	Chicago and Alton .....	Chicago and Saint Louis .....
			Chicago and Peoria .....
23018	Bloomington, East Saint Louis .....	do .....	Bloomington and Rood House .....
23019	Washington, Dwight .....	do .....	Dwight and Washington .....
23020	Chicago, Cairo .....	Illinois Central .....	Chicago and Centralia .....
			Chicago and Effingham .....
			Centralia and Cairo .....
23021	Dubuque, Centralia .....	do .....	Chicago and Dubuque .....
			Chicago, Foreston and Dubuque.
			Freeport and Centralia .....
23022	Joliet, Lake Station .....	Michigan Central .....	Lake Station and Joliet .....
23023	Decatur, East Saint Louis .....	Wabash, Saint Louis and Pacific	La Fayette and Saint Louis .....
			Chicago, Decatur and Saint Louis.
23024	Peoria, Evansville .....	Peoria, Decatur and Evansville.	Peoria and Evansville .....
23025	Hannibal, Naples .....	Wabash, Saint Louis and Pacific	Bluffs and Hannibal .....
23028	Effingham, Switz City .....	Springfield, Effingham and Southeastern.	Switz City and Effingham .....
23027	State Line, Warsaw .....	Wabash, Saint Louis and Pacific	La Fayette and Warsaw .....
23029	Urbana, Havana .....	do .....	Urbana and Havana .....
	Branch, White Heath, Decatur .....	do .....	White Heath and Decatur .....



in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.		No. of railway post-office cars, or cars in which are mail apartments.		Dimensions of cars or apartments.		Day or night service.	Remarks.
							Width.	Length.		
M. R. M.	26	16, 276	6	1	10	3	6	8	Day.	
M. R. M.	41	25, 666	6	1	6	7	4	10	do	
M. R. M.	40	25, 040	6	1	8	0	6	0	do	
		11, 994, 054								

C. JAY FRENCH, Superintendent.

WAY MAIL SERVICE.

R. P. O.	270	169, 333	6	3	50	0	9	3	Day	
R. P. O.	120	87, 600	7	2	50	0	9	3	Night	
R. A.	20	12, 520	6	2	17	7	9	3	Day	
R. A.	4	2, 504	6	1	17	7	9	3	do	
R. A.	42	26, 292	6	1	17	7	9	3	do	
R. A.	45	28, 170	6	3	18	0	8	7	do	
R. A.	85	106, 420	12	2	35	4	9	4	do	
R. P. O.	121	75, 746	6	2	35	4	9	4	do	
R. P. O.	219	274, 188	12	5	49	4	9	3	Day and night	
R. A.	271	169, 646	6	3	49	4	9	3	Day	
R. A.	44	27, 544	6	1	9	6	9	6	do	
R. A.	52	32, 552	6	1	10	8	6	7	do	
R. A.	247	154, 622	6	3	18	7	8	10	do	
R. P. O.	207	259, 164	12	4	54	10	8	10	Day and night	
R. P. O.	38	23, 788	6	2	35	5	8	10	Night	
R. A.	38	23, 788	6	1	21	1	8	10	Day	
R. A.	54	33, 804	6	1	12	9	6	9	do	
R. A.	62	38, 812	6	1	13	9	6	10	do	
R. A.	44	27, 544	6	1	12	0	6	10	do	
R. A.	53	33, 178	6	1	17	0	8	10	do	
R. A.	3	1, 878	6	1	12	0	6	10	do	
R. P. O.	100	135, 600	13	3	44	2	8	10	Day and night	
R. A.	72	45, 072	6	1	19	8	8	10	Day	
R. A.	61	38, 186	6	1	21	1	8	10	do	
R. A.	64	40, 064	6	1	8	8	6	10	do	
R. A.	47	29, 422	6	1	12	0	6	10	do	
R. P. O.	183	114, 558	6	2	49	4	9	4	do	
R. A.	183	114, 558	6	3	41	4	9	4	Night	
R. A.	46	28, 796	6	1	20	0	9	4	Day	
R. P. O.	282	382, 392	13	3	40	0	8	11	Day and night	
R. A.	37	23, 162	6	2	44	5	9	1	Day	
R. A.	110	68, 860	6	1	40	0	8	11	Night	
R. A.	70	43, 820	6	1	13	10	6	7	Day	
R. P. O.	252	157, 752	6	3	44	4	9	0	do	
R. P. O.	189	145, 270	7	2	41	4	9	0	Night	
R. P. O.	113	70, 738	6	1	44	4	9	0	Day	
R. P. O.	69	43, 194	6	2	35	4	9	4	do	
R. P. O.	81	50, 706	6	2	35	5	9	10	Night	
R. A.	275	172, 150	6	3	27	3	0	0	Day	
M. R. M.	45	28, 170	6	1	7	1	6	3	do	
R. P. O.	113	82, 480	7	2	50	0	9	3	Night	
R. A.	113	70, 738	6	2	17	7	9	3	Day	
R. A.	248	155, 248	6	2	19	8	9	0	do	
M. R. M.	46	28, 796	6	1	12	0	7	0	do	
R. A.	91	56, 966	6	2	8	6	5	6	do	
R. A.	225	140, 850	6	3	18	0	8	7	do	
L. A.	102	63, 852	6	1	12	0	7	0	do	
L. R. M.	30	18, 720	6	1	12	0	7	0	do	

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

## SIXTH DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
23030	East Saint Louis, El Dorado	Saint Louis, Alton and Terre Haute	Saint Louis and El Dorado
23032	Saint Louis, Nashville. Branch, McLeansborough, Shawnee-Town.	Louisville and Nashville do	Evansville and Saint Louis McLeansborough and Shaw- neetown.
23033	Beardstown, Shawneetown	Ohio and Mississippi	Beardstown and Flora Flora and Shawneetown
23034	Springfield, Gilman	Illinois Central	Gilman and Springfield
23035	Chicago, Milwaukee	Chicago, Milwaukee and Saint Paul.	{ Chicago and La Crosse.
23036	Aurora, Foreston	Chicago and Iowa	Foreston and Aurora Chicago, Foreston and Du- buque.
23037	Vincennes, Cairo	Cairo and Vincennes	Vincennes and Cairo
23038	Peoria, Jacksonville	Peoria, Pekin and Jacksonville	Peoria and Jacksonville
23040	Peoria, Rock Island	Rock Island and Peoria	Rock Island and Peoria
23041	Quincy, Hannibal Branch, Fall Creek, Louisiana	Chicago, Burlington & Quincy do	Quincy and Louisiana do
23042	Chicago, Terre Haute	Chicago and Eastern Illinois	Chicago and Terre Haute
23043	Streator, Altamont	Wabash, Saint Louis & Pacific	Streator and Strawn Chicago, Decatur and Saint Louis.
23048	Jacksonville, Litchfield	Jacksonville and Southeastern	Bement and Effingham Litchfield and Jacksonville
23047	Chester, Tamaroa	Wabash, Chester and Western	Tamaroa and Chester
23048	Terre Haute, Peoria	Illinois Midland	Peoria and Terre Haute
23049	Springfield, Havana	Springfield and Northwestern	Havana and Springfield
23050	Vincennes, Danville	Danville and Southwestern	Danville and Vincennes
23051	Joliet, Peoria	Chicago, Pekin and South- western.	Chicago and Peoria
23053	East Saint Louis, Cairo	Cairo and Saint Louis	Saint Louis and Cairo
23054	Chicago, Lanark Junction	Chicago, Milwaukee and Saint Paul.	Chicago, Savanna and Du- buque.
23055	Decatur, Indianapolis	Indianapolis, Decatur and Springfield.	Indianapolis and Decatur
23058	West Lebanon, Leroy	Wabash, Saint Louis & Pacific	West Lebanon and Leroy
23062	Kankakee, Strawn	Illinois Central	Kankakee and Kankakee Junction.
23063	Shumway, Effingham	Wabash, Saint Louis & Pacific	Bement and Effingham
23064	Kempton, Woodford	Illinois Central	Kankakee and Kankakee Junction.
23066	Chicago, Strawn	Wabash, Saint Louis & Pacific	Chicago, Decatur and Saint Louis.
24031	Fort Howard, Ishpeming	Chicago and Northwestern	Ishpeming and Fort Howard
24032	Powers, Florence	do	Powers and Florence
24049	Marquette, L'Anse	Marquette, Houghton and On- tonagon.	Marquette and L'Anse
25001	Milwaukee North McGregor	Chicago, Milwaukee and Saint Paul.	Milwaukee and Prairie du Chien.
25002	Milwaukee, La Crosse	do	Chicago and La Crosse
25003	Milwaukee, Berlin	do	Oshkosh and Milwaukee
25004	Milton Junction, Monroe	do	Milton and Monroe
25005	Watertown, Madison	do	Watertown and Madison
25006	Hericon, Portage	do	Hericon and Portage
25008	Oshkosh, Ripon	do	Oshkosh and Milwaukee
25009	Chicago, Green Bay	Chicago and Northwestern	Fort Howard and Chicago
25010	Caledonia Station, Winona Junction.	do	Elroy and Harvard
25011	Kenosha, Rockford	do	Elroy and Winona Kenosha and Rockford Elroy and Harvard
25012	Milwaukee, Fond du Lac	do	Fond du Lac and Milwaukee
25014	Winona, Winona Junction	do	Elroy and Winona
25015	Stevens Point, Portage	Wisconsin Central	Stevens Point and Portage
25016	Milwaukee, Green Bay Branch, Hillbert, Appleton	do	Menasha and Milwaukee do
25017	Menasha, Ashland	do	Ashland and Menasha

in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
R. A. ....	121	75,746	6	2	18 0	7 0	Day .....	
R. A. ....	101	100,786	6	3	12 2	9 1	do .....	
M. R. M. ..	40	25,040	6	1	5 6	3 0	do .....	
R. A. ....	154	96,404	6	2	10 8	7 5	do .....	
R. A. ....	74	46,324	6	1	9 4	6 3	do .....	
R. A. ....	112	70,112	6	2	11 9	9 4	do .....	
J. P. O. ....	85	115,260	13	3	59 4	9 5	Day and night	
R. A. ....	81	50,706	6	4	49 4	9 5	Day .....	
K. P. O. ....	81	53,706	6	2	35 5	8 10	Night .....	
R. A. ....	158	94,908	6	2	11 9	6 9	Day .....	
R. A. ....	83	51,958	6	2	13 2	7 6	do .....	
R. A. ....	91	56,966	6	2	11 11	8 0	do .....	
R. A. ....	12	7,512	6	1	12 0	6 11	do .....	
R. A. ....	31	19,405	6	1	12 0	6 11	do .....	
R. A. ....	176	110,176	6	3	17 0	6 9	do .....	
R. A. ....	41	25,046	6	1	12 0	7 0	do .....	
R. A. ....	52	32,552	6	2	17 7	9 3	do .....	
R. A. ....	53	37,178	6	1	12 0	7 0	do .....	
M. R. M. ..	54	33,804	6	1	7 0	6 5	do .....	
M. R. M. ..	41	25,066	6	1	12 0	6 3	do .....	
R. A. ....	176	110,176	6	2	9 5	8 11	do .....	
R. A. ....	47	29,422	6	1	12 0	6 3	do .....	
K. A. ....	113	70,738	6	2	12 0	7 0	do .....	
K. A. ....	124	77,624	6	2	10 1	7 4	do .....	
R. A. ....	147	92,022	6	3	10 0	6 6	do .....	
R. A. ....	117	73,242	6	2	39 4	9 5	do .....	
R. A. ....	152	95,152	6	3	20 4	9 1	do .....	
R. A. ....	42	23,292	6	1	7 10	6 6	do .....	
R. A. ....	29	18,154	6	1	15 0	7 2	do .....	
R. A. ....	8	5,008	6	1	12 0	7 0	do .....	
R. A. ....	42	23,292	6	1	15 0	7 2	do .....	
R. A. ....	100	62,600	6	2	17 7	9 3	do .....	
R. A. ....	179	130,670	7	2	35 4	9 4	do .....	
M. R. M. ..	42	30,960	7	1	38 8	8 0	do .....	
R. A. ....	64	49,064	6	2	12 0	7 2	do .....	
R. A. ....	193	120,818	6	2	19 6	9 2	do .....	
R. P. O. ....	193	265,776	13	3	59 4	9 4	Day and night	
R. A. ....	84	52,584	6	1	49 4	9 4	Day .....	
R. A. ....	42	26,292	6	1	18 9	9 2	do .....	
M. R. M. ..	36	22,536	6	1	13 4	7 8	do .....	
M. R. M. ..	44	27,544	6	1	13 7	7 5	do .....	
R. A. ....	44	27,544	6	1	20 0	7 6	do .....	
R. A. ....	20	12,520	6	1	18 9	9 2	do .....	
K. P. O. ....	242	151,492	6	2	49 4	9 2	do .....	
R. A. ....	135	84,510	6	2	35 4	9 4	do .....	
R. A. ....	55	31,430	6	2	16 0	7 6	do .....	
R. A. ....	72	45,072	6	1	12 6	7 2	do .....	
R. A. ....	15	9,390	6	2	35 4	9 4	do .....	
R. A. ....	64	49,064	6	1	12 8	7 6	do .....	
R. A. ....	31	19,405	6	1	12 6	7 2	do .....	
R. A. ....	73	45,698	6	1	7 10	7 9	do .....	
R. A. ....	86	53,896	6	1	16 0	7 3	do .....	
R. A. ....	16	10,016	6	1	16 0	7 3	do .....	
R. A. ....	172	107,072	6	3	14 2	7 8	do .....	

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

SIXTH DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
25018	Milwaukee, Two Rivers.....	Milwaukee, Lake Shore and Western.	Wausau and Milwaukee.....
	Branch, Manitowoc, Warsaw.....	do	do
25019	Sheboygan, Princetown.....	Chicago and Northwestern	Sheboygan and Princetown.....
25023	Madison, Portage.....	Chicago, Milwaukee and Saint Paul.	Portage and Madison.....
25024	Racine, Rock Island.....	do	Racine and Rock Island.....
			Chicago, Savanna and Du- buque.
25025	Galena, Woodman.....	Chicago and Northwestern	Woodman and Galena.....
	Branch, Lancaster Junction, Lancaster.	do	do
	Branch, Plattville Junction, Plattville.	do	do
25026	Eau Claire, Abbotsford.....	Wisconsin and Minnesota.	Abbotsford and Eau Claire.....
25027	Green Bay, Winona.....	Green Bay and Minnesota	Green Bay and Winona.....
25028	Hudson, Chandler.....	Chicago, Saint Paul, Minne- apolis and Omaha.	Chandler and Hudson.....
25030	Elroy, Saint Paul.....	do	Saint Paul and Elroy.....
25031	Tomah, Merrill.....	Chicago, Milwaukee and Saint Paul.	Merrill and Tomah.....
25034	Sparta, Viroqua.....	do	Sparta and Viroqua.....
24001	Duluth, Combe.....	Northern Pacific.	Saint Paul and Fargo.....
			Fargo and Bismarck.....
28002	Sauk Rapids, Brairerd.....	do	Saint Paul and Fargo.....
28003	Saint Paul, Sauk Rapids.....	Saint Paul, Minneapolis and Manitoba.	Saint Vincent and Saint Paul.....
			Saint Paul and Fargo.....
28004	East Saint Cloud, Barnesville.....	do	Saint Vincent and Saint Paul.....
28005	Breckenridge, Saint Vincent.....	do	do
28006	Saint Paul, Breckenridge.....	do	Breckenridge and Saint Paul.....
28007	Saint Paul, Duluth.....	Saint Paul and Duluth.....	Duluth and Saint Paul.....
28009	Minneapolis, McGregor.....	Chicago, Milwaukee and Saint Paul.	Saint Paul and McGregor.....
	Branch, Mendota, Saint Paul.....	do	do
28010	Hastings, Ortonville.....	do	Hastings and Ortonville.....
28012	Austin, Mason City.....	do	Austin and Mason City.....
28013	Minneapolis, La Crosse.....	do	Minneapolis and La Crosse.....
23014	Saint Peter, Watertown.....	Chicago and Northwestern	Winona and Sleepy Eye.....
		do	Sleepy Eye and Watertown.....
28015	Winona, Saint Peter.....	do	Winona and Sleepy Eye.....
28020	Worthington, Sioux Falls.....	Chicago, Saint Paul, Minne- apolis and Omaha.	Worthington and Sioux Falls.....
28021	White Bear Lake, Fort Dodge.....	Minneapolis and Saint Louis.....	Minneapolis and Albert Lea.....
			Albert Lea and Fort Dodge.....
28022	Wabasha, Zumbrota.....	Chicago, Milwaukee and Saint Paul.	Wabasha and Zumbrota.....
28023	La Crosse, Flandreau.....	do	La Crosse and Flandreau.....
28024	Mankato, Wells.....	do	Mankato and Wells.....
28025	Saint Paul, Saint James.....	Chicago, Saint Paul, Minne- apolis and Omaha.	Saint Paul and Sioux City.....
28026	Saint James, Sioux City.....	do	Mankato and Blue Earth City.....
28029	Lake Crystal, Blue Earth City.....	do	Saint Paul and Sioux City.....
28031	Tracy, Pierre.....	Chicago and Northwestern	Mankato and Blue Earth City.....
28032	Reno, Preston.....	Chicago, Milwaukee and Saint Paul.	Tracy and Pierre.....
			Reno and Preston.....
27001	Burlington, Albert Lea.....	Burlington, Cedar Rapids and Northern.	Albert Lea and Burlington.....
27002	Cedar Rapids, Postville.....	do	Postville and Cedar Rapids.....
27003	Cedar Rapids, Clarion.....	do	Cedar Rapids and Clarion.....
27004	Muscatine, What Cheer.....	do	Muscatine and Montezuma.....
27005	Burlington, Council Bluffs.....	Chicago, Burlington & Quincy.	Burlington and Council Bluffs.....
	Branch, Red Oak, Eastport.....	do	Red Oak and Eastport.....
27006	Chariton, Grant City.....	do	Chariton and Grant City.....
27008	Burlington, La Ciede.....	Burlington and Southwestern.	Burlington and La Ciede.....
27009	Villisca, Burlington Junction.....	Chicago, Burlington & Quincy.	Villisca and Bigelow.....
27010	Ottumwa, Mason City.....	Central Iowa	Mason City and Ottumwa.....

in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
					<i>Ft. In.</i>	<i>Ft. In.</i>		
R. A. ....	77	48, 202	6	3	15 7	7 8	Day	
R. A. ....	133	83, 258	6	3	13 7	7 8	do	
R. A. ....	78	48, 828	6	1	12 3	7 4	do	
M. R. M. ....	40	25, 040	6	1	13 7	7 5	do	
R. A. ....	197	123, 322	6	3	16 2	9 4	do	
R. A. ....	22	13, 772	6	2	39 4	9 5	do	
R. A. ....	76	47, 576	6	2	12 3	7 4	do	
R. A. ....	12	7, 512	6	2	12 3	7 4	do	
R. A. ....	4	2, 504	6	2	12 3	7 4	do	
R. A. ....	85	40, 890	6	1	15 4	7 2	do	
R. A. ....	215	134, 590	6	2	12 0	8 0	do	
R. A. ....	80	50, 080	6	1	9 0	6 3	do	
R. A. ....	198	123, 948	6	3	34 3	9 2	do	
R. A. ....	92	57, 592	6	2	9 11	9 5	do	
M. R. M. ....	36	22, 536	6	1	14 9	7 4	do	
R. A. ....	139	87, 014	6	2	18 0	8 7	do	
R. A. ....	195	122, 070	6	2	20 0	8 6	do	
R. A. ....	61	38, 186	6	2	18 0	8 7	do	
R. A. ....	75	46, 950	6	3	39 4	8 9	Night	
R. A. ....	75	46, 950	6	2	18 0	8 7	Day	
R. A. ....	143	89, 518	6	3	39 4	8 9	Night	
R. A. ....	170	106, 420	6	3	39 4	8 9	Day	
R. A. ....	217	135, 842	6	2	17 10	8 9	do	
R. A. ....	156	97, 656	6	2	22 0	8 6	do	
R. A. ....	207	129, 582	6	2	23 6	9 2	do	
R. A. ....	7	4, 382	6	2	23 6	9 2	do	
R. A. ....	292	126, 454	6	2	13 6	9 2	do	
R. A. ....	40	25, 040	6	1	12 2	9 5	do	
R. P. O. ....	141	102, 930	7	4	49 4	9 5	Night	
R. A. ....	141	88, 266	6	3	59 4	9 5	Day	
R. A. ....	44	27, 544	6	2	16 0	7 6	do	
R. A. ....	140	87, 640	6	2	13 2	8 6	do	
R. A. ....	139	87, 014	6	2	16 0	7 6	do	
R. A. ....	63	39, 438	6	1	11 11	9 3	do	
R. A. ....	108	67, 608	6	2	22 0	9 3	do	
R. A. ....	102	63, 852	6	2	12 0	9 3	do	
R. A. ....	59	36, 934	6	1	8 2	7 0	do	
R. A. ....	311	194, 686	6	3	16 8	7 6	do	
M. R. M. ....	40	25, 040	6	1	8 2	7 0	do	
R. A. ....	122	76, 372	6	2	22 6	9 4	Night	
M. R. M. ....	13	8, 138	6	1	8 2	7 0	Day	
R. A. ....	148	92, 648	6	2	22 6	9 4	Night	
M. R. M. ....	34	21, 284	6	1	8 2	7 0	Day	
R. A. ....	103	64, 478	6	3	16 0	7 6	do	
R. A. ....	58	36, 308	6	1	8 6	5 9	do	
R. A. ....	253	158, 378	6	2	22 0	9 4	do	
R. A. ....	98	61, 348	6	1	9 10	7 8	do	
R. A. ....	126	78, 876	6	1	22 0	9 4	do	
R. A. ....	72	45, 072	6	2	20 0	9 4	do	
R. A. ....	291	182, 168	6	2	51 4	8 10	do	
R. A. ....	50	31, 300	6	1	11 4	8 10	do	
R. A. ....	94	58, 844	6	12	16 7	8 7	do	
R. A. ....	181	113, 306	6	3	15 0	9 0	do	
R. A. ....	37	23, 162	6	1	8 10	6 11	do	
R. A. ....	172	45, 072	6	3	22 0	9 7	do	



in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-routemaster's name.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
R. A. ....	43	26,918	6	1	15 4	8 10	Day	
R. A. ....	44	27,544	6	2	39 4	9 5	do	
R. A. ....	118	73,868	6	2	18 4	8 10	do	
R. P. O. ....	54	33,804	6	2	49 4	9 4	Night	
R. A. ....	25	15,650	6	3	41 4	9 4	Day	
R. A. ....	294	184,044	6	3	41 4	9 4	do	
R. A. ....	16	10,016	6	1	9 0	7 0	do	
R. A. ....	26	16,276	6	1	9 0	7 0	do	
R. A. ....	78	48,828	6	1	17 6	9 4	do	
R. A. ....	268	167,768	6	4	22 6	9 4	do	
R. A. ....	43	20,018	6	1	14 0	6 9	do	
R. A. ....	162	101,412	6	3	16 6	9 0	do	
R. A. ....	58	36,308	6	1	10 0	9 0	do	
R. A. ....	192	120,192	6	3	24 7	9 0	do	
R. A. ....	135	84,510	6	2	18 5	9 0	do	
R. A. ....	80	50,080	6	2	16 6	8 10	do	
R. A. ....	71	44,446	6	1	10 2	6 10	do	
R. A. ....	225	140,850	6	3	20 6	9 0	do	
R. A. ....	165	103,290	6	2	13 9	6 9	do	
R. A. ....	95	59,470	6	2	10 7	7 9	do	
R. A. ....	76	47,576	6	2	17 7	9 3	do	
R. A. ....	24	15,024	6	2	13 5	9 0	do	
R. A. ....	58	36,308	6	1	12 2	7 5	do	
R. A. ....	87	54,462	6	2	13 0	9 3	do	
R. A. ....	68	42,568	6	2	12 4	6 9	do	
R. A. ....	91	56,966	6	1	16 6	9 6	do	
R. A. ....	52	32,552	6	1	7 10	6 6	do	
R. A. ....	60	37,560	6	1	12 2	7 5	do	
M. R. M. ....	44	27,544	6	1	7 10	6 4	do	
M. R. M. ....	33	20,658	6	1	6 10	5 11	do	
R. A. ....	63	39,438	6	3	20 6	9 0	do	
R. A. ....	62	38,812	6	1	20 0	9 6	Night	
R. A. ....	63	39,438	6	1	6 9	5 8	Day	
R. A. ....	83	51,958	6	1	12 2	7 5	do	
M. R. M. ....	36	22,536	6	1	10 7	6 4	do	
R. A. ....	26	16,276	6	1	13 8	8 8	do	
R. A. ....	16	10,016	6	2	20 0	9 4	do	
R. A. ....	90	56,340	6	1	13 8	8 8	do	
R. A. ....	48	30,048	6	1	13 3	9 0	do	
R. A. ....	32	20,032	6	1	8 10	6 11	do	
R. P. O. ....	1,035	755,530	7	9	00 0	9 0	do	
R. P. O. ....	148	92,648	6	2	35 1	8 10	do	
R. A. ....	126	78,876	6	2	9 6	7 6	do	
R. P. O. ....	17	10,642	6	2	35 1	8 10	do	
R. A. ....	137	85,762	6	3	13 3	8 9	do	
M. R. M. ....	30	18,870	6	1	9 0	6 9	do	
R. A. ....	90	56,340	6	2	12 4	6 6	do	
R. A. ....	148	92,648	6	2	10 0	7 0	do	
R. A. ....	115	71,990	6	2	13 5	9 0	do	

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

## SIXTH DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
34011	York, Central City .....	Burlington and Missouri River in Nebraska.	Central City and Nemaha City.
34012	Columbus, Norfolk .....	Union Pacific .....	Norfolk and Columbus .....
34016	Endicott, Red Cloud .....	Burlington and Missouri River in Nebraska.	Endicott and Red Cloud .....
35001	Sioux City, Yankton .....	Chicago, Milwaukee and Saint Paul.	Sioux City and Yankton .....
35002	Marion, Mitchell .....	do .....	Calmar and Mitchell .....
	Total .....		

## SEVENTH DIVISION RAIL

28001	Saint Louis, Mo., Atchison, Kans.	Missouri Pacific .....	Saint Louis and Atchison .....
28002	Saint Louis, Bismarck, Mo .....	Saint Louis, Iron Mountain and Southern.	Saint Louis and Texarkana ...
	Branch, Mineral Point, Potosi	do .....	Saint Louis and Columbus .....
28003	Saint Louis, Mo., Vinita, Ind. Ter.	Saint Louis and San Francisco.	Saint Louis and Wichita .....
			Saint Louis and Springfield ...
28004	Saint Louis, Kansas City, Mo.	Wabash, Saint Louis and Pacific.	Pierce City and Vinita .....
28005	Quincy, Ill., Saint Joseph, Mo.	Hannibal and Saint Joseph ...	Saint Louis, Moberly and Kansas City.
	Branch, Palmyra, Hannibal, Mo	do .....	Quincy and Kansas City .....
28006	Kansas City, Mo., Union Pacific Transfer, Iowa.	Kansas City, Saint Joseph and Council Bluffs.	Cameron and Atchison .....
28007	Ottumwa, Iowa, Moberly, Mo.	Wabash, Saint Louis and Pacific.	Council Bluffs and Kansas City
28008	Versailles, Booneville, Mo.	Missouri Pacific .....	Ottumwa and Moberly .....
28009	Centralia, Columbia, Mo .....	Wabash, Saint Louis and Pacific.	
28010	Kansas City, Cameron, Mo .....	Hannibal and Saint Joseph ..	Quincy and Kansas City .....
28011	Sedalia, Mo., Denison City, Tex	Missouri Pacific (Kansas and Texas Division).	Hannibal and Denison .....
			Sedalia and Parsons .....
28012	Saint Joseph, Lexington, Mo.	Wabash, Saint Louis and Pacific.	Lexington and Saint Joseph ..
28013	Brunswick, Mo., Council Bluffs, Iowa.	do .....	Brunswick and Council Bluffs.
28014	Hannibal, Sedalia, Mo .....	Missouri Pacific (Kansas and Texas Division).	Hannibal and Denison .....
28015	Keokuk, Albia, Iowa		
28016	Pleasant Hill, Mo., De Soto, Kans.	Atchison, Topeka and Santa Fe	Pleasant Hill and Cedar Junction.
28017	Sedalia, Lexington, Mo .....	Missouri Pacific .....	Sedalia and Lexington .....
28018	Keokuk, Iowa, Saint Peters, Mo.	Saint Louis, Keokuk and Northwestern.	Keokuk and Saint Louis .....
28019	Quincy, Ill., Milan, Mo .....	Wabash, Saint Louis and Pacific.	Quincy and Milan .....
28020	Pierce City, Mo., Wichita, Kans.	Saint Louis and San Francisco	Saint Louis and Wichita .....
28021	Branch, Oronogo, Joplin, Mo.	do .....	
28022	Mexico, Cedar City, Mo .....	Chicago and Alton .....	Mexico and Jefferson City .....
	Rood House, Ill., Mexico, Mo	do .....	Saint Louis, Louisiana and Kansas City.
28023	Cuba, Salem, Mo .....	Saint Louis, Salem and Little Rock.	Cuba and Salem .....
28024	Holden, Mo., Paola, Kans .....	Missouri Pacific (Kansas and Arizona Division).	Holden and Le Roy .....



in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
R. A . . . . .	41	25, 666	6	3	18 3	8 0	Day . . . . .	
R. A . . . . .	50	31, 800	6	1	9 0	5 0	do . . . . .	
R. A . . . . .	80	50, 080	6	2	7 6	7 8	do . . . . .	
R. A . . . . .	61	38, 186	6	1	16 9	9 6	do . . . . .	
R. A . . . . .	44	27, 544	6	2	20 0	9 6	do . . . . .	
		14, 411, 555						

JAMES E. WHITE, Superintendent.

WAY MAIL SERVICE.

R. P. O . . . . .	281.75	411, 355	14	6	60 0	9 3	Day and night.	
R. P. O . . . . .	48.25	30, 204.5	6				Day . . . . .	
R. P. O . . . . .	75.25	54, 832.5	7	5	49 5	9 8½	Day and night.	
Agent . . . . .	75.25	47, 106.5	6	2	14 0	9 3	do . . . . .	
4								
R. A . . . . .	269.75	211, 517.5	7	5	50 0	9 0	Day and night.	
Agent . . . . .	240.12	175, 287.6	7	2	20 0	7 2	Day . . . . .	
Agent . . . . .	73.50	53, 655	7	1	21 6	7 4	do . . . . .	
Agent . . . . .	276.75	202, 027.5	7	4	25 6	8 6	do . . . . .	
R. P. O . . . . .	170.90	124, 767	7	4	38 11	9 0	do . . . . .	
Agent . . . . .	35.50	25, 915	7	1	12 0	6 6	do . . . . .	
15								
Agent . . . . .	197.20	123, 447.2	6	2	39 7	9 2	Day . . . . .	
Agent . . . . .	131	95, 630	7	1	21 10	7 5	Day and night.	
44.25								
21.75								
R. P. O . . . . .	54.80	40, 004	7				Day . . . . .	See No. 28005.
R. P. O . . . . .	483.80	316, 528	7	5	50 4	9 0	Day and night.	
Agent . . . . .	158.70	115, 851	7	3	16 3	8 6	Day . . . . .	
M. R. M . . . .	76.25	47, 732.5	6	1	22 2	7 10	do . . . . .	
Agent . . . . .	224.50	140, 537	6	2	25 0	9 5	do . . . . .	
R. P. O . . . . .	142.40	103, 952	7				do . . . . .	See No. 28011.
R. A . . . . .	44.40	27, 794.4	6	1	7 0	4 6	Day . . . . .	
R. A . . . . .	55.25	34, 586.5	6	1	10 8	7 3	do . . . . .	
Agent . . . . .	138	86, 388	6	2	20 0	8 10	do . . . . .	
Agent . . . . .	105.25	65, 886.5	6	1	11 0	7 1	do . . . . .	
R. A . . . . .	218.50	159, 505	7				do . . . . .	See No. 28003.
10.12								
Agent . . . . .	50	31, 300	6	1	17 0	9 6	Day . . . . .	
Agent . . . . .	89.10	65, 048	7	4	26 0	9 0	do . . . . .	
M. R. M . . . .	41	25, 666	6	1	9 0	6 0	do . . . . .	
Agent . . . . .	53.75	33, 647.5	6	1	17 4	7 0	do . . . . .	

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

## SEVENTH DIVISION RAILWAY

Number of route.	Contract designation, terminus of route.	Corporate title of company.	Railway mail service designation.
28025	Salisbury, Glasgow, Mo .....	Wabash, Saint Louis and Pacific.	.....
28026	Bismarck, Mo., Texarkana ....	Saint Louis, Iron Mountain and Southern.	Saint Louis and Texarkana .....
28027	Cairo, Ill., Poplar Bluff, Mo ....	..... do .....	Cairo and Poplar Bluff .....
28028	Saint Joseph, Hopkins, Mo .....	Kansas City, Saint Joseph and Council Bluffs.	Creston and Saint Joseph .....
28029	Hannibal, Eolia, Mo .....	Saint Louis, Hannibal and Keokuk.	Hannibal and Eolia .....
28030	Saint Joseph, Mo., Atchison, Kans.	Hannibal and Saint Joseph ..	Cameron and Atchison .....
28031	Saint Louis, Florissant, Mo .....	West End Narrow Gauge .....	.....
28032	Atchison, Kans., Edgerton Junction, Mo.	Chicago, Rock Island and Pacific.	Cameron, Platte mouth and Atchison.
28033	Kansas City, Lexington, Mo .....	Missouri Pacific (Kansas City and Eastern Division).	Lexington and Kansas City .....
28034	Bismarck, Mo., Columbus, Ky.	Saint Louis, Iron Mountain and Southern.	Saint Louis and Columbus .....
28035	New Madrid, Malden, Mo .....	L. R. V. and Arkansas .....	.....
28036	Springfield, Ash Grove, Mo .....	Kansas City, Fort Scott and Gulf.	.....
28037	Saint Joseph, Albany, Mo .....	Saint Joseph and Des Moines.	Saint Joseph and Albany .....
28038	Mexico, Kansas City, Mo .....	Chicago and Alton .....	Saint Louis, Louisiana and Kansas City.
28039	Pierce City, Mo., Fayetteville, Ark.	Saint Louis and San Francisco (Arkansas Division).	Pierce City and Fayetteville ..
28040	Pleasant Hill, Nevada, Mo .....	Missouri Pacific (Lexington and Southern Division).	.....
28041	Pleasanton, Carbon Centre, Mo.	Kansas City, Fort Scott and Gulf (Rich Hill Branch).	.....
28042	Sedalia, Warsaw, Mo .....	Sedalia, Warsaw and Southern.	.....
28043	Aradia, Kans., Ash Grove, Mo	Kansas City, Fort Scott and Gulf.	.....
28044	Bigelow, Burlington Junction, Mo.	Kansas City, Saint Joseph and Council Bluffs.	Vallace and Saint Joseph .....
28045	Delta, Cape Girardeau, Mo .....	Cape Girardeau .....	.....
28046	Corning, Westborough, Mo .....	Kansas City, Saint Joseph and Council Bluffs (Tarkis Valley Branch).	.....
33001	Kansas City, Mo., Denver, Colo	Union Pacific, Kansas Division	Kansas City and Denver .....
33002	Lawrence, Leavenworth, Kans.	..... do .....	Leavenworth and Burlington
33003	Atchison, Waterville, Kans .....	Missouri Pacific (Central Branch Division).	Atchison and Logan .....
33004	Lawrence, Coffeyville, Kans...	Kansas City, Lawrence and Southern Kansas.	Leavenworth and Burlington
33005	Cherryvale, Hunnewell, Kans	..... do .....	Kansas City and Wellington ..
33006	Kansas City, Mo., Ottawa, Kans	..... do .....	..... do .....
33007	Elwood, Kans., Grand Island, Nebr.	Saint Joseph and Western .....	Saint Joseph and Grand Island
33008	Kansas City, Joplin, Mo .....	Kansas City, Fort Scott and Gulf.	Kansas City and Joplin .....
33009	Junction City, Parsons, Kans	Missouri Pacific (Kansas and Texas Division).	Junction City and Parsons .....
33010	Atchison, Kans., Pueblo, Colo.	Atchison, Topeka and Santa F6	Atchison and Topeka .....
33011	Newton, Arkansas City, Kans. Branch, Mulvane, Caldwell, Kans.	..... do .....	Kansas City and Pueblo .....
33012	Atchison, Kans., Columbus, Nebr.	..... do .....	Newton and Caldwell .....
33013	Leavenworth, Garrison, Kans.	Burlington and Missouri River	Columbus and Atchison .....
33014	Lawrence, Carbondale, Kans ..	Kansas Central .....	Leavenworth and Garrison .....
33015	Junction City, Clyde, Kans.....	Union Pacific (Kansas Division).	.....
33016	Topeka, Kans., Kansas City, Mo.	..... do .....	Clyde and Junction City .....
		Atchison, Topeka and Santa F6	Kansas City and Pueblo .....

in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
	15.90				Ft. In.	Ft. In.		
R. P. O.	414.25	302,402.5	7				Day and night.	See No. 28002.
Agent	73.50	46,011	6	1	12 10	6 8	do	
Agent	58.70	36,746.2	6	3	13 11	7 2	Day	
Agent	48.60	30,423.6	6	1	12 6	8 6	do	
Agent	22	16,060	7				do	See No. 28005.
Agent	10.50							
Agent	29.25	21,717.5	7	1	17 0	9 0	Day	
Agent	42.25	26,448.5	6	1	8 0	5 0	do	
Agent	120.75	75,589.5	6				Day and night.	See No. 28003.
	27							
	19							
Agent	50	31,300	6	2	6 5	5 11	Day	
Agent	163.30	119,209	7				do	See No. 28022.
Agent	64.75	47,287.5	7	1	10 6	6 10	do	
	68.25							
	20.20							
	42.30							
	67.70							
Agent								
	15							
	27							
R. A.	302	440,920	14	8	24 0	9 5	Day and night.	
R. A.	336.50	245,645	7				do	
R. A.	34	21,284	6	2	18 2	8 10	Day	
R. A.	100	73,000	7	3	22 0	8 6	Day and night.	
R. A.	27.10	13,208.6	6				Day	See No. 33002.
R. A.	97.20	60,847.2	6	2	18 2	8 10	do	
R. A.	112.70	70,550.2	6				do	See No. 33004.
R. A.	54.30	33,991.8	6				do	
R. A.	251.70	183,741	7	3	12 0	8 6	do	
R. A.	174	108,924	6	3	18 2	8 10	do	
R. A.	157	98,282	6	2	15 2	7 3	do	
R. A.	50.50	36,865	7	1	13 4	9 4	do	
R. P. O.	568.80	415,151	7	6	50 0	9 3	Day and night	
M. R. M.	78.30	49,015.8	6	2	13 3	9 4	Day	
M. R. M.	37.80	23,662.8	6				do	
R. A.	220.80	138,220.8	6	2	19 7	8 7	do	
R. A.	119	74,494	6	3	10 5	6 0	do	
	32							
R. A.	55.10	40,223	7	1	12 0	9 5	Day	
R. P. O.	06.60	48,618	7				do	See No. 33010.

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

## SEVENTH DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
33017	Florence, El Dorado, Kans	Atchison, Topeka and Santa Fe	
33018	Fort Scott, Arcadia, Kans	Kansas City, Fort Scott and Gulf.	
33019	Ottawa, Burlington, Kans	Kansas City, Burlington and Santa Fe.	Leavenworth and Burlington
33020	Girard, Kans., to Joplin, Mo.	Saint Louis and San Francisco	
33021	Waterville, Washington, Kans.	Missouri Pacific (Central Branch Division).	Atchison and Logan
33022	Greenleaf, Concordia, Kans	do	do
33023	Emporia, Howard, Kans	Atchison, Topeka and Santa Fe	Emporia and Howard
33024	Parsons, Weir, Kans	Kansas City, Fort Scott and Gulf.	Weir and Parsons
33025	Solomon City, Beloit, Kans	Union Pacific (Kansas Division).	Beloit and Solomon City
33026	Concordia, Logan, Kans	Missouri Pacific (Central Branch Division).	Atchison and Logan
33027	Concordia, Talmage, Kans	do	
33028	Salina, McPherson, Kans	Union Pacific (Kansas Division).	Salina and McPherson
33029	Cawker City, Bull's City, Kans	Missouri Pacific (Central Branch Division).	
33030	Florence, Lyons, Kans	Atchison, Topeka and Santa Fe	Florence and Lyons
33030a	Paola, Le Roy, Kans	Missouri Pacific (Kansas and Arizona Division).	Holden and Le Roy
33030b	Jamestown, Burr Oak, Kans	Missouri Pacific (Central Branch Division).	
33030c	Oswatomie, Ottawa, Kans	Missouri Pacific (Kansas and Arizona Division).	
33030d	Burlingame, Manhattan, Kans	Manhattan, Alma and Burlingame.	Manhattan and Burlingame
33030e	Wellington, Harper, Kans	Kansas City, Lawrence and Southern Kansas.	
31001	Houston, Galveston, Tex	Galveston, Houston and Henderson.	Houston and Galveston
31002	Houston, San Antonio, Tex	Galveston, Harrisburgh and San Antonio.	Houston and San Antonio
31003	Houston, Denison City, Tex	Houston and Texas Central	Denison and Houston
31004	Hempstead, Austin, Tex	Houston and Texas Central (Western Division).	Hempstead and Austin
31005	Bremond, Morgan, Tex	Houston and Texas Central (Waco and Northwestern Division).	Bremond and Morgan
31006	Longview, Houston, Tex	International and Great Northern.	Longview and Houston
	Branch, Mineola, Troup, Tex	do	
	Branch, Phelps, Huntsville, Tex.	do	
31007	Palestine, San Antonio, Tex	do	Palestine and San Antonio
31008	Houston, Columbia, Tex	International and Great Northern (Columbia Division).	
31009	Shreveport, La., Abilene, Tex	Texas and Pacific.	Shreveport and Marshall Texarkana and Abilene
31010	Marshall, Tex., Texarkana, Ark	do	do
31011	Sherman, Tex., Texarkana, Ark	do	Texarkana and Sherman
31012	Houston, Orange, Tex	Texas and New Orleans	
31013	Jefferson, Greenville, Tex	East Line and Red River	Jefferson and Greenville
31014	Columbus, La Grange, Tex	G. H. and S. A. (La Grange Branch).	
31015	Henderson, Overton, Tex	Henderson and Overton	
31016	Corpus Chris., San Diego, Tex	Texas Mexican	
31017	Denison City, Greenville, Tex.	Missouri Pacific (Kansas and Texas Division).	
31018	Brownsville, Brazos Santiago, Tex.	Rio Grande	
31019	Indiavola, Cuero, Tex	Gulf, Western Texas and Pacific.	
31020	Houston, Patterson Stat'n, Tex	Texas Western (narrow gauge)	
31021	Waxahachie, Garrett, Tex	Waxahachie Tap	

in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
					<i>Ft. In.</i>	<i>Ft. In.</i>		
.....	29.90	.....	.....	.....	.....	.....	.....	.....
.....	18.80	.....	.....	.....	.....	.....	.....	.....
R. A .....	45.70	28,608.2	6	.....	.....	.....	Day .....	See No. 33002.
.....	20.10	.....	.....	.....	.....	.....	.....	.....
.....	13	9,490	7	.....	.....	.....	Day and night.	See No. 33003.
R. A .....	41.70	30,441	7	.....	.....	.....	do	.....
R. A .....	75.80	47,450.8	6	1	11 0	8 0	Day .....	.....
M. R. M. ....	21	13,146	6	1	12 0	7 0	do	.....
.....	57.30	35,869.8	6	1	13 0	6 0	do	.....
R. A .....	113.30	82,709	7	.....	.....	.....	Day and night.	See No. 33003.
.....	35.70	.....	.....	.....	.....	.....	.....	.....
M. R. M. ....	35.90	22,473.4	6	1	14 9	8 0	Day .....	.....
.....	29.20	.....	.....	.....	.....	.....	.....	.....
R. A .....	78.20	48,953.2	6	1	9 0	7 10	Day .....	.....
R. A .....	57.50	35,995	6	.....	.....	.....	.....	See Holden & Paola.
.....	33.40	.....	.....	.....	.....	.....	.....	.....
.....	21	.....	.....	.....	.....	.....	.....	.....
R. A .....	56.40	35,306.4	6	1	12 0	9 0	Day .....	.....
.....	35	.....	.....	.....	.....	.....	.....	.....
R. A .....	50	67,800	13	2	15 0	9 0	Day .....	.....
R. A .....	216	135,216	6	3	12 0	8 11	do	.....
R. A .....	338	246,740	7	5	18 0	8 11	Day and night.	.....
R. A .....	114.50	71,677	6	2	14 0	9 0	Day .....	.....
.....	97.90	61,285.4	6	2	14 9	8 10	do	.....
R. A .....	232	169,360	7	3	14 0	9 0	Day and night	.....
.....	44.40	.....	.....	.....	.....	.....	.....	.....
.....	8	.....	.....	.....	.....	.....	.....	.....
R. A .....	290.70	190,311	7	3	13 6	9 0	Day and night.	.....
.....	50	.....	.....	.....	.....	.....	.....	.....
R. A .....	39.80	29,914.8	6	1	9 4	7 2	Day .....	.....
R. A .....	339.70	247,961	7	5	16 0	9 3	Day and night	.....
R. A .....	74.10	54,093	7	.....	.....	.....	do	.....
R. A .....	154.50	112,785	7	3	16 0	9 0	Day .....	.....
R. A .....	124	77,624	6	1	10 0	7 0	Day .....	.....
.....	31	.....	.....	.....	.....	.....	.....	.....
.....	16	.....	.....	.....	.....	.....	.....	.....
.....	53	.....	.....	.....	.....	.....	.....	.....
.....	52.30	.....	.....	.....	.....	.....	.....	.....
.....	28	.....	.....	.....	.....	.....	.....	.....
.....	66.75	.....	.....	.....	.....	.....	.....	.....
.....	41	.....	.....	.....	.....	.....	.....	.....
.....	12	.....	.....	.....	.....	.....	.....	.....

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

SEVENTH DIVISION RAILWAY

Number of route.	Contract designation, terminal of route.	Corporate title of company.	Railway mail service designation.
31022	Denison City, Gainesville, Tex	Missouri Pacific (Kansas and Texas Division).	Denison and Gainesville .....
31023	Houston, Shepherd, Tex .....	Houston, East and West Texas	Houston and Shepherd.....
31024	Navasota, Montgomery, Tex .....	Central and Montgomery .....	.....
31025	Texarkana, Ark., Athens, Tex.	Texas and Saint Louis .....	Texarkana and Athens .....
31026	Georgetown, Round Rock, Tex	International and Great North- ern.	.....
31027	Galveston, Belton, Tex .....	Gulf, Colorado and Santa Fé ..	Galveston and Belton .....
31028	Whitesborough, Fort Worth, Tex.	Missouri Pacific (Kansas and Texas Division).	.....
29001	Hopefield, Little Rock, Ark ...	Memphis and Little Rock .....	Memphis and Little Rock .....
29002	Helena, Clarendon, Ark .....	Arkansas Central.....	Helena and Clarendon .....
29003	Argouta, Fort Smith, Ark .....	Little Rock and Fort Smith ..	Little Rock and Fort Smith ..
29004	Pine Bluff, Monticello, Ark .....	Little Rock, Mississippi River and Texas.	Little Rock and Monticello ..
29005	Malvern Jun'cn, Hot Springs, Ark.	Hot Springs .....	.....
29006	Brinkley, Cotton Plant, Ark ..	Brinkley and Cotton Plant ..	.....
29007	Little Rock, Pine Bluff, Ark...	Little Rock, Mississippi River and Texas.	Little Rock and Monticello ..
38001	Denver, El Moro, Colo.....	Denver and Rio Grande (nar- row gauge).	Denver, Pueblo and Leadville
	Branch, Pueblo, Leadville, Colo	.....do .....	Pueblo and Santa Cruz
38002	Brighton, Boulder, Colo .....	Union Pacific (Kansas Division)	Denver, Pueblo and Leadville
38003	Denver, Colo., Colorado Junc- tion, Wyo.	Union Pacific (Colorado Di- vision).	Cheyenne, Boulder and Denver
	Branch, Golden, Georgetown, Colo.	Union Pacific (Colorado Di- vision—narrow gauge).	Denver and Georgetown .....
	Branch, Forks Creek, Central City, Colo.	.....do .....	.....do .....
38004	Cucharas, Colo., Santa Cruz, N. Mex.	Denver and Rio Grande (nar- row gauge).	Pueblo and Santa Cruz .....
38005	Denver, Leadville, Colo .....	Denver, South Park and Pa- cific (narrow gauge).	Denver and Leadville.....
	Branch, Bear Creek Junction, Morrison, Colo.	.....do .....	.....
38006	La Junta, Colo., Deming, N. Mex.	Atchison, Topeka and Santa Fé	La Junta and Deming .....
38007	Denver, Colo., Cheyenne, Wyo.	Union Pacific (Kansas Divi- sion).	Cheyenne, Brighton and Den- ver.....
39001	Lamy, Santa Fé, N. Mex .....	Atchison, Topeka and Santa Fé	.....
39002	Antonito, Colo., Chama, N. Mex	Denver and Rio Grande (San Juan Division).	.....
39003	Albuquerque, Fort Wingate, N. Mex.	Atlantic and Pacific .....	.....
23018	Bloomington, East Saint Louis	Chicago and Alton .....	Saint Louis, Louisiana and Kansas City.
37017	Wilton Junction, Leavenworth	Chicago, Rock Island and Pa- cific.	Cameron, Plattsmouth and Atchison.
	Total .....	.....	.....

EIGHTH DIVISION RAIL

41001	Salt Lake City, Ogden .....	Utah Central .....	Ogden and Salt Lake City .....
41002	Salt Lake City, Juab .....	Utah Southern .....	Salt Lake and Juab .....
41003	Terminus, Ogden .....	Utah and Northern .....	Terminus and Ogden .....
43001	Kalama, Wilkerson .....	Northern Pacific .....	Tacoma and Portland .....
44001	Portland, Roseburg .....	Oregon and California .....	Portland and Roseburg .....
44002	Portland, Corvallis .....	Oregon Central .....	Portland and Corvallis .....
45001	Virginia City, Reno .....	Virginia and Truckee .....	Reno and Virginia City .....

in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
M. R. M.	40. 20	20, 346	7	1	8 0	7 4	Day	
M. R. M.	56	17, 528	3	1	12 0	8 0	do	
R. A.	165	103, 290	6	2	16 0	7 6	Day	
R. A.	226. 50	141, 789	6	4	13 0	6 10	Day	
R. A.	70. 89							
R. A.	134. 21	97, 073	7	}	22 8	8 8	} Day	
R. A.	48. 20	30, 173	6		17 3	7 8		
R. A.	169	105, 794	6		12 0	7 8		
R. A.	96. 70	60, 534	6	1	9 0	6 4	do	
R. A.			6	3	13 0	9 0	do	
R. A.			6	4	14 0	7 6	do	
R. A.	11							
R. A.	42	26, 292	6				Day	See No. 29004.
R. A.	120	87, 600	7	4	33 5	7 5	Day	
R. A.	49. 50	36, 135	7	3	19 6	7 0	do	
R. A.	158. 50	115, 705	7					See main line.
R. A.	27. 80							
R. A.	132	96, 360	7	2	10 6	8 10	Day	
R. A.	16	11, 680	7	2	16 3	7 7	do	
R. A.	38	27, 740	7				do	
R. A.	11							See No. 38001.
R. A.	250	182, 500	7				Day and night.	
R. A.	171. 60	125, 268	7	2	18 0	7 10	Day	
R. A.	8. 80							
R. A.	578. 20	422, 086	7				Day and night.	
R. A.	106	77, 380	7	1	17 9	9 0	Day	
R. A.	18							
R. A.	63. 90							
R. A.	144. 50							
R. A.	69. 40	50, 662	7				Day	
R. A.	33. 50	24, 455	7					
R. A.		9, 500, 596						

E. W. WARFIELD, *Superintendent.*

WAY MAIL SERVICE.

R. A.	36. 50	53, 290	14	1	14 2	8 8	Day
R. A.	105	76, 650	7	2	15 0	9 0	do
R. A.	347. 60	253, 748	7	3	40 0	7 5	Day and night.
R. A.	105	65, 730	6	2	9 0	7 6	Day
R. A.	200	125, 200	6	2	22 6	9 0	do
R. A.	97	60, 722	6	2	9 8	6 4	do
R. A.	52. 20	38, 106	7	1	12 0	9 0	do

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

EIGHTH DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
46001	Ogden, San Francisco .....	Central Pacific Railroad .....	Ogden and San Francisco .....
46002	San Francisco, Soledad .....	Southern Pacific .....	San Francisco and Soledad .....
46003	Redding, Roseville .....	Central Pacific Railroad .....	Redding and Sacramento .....
46004	Folsom, City and Shingle Springs. ....	Placerville and Sacramento Valley Railroad. ....	Shingle Springs and Sacramento. ....
46005	Sacramento City, Folsom City. ....	Sacramento Valley Railroad. ....	Callistoga and Vallejo Junction .....
46008	Vallejo Junction, Callistoga .....	California Pacific Railroad. ....	
46010	Port Costa, Goshen .....	Central Pacific Railroad .....	San Francisco and Los Angeles. ....
46014	Huron, Yuma .....	Southern Pacific Railroad. ....	
46011	San Francisco, Cloverdale .....	San Francisco and North Pacific Railroad. ....	Cloverdale and San Francisco. ....
46012	Stockton, Milton .....	Stockton and Copperopolis. ....	Milton and Stockton .....
46014	Huron, Yuma .....	Southern Pacific .....	Deming and Los Angeles .....
46001	Yuma, Deming .....		
46016	San Francisco, Duncan's Mills. ....	North Pacific Coast .....	Duncan's Mills and San Francisco. ....
46017	Los Angeles, Santa Ana .....	Southern Pacific .....	Los Angeles and Santa Ana .....
46022	Daviaville, Willows .....	Northern Railway .....	Willows and Daviaville .....
46028	San Francisco, Sacramento .....	Central Pacific Railroad .....	Sacramento and San Francisco. ....
46031	San Francisco, Santa Cruz .....	South Pacific Coast .....	San Francisco and Santa Cruz. ....
	Total .....		

NOTE.—46003, Redding, Roseville, was not reported in Postmaster-General's Report for 1880.

NINTH DIVISION RAIL

6011	Albany, New York .....	New York Central and Hudson River Railroad. ....	New York and Chicago .....
6017	Albany, Buffalo .....	do .....	do .....
6052	Buffalo, Cleveland .....	Lake Shore and Michigan Southern Railway. ....	do .....
6052	Cleveland, Elyria .....	do .....	do .....
6052	Elyria, Millbury .....	do .....	Cleveland and Toledo .....
			New York and Chicago .....
			Cleveland and Toledo .....



in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
R. P. O. . . . .	833.35	608,345.50	7	7	55 13	9 5 1/2	Day and night	
R. A. . . . .	142.90	104,317	7	2	17 0	9 0	Day	
R. A. . . . .				1	17 0	9 0	Reserve	
R. A. . . . .	169.84	123,983.20	7	1	23 6	8 10	Day and night.	
R. A. . . . .	23.25	14,554.50	6	1	6 6	6 0	Day	
R. A. . . . .	43.78	54,812.56	12	1	10 0	8 10	do	
				1	10 0	8 10	Reserve	
R. A. . . . .	482.20	352,006	7	6	40 0	9 0	Day and night.	
R. A. . . . .	90	56,340	6	1	12 3	8 11	Day	
M. R. M. . . . .	30	18,780	6	1	10 0	8 9	do	
R. A. . . . .	715.30	522,194	7		40 0	9 0	Day and night.	
M. R. M. . . . .	80.25	50,236	6	2	8 0	6 0	Day	
M. R. M. . . . .	33.60	24,528	7	1	8 4	6 11	do	
R. A. . . . .	74.31	46,518.06	6	2	8 0 1/2	8 11	do	
R. A. . . . .	139.67	101,959.10	7	2	21 6	8 0	do	
M. R. M. . . . .	79.80	49,954.80	6	1	8 0	7 6	do	
		2,801,974.72						

H. J. McCUSICK, Superintendent.

WAY MAIL SERVICE.

R. P. O. . . . .	144	90,144	6	4	60 0	9 0	Day	
		90,144	6	4	49 5	3 0	do	
		105,120	7	4	50 0	9 0	Night	
		105,120	7	4	60 0	9 0	do	
		105,120	7	4	49 5	9 0	do	
		105,120	7	2	50 0	9 0	Day and night	
				2	60 0	9 0	do	
R. P. O. . . . .	298	186,548	6	4	60 0	9 0	do	
		186,548	6	4	49 5	9 0	do	
		217,540	7	4	50 0	9 0	do	
		217,540	7	4	60 0	9 0	do	
		217,540	7	4	49 5	9 0	do	
		217,540	7	2	50 0	9 0	do	
				2	60 0	9 0	do	
R. P. O. . . . .	184.50	115,497	6	4	60 0	9 0	Night	
		115,497	6	4	49 5	9 0	do	
		134,685	7	4	50 0	9 0	Day	
		134,685	7	4	60 0	9 0	do	
		134,685	7	4	49 5	9 0	do	
		134,685	7	2	50 0	9 0	do	
				2	60 0	9 0	do	
R. P. O. . . . .	25.70	16,088.20	6	4	60 0	9 0	do	
		16,088.20	6	4	49 5	9 0	do	
		18,761	7	4	50 0	9 0	do	
		18,761	7	4	60 0	9 0	do	
		18,761	7	4	49 5	9 0	do	
		18,761	7	2	50 0	9 0	Day and night	
				2	60 0	9 0	do	
R. P. O. . . . .	25.70	16,088.20	6	1	17 6	9 0	Day	
R. P. O. . . . .	79.30	24,820.90	3	4	60 0	9 0	Night	
		24,820.90	3	4	49 5	9 0	do	
		57,889	7	2	50 0	9 0	do	
				2	60 0	9 0	do	
R. P. O. . . . .	79.30	24,820.90	3	1	17 6	9 0	Day	

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

## NINTH DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
6052	Millbury, Toledo .....	Lake Shore and Michigan Southern Railway.	New York and Chicago .....
6052	Toledo, Elkhart .....	do .....	Cleveland and Toledo .....
			New York and Chicago .....
6052	Lenowee Junction, Adrian .....	do .....	Toledo and Chicago .....
6052	Adrian, Grosvenor .....	do .....	Trenton and Adrian .....
6052	White Pigeon, Elkhart .....	do .....	Adrian and Fayette .....
6052	Elkhart, Chicago .....	do .....	Grand Rapids and Elkhart .....
			New York and Chicago .....
21007	Elyria, Millbury .....	do .....	Toledo and Chicago .....
			New York and Chicago .....
21045	Toledo, Elkhart .....	do .....	Cleveland and Toledo .....
			New York and Chicago .....
24009	Alpena, Bay City .....	Alpena and Bay City Steam-boat Company.	Alpena and Bay City .....
24005	Detroit, Wayne .....	Michigan Central .....	Bay City, Wayne and Detroit.
24005	Detroit, Chicago .....	do .....	Detroit and Chicago .....
24005	Detroit, Jackson .....	do .....	Detroit, Niles and Chicago .....
24005	Niles, Chicago .....	do .....	do .....
24005	Detroit, Jackson .....	do .....	Detroit, Jackson and Grand Rapids.
24015	Wayne, East Saginaw .....	Flint and Perre Marquette .....	Bay City, Wayne and Detroit.
24015	Monroe, Ludington .....	do .....	Ludington and Toledo .....
24015	East Saginaw, Reed City .....	do .....	Reed City and East Saginaw .....
24015	Branch, East Saginaw, Bay City.	do .....	Bay City, Wayne and Detroit.
24013	Detroit, Bay City .....	Bay City Division Michigan Central.	Bay City and Detroit .....
24014	Saginaw, Caro .....	Saginaw Branch and Cairo Branch Michigan Central.	
24009	Jackson, Bay City .....	Saginaw Division Michigan Central.	Bay City and Jackson .....
24009	Bay City, Gaylord .....	Mackinaw Division Michigan Central.	Gaylord and Bay City .....
24032	Muskegon, Big Rapids .....	Big Rapids Branch Chicago and West Michigan.	Big Rapids and Holland .....
24021	Nunica, Pentwater .....	Chicago and West Michigan .....	Pentwater and Nunica .....
24021	New Buffalo, Holland .....	do .....	Grand Rapids and New Buffalo.
24021	Branch, Holland, Grand Rapids .....	do .....	do .....

in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	Remarks.
					Length.	Width.		
R. P. O. . . . .	8.50	5,321	6	4	<i>Ft. In.</i> 60 0	<i>Ft. In.</i> 9 0	Day . . . . .	
		5,321	6	4	49 5	9 0	do . . . . .	
		6,205	7	4	50 0	9 0	Day and night.	
		6,205	7	4	60 0	9 0	do . . . . .	
		6,205	7	4	49 5	9 0	do . . . . .	
		6,205	7	4	50 0	9 0	do . . . . .	
		6,205	7	4	60 0	9 0	do . . . . .	
R. P. O. . . . .	8.50	5,321	6	1	17 6	9 0	Day . . . . .	
R. P. O. . . . .	143	52,195	34	4	50 0	9 0	Night . . . . .	
		52,195	34	4	60 0	9 0	do . . . . .	
		52,195	34	4	49 5	9 0	do . . . . .	
		52,195	34	2	50 0	9 0	do . . . . .	
		52,195	34	2	60 0	9 0	do . . . . .	
R. P. O. . . . .	143	88,518	6	2	36 0	9 0	Day . . . . .	
M. R. M. . . . .	4	2,504					do . . . . .	
M. R. M. . . . .	7.60	4,757.60					do . . . . .	
R. A. . . . .	18.70	23,412	12	2	16 0	9 0	do . . . . .	
R. P. O. . . . .	101	63,226	6	4	60 0	9 0	do . . . . .	
		63,226	6	4	49 5	9 0	do . . . . .	
		73,730	7	4	50 0	9 0	Night . . . . .	
		73,730	7	4	60 0	9 0	do . . . . .	
		73,730	7	4	49 5	9 0	do . . . . .	
		75,730	7	2	50 0	9 0	do . . . . .	
		75,730	7	2	60 0	9 0	do . . . . .	
R. P. O. . . . .	101	63,226	6	2	36 0	9 0	Day . . . . .	
R. P. O. . . . .	74.98	23,468.70	3	4	60 0	9 0	do . . . . .	
		23,468.70	3	4	49 5	9 0	do . . . . .	
		54,735.40	7	4	50 0	9 0	do . . . . .	
		54,735.40	7	4	60 0	9 0	do . . . . .	
		54,735.40	7	4	49 5	9 0	do . . . . .	
R. P. O. . . . .	74.98	23,468.70	3	1	17 6	9 0	Night . . . . .	
R. P. O. . . . .	133.60	83,633.60	6	4	60 0	9 0	Day . . . . .	
		83,633.60	6	4	49 5	9 0	do . . . . .	
		48,764	34	4	50 0	9 0	Night . . . . .	
		48,764	34	4	60 0	9 0	do . . . . .	
		48,764	34	4	49 5	9 0	do . . . . .	
		48,764	34	2	50 0	9 0	do . . . . .	
		48,764	34	2	60 0	9 0	do . . . . .	
M. R. M. . . . .	123	76,098					do . . . . .	
R. A. . . . .	18	11,268	6	1	15 0	9 0	Day . . . . .	
R. P. O. . . . .	285.50	178,723	6	2	44 0	9 2	do . . . . .	
	285.50	208,415	7	2	50 0	9 2	Night . . . . .	
R. A. . . . .	75.70	47,388.20	6	1	12 0	8 10	Day . . . . .	
				1	17 0	8 3	do . . . . .	
R. A. . . . .	94	58,844	6	1	12 0	8 10	do . . . . .	
				1	17 0	8 3	do . . . . .	
R. A. . . . .	75.70	47,388.20	6	1	11 0	7 0	do . . . . .	
				1	9 9	8 9	do . . . . .	
R. A. . . . .	90.10	56,402.60	6	1	15 0	9 0	do . . . . .	
R. A. . . . .	253.40	158,628.40	6	2	20 11	8 11	do . . . . .	
R. A. . . . .	89	55,714	6	1	14 4	9 0	do . . . . .	
R. A. . . . .	11.90	7,449.80	6	1	15 0	9 0	do . . . . .	
R. A. . . . .	110	68,860	6	1	12 0	6 10	do . . . . .	
	110	68,860	6	1	15 6	9 0	do . . . . .	
	33						do . . . . .	
R. A. . . . .	116	72,616	6	1	13 6	8 7	Day . . . . .	
	116	72,616	6	1	10 10	8 9	do . . . . .	
R. A. . . . .	122	76,372	6	1	10 7	8 2	do . . . . .	
				1	16 10	8 3	do . . . . .	
R. A. . . . .	55	34,430	6	1	10 3	6 10	do . . . . .	
R. A. . . . .	59.80	37,497.40	6	1	13 6	9 0	do . . . . .	
R. A. . . . .	90	56,340	6	1	12 8	9 0	do . . . . .	
				1	12 0	6 10	do . . . . .	
R. A. . . . .	25	15,650	6	1	12 8	9 0	do . . . . .	
				1	12 0	6 10	do . . . . .	

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

## NINTH DIVISION RAILWAY

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
24018	Kalamazoo, Cadillac .....	Grand Rapids and Indiana ...	Cadillac and Kalamazoo .....
24018	Grand Rapids, Walton .....	do .....	Petoskey and Grand Rapids ..
24038	Walton, Petoskey .....	do .....	do .....
24010	Jackson, Grand Rapids .....	Grand Rapids Division Mich- igan Central.	Detroit, Jackson and Grand Rapids.
24025	Jackson, Niles .....	Air Line Division Michigan Central.	Detroit, Niles and Chicago .....
24006	Detroit, Grand Haven .....	Detroit, Grand Haven and Milwaukee.	Detroit and Grand Haven .....
24006	Detroit, Grand Rapids .....	do .....	do .....
24035	Wagon Works, Detroit .....	Toledo, Canada Southern and Detroit.	Detroit and Toledo .....
24086	Trenton, Corbus .....	Dundee Branch Lake Shore and Michigan Southern.	Trenton and Adrian .....
24036	Grosvenor, Fayette .....	Fayette Branch Lake Shore and Michigan Southern.	Adrian and Fayette .....
24033	Ionia, Big Rapids .....	Stanton Branch Dundee, Lan- sing and Northern.	Big Rapids and Detroit .....
24017	Detroit, Ionia .....	Detroit, Lansing and Northern	do .....
24017	Ionia, Howard City .....	do .....	Howard City and Ionia .....
24001	Toledo, Detroit .....	Detroit Branch Lake Shore and Michigan Southern.	Detroit and Toledo .....
24001	Toledo, Wagon Works .....	do .....	do .....
24001	Toledo, Monroe .....	do .....	Ludington and Toledo .....
24030	East Saginaw, Saint Louis .....	Saginaw Valley and Saint Louis.	East Saginaw and Lakeview ..
24040	Saint Louis, Lakeview .....	Chicago, Canada and Saginaw.	do .....
24004	White Pigeon, Grand Rapids .....	Kalamazoo Division Lake Shore and Michigan South'n.	Grand Rapids and Elkhart .....
24003	Adrian, Jackson .....	Jackson Branch Lake Shore and Michigan Southern.	Jackson and Adrian .....
24008	Jackson, Fort Wayne .....	Fort Wayne and Jackson .....	Jackson and Fort Wayne .....
24019	Kalamazoo, South Haven .....	South Haven Division Mich- igan Central.	Kalamazoo and South Haven ..
24028	Jonesville, Lansing .....	Lansing Division Lake Shore and Michigan Southern.	Lansing and Jonesville .....
24002	Monroe, Adrian .....	Monroe Branch Lake Shore and Michigan Southern.	Monroe and Adrian .....
24002	Corbus, Lenawee Junction .....	do .....	Trenton and Adrian .....
24033	Allegan, Muskegon .....	Grand Haven .....	Muskegon and Allegan .....
24033	Muskegon, Holland .....	do .....	Big Rapids and Holland .....
8045	Oil City, Ashtabula .....	Franklin Division Lake Shore and Michigan Southern.	Oil City and Ashtabula .....
8045	Ashtabula, Andover .....	do .....	Ashtabula and Pittsburgh .....
21062	Andover, Youngstown .....	Youngstown Branch Lake Shore and Michigan South'n.	do .....
8123	Pittsburgh, Youngstown .....	Pittsburgh and Lake Erie .....	do .....
24007	Detroit, Port Huron .....	Grand Trunk .....	Port Huron and Detroit .....
24026	Grand Rapids, White Cloud .....	Grand Rapids, Newaygo and Lake Shore.	White Cloud and Grand Rapids ..
24039	Port Huron, Chicago .....	Chicago and Grand Trunk .....	Port Huron and Chicago .....
24024	Ypsilanti, Bankers .....	Detroit, Hillsdale and South- west.	Ypsilanti and Bankers .....
24044	Toledo, Ann Harbor .....	Toledo, Ann Arbor and Grand Trunk.	Pontiac and Toledo .....
24042	Port Huron, Sand Beach .....	Port Huron and Northwestern	Port Austin and Port Huron ..
24042	Port Huron, Marlette Junction .....	do .....	Marlette and Port Huron .....
24025	Marlette Junction, Marlette .....	Marlette Branch, Port Huron and Northwestern.	do .....
	Total .....		

in operation in the United States on the 30th of June, 1881—Continued.

MAIL SERVICE—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.				Day or night service.	Remarks.
					Length.		Width.			
					Ft.	In.	Ft.	In.		
R. A. ....	146	91,396	6	1	14	5	6	9	Day	
R. A. ....	119	74,494	6	1	15	0	6	9	do	
R. A. ....	71	44,448	6	1	15	6	8	4	do	
R. A. ....	94	38,844	6	1	15	0	8	4	do	
R. A. ....	103	64,478	6	1	15	6	8	4	do	
R. A. ....	189	118,374	6	1	11	0	7	0	do	
R. A. ....	157.50	98,595	6	1	9	9	8	9	do	
M. R. M. ....	55	34,430	6	1	12	0	8	10	do	
M. R. M. ....	36	22,536	6	1	17	0	8	3	do	
M. R. M. ....	25.40	15,900.40	6	1	21	0	9	2	do	
R. A. ....	68	42,568	6	1	23	0	9	2	do	
R. A. ....	123	76,998	6	1	20	0	9	3	do	
R. A. ....	38	23,788	6	1	16	0	9	3	do	
R. P. O. ....	64.90	40,627.40	7	1	13	0	9	3	do	
M. R. M. ....	5	3,130	6	1	29	7	8	5	Night	
R. A. ....	24.60	15,399.60	6	2	16	0	9	3	Day	
R. A. ....	35	21,810	6	1	20	11	8	11	do	
R. A. ....	36	22,536	6	1	10	4	6	8	do	
R. A. ....	94.70	59,282.20	6	1	8	0	5	9	do	
R. A. ....	94.70	59,282.20	6	1	16	0	9	0	do	
R. A. ....	46	28,796	6	1	17	8	9	0	do	
R. A. ....	100	62,600	6	1	12	0	8	4	do	
M. R. M. ....	40	25,040	6	1	10	6	7	6	do	
R. A. ....	60	37,560	6	1	12	7	5	8	do	
M. R. M. ....	33	20,658	6	1	17	8	9	4	do	
M. R. M. ....	7.60	4,757.60	6	1	13	0	9	0	do	
R. A. ....	58	36,308	6	1	15	0	8	6	do	
R. A. ....	35.50	22,225	6	1	12	6	9	3	do	
M. R. M. ....	87	54,402	6	1	10	3	6	10	do	
M. R. M. ....	24.40	15,274.40	6	1	18	0	8	6	do	
M. R. M. ....	38	23,788	6	1	17	4	9	0	do	
M. R. M. ....	68	42,568	6	1	17	4	9	0	do	
M. R. M. ....	62	38,812	6	1	24	0	6	0	do	
R. A. ....	46	28,796	6	1	7	0	4	6	do	
R. A. ....	333	208,458	6	2	20	0	7	6	do	
M. R. M. ....	63	40,690	6	1	8	9	7	0	do	
M. B. M. ....	46	28,796	6	1	8	0	6	0	do	
R. A. ....	70	21,910	6	1	8	0	7	0	do	
M. R. M. ....	11	6,886	6	1	8	0	7	0	do	
M. R. M. ....	33.56	21,008.56	6	1	8	0	7	0	do	
		7,468,513								

WILLARD G. LOVELL, Superintendent.

## RECAPITULATION.

Divisions.	Number railway post-office lines.	Number of route agents and mail-route messenger lines.	Number of cars.	Number of mail worked on baggage-car.	Number of apartments.	Miles of route.	Annual miles of service.
First.....	8	104	15	4	170	6,445	5,684,861
Second.....	3	111	53	2	308	11,494	8,999,363
Third.....	3	50	29	1	58	4,400	3,587,883
Fourth.....	3	49	32	.....	102	7,805	6,255,412
Fifth.....	14	101	33	.....	199	14,528	11,994,054
Sixth.....	27	188	83	.....	309	21,433	14,411,555
Seventh.....	5	90	27	.....	149	14,541	9,500,596
Eighth.....	1	20	16	.....	27	3,881	2,801,974
Ninth.....	3	57	226	.....	51	5,891	7,468,513
<b>Totals.....</b>	<b>68</b>	<b>795</b>	<b>514</b>	<b>7</b>	<b>1,371</b>	<b>90,215</b>	<b>70,684,211</b>

W. B. THOMPSON,  
General Superintendent.

---

**REPORT**  
**OF THE**  
**GENERAL SUPERINTENDENT**  
**OF**  
**RAILWAY MAIL SERVICE.**

---





REPORT  
OF THE  
GENERAL SUPERINTENDENT OF RAILWAY MAIL  
SERVICE.

---

POST OFFICE DEPARTMENT,  
OFFICE GENERAL SUPERINTENDENT RAILWAY MAIL SERVICE,  
Washington, D. C., November 5, 1881.

SIR: At the close of the fiscal year ended June 30, 1881, there were engaged under my supervision in the distribution and dispatch of the mails upon railroad and steamboat lines, in addition to the three assistant superintendents, 3,177

EMPLOYÉS OF THE RAILWAY MAIL SERVICE

with salaries aggregating at the rate of \$3,108,801, or an average of \$978.53 per annum for each employé. In fact, however, the salaries of these employés ranged from \$1 per annum, paid to officers of steamboats as a nominal compensation for taking the oath required of all persons who handle the mails, to \$1,400, the highest salary allowed by the law, paid to chief head clerks in charge of the distribution upon one or more important lines of railroad. For a statement of the number and grades of railway post-office clerks reference is made to Table K, attached to the report of the Second Assistant Postmaster-General. A comparative statement of the number of and amount paid for all classes of employés of the service is found in Table A appended to this report. Although the duties performed by and required of all employés are similar in character, varying only in the amount of work assigned to each and the study necessary for its proper performance, the

APPROPRIATIONS FOR THEIR PAYMENT

are made by Congress under four different heads, viz, railway postal clerks, route agents, mail-route messengers, and local agents. The law fixes the salaries of railway postal clerks at not more than \$1,400 a year each to the head clerks, and not more than \$1,200 each to the other clerks. Route agents shall be paid not less than \$900 each and not more than \$1,200. Mail-route messengers are paid less than \$900 per year, their salaries being ascertained by multiplying the number of miles of their daily run by ten, the product being the amount of their annual salaries in dollars. The first mention in law of the two grades of employés last named is in the act of July 11, 1870 (Post Office appropriation), which appropriated—

For transportation of the mail inland, including pay of mail messengers, route agents, mail-route agents, *local agents*, postal railway clerks, and baggage-masters, thirteen million five hundred and six thousand eight hundred and ninety-three dollars.

The act of March 3, 1871, making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1872, appropriated—

For pay of route agents, seven hundred and eighty-six thousand five hundred and sixty-nine dollars.

For pay of *mail-route messengers*, fifty nine thousand and forty-four dollars.

For pay of *local agents*, forty-nine thousand and forty-four dollars.

For pay of railway post-office clerks, five hundred and eighty-five thousand three hundred and thirty-eight dollars.

Since that time the appropriations for the employés of the railway mail service have followed the language of the act last above quoted, of course changing yearly the amount appropriated.

No good reason exists for continuing this manner of making appropriations. It involves keeping a record in this office of four appropriations, and to avoid exceeding any of these appropriations or crippling the service by a reduction of the number of employés, it almost always becomes necessary to transfer employés from one designation to another near the close of the fiscal year without changing their compensation or assignment to duty.

It would seem to be time that the

#### GROWTH AND DEVELOPMENT OF THIS SERVICE

should be recognized by law, and that proper provision be made for the classification and payment of its employés, under a system which would protect the government against extravagant expenditure of the public money, and at the same time prevent any injury to the vast public and private interests involved in the prompt distribution and speedy transportation of the mails, which might arise from limiting the number of employés, or in any other manner depriving the Postmaster-General of discretionary powers to meet the emergencies which constantly confront him.

#### STUDY REQUIRED OF EMPLOYÉS.

All employés of this service are required to study the post-offices of the division to which they are assigned by States and counties, to keep themselves informed of all connections made by other lines with those upon which they work, to note the establishment and discontinuance of post-offices, to inform themselves upon the postal laws and regulations, and upon all orders affecting this service issued by the Postmaster-General or by the general and division superintendents, and they are subjected to frequent examinations upon these points. Repeated failures to pass satisfactory examinations are followed by retirement from the service, for it is against public policy to permit the mails to be distributed by incompetent or negligent persons. For a report of these

#### “CASE EXAMINATIONS”

see Table F, appended to this report. These examinations are conducted by employés of the grade of head clerk, assigned to duty under section 713 Postal Laws and Regulations, edition of 1879, as

#### CHIEF HEAD CLERKS.

The knowledge and experience demanded for the discharge of the duties of a chief head clerk are such as to task severely the powers of

the most competent men in the service. They must be thoroughly familiar with the time-tables and connections of all the railroads in their divisions and of all the more important lines in the United States; they must understand the distribution of the mail so as to be able to decide what direction should be given to mail matter for all post-offices within their divisions and those adjoining; they must bear in mind all the changes which occur daily in the operation of star routes as well as of railroads; they must know by heart all the post-offices in the divisions to which they belong, which vary in number from four to seven thousand, so as to name the county in which each office is found; and, above all, they must possess sufficient executive ability to obtain the most effective work possible from the employes under their charge. To maintain proper supervision of the work committed to their charge and to conduct examinations, it is necessary for them to travel constantly, and yet the utmost salary allowed by law is \$1,400 per annum, out of which all of their expenses must come. In no other branch of the public service are officers of so high a grade of intelligence and efficiency so poorly paid. I therefore respectfully recommend that authority be given for the appointment of not to exceed thirty-two chief head clerks of railway mail service at a salary of \$1,400 per year and an allowance of \$3 per day for expenses when actually traveling upon business of the department, to be paid out of the appropriation for transportation by railroad.

#### REORGANIZATION OF THE SERVICE.

Upon the 1st of May, 1881, the service was entirely reorganized by the following order of the Postmaster-General:

#### ORDER OF THE POSTMASTER-GENERAL.

##### ORDER No. 47.

POST OFFICE DEPARTMENT,  
Washington, D. C., April 7, 1881.

The following regulations for the government of the officers and employes of the railway mail service will hereafter be observed:

1. *Organization of working crews.*—Hereafter the working crews in all offices on railway post-office lines will be composed as follows: Upon a line where but one employe is necessary to perform the service he will be of a grade not to exceed \$1,000 per annum. On lines that require two employes to an office there will be one at \$1,300 per annum and one at \$1,150 per annum. On lines that require three employes to an office there will be one at \$1,300 per annum, one at \$1,150 per annum, and one at \$1,000 per annum. On lines that require four employes there will be one at \$1,300 per annum, one at \$1,150 per annum, one at \$1,000 per annum, and one at \$900 per annum. If more than four employes are required to an office such additional employes will be of a grade not to exceed \$900 per annum, except on lines where there are two offices on the same train, one for letters and the other for papers. On such lines the crews will be composed of one employe at \$1,300 per annum, two at \$1,150 per annum, one at \$1,000 per annum, one at \$900 per annum, and all additional employes of a grade not to exceed \$900 per annum.

2. *"Short stops" or "helpers."*—Except in case of emergencies, as hereinafter provided, no employe or local mail agent above the grade of \$900 per annum will be assigned to duty as a "short stop" or "helper" on any railway post-office line, and "short stops" or "helpers" on route-agent lines will be of a grade not to exceed \$900 per annum.

3. *Providing for emergencies.*—To meet emergencies, superintendents can make any assignments of employes and local mail agents in their respective divisions which may seem to them necessary for the benefit of the service, but not for a longer period than ten consecutive days; and such assignment must be at once reported to the general superintendent, for the information of the department, and, if necessary, for the readjustment of the grade and salary of employes so assigned, in accordance with this order.

4. *New appointments.*—All new appointments of employes and local mail agents will be for a probationary period of six months, and at a salary not exceeding \$900 per

annum. If, at the expiration of six months, such employes' records are satisfactory, the appointments will be made permanent.

5. *Assignment of employes.*—Whenever it shall appear that an employe is unable to perform the duties assigned to his grade his division superintendent will at once report the facts to the general superintendent, with a recommendation for a reduction or retirement of such employe, but in no event will an employe be allowed to receive the salary of a higher grade than is by this order assigned to the duties actually performed by him, except when ordered by the division superintendent to perform lower duties in an emergency.

6. *Reassignment of employes.*—Division superintendents are instructed to reorganize their working crews, and reassign employes in accordance with this order. Where there are more employes of the higher grades now in the service than will be needed under the reassignment they will assign the most efficient to duty in accordance with their grades, under the order, and will report the least efficient to the general superintendent for reduction to a lower grade or retirement.

7. *Details of employes from one route to another.*—This order will not interfere with the present practice of detailing employes and local mail agents from one route to another, but employes so detailed must be assigned to duty in accordance with the provisions of this order.

8. *Details of employes for clerical duty.*—No more employes will be detailed for clerical duty than the exigency of the service absolutely requires. No employe will be assigned to assist a chief head clerk except in special cases, and then the grade of the employe so assigned must not exceed \$1,000 per annum.

9. *Salaries of mail-route messengers.*—This order does not change the mode of adjusting and determining the salaries of mail-route messengers, which will continue to be based upon the number of miles of daily service performed.

10. *Date at which this order takes effect.*—This order will take effect upon and after the 1st day of May, 1881. Division superintendents will report at once to the general superintendent any changes which this order may require to be made at that time in the grades of employes.

THOMAS L. JAMES,  
Postmaster-General.

Although this order seemed at first harsh to those employes whose salaries were thereby reduced, or whose retirement became necessary, its general effect upon the service has been most salutary. While it insists upon the duties being properly performed, it also secures, at the same time, the right to promotion when earned by faithful and intelligent service. It has always been my aim, and the aim of my predecessors in charge of this branch of the postal service, to impress upon all employes the assurance that their advancement to the highest salary allowed by law depended solely upon themselves and their ability to perform the duties assigned to them, and that their superiors were not only willing but anxious to recognize and advance true merit wherever found. The order above quoted was issued for the purpose of making this policy more clearly apparent, and while its beneficial results can already be seen in the increased efficiency of the service, I am confident that the test of another year will remove any doubts that may exist in the minds of any persons as to the wisdom of this reorganization of the service. Indeed, I have already been informed by many of the employes that they liked this order, and believed in it, that they felt now that when they had earned and were entitled to a promotion they could obtain it.

#### ESTIMATES FOR 1883.

I would therefore renew the recommendation made by my immediate predecessor in his report for the fiscal year ended June 30, 1878, and repeated by myself in the reports for 1879 and 1880, that the appropriation for the payment of the railway mail-service clerks for the fiscal year ending June, 30, 1883, be made in gross for the sum of \$3,480,000, and that it be enacted that hereafter the railway mail-service clerks be divided into five classes, whose salaries shall not exceed: For the first class, \$800 per annum each; for the second class, \$900; for the third class, \$1,000;

for the fourth class, \$1,200; and for the fifth class, \$1,400. This would involve no change in the service as organized under the Postmaster-General's order above quoted, and would greatly simplify the accounts of the department.

In the old form the estimates for 1883 are as follows :

For railway post-office clerks .....	\$1,650,000
For route agents .....	1,375,000
For mail-route messengers .....	280,000
For local agents .....	175,000
<b>Total .....</b>	<b>3,480,000</b>

This is an estimated increase over the appropriation for the current year of \$100,000 for postal clerks, \$100,000 for route agents, \$45,000 for mail-route messengers, and \$25,000 for local agents, or a total for all employés of \$270,000. This increase is the lowest possible estimate, and will be barely sufficient to meet the demands of the country for the extension of postal service upon new lines of railroad now building and in contemplation.

#### MORE LOCAL AGENTS NEEDED.

The welfare of the service and the safety of the registered mails demand an increase in the number of local agents. Applications are on file in this office from all the division superintendents for the appointment of local agents at railroad junctions to receive and receipt for registered matter and to superintend the transfer of registered and ordinary mail matter, so as to save the delay incident to having registered matter pass through the local post-offices, and to insure the transfer of ordinary matter so as to make close connections. There is no branch of the service more important than this, for the advantages of close distribution upon the cars are lost if connections are missed for the want of an agent to see that transfers are properly made and that mails are not neglected by the employés of railroad companies.

#### INCREASE OF RAILROAD SERVICE.

During the fiscal year ended June 30, 1881, 6,380 miles of new railroad service were recognized under the law, and since the close of the fiscal year to the 18th of October, 1881, there have been recognized 3,352 additional. This is the greatest increase reported in any one year since 1872, as will be seen by reference to Table B, hereto appended. The number of miles of annual railroad service in 1881 was 103,521,229, of which 70,684,211 were performed under the charge of railway mail service clerks (see Table L, appended to the report of the Second Assistant Postmaster-General), and the remainder, 32,837,018 miles, represents the transportation of closed pouches in baggage and express cars under charge of the employés of railroad companies. It will be seen from Table B that the increase in railroad service during the fiscal year ended June 30, 1881, over the preceding year was 7.32 per cent. in miles of route and 7.27 per cent. in miles of annual service.

#### MAIL DISTRIBUTED, ERRORS MADE, ETC.

There were employed in the distribution of the mail in transit, during the past fiscal year, 504 cars and 1,371 apartments in cars. In these the railway mail service clerks handled and distributed 1,803,983,720 letters

and 1,049,296,350 pieces of other matter, or a total of all classes of ordinary matter of 2,853,280,070, besides 12,028,765 registered packages and pouches, being an increase over the preceding year of 194,796,850 pieces, or 7.32 per cent. of ordinary matter, and 325,483 packages and pouches, or 2.78 per cent. of registered matter. In the distribution of this matter 787,505 errors were made, or one in every 3,624 pieces handled, against one in every 3,482 pieces handled during the preceding year. The percentage of correct distribution in 1881 was 99.97.

During the same time 454,349 errors in distribution were checked by the employés of this service against post-offices. For a detailed statement, by divisions, of work performed and errors checked see Tables C, D, and E, appended to this report.

#### CASUALTIES.

Appended hereto (Table G) is a statement of the casualties of the fiscal year, from which it will be seen that the railway mail service is no less dangerous than are its duties difficult and imperative. During the past year 62 accidents are reported, in which 7 employés of this service lost their lives, 6 of them having been burned to death, 15 were severely and 22 slightly injured. No provision has ever been made for the widows and orphans of men killed in this service, nor for the continuance of pay to men disabled while in the line of duty. I earnestly recommend that the Postmaster-General be authorized to pay to the widow, or guardian of the minor children, of men killed in this service, the salary of the deceased, such payment not to continue longer than two years. I also recommend that men disabled in the service be continued on full pay until recovery, not to exceed one year.

#### RAILWAY POST-OFFICE SERVICE.

During the past fiscal year railway post-office service was established on the following lines :

Detroit and Chicago, 284 miles, 50-foot cars.

Omaha and Hastings, 151 miles 40-foot cars.

Vanceborough and Bangor, additional line, 114 miles, 40-foot cars.

On the Saint Louis and Atchison Railway post-office 60-foot cars have been substituted for the 40-foot cars formerly in use. There are many other lines on which railway post-office service should be established, and the communities and business interests that would be benefited thereby are very anxious to have such service put on. I have recommended an appropriation of \$1,526,000 for railway post-office car service for 1883, being an increase of \$100,000 over the appropriation for the present fiscal year. I should not feel so free to recommend this increase in the service but for the fact that wherever such service has been established the receipts have grown more rapidly than the expenditures, showing that the service is a source of profit to the department.

#### FAST MAILS AND SPECIAL FACILITIES.

The appropriation for special facilities for fast mails for the fiscal year ended June 30, 1881, was \$350,000. The wisdom of Congress in making this appropriation has been fully vindicated by the results of its judicious disbursement by the Postmaster-General. During the past fiscal year the fast mail service has been extended from West Philadelphia, Pa., to Washington, D. C., Richmond, Va., Atlanta, Ga., New Orleans, La.,

and Charleston, S. C., with connections to Savannah, Ga., and Jacksonville, Fla. In former years the service between the States northward and Florida has been slow, tedious, and very unsatisfactory, but with the improvements already made, and those contemplated, I am confident there can be no cause for complaint in the future.

The time has been materially shortened from New York, N. Y., to Atlanta, Ga., and New Orleans, La., and the southern fast mail has, upon the whole, proved a success. Yet the immense traffic on the railroads, due to the "business boom," has required so many trains to be placed on the roads that the fast mail has frequently been delayed. I do not wish to be understood as intimating that the time of the fast mail is too short. On the contrary, I believe the speed can and will be increased with safety as the roads are improved and the employes become accustomed to fast schedules, for I hold that, with a good track, motive power, and rolling stock, there is no more danger at 40 miles an hour than at 20. In fact, more accidents are reported to accommodation trains than to fast mail and express trains.

On the first day of the last fiscal year there was a fast mail established on the Pennsylvania Railroad, between New York, N. Y., and Columbus, Ohio, leaving New York at 8.30 p. m., after the close of business, receiving all the important business mail of the day, and by fast running overtaking at Columbus, Ohio, the regular fast express that left New York two hours and a half earlier. At Columbus the postal cars attached to this train are separated, one going to Cincinnati, Ohio, on the regular fast express, and the other two going to Saint Louis, Mo., via Indianapolis, Ind., on the regular express and passenger train, arriving at Saint Louis in time to make connections with all morning outward trains.

There is a similar train on the New York Central and Hudson River Railroad and Lake Shore and Michigan Southern Railway. This train leaves New York at 8.50 p. m., receives at Albany the eastern mail that left Boston at 6 p. m., and overtakes at Cleveland, Ohio, the fast passenger train that left New York at 6 p. m. At Cleveland this train makes connections for the southwest, and at Toledo, Ohio, both northwestern and southwestern connections are made. The postal cars are transferred at Cleveland to the regular train for Chicago, where they arrive at 6 a. m., in time for early city delivery, and connect with all outward trains. This service has been very satisfactory and beneficial to business men and other patrons of the postal service.

There has also been established a fast-mail service on the New York Central and Hudson River Railroad, leaving the Grand Central depot, New York, at 4.35 a. m., making very fast time to Poughkeepsie, arriving at Albany at 9 a. m. At Albany the postal car is transferred to the regular express for Rochester. This gives an early service that was much desired and accomplished all that was expected of it.

The 5 a. m. fast-mail service from New York to Springfield, Mass., has been continued.

Without the appropriation for special facilities it would have been impossible for the Postmaster-General to have established and maintained this service, or any part of it.

#### ESTIMATES FOR SPECIAL FACILITIES FOR 1883.

The estimate for special facilities for 1883 is \$500,000, being \$75,000 more than for 1882. In my opinion, certainly during five months of the

year, the fast-mail service should be extended to Jacksonville Fla., and during the whole of the year to New Orleans, La. There is also need of a fast-mail service between New York, N. Y., and Boston, Mass., leaving each city late at night, after the close of business, and arriving at the other city early in the morning, in time to have the city mail delivered by the first carriers. There should also be a later departure than 6 p. m., from Boston to connect at Albany, N. Y., with the fast mail. This (6 p. m.) is the latest departure that it has hitherto been possible to secure. If a train could leave at 7 p. m. a large amount of important mail could be forwarded several hours earlier.

If the postal car which leaves the Grand Central depot, New York, at 4.35 a. m., and runs to Rochester could be run through to Chicago, arriving there the following day about 10 a. m., in time to make connections with all outward bound railway post-office and route-agent lines, it would advance all mail for offices west of Chicago from twelve to twenty-four hours.

There are other places that are desirous of fast-mail service, and it should be provided as soon as possible. It can be demonstrated from the annual reports of the Postmaster-General, for the past twenty years, that fast mails and frequent service on railroads between important cities, and through populous sections of country, are a source of revenue far greater than the outlay for such service. The estimate for special facilities is below rather than above the amount actually required, and I therefore earnestly request that the full amount be appropriated.

#### ADDITIONAL ROUTE-AGENT SERVICE NEEDED.

What are known as accommodation trains are run on nearly all the railroads leading out of the principal cities of the United States. These trains usually have a run of about 100 miles or less, arriving at the city in the morning soon after the commencement of business and departing about 4 or 5 p. m. Route-agent service should be put upon all these trains which run through populous sections. It would be a great accommodation to the people living along the line of road and a source of revenue to the department. Such additional facilities induce a large number of letters to be mailed, and letters are the chief source of the postal revenues. The regular mail trains that must be provided would then, as now, carry the second, third, and fourth class matter, which constitute nine-tenths of the weight of the mail upon which the compensation of railroads is based, and upon which the postage barely pays for transportation, so that a route-agent service upon accommodation trains will increase the expenditure but slightly, while the number of letters will be greatly increased by the facilities afforded to business men in the country to write to their city correspondents in the morning and receive a reply in the evening. The records of the department show that every increase of frequency of mail exchanges in populous sections has been followed by an increase of revenue far greater than the expenditure. Exchanges in closed pouches will not meet the wants of the people who need exchanges between intermediate points, for this can only be performed by route agents. The cost of transporting the mail would be the same in pouches as in route-agent lines, the only additional expense being the salaries of the route agents, and this would be more than made up by the increased revenues.



## COST OF RAILROAD SERVICE.

The cost per mile of railroad service, including postal cars and fast mails, has not increased with the weight of mails, as will be seen by the following statement:

In 1854 there were 14,440 miles of railroad routes, and 15,433,389 miles of annual service, at an average cost per mile of annual service of 9.6 cents. The weight of the mails at that time was unknown, and the rate of payment was fixed by the Postmaster-General, under the acts of 1839 and 1845. In 1867 there were 34,015 miles of railroad routes, and 32,437,900 miles of annual service, at an average cost per mile of 11.75 cents. In that year the mails were weighed for the first time, and the average daily weight of mail sent from New York City by rail was 20,031 pounds, or 10 tons. In 1873 there were 63,457 miles of railroad routes, and 50,340,420 miles of annual service, at an average cost per mile of 11.05 cents. In that year the average daily mail from New York City by rail was 109,311 pounds, or 54 tons. In 1877 there were 74,546 miles of railroad routes, and 85,358,710 miles of annual service, at an average cost of 10.5 cents per mile. In that year the average daily weight of mail from New York City by rail was 123,107 pounds, or 61 tons. In 1881 there were 91,569 miles of railroad routes and 103,521,229 miles of annual service, at an average cost of 10.44 cents per mile. In this year the daily weight of mail sent from New York City by rail was 170,336 pounds, or 85 tons. It will thus be seen that while the weight of mail carried out of New York has increased from 10 to 85 tons, or more than eight-fold, the average cost per mile of service is actually one cent and a third less in 1881 than it was in 1867, and only forty-eight one-hundredths of a cent more than in 1854. The increase in the weight of mail all over the country has been in proportion to that sent from New York, and these figures have been taken only because they were more readily accessible.

## IMPROVEMENT SUGGESTED IN THROUGH REGISTERED POUCHES.

The introduction of through registered pouches has added greatly to the safety of the registered mail, and has relieved employes of the trouble and responsibility of receipting separately for each package of registered matter. The present style of pouches does not, however, afford the protection and security to registered matter which would be obtained by the substitution therefor of substantial packing trunks. The original cost of such trunks is far greater than of the pouches, yet their greater durability and the increased protection which they afford to the mail would, in the end, compensate for the outlay. For more than a year six trunks have been in use between New York, N. Y., and San Francisco, Cal., and experience has proved them to be far superior to pouches for the transportation of large quantities of registered matter between important offices. I would therefore respectfully recommend that authority be given to purchase, out of the appropriation for mail bags, two hundred of these trunks for use between the principal offices in lieu of pouches.

## CEDAR KEY AND KEY WEST, FLA.

It has not been the practice of this office to make recommendations in regard to the appropriations for, or the management of, steamboat service, yet I desire to call your attention to the unsatisfactory state of the service between Cedar Key and Key West, Fla. Although this

service is very expensive, it is far from what it should be. The boats ought to make close connection with the cars at Cedar Key, but they often fail to connect even when the train is held back for them for hours. The boats are due to arrive in the morning and depart at night, but it has often happened that the boat due in the morning had not arrived when it was due to depart. I recommend that some action be taken to obtain faster and better boats for this service, and that the schedule be arranged so that unbroken mail communication can be secured between interior points and Key West, which is a city of 12,000 people, and entitled to better service than it now has. With this service performed by a fast steamer, making regular connections at Cedar Key, it could be extended to Havana, Cuba, with advantage to the business interests of this country, and with but slight additional cost.

#### CONCLUSION.

In concluding this report I desire to express my personal obligation to the officers and employes of this service for the intelligence, zeal, faithfulness, and energy with which they have discharged the difficult, responsible, and often dangerous duties intrusted to their care. The safety of the mails in transit and the prompt delivery of letters at their destinations demonstrate far better than any words of mine can do the fidelity and efficiency of these gentlemen. It is not laudation but a simple statement of facts to say that no civil service in the world can show their superiors.

I have the honor to be, very respectfully, your obedient servant,  
W. B. THOMPSON,  
*General Superintendent.*

Hon. R. A. ELMER,  
*Second Assistant Postmaster-General.*

TABLE A.—Statement for the years 1870 to 1881, inclusive, showing the number of railway post-office clerks, route agents, mail-route messengers, and local agents employed; total amount paid to each class; and the percentage of increase and decrease in number of employees and annual expenditure.

Year.	Number of railway post-office clerks in service at end of each fiscal year.	Increase in railway post-office clerks.	Decrease in amount paid railway post-office clerks.	Increase in amount paid railway post-office clerks.	Number of route agents in service at end of each fiscal year.	Increase in route agents.	Decrease in route agents.	Increase, per cent.	Decrease, per cent.	Total amount paid route agents.	Increase in amount paid route agents.	Decrease in amount paid route agents.	Increase, per cent.	Decrease, per cent.	Number of mail-route messengers in service at end of each fiscal year.	Increase in mail-route messengers.	Decrease in amount paid mail-route messengers.	Increase in amount paid mail-route messengers.	Number of local mail agents in service at end of each fiscal year.	Increase in local mail agents.	Decrease in local mail agents.	Increase, per cent.	Decrease, per cent.	Total amount paid local mail agents.	Increase in amount paid local mail agents.	Decrease in amount paid local mail agents.	Increase, per cent.	Decrease, per cent.	Number of agents employed in each class at end of each fiscal year.	Increase, per cent.	Decrease, per cent.								
1870	375	30.8	\$44,400 00	\$206,800 00	587	45.72	684	16.52	11.60	\$574,000 00	\$96,680 00	\$66,680 00	16.83	10.88	78	138	\$15,710 00	\$16,200 00	147,550 27	17,152 92	170	13	136	9.73	9.50	1,386	10.01	1,143	7.32	119	10	134	9.67	1,241,406 41	124,733 78	80,806 72	7.23	10.65	322
1871	513	35.15	640,400 00	296,800 00	684	46.72	684	16.52	11.60	671,280 00	\$96,680 00	\$66,680 00	16.83	10.88	108	178	172,200 00	172,200 00	147,550 27	17,152 92	170	13	136	9.73	9.50	1,386	10.01	1,143	7.32	119	10	134	9.67	1,241,406 41	124,733 78	80,806 72	7.23	10.65	322
1872	642	25.15	821,600 00	172,200 00	794	26.53	684	11.60	11.60	757,820 00	\$96,680 00	\$66,680 00	16.83	10.88	146	202	189,000 00	189,000 00	147,550 27	17,152 92	170	13	136	9.73	9.50	1,386	10.01	1,143	7.32	119	10	134	9.67	1,241,406 41	124,733 78	80,806 72	7.23	10.65	322
1873	752	17.13	941,000 00	19,400 00	862	2.36	684	12.83	12.83	828,240 00	\$96,680 00	\$66,680 00	16.83	10.88	171	227	206,000 00	206,000 00	147,550 27	17,152 92	170	13	136	9.73	9.50	1,386	10.01	1,143	7.32	119	10	134	9.67	1,241,406 41	124,733 78	80,806 72	7.23	10.65	322
1874	850	13.03	1,058,200 00	117,200 00	916	12.45	862	8.58	8.58	906,680 00	\$96,680 00	\$66,680 00	16.83	10.88	211	253	223,000 00	223,000 00	147,550 27	17,152 92	170	13	136	9.73	9.50	1,386	10.01	1,143	7.32	119	10	134	9.67	1,241,406 41	124,733 78	80,806 72	7.23	10.65	322
1875	901	6.00	1,163,600 16	105,400 16	987	9.96	916	5.45	5.45	1,230,320 32	\$96,680 00	\$66,680 00	16.83	10.88	225	267	230,000 00	230,000 00	147,550 27	17,152 92	170	13	136	9.73	9.50	1,386	10.01	1,143	7.32	119	10	134	9.67	1,241,406 41	124,733 78	80,806 72	7.23	10.65	322
1876	1,042	15.65	1,223,750 19	60,150 03	1,017	5.16	987	2.95	2.95	1,300,000 00	\$96,680 00	\$66,680 00	16.83	10.88	249	281	240,000 00	240,000 00	147,550 27	17,152 92	170	13	136	9.73	9.50	1,386	10.01	1,143	7.32	119	10	134	9.67	1,241,406 41	124,733 78	80,806 72	7.23	10.65	322
1877	1,051	9.06	1,293,500 41	69,750 22	1,065	0.91	1,017	1.20	1.20	1,369,250 25	\$96,680 00	\$66,680 00	16.83	10.88	248	280	240,000 00	240,000 00	147,550 27	17,152 92	170	13	136	9.73	9.50	1,386	10.01	1,143	7.32	119	10	134	9.67	1,241,406 41	124,733 78	80,806 72	7.23	10.65	322
1878	1,081	2.85	1,298,202 71	14,752 30	1,143	8.32	1,065	7.32	7.32	1,369,250 25	\$96,680 00	\$66,680 00	16.83	10.88	248	280	240,000 00	240,000 00	147,550 27	17,152 92	170	13	136	9.73	9.50	1,386	10.01	1,143	7.32	119	10	134	9.67	1,241,406 41	124,733 78	80,806 72	7.23	10.65	322
1879	1,601	9.92	1,941,404 14	103,101 43	1,333	8.32	1,143	9.50	9.50	1,935,861 51	\$96,680 00	\$66,680 00	16.83	10.88	247	279	230,000 00	230,000 00	147,550 27	17,152 92	170	13	136	9.73	9.50	1,386	10.01	1,143	7.32	119	10	134	9.67	1,241,406 41	124,733 78	80,806 72	7.23	10.65	322
1880	1,206	11.5	1,907,403 35	26,000 21	1,332	1.90	1,333	9.50	9.50	1,935,861 51	\$96,680 00	\$66,680 00	16.83	10.88	247	279	230,000 00	230,000 00	147,550 27	17,152 92	170	13	136	9.73	9.50	1,386	10.01	1,143	7.32	119	10	134	9.67	1,241,406 41	124,733 78	80,806 72	7.23	10.65	322
1881	1,263	4.73	1,906,275 52	48,812 17	1,386	9.73	1,332	9.67	9.67	1,931,406 41	\$96,680 00	\$66,680 00	16.83	10.88	248	280	240,000 00	240,000 00	147,550 27	17,152 92	170	13	136	9.73	9.50	1,386	10.01	1,143	7.32	119	10	134	9.67	1,241,406 41	124,733 78	80,806 72	7.23	10.65	322

TABLE B.—Statement for the years 1870 to 1881, inclusive, of steamboat and railroad routes, miles of annual service on the same, also miles of railway post-office service and miles of annual service thereon, together with the increase and decrease per cent.

Year.	Miles of steamboat routes.	Increase of miles of steamboat routes.	Decrease of miles of steamboat routes.	Increase, per cent.	Decrease, per cent.	Miles of annual service on steamboat routes.	Increase in miles of annual service on steamboat routes.	Decrease in miles of annual service on steamboat routes.	Increase, per cent.	Decrease, per cent.	Miles of railroad routes.	Increase of miles of railroad routes.	Decrease of miles of railroad routes.	Increase, per cent.	Decrease, per cent.	Miles of annual service on railroad routes.	Increase in miles of annual service on railroad routes.	Decrease in miles of annual service on railroad routes.	Increase, per cent.	Decrease, per cent.
1870	20,495					4,127,395		48,727			47,551,970					3,065,073				
1871	20,324			1.74		4,684,778	562,383	49,834	13.64		55,537,048	8,786				6,934,701	3,871,628			18.21
1872	18,840			7.25		4,308,428	2,976,342	57,911	8.03		63,491,749	7,566				6,124,636	1,187,915			19.31
1873	16,782			11.12		3,947,735	300,661	63,457	8.37		72,690,445	9,140				6,839,100	6,667,282			10.42
1874	18,624				3.32	3,958,823	130,940	67,724	2.94		77,154,910	4,466				6,893,385	6,893,385			3.74
1875	15,788			15.37		3,704,533	119,873	70,083	5.14		77,741,170	5,627				6,893,385	6,893,385			3.74
1876	17,683			8.73		4,098,268	323,705	72,348	2.85		85,130,395	7,385				6,717,635	8,386,962			7.84
1877	16,972			3.18		4,098,268	401,040	77,119	6.61		85,130,395	2,773				6,717,635	6,717,635			7.84
1878	21,240			17.53		5,091,474	462,176	76,691	8.98		96,092,982	10,891				8,404,371	1,687,087			1.06
1880	23,320			8.92		5,668,518	577,064	85,230	10.18		106,497,463	10,405				8,404,371	7,573,606			3.52
1881	21,138			9.35		5,049,507	622,031	91,569	10.57		101,521,229	4,964				7,023,706	7,023,706			7.27

  

Year.	Miles of route on which there is rail service.	Increase of miles of route of railway post-office service.	Decrease of miles of route of railway post-office service.	Increase, per cent.	Decrease, per cent.	Miles of annual service by way of railway post office.	Increase of miles of annual service by railway post-office.	Decrease of miles of annual service by railway post-office.	Increase, per cent.	Decrease, per cent.	Total miles of rail-boat routes.	Increase of miles of rail-boat routes.	Decrease of miles of rail-boat routes.	Increase, per cent.	Decrease, per cent.	Miles of annual service on railroad and steam-boat routes.	Increase of miles of annual service on railroad and steam-boat routes.	Decrease of miles of annual service on railroad and steam-boat routes.	Increase, per cent.	Decrease, per cent.
1870	8,252					6,500,000		64,422			64,422					51,674,355				
1871	11,208			35.82		10,072,540	3,572,540	70,168	54.96		70,168	5,746				60,241,826	8,567,471			16.56
1872	14,117			25.95		12,290,850	2,250,310	76,771	6.003		8,603	6,603				68,800,185	6,558,359			10.39
1873	16,414			5.30		13,747,025	1,456,775	80,219	3.438		9,449	8,149				67,539,230	6,729,045			4.14
1874	16,932			3.16		14,307,615	1,560,010	88,368	2.32		9,838	6,149				67,700,040	6,970,040			10.02
1875	17,713			4.61		16,639,785	332,150	85,871	2.32		10,487	6,149				70,539,270	8,574,492			3.16
1876	17,713					15,208,915	570,130	87,231	3.89		1,360	1,360				71,113,782	5,574,492			2.85
1877	17,713					16,925,050	1,715,135	92,231	11.27		3,900	3,900				81,445,705	2,331,943			9.76
1878	17,840			2.27		17,983,910	1,058,860	95,121	5.98		5,000	5,000				83,398,948	7,951,243			3.21
1879	18,240			4.39		17,848,310	1,008,880	101,231	6.34		6,940	6,940				88,749,693	7,352,745			8.42
1880	20,140			13.90		20,895,760	3,018,550	108,640	60.37		6,408	7,408				102,168,001	1,434,773			3.90
1881	20,116			0.11		21,427,680	3,540,680	112,707	2.68		4,067	4,067				108,567,736	6,401,735			3.74

TABLE C.—Statement of mail distributed en route on the cars by employés of the railway mail service during the fiscal year ended June 30, 1881.

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 mail distributed.	Number of packages, pouches, and cases of registered mail matter.
First .....	4,900,610	196,024,400	533,521	80,028,150	276,052,550	1,023,538
Second .....	5,827,629	233,105,160	867,425	130,113,750	363,218,910	1,951,350
Third .....	1,881,002	75,240,080	316,184	47,427,600	122,667,680	44,253
Fourth .....	2,357,786	94,311,440	370,247	55,537,050	149,848,490	1,239,010
Fifth .....	7,715,726	308,629,040	1,428,837	214,025,550	522,654,590	1,817,153
Sixth .....	10,017,871	400,694,840	1,475,889	221,383,350	622,078,190	2,623,696
Seventh .....	5,906,432	236,257,280	943,664	141,549,600	377,806,880	1,868,543
Eighth .....	1,420,109	56,804,360	197,863	29,679,450	86,483,810	511,445
Ninth .....	5,072,928	202,917,120	863,679	129,561,850	332,468,970	959,778
Total .....	45,099,593	1,803,983,720	6,995,309	1,049,293,350	2,853,280,070	12,028,785

Whole number of pieces of mail handled in 1881 ..... 2,853,280,070  
 Whole number of pieces of mail handled in 1880 ..... 2,658,483,220

Increase ..... 194,796,850

Percentage of increase, 7.32%.

Packages, pouches, and cases of registered matter handled in 1881 ..... 12,028,785  
 Packages, pouches, and cases of registered matter handled in 1880 ..... 11,708,282

Increase ..... 325,483

Percentage of increase, 2.78+.

TABLE D.—Statement of errors made by employés of the railway mail service during the fiscal year ended June 30, 1881.

Division.	Number of incorrect slips returned.	Number of errors on incorrect slips.	Missent.				Misdirected.			Number of errors checked against other employés.
			Number of packages.	Number of pouches.	Number of sacks.	Number of registered packages.	Number of packages.	Number of pouches.	Number of sacks.	
First .....	19,984	31,743	943	387	163	60	56	43	20	46,019
Second .....	35,141	63,570	657	379	122	43	95	26	16	105,262
Third .....	14,984	25,262	247	1	2		83	3	8	53,050
Fourth .....	29,640	51,887	665	145	66	50	67	45	38	113,540
Fifth .....	102,673	201,334	921	92	145	*84	242	39	68	452,535
Sixth .....	78,289	144,168	1,218	210	104	34	382	60	136	287,094
Seventh .....	03,113	129,342	1,934	291	298	*104	61	3	23	287,719
Eighth .....	2,610	3,451	75		2		14		1	23,821
Ninth .....	58,864	136,748	982	965	188	59	130	13	39	70,320
Total .....	405,298	787,505	7,642	2,470	1,030	414	1,130	232	348	1,439,309

RECAPITULATION.

Number of letters and pieces of paper mail distributed during the year ..... 2,853,280,070  
 Number of errors made in the distribution of the same ..... 787,505  
 Number of letters and pieces of paper mail distributed to each error, 1881 ..... 3,624  
 Number of letters and pieces of paper mail distributed to each error, 1880 ..... 3,482  
 Percentage of correct distribution, 1881 ..... 99.97  
 Percentage of correct distribution, 1880 ..... 99.97+

\* Including 15 pouches.

TABLE E.—Statement of errors in the distributing and forwarding of mails made by post-offices during the fiscal year ending June 30, 1881.

Division.	State.	Class.	Office.	Number of incorrect slips.	Number of errors on incorrect slips.	Misdirected.			Remarks.
						Number of letters.	Number of packages.	Number of canvas bags.	
First.	Maine.	First.	Bauger	164	244	6	1	1	
	do	do	Portland	1,639	1,568	9	9	9	
	do	Second	Augusta	1,107	1,383	4	9	23	
	do	do	Auburn	55	55	1			
	do	do	Barth	54	68	1			
	do	do	Biddeford	9	53				
	do	do	Lewiston	43	211			1	
	do	do	Rockland	93	121				
	do	do	Saco	2	2				
	do	do	Concord	68	97	1			
New Hampshire.	do	do	Dover	20	52	2	1	1	
	do	do	Keene	53	67	1			
	do	do	Manchester	235	339	7	1	2	
	do	do	Nashua	84	130				
	do	do	Portsmouth	21	25				
	do	do	Brattleborough	32	77	1	1	1	
	do	do	Burlington	27	66	2			
	do	do	Montpelier	1	2				
	do	do	Rutland	39	85	2		1	
	do	do	Saint Albans	7	11				
Massachusetts.	do	do	Saint Johnsbury	1	6				
	do	do	Boston	17,890	25,467	241	2	10	74
	do	do	Fall River	441	602	2	1	6	2
	do	do	Lawrence	132	171	3	1	1	1
	do	do	Lowell	554	1,265	15	2	1	19
	do	do	Springfield	58	71	3			3
	do	do	Worcester	174	254	9	1	1	1
	do	do	Amherst	11	13				
	do	do	Brockton	79	109	2			5
	do	do	Brockline	305	427	1			3
do	do	do	Chilmark	5	5				
	do	do	Clinton	22	76	3			8
	do	do	Easthampton	5	9				9
	do	do	Eastham	5	9				9
	do	do	Fitchburg	33	56				



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

Division.	State.	Class.	Office.	Number of incorrect slips.	Number of errors on incorrect slips.	Misdirected.			Misdirected.			Remarks.	
						Number of letter-packages.	Number of pouches.	Number of canvass bags.	Number of letter-packages.	Number of pouches.	Number of canvass bags.		
Second	New York	First	New York	50,902	103,354	219	4	11	4	486	5	175	
	do	do	Poughkeepsie	133	203					1	1	1	
	do	do	Rocheater	1,403	2,668	4				8	1	1	
	do	do	Syracuse	172	324	1				2	1	1	
	do	do	Troy	249	369	2				1	1	1	
	do	do	Utica	87	112	2				5	1	1	
	do	Second	Albion	13	93	1				1	1	1	
	do	do	Amsterdam	55	77					2			
	do	do	Batavia	23	33								
	do	do	Bath	17	31					1			
	do	do	Binghamton	50	95	3							
	do	do	Brookport	19	81								
	do	do	Canandagua	17	17	1				1			
	do	do	Coloes	12	16					1			
	do	do	Corning	24	26								
	do	do	Cortland	44	82					3	1		
	do	do	Dunkirk	4	16								
	do	do	Elmira	78	115					1			
	do	do	Geneva	34	47	3				1			
	do	do	Gloversville	2	2								
	do	do	Hornellsville	4	4								
	do	do	Hudson	69	120							1	
	do	do	Ithaca	9	10								
	do	do	Janestown	106	171	4					1		
	do	do	Kingston	21	55								
	do	do	Le Roy	3	14								
	do	do	Little Falls	56	83								
	do	do	Lockport	46	75								
	do	do	Middletown	3	2					1			
	do	do	Newburgh	7	8								
	do	do	Olean	1	1								
	do	do	Oran	85	134								
	do	do	Oneida	168	274	1				3			
	do	do	Oswego	145	217	1				1			





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

Division.	State.	Class.	Office.	Number of incorrect slips.	Number of errors on incorrect slips.	Misdirected.			Misent.			Misdirected.			Remarks.	
						Number of letter packages.	Number of pouches.	Number of canvases.	Number of letter packages.	Number of pouches.	Number of canvases.	Number of letter packages.	Number of pouches.	Number of canvases.		
Second.	New Jersey	Second	New Brunswick	98	234	3						1				
	do	do	Orange	31	40				1							
	do	do	Paterson	42	100											
	do	do	Plainfield	17	51								2			
	do	do	Princeton	6	6											
	do	do	Rahway	16	17											
	do	do	Trenton	97	273											
	do	do	Wilmington	265	342	1										
	do	do	Wilmington	5,047	9,002	82	6	1	30	46	9	6				
	do	do	Remaining offices in second division.													
				Total	75,103	154,125	625	14	14	54	692	29	378			
Third.	Maryland, ex. E. Shore.	First.	Baltimore	2,055	4,978	21						15	2			
	do	Second	Cumberland	4	18											
	do	do	Fredrick	10	18											
	District of Columbia.	First	Washington	4,300	6,760	35	4					57	2			
	Virginia	do	Norfolk	202	468	9						1				
	do	do	Petersburgh	20	26	3										
	do	do	Richmond	641	1,260	11	2	3				2	1			
	do	do	Alexandria	138	173	6										
	do	do	Danville	15	17											
	do	do	Lynchburgh	47	155								1			
	do	do	Staunton	153	314	1							6			
	do	do	Wheeling	201	340											
	West Virginia	do	Charlotte	12	18											
	North Carolina.	do	Raleigh	76	118	3										
	do	do	Wilmington	78	105											
	do	do	Remaining offices in third division.	900	1,575	23							3			
				Total	9,840	16,337	114	6	4				80	3	2	
Fourth.	South Carolina.	First.	Charleston	735	1,148	11	2	1					1	1		
	do	Second.	Columbia.	119	171	3	1									



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

Division.	State.	Class.	Office.	Number of incorrect slips.		Number of errors on incorrect slips.		Misdirected.			Remarks.	
				Number of incorrect slips.	Number of errors on incorrect slips.	Number of letters.	Number of pouches.	Number of canvases.	Number of letters.	Number of pouches.		Number of canvases.
Fifth.	Ohio	Second	Hamilton	248	362	4						
	do	do	Lima	96	51	3						
	do	do	Mansfield	177	277	1						
	do	do	Marietta	118	240							
	do	do	Massillon	19	41							
	do	do	Newark	211	283	13						
	do	do	Norwalk	8	10							
	do	do	Oberlin	9	13							
	do	do	Painesville	35	53							
	do	do	Piqua	83	128							
	do	do	Portsmouth	156	226							
	do	do	Sandusky	59	50							
	do	do	Steenbenville	8	9							
	do	do	Tiffin	19	41							
	do	do	Troy	101	251	1						
	do	do	Urbana	17	27							
	do	do	Warren	13	118							
	do	do	Wesley	77	124							
	do	do	Wesley	33	71							
	do	do	Youngstown	31	69							
	do	do	Zanesville	440	702	9						
	Kentucky	do	First	Zanesville	4,006	6,948	6					
		do	do	Covington	621	1,136	24					
		do	Second	Danville	91	36						
		do	do	Danielsville	51	85						
		do	do	Henderson	704	1,064						
		do	do	Lexington	251	308	2					
do		do	Newport	28	35							
do		do	Owensboro	12	16							
do		do	Paducah	54	149							
do		do	Paris	1,652	3,269	3						
Tennessee	do	First	Memphis	4,826	8,227	10						
	do	do	Nashville	244	328	1						
	do	Second	Chattanooga	31	50							
	do	do	Clarksville									

State	Division	806	1,363	3,252	6,025	43	1	5	3	23	257	3	34	2	
Illinois	Knorrville	312	564	0	0	0	0	0	0	0	0	0	0	0	
	Remaining offices in fifth division	51,880	82,093	119	119	440	43	5	3	23	257	3	34	2	
	Total	52,703	58,314	440	440	440	43	5	3	23	257	3	34	2	
Sixth	First	121	231	7	7	1	1	1	1	1	1	1	1	1	
	do	105	150	1	1	1	1	1	1	1	1	1	1	1	
	do	53	126	1	1	1	1	1	1	1	1	1	1	1	
	do	36	50	1	1	1	1	1	1	1	1	1	1	1	
	do	14	18	1	1	1	1	1	1	1	1	1	1	1	
	do	74	126	5	5	1	1	1	1	1	1	1	1	1	
	do	6	8	1	1	1	1	1	1	1	1	1	1	1	
	do	111	195	1	1	1	1	1	1	1	1	1	1	1	
	do	13	32	1	1	1	1	1	1	1	1	1	1	1	
	do	34	47	1	1	1	1	1	1	1	1	1	1	1	
	do	130	468	9	9	1	1	1	1	1	1	1	1	1	
	do	203	276	5	5	1	1	1	1	1	1	1	1	1	
	do	27	51	1	1	1	1	1	1	1	1	1	1	1	
	do	50	64	1	1	1	1	1	1	1	1	1	1	1	
	do	50	88	1	1	1	1	1	1	1	1	1	1	1	
	do	24	67	1	1	1	1	1	1	1	1	1	1	1	
	do	1	2	1	1	1	1	1	1	1	1	1	1	1	
	do	2	5	1	1	1	1	1	1	1	1	1	1	1	
	do	40	54	1	1	1	1	1	1	1	1	1	1	1	
	do	14	23	2	2	1	1	1	1	1	1	1	1	1	
	do	19	48	1	1	1	1	1	1	1	1	1	1	1	
	do	11	40	1	1	1	1	1	1	1	1	1	1	1	
	do	231	214	2	2	1	1	1	1	1	1	1	1	1	
	do	43	80	2	2	1	1	1	1	1	1	1	1	1	
	do	3	7	1	1	1	1	1	1	1	1	1	1	1	
	do	4	6	4	4	1	1	1	1	1	1	1	1	1	
	do	26	44	1	1	1	1	1	1	1	1	1	1	1	
	do	1	1	1	1	1	1	1	1	1	1	1	1	1	
	do	10	11	1	1	1	1	1	1	1	1	1	1	1	
	Iowa	Waukegan	280	494	7	7	2	2	2	2	2	2	2	2	2
	do	Burlington	295	494	2	2	2	2	2	2	2	2	2	2	2
	do	Davenport	161	290	13	13	2	2	2	2	2	2	2	2	2
do	Des Moines	87	172	5	5	1	1	1	1	1	1	1	1	1	
do	Dubuque	31	148	2	2	1	1	1	1	1	1	1	1	1	
do	Atlantic	1	1	1	1	1	1	1	1	1	1	1	1	1	
do	Cedar Falls	43	57	2	2	1	1	1	1	1	1	1	1	1	
do	Cedar Rapids	38	81	1	1	1	1	1	1	1	1	1	1	1	
do	Clinton	141	271	8	8	1	1	1	1	1	1	1	1	1	
do	Council Bluffs	54	108	1	1	1	1	1	1	1	1	1	1	1	
do	Decorah	4	11	1	1	1	1	1	1	1	1	1	1	1	
do	Independence	142	303	2	2	1	1	1	1	1	1	1	1	1	
do	Iowa City														

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

Division.	State.	Class.	Office.	Number of incorrect slips.	Number of errors on incorrect slips.	Missent.			Misdirected.			Remarks.
						Number of letter-packages.	Number of pouches.	Number of canvas bags.	Number of registered packages.	Number of letter-packages.	Number of pouches.	
Sixth	Iowa.....	Second.....	Keokuk.....	51	67	1						
	do.....	do.....	Marshalltown.....	33	40				1			
	do.....	do.....	Mount Pleasant.....	14	14							
	do.....	do.....	Muscatine.....	111	190	2						
	do.....	do.....	Newton.....	22	20							
	do.....	do.....	Oskaloosa.....	88	169				2	1		
	do.....	do.....	Ottumwa.....									
	do.....	do.....	Red Oak.....									
	do.....	do.....	Stout City.....	46	76	1						
	do.....	do.....	Vinton.....	8	9							
	do.....	do.....	Waterloo.....	46	54							
	do.....	do.....	Wellwood.....	1,282	1,776	10				13		1
	do.....	do.....	Appleton.....	48	102	1						
	do.....	do.....	Beaver Dam.....	1	1							
	do.....	do.....	Edoist.....	53	80					1		
	do.....	do.....	Chippewa Falls.....	11	18							
	do.....	do.....	Evan Claire.....	8	8					1		
	do.....	do.....	Fond du Lac.....	100	166	1						1
	do.....	do.....	Green Bay.....	34	44							
	do.....	do.....	Janesville.....	23	37				1			
	do.....	do.....	Kenosha.....	11	12							
	do.....	do.....	La Crosse.....	20	28					1		
	do.....	do.....	Madison.....	89	135	1						
do.....	do.....	Oshkosh.....	26	47	5				1			
do.....	do.....	Portage.....										
do.....	do.....	Racine.....	10	11								
do.....	do.....	Ripon.....	22	25								
do.....	do.....	Sparta.....	1	1					1			
do.....	do.....	Watertown.....	6	7								
do.....	do.....	White Water.....	11	12								
do.....	do.....	Minneapolis.....	217	298								
do.....	do.....	St. Paul.....	173	259	6						1	



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

Division.	State.	Class.	Office.	Number of incorrect slips.	Number of errors on incorrect slips.	Missent.			Misdirected.			Remarks.	
						Number of letter-packets.	Number of pouches.	Number of registered letters.	Number of letter-packets.	Number of pouches.	Number of registered letters.		
Seventh	Texas	Second	Fort Worth	456	755	5							
	do	do	Marshall	301	469	8		1					
	do	do	Palestine	2	4								
	do	do	San Antonio	442	574	46	1	3					
	do	do	Sherman	358	491	2	2						
	do	do	Waco	561	907	11		1					
	do	do	Weatherford	601	1,156								
	Colorado	First	Denver	1,855	5,349	52	14	4					
	do	do	Leadville	1,584	907	3							
	do	do	Boulder	5	0								
	do	do	Canon City	40	52	10							
	do	do	Central City	4	7								
	do	do	Colorado Springs	153	240	1		2					
	do	do	Pueblo	54	104	7							
	do	do	Silver Cliff	31	58								
	do	do	Trinidad	3	8								
	do	do	Golden	13	17								
	do	do	Remaining offices in seventh division	3,747	6,570	131	51	12	30	11	2		
			Total	25,472	46,350	577	101	54	85	71	3	15	
	Eighth	California	First	Oakland	149	243							
do		do	Sacramento	103	229	6							
do		do	San Francisco	1,933	2,664	67		19					
do		Second	Bodie	27	44	1							
do		do	Grass Valley	44	52								
do		do	Los Angeles	5	3								
do		do	Marysville	21	23								
do		do	Nevada City	6	8								
do		do	San Jose	49	51	1							
do		do	South Barbara	50	76	2							
Oregon		First	Baker City	70	4								
do		do	Portland	70	91								
do		do	Albany	37	43	1							



Utah	do	Salt Lake City	65	84	1	19	20	84	1	3
Nevada	do	Carson City	26	38	1			39	11	14
do	do	Reno	8	9				2	2	
do	do	Tuscarora	52	55						
Washington Territory	do	Virginia City	26	40	1					
Idaho	do	Walla Walla	33	54	1					
do	do	Boise City	18	24	1					
Montana	do	Butte City	3	5						
Arizona	do	Tucson	6	9						
		Remaining offices in eighth division	583	887	5					
		Total	3,408	4,723	91					
Ninth	First	Detroit	3,250	4,461	116	15	14			
do	do	Grand Rapids	117	306	12	8	1			
do	Second	Adrian	22	57		1				
do	do	Albion	23	32						
do	do	Albena								
do	do	Aunt Arber	55	72	1				1	1
do	do	Battle Creek	115	169	3	2		1		
do	do	Bay City	31	57		2		1		
do	do	Caldwaller	41	69						
do	do	East Saginaw	161	243	1	5				
do	do	Elletts	10	36						
do	do	Hudson	12	16						
do	do	Jackson	82	131	6	2	1			
do	do	Kalamazoo	102	165	6				1	
do	do	Leansing	82	77	3					
do	do	Manistee	48	71						
do	do	Marshall	73	163	6				1	
do	do	Monroe	6	6					2	
do	do	Muskegon	11	11			1			
do	do	Niles								
do	do	Portlar	10	18						
do	do	Fort Huron	36	62	1					
do	do	Saginaw	55	27					1	
do	do	Ypsilanti	23	83						
do	do	Remaining offices in ninth division	1,073	2,353	18	9	1	5	4	5
		Total	5,408	8,705	172	44	19	6	62	19
										15

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

## RECAPITULATION.

Errors by divisions.	Number of incorrect slips.	Number of errors on in-correct slips.	Missent.				Misdirected.		
			Number of letter-packages.	Number of pouches.	Number of canvas bags.	Number of registered packages.	Number of letter-packages.	Number of pouches.	Number of canvas bags.
First .....	34,336	51,567	326	18	10	18	242	48	47
Second .....	75,103	154,125	625	14	14	54	692	29	278
Third .....	9,849	16,337	114	6	4	.....	86	3	2
Fourth .....	8,153	13,625	146	13	12	3	49	8	9
Fifth .....	52,793	58,314	449	5	3	23	257	11	32
Sixth .....	62,240	100,604	426	31	10	33	474	33	9
Seventh .....	25,472	46,350	577	101	54	85	71	3	15
Eighth .....	3,408	4,722	91	.....	.....	19	20	.....	3
Ninth .....	5,408	8,705	172	44	19	6	52	19	15
Total.....	276,663	454,349	3,117	232	145	222	1,943	154	310

TABLE F.—Statement of case examinations of employes of the railway mail service for the fiscal year ended June 30, 1881.

Division.	Number of examinations.	Number of cards handled.	Number of cards correct.	Number of cards in-correct.	Number of cards not known.	Average per cent. correct.
First .....	401	210,939	204,442	6,141	356	96.92
Second .....	917	1,543,096	788,984	132,070	622,042	51.12
Third .....	292	341,830	259,280	13,784	41,806	75.84
Fourth .....	367	173,273	105,734	5,740	1,799	95.64
Fifth .....	614	495,642	443,239	24,169	29,234	89.43
Sixth .....	142	146,957	137,833	4,248	4,876	93.79
Seventh .....	285	248,271	225,521	17,326	5,424	90.83
Eighth .....	25	26,553	25,864	448	241	97.26
Ninth .....	356	464,679	282,347	31,563	150,769	62.17
Total .....	3,390	3,651,240	2,533,224	235,460	856,547	69.37

NOTE.—The average per cent. correct in the line of totals is the percentage of 2,523,224 to 3,651,240. It is not the average of the division percentages, as it would be if the number of examinations and cards handled in each division were equal.

TABLE G.—Statement of casualties in the railway mail service during the fiscal year ended June 30, 1881.

*May 5, 1880.*—Texarkana and Sherman route: Train wrecked near Bagwell Station, Tex., in which W. W. Towns, route agent, was injured; mail all saved and forwarded to Sherman post-office. This casualty should have appeared in the report of the last fiscal year, but did not do so on account of its details not reaching this office in time for publication.

*July 17, 1880.*—Montgomery and New Orleans railway post-office train ran off the track; mail slightly damaged, but all saved and forwarded.

*August 30, 1880.*—Train wrecked on the Fernandina and Cedar Keys Railroad; postal car considerably damaged; mail all saved.

*September 8, 1880.*—Wreck on the Memphis and Grenada route, postal car damaged and oil spilt over mail; all of it saved and forwarded.

*September 8, 1880.*—Mail on train No. 3, Baltimore and Potomac Railroad, bound north, leaving Washington 9.33 p. m., took fire between Winans Station and Stony Run. The fire was caused by a candle falling on the mail during the temporary absence of the baggage-master. Considerable mail matter, consisting of public docu-

ments, post-office supplies, and transit mail, was destroyed. Damaged mail forwarded to the Baltimore post-office.

*September 16, 1880.*—On account of a misplaced switch at Kalamazoo, Mich., Detroit and Chicago railway post-office, night line, bound east, left the track; locomotive, baggage and postal car badly wrecked; no mail destroyed or lost. H. M. Lee, clerk, slightly injured.

*September 19, 1880.*—W. H. Herbert, route agent between Omaha, Nebr., and Ogden, Utah, was disabled in a collision which occurred at Barton Siding on the Sidney and Kearney Division of the Union Pacific Railroad. The east bound mail train collided with freight, which was entering a side track. The mail car telescoped over two baggage cars and the engine and stopped bottom side up. Mr. Herbert was caught in the bunk with one or two tons of mail on top of him; his arms were badly crushed and bruised. All mail and government property were saved, except a few letters, which were burned.

*September 22, 1880.*—Postal car C, on Louisville and Nashville Railroad, took fire from a spark from the engine. Two bags of paper mail were slightly damaged.

*September 24, 1880.*—Wreck of postal car No. 2, on the Lynchburgh and Bristol Railroad, at 5 p. m., between Big Lick Station and Salem, Va.; car thrown from the track over an embankment and badly broken. Mail considerably damaged, clerks seriously injured, but none so badly as to prove fatal.

*September 24, 1880.*—Vandalia line train No. 2 collided with freight bound east, about  $1\frac{1}{2}$  miles from Dennison, Ill. There were a letter and a storage car on this train, both of which were total wrecks. The accident occurred on a trestle. The letter car was broken in two, one-half of it falling on one side and the other half, together with the storage car, on the other side. The clerks on duty were B. W. Dillehunt, H. C. Ellis Miller, William Lewis, and E. Unverson. Mr. Dillehunt had his leg and thigh broken, and was otherwise dangerously injured. The other clerks were injured, but none seriously. Nearly all of mail was saved, except what must have been ground to pieces under the wreck and damaged by water. Mail was sent to Indianapolis, where it was packed up to be forwarded to the Dead Letter Office.

*September 27, 1880.*—Accident on the Louisville and Nashville Railroad between Newport and Taylor's Station, Ky., caused by a collision with a freight car. The postal car was badly broken. There was no mail injured, except a registered case of envelopes for Columbia, Ky.; they were gathered up and forwarded to Cincinnati post-office.

*October 15, 1880.*—Steamer Jo Bryarly totally consumed by fire at Barbrey's Landing, Atchafalaya River. All mail saved and forwarded to New Orleans.

*October 13, 1880.*—Mail car No. 12 completely wrecked in accident that occurred 2 miles from Milledgeville. All the mail was saved.

*November 7, 1880.*—Atlanta and Montgomery railway post-office leaving Atlanta at 1 p. m., near Chehaw, Ala., train thrown from track, postal car very much shattered, no mail lost, and no one injured.

*November 16, 1880.*—Chattanooga and Meridian railway post-office, on nearing Elyton the engine and mail car ran over a mule, the cars turning over. One man was killed, the car took fire, but was put out before any damage was done. All the mail saved.

*November 18, 1880.*—Boston and Troy railway post-office collided near Deerfield, Mass., with a freight train. Mail car telescoped, and George H. Barton was seriously injured in the spine. Mail all saved.

*November 29, 1880.*—Lamp exploded on the Texarkana, Arkansas, and Eastland Texas route. Four sacks of paper mail were burned. The letter mail was not destroyed, but was forwarded to destination.

*November 30, 1880.*—Explosion of lamp on the Texarkana, Arkansas and Eastland Texas railway post-office (Texas and Pacific Railway); package of letters burnt and some letters damaged by water.

*December 6, 1880.*—Wreck on the Cameron and Atchison route (Chicago, Rock Island and Peoria Railway), in which W. R. Simms, route agent, was burned to death, and A. G. Beller, route agent, severely injured. No mail saved except six papers and one fourth-class registered package.

*December 7, 1880.*—Train wrecked on the Corinth and Meridian line between Tupelo and Slatillo, Miss. Mail car and mails considerably damaged, some of the registered mail lost. C. A. Walsh slightly injured.

*December 7, 1880.*—Geneva, Wis., and Elgin, Ill., mail train thrown from the track near Geneva Junction, Wis. Mail car went down an embankment 40 feet. George E. Earle, route agent, was badly bruised, and lost some records. No mail lost.

*December 10, 1880.*—The baggage car on the train leaving Cincinnati at 8 a. m. (Louisville, Cincinnati and Lexington Railroad) took fire at Lexington Junction. All of the mail matter was entirely destroyed.

*December 20, 1880.*—Burning of postal car at Elroy, Wis.; fire caused by lamp being knocked down while switching. Quantity of mail destroyed.

*December 22, 1880.*—Albert Lea and Burlington mail train, bound south, collided with freight train at Rockford. E. W. McKean was slightly injured. Mail considerably damaged, but none lost.

*December 22, 1880.*—Mixed passenger and freight train on the western division of the Carolina Central Railroad, leaving Shelby, N. C., at 2 p. m., fell through Indian Creek trestle (55 feet high). The cars took fire and were entirely consumed. Conductor and two passengers were saved. J. F. Bloom, route agent, was burned to death. No mail saved.

*December 23, 1880.*—Postal car No. 46 was nearly destroyed by fire at Bangor. The car contained 15 empty pouches and sacks, two catcher pouches, stamps, &c., all destroyed.

*December 25, 1880.*—South-bound train on the Charleston and Savannah Railway left track two miles north of Salkchatchie. Postal car damaged; all mail saved and forwarded.

*December 25, 1880.*—Collision on the Mississippi and Ohio Railroad, between Meridian, Miss., and Mobile, Ala.; Mail Agent J. R. Fincher was slightly injured; all mail saved and forwarded to Mobile, Ala.

*December 28, 1880.*—Mail car of Chicago, Decatur and Saint Louis line took fire from some unknown cause; no government property destroyed except two sacks.

*December 30, 1880.*—Mail train going west on the Rhinebeck and Connecticut Railroad ran off the track at Rhinebeck. F. G. Cotting, route agent, was slightly injured. Part of the mail was burned.

*December 30, 1880.*—The western-bound train on the Selma and Greensboro' Railroad run off track three miles from Selma, Ala. No one badly hurt, and no mail lost.

*January 3, 1881.*—Savannah and Charleston Railroad train wrecked at Ashepoo River trestle. J. C. Fordham, route agent, had shoulder dislocated. All mail saved and forwarded to Savannah, Ga.

*January 4, 1881.*—Kansas City and Pueblo Railway post-office train ran over some cattle. Postal car badly wrecked. All mail saved. A. C. McMakin, route agent, badly bruised.

*January 4, 1881.*—Six sacks of papers caught fire in the depot at Utica, N. Y. Contents badly burned. Supposed to have caught from sparks from engine.

*January 4, 1881.*—Wells River and Montpelier Railway post-office (Montpelier and Wells River Railroad.) Train going east was thrown from the track. Mail car caught fire, but was speedily extinguished. Mail slightly damaged.

*January 6, 1881.*—Collision on the Philadelphia, Wilmington and Baltimore Railroad, at Lamokin, in which E. Crouch, route agent (between Pennsylvania and Wyoming), was injured. The mail was forwarded to Wilmington post-office.

*January 7, 1881.*—Richmond and Charlotte Railroad. Fast mail train No. 50 wrecked near Lexington, N. C. Engineer and fireman instantly killed; no one else seriously hurt. No mail lost or damaged to any great extent.

*January 8, 1881.*—Mail train bound north, Michigan City and Louis route, jumped the track near Ellettsville. Mail slightly damaged. All saved.

*January 10, 1881.*—Anburn and Syracuse route. Train leaving Auburn at 8.05 a. m. left the track near Moravia, N. Y. Mail car falling by the engine caught on fire and was entirely consumed with all of the mail. George M. Geer, route agent, was injured about the head and shoulders and barely escaped with his life.

*January 11, 1881.*—Baltimore and Ohio Railroad train No. 1 collided with freight near Mannington, W. Va. Mail slightly damaged, but none lost.

*January 23, 1881.*—Accident at Tioga Centre, in which D. H. Seybolt, head clerk, Joseph Reidinger, clerk, G. W. Ingraham, clerk, and H. B. Fox, weigher, were killed. The accident was caused by the breaking of a journal of a driving wheel of the locomotive. The locomotive and tender were thrown from the track against a coal train; this forced the postal, express, and baggage cars about 125 feet to the right of the track. The postal car was entirely destroyed with a large amount of mail. What few letters were saved were forwarded to their destination, and the remainder with burnt scraps of bank bills, &c., were forwarded to Third Assistant Postmaster-General. The government property found was forwarded to postmaster at Tioga Centre.

*January 13, 1881.*—Pittsburgh and Cincinnati railway post-office train No. 3 collided with a coal train at Union Point, Ohio. J. M. Windle slightly injured. No mail lost or damaged.

*January 22, 1881.*—Fast mail leaving Atlanta, Ga., was wrecked near Gaffney City, S. C. Postal car thrown down an embankment 20 feet. Clerks escaped with slight injuries.

*January 23, 1881.*—New Orleans and Opelousas railway post-office bound east left the track near Terrebonne. Clerk slightly injured. No mail lost or damaged. Forwarded same to New Orleans post-office.

*January 29, 1881.*—Sunbury and Lewistown route train wrecked near Middleburgh, Pa., cars thrown down an embankment and Mail Agent W. H. Hans badly injured about the head. No mail lost and none damaged to any great extent. Mail forwarded to Middleburgh post-office.

*February 11, 1881.*—Collision on the Wilmington, Columbia and Augusta Railroad, near Lynchburgh, S. C., mail car and tender of locomotive telescoping. J. D. White slightly injured. All mail saved.

*February 14, 1881.*—Quincy and Kansas City railway post-office. "Car A" caught on fire from lamp. Mail slightly damaged.

*February 17, 1881.*—Cameron and Atchison route. Train wrecked by broken rail. Engine, baggage, and mail car thrown down an embankment 15 feet. Car burnt up. Most of the mail saved. S. M. Darrah, route agent, badly bruised and burnt.

*February 22, 1881.*—Irvine and Oil City route. Train run into by special train at President, Pa., and W. McKim, route agent, seriously injured. No mail lost.

*February 24, 1881.*—Accident on the Middletown and New York route, in which Mr. Titworth, route agent, was slightly injured and a quantity of mail lost.

*February 27, 1881.*—Train No. 1 on Cincinnati and Saint Louis Railroad was ditched at Independence, Ky. Postal car was thrown down the embankment and wrecked. W. H. Harrover, head clerk, was struck by water-cooler and sustained compound fracture of the right leg. J. M. Bailhache slightly injured. No mail lost or damaged.

*March 6, 1881.*—South Pueblo and Esponola railway post-office. Explosion of lamp. One sack of papers partially burnt.

*March 11, 1881.*—Montgomery and New Orleans railway post-office. Train No. 2, bound north, was thrown from the track near Brewton, Ala. The clerks were considerably bruised and cut. No mail lost or damaged.

*March 14, 1881.*—Mail in baggage-car No. 5, Pittsburgh, Fort Wayne and Chicago Railway, caught fire from a lighted candle falling from the side of the car on the mail, damaging it to a great extent. The mail was forwarded to Chicago post-office.

*March 21, 1881.*—Mail train, Brunswick and Albany Railroad, ditched in Little River. W. B. Moore, route agent, considerably bruised. Nearly all of the mail was saved.

*March 25, 1881.*—Train on the Western North Carolina Railroad jumped the track six miles north of Statesville. Mail car entirely demolished. Henry N. Craven, route agent, slightly injured. Mail all saved, and not damaged to any great extent.

*April 1, 1881.*—Mail car on Milton Junction and Cameron, Mo., train was thrown down an embankment near Allenton. T. E. Lamphere, route agent, was slightly injured. All of the mail was saved and but slightly damaged.

*April 9, 1881.*—Train No. 11 on the California and Oregon Railroad was wrecked at China Gulch, Cal. The accident was caused by a wash-out. Mail car completely demolished. H. C. Cantwell, route agent, slightly injured. No mail lost.

*April 18, 1881.*—Steamer Wheelless burnt at Savannah, Ga. All the mail destroyed.

*April 24, 1881.*—Louisville and Nashville Railway, train No. 3 collided with a freight at Upton, Ky. Postal car badly wrecked. Mail slightly damaged and some lost.

*June 10, 1881.*—Macon and Columbus train badly wrecked. P. E. Moore, route agent, slightly injured. Mail all saved and forwarded.

*June 27, 1881.*—Mail car on the Sta. and Bos. railway post-office left the track at Lowell, Mass. E. A. Morton seriously injured and George W. Soper slightly.

#### RECAPITULATION.

Number of casualties, 62.	
Employés killed.....	7
Seriously injured.....	15
Slightly injured.....	22
Total killed and wounded .....	44



---

---

**REPORT**

**OF THE**

**THIRD ASSISTANT POSTMASTER-GENERAL.**

---

---





REPORT  
OF THE  
THIRD ASSISTANT POSTMASTER-GENERAL

---

POST-OFFICE DEPARTMENT,  
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 10, 1881.*

SIR: I have the honor to submit the following report, showing the operations of this office for the fiscal year ending June 30, 1881, and to call attention particularly to the accompanying tables, numbered from 1 to 21, inclusive, viz:

No. 1. Explanation of estimates of appropriation for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1883.

No. 2. Statement showing appropriations for the Post-Office Department for the fiscal year ending June 30, 1881, and the expenditures made, by items, out of such appropriations up to September 30, 1881.

No. 3. Statement exhibiting the receipts and expenditures under appropriate heads, by quarters, for the fiscal year ending June 30, 1881, compared with the fiscal years ending June 30, 1880, and June 30, 1879.

No. 4. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1881.

No. 5. Statement showing receipts and disbursements at depository post-offices on account of the fiscal year ending June 30, 1881.

Nos. 6 and 7. Statements showing the number and value of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the year ending June 30, 1881.

No. 8. Statement showing the number and value of official postage-stamps issued to each of the executive departments during the year ending June 30, 1881.

No. 9. Statement showing the issue of postage-stamps, &c., by denominations, during the year ending June 30, 1881.

No. 10. Statement showing the increase in the issues of postage-stamps, stamped envelopes, and postal cards for the fiscal year ending June 30, 1881, over those of the preceding year.

No. 11. Cost of procuring supplies in the office of the Third Assistant Postmaster-General from July 1, 1877, to June 30, 1881, as compared with the cost of the same supplies during the preceding four years.

No. 12. Statement showing disposition of dead mail matter treated in the division of dead letters during the year ending June 30, 1881.

No. 13. Statement showing the disposition of mail matter opened in the division of dead letters during the year ending June 30, 1881.

No. 14. Statement showing the amount, classification, and disposition

of unmailable matter received at the dead-letter office during the fiscal year ending June 30, 1881.

No. 15. Statement showing the number of dead foreign letters received and disposed of during the fiscal year ending June 30, 1881.

No. 16. Statement showing amount of dead matter returned to and received from each foreign country.

No. 17. Statement showing the number, classification, and disposition of dead registered letters during the year ending June 30, 1881.

No. 18. Statement showing the number of registered letters and parcels transmitted through the mails from each State and Territory in the United States during the year ending June 30, 1881.

No. 19. Statement showing the number and value of registered packages forwarded during the fiscal year ending June 30, 1881, for the Post-Office and Treasury Departments.

No. 20. Statement showing increase of registered letters and parcels upon which fees were collected at the twenty-five leading cities of the country during the fiscal year ending June 30, 1881.

No. 21. Statement showing the operations of the registered-letter system at the cities of New York, Philadelphia, Chicago, Saint Louis, and Washington, during the year ending June 30, 1881.

#### FINANCIAL STATEMENT.

The receipts and expenditures of the department during the fiscal year ending June 30, 1881, were as follows:

Receipts:	
Letter postage, paid in money .....	\$100,809 23
Box-rents and branch offices.....	1,499,449 87
Fines and penalties .....	15,751 44
Sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal-cards.....	34,835,745 10
Dead letters.....	6,584 40
Revenue from money-order business.....	295,581 39
Miscellaneous .....	31,476 54
Total .....	36,785,397 97
The total expenditures for the service of the year were .....	39,251,736 46
Excess of expenditures.....	2,466,338 49
To this should be added the net amount charged on the books of the Auditor during the year to "bad debts" and "compromise" accounts.....	14,790 86
Making a total excess of expenditures over receipts for the service of the fiscal year of.....	2,481,129 35

This deficit was 6.3 per cent. of the entire expenditures, and will be somewhat increased when all the liabilities of the year are adjusted and paid. Exclusive of these unadjusted liabilities, the expenditures for the year were \$3,149,916.08, or 8.7 per cent., more than those of the preceding year.

In addition to the above expenditures the sum of \$340,829.76 was paid on account of indebtedness incurred in previous years, making the total amount expended during the year \$39,592,566.22.

Table No. 2 which accompanies this report shows the appropriations by items for the service of the last fiscal year, and the amounts expended out of the same. These expenditures came within the appropriations in all the items except that of "compensation of postmasters," in which there was an excess of expenditure over the amount appropriated of \$798,742.79, to cover which a deficiency appropriation should be made by Congress, payable out of the postal revenues for the year ending

June 30, 1881. In regard to this excess, it is proper to state that expenditures for compensation of postmasters, no matter what may be the amount appropriated by Congress, are practically beyond the control of the department, inasmuch as the law regulates the rate of compensation by the amount of business transacted, and gives to postmasters the right to retain the same out of the revenues of their offices.

The receipts for the year were \$3,469,918.63, or 10.4 per cent., more than the receipts of the preceding year, and \$4,575,397.97, or 14.2 per cent., more than the estimates therefor. This great increase is attributable, of course, mainly to the business prosperity of the country, the extent of the same not being foreseen when the estimates were made. The principal item of increase was the sales of postage-stamps, stamped envelopes, and postal cards, the total amount of which was \$3,341,624.95 greater than that for the year 1880, and \$6,690,670.11 greater than that for 1879.

Table No. 3 which accompanies this report shows the receipts and expenditures by quarters, and the increase or decrease of the same as compared with previous years.

AMOUNTS DRAWN FROM THE TREASURY.

In addition to the receipts stated above, there were drawn from the Treasury, on account of special and deficiency appropriations, the following amounts:

Out of the appropriation to supply deficiencies in the revenues for the year ending June 30, 1881.....	\$3,000,000 00
Out of the appropriation to supply deficiencies in the revenues for the year ending June 30, 1879.....	279,556 03
To pay scheduled claims authorized by act approved March 3, 1881, (Statutes, chap. 132, p. 433, pamphlet edition,) for the service of the year 1878, and prior years, as appears by the report of the Auditor...	18,315 43
To enable the Postmaster-General to refund to A. J. Brooks the contents of a dead letter erroneously covered into the Treasury (act of March 3, 1881, chap. 132, page 423, pamphlet edition).....	50 00
Total .....	3,297,921 46

CONDITION OF DEFICIENCY APPROPRIATIONS.

The following statement shows the condition of the appropriations from the general Treasury to supply deficiencies in the postal revenues, viz:

1. For the fiscal year ending June 30, 1881, the amount appropriated from the Treasury to supply deficiencies in the postal revenue was \$3,883,420, of which the sum of \$3,000,000 was drawn and placed in the hands of the Treasurer to the credit of the Post-Office Department. Of the amount thus drawn, \$2,466,338.49 was actually expended up to the close of the fiscal year, and \$14,790.86 was charged on the books of the Auditor as the net amount lost during the year by "bad debts" and compromise accounts, leaving available in the hands of the Treasurer \$518,870.65. The remainder of the appropriation—\$883,420—is still in the general Treasury, subject to requisition. Of the appropriation for deficiencies, therefore, the entire amount unexpended at the close of the year, and available for its outstanding liabilities, was \$1,402,290.65.

2. For the fiscal year ending June 30, 1880, the amount appropriated to supply deficiencies in the postal revenue was \$5,457,376.10, of which \$1,957,376.10 remained undrawn in the general Treasury at the close of the fiscal year ending June 30, 1881. There remained also in the hands of the Treasurer, at the same time, to the credit of the Post-Office De-

partment, the sum of \$448,453.93. The total amount unexpended, therefore, out of the appropriation for the year ending June 30, 1880, and available for its outstanding liabilities, is \$2,405,830.03.

#### TRANSACTIONS AT DEPOSITORIES.

The receipts and disbursements at Treasury and post-office depositories during the last fiscal year may be briefly stated as follows :

At Treasury depositories :	
Balance subject to draft June 30, 1880.....	\$2,335,648 98
Deduct amount of error discovered in balance since last statement, and rectified by counter entry.....	123 36
	<hr/>
Outstanding warrants, June 30, 1880.....	2,335,525 62
Aggregate receipts during the year ending June 30, 1881.....	164,864 39
	15,055,084 64
	<hr/>
Total.....	17,555,474 65
Amount of warrants paid during the year.....	13,842,231 67
	<hr/>
Balance at depositories June 30, 1881.....	3,713,242 98
Outstanding warrants June 30, 1881.....	61,337 60
	<hr/>
Balance subject to draft June 30, 1881.....	3,651,905 38

Transactions at these depositories, in detail, with amount of increase or decrease, as compared with previous years, are shown in table No. 4 accompanying this report.

At post-office depositories :	
Balance subject to draft June 30, 1880.....	747,084 07
Deduct credit balance June 30, 1880.....	2,618 68
	<hr/>
Aggregate receipts during the year ended June 30, 1881.....	744,465 39
	9,278,005 61
	<hr/>
Total.....	10,022,471 00
Disbursements during the year.....	\$7,256,476 52
Transferred to other depositories.....	2,080,938 05
	<hr/>
	9,337,414 57
	<hr/>
	685,056 43
Add amount credit balances.....	122 26
	<hr/>
Amount subject to draft June 30, 1881.....	685,178 69

Table No. 5 submitted with this report exhibits the receipts and disbursements at the different post-office depositories in detail.

#### CONTRACTS ENTERED AND ACCOUNTS KEPT.

During the year there were 5,307 contracts for mail service received from the Second Assistant Postmaster-General, and 15,274 orders of the Postmaster-General (of which 7,637 were double) recognizing mail service not under contract, curtailing or extending service or modifying previous orders, being a decrease of 2,163 contracts and an increase of 920 orders, as compared with the previous year. These contracts and orders were entered upon the books of the division of finance for reference when passing upon reports from the Auditor for the payment of

mail contractors and other creditors of the department. The number of such reports received and adjusted during the year was 42,047, an increase of 2,341 over the previous year.

Accounts were kept with the Treasury, 9 sub-treasuries, and 39 designated depositories, involving the sum of \$15,055,084.64, against which 14,713 warrants were issued.

Accounts were also kept with 110 post-office depositories, involving the sum of \$10,022,471, of which \$3,794,586.48 arose from the proceeds of the depository offices themselves, \$5,436,513.26 from deposits by other offices, and \$46,905.87 from collection drafts. Against the accumulations in the depository offices 27,334 drafts were issued, amounting to \$5,694,642.70. In addition to the amount paid out by draft, the sum of \$1,561,833.82 was paid to route agents, railway post-office clerks, mail-messengers and letter-carriers by the postmasters authorized to make such payments, the accounts for which were rendered monthly to this office.

#### APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR SERVICE OF OFFICE.

The appropriations for the service of this office during the last fiscal year amounted to \$935,420, and the expenditures to \$887,553.09, leaving an unexpended balance of \$47,866.91, or 5.3 + per cent. of the appropriations.

The estimated amount of expenditures required for the service of this office for the fiscal year ending June 30, 1883, is \$1,044,800, a decrease of \$29,600, or 2.8 + per cent., from the aggregate appropriations for the current fiscal year. A detailed explanation of the items is attached to the table of estimates accompanying this report.

The decrease of estimates from the appropriations in the face of a contemplated large increase in the quantity of supplies required, results from new contracts entered into during the year for the manufacture of postage-stamps and postal cards. Stamps which cost 9.98 cents per thousand under the old contract running from 1877 to 1881, are now obtained at 9.19 cents per thousand. The cost under the contract which preceded the last one, and which ran from 1873 to 1877, was 14.99 cents per thousand. Postal cards which under the last contract cost 69.56 cents per thousand, are now furnished at 54.43 cents per thousand. From 1873 (when postal cards were first introduced) to 1877 the cost was \$1.39 $\frac{1}{2}$  per thousand.

The present decrease in the cost of supplies is the more gratifying because it follows in the line of a steady declension of prices during the past four years. The annexed table exhibits the comparative cost of supplies for this office for the past four years, with that of the four years ending June 30, 1877. It will be observed that the total number of articles—postage-stamps, stamped envelopes, postal cards, registered package and office envelopes—furnished during the four years ending June 30, 1877, was 4,051,301,066, costing \$3,159,552.18. The number of articles furnished during the four years ending June 30, 1881, was 5,361,650,551, at a cost of \$3,042,019.28, showing an increase of 1,310,349,485, or 32.3 per cent., in the number of articles, and a decrease of \$117,532.90, or 3.7 per cent., in cost. The relative saving in cost during the past four years may therefore be placed at 36 per cent.

The sum of \$1,629,216.29, or 53.5 per cent. of the total expenditures, was for stamped envelopes and wrappers, and this sum was refunded to the government, as by law the cost of manufacturing the envelopes

and wrappers is added to the postage value in fixing the schedule of prices to the public. The net cost of supplies for the past four years was therefore \$1,412,802.99.

*Supplies in the office of the Third Assistant Postmaster-General.*

Articles.	Four years ending June 30, 1877.		Four years ending June 30, 1881.	
	Number furnished.	Cost.	Number furnished.	Cost.
Postage-stamps.....	2,789,554,265	\$183,622 77	3,418,674,501	\$339,934 71
Postal cards.....	519,525,500	724,686 14	1,003,514,000	704,029 11
Stamped envelopes and wrappers.....	633,534,249	1,605,856 78	804,194,325	1,629,216 29
Registered package, post-office, dead-letter, and official envelopes.....	108,687,052	345,384 49	135,287,725	368,839 17
Total.....	4,051,301,066	3,159,552 18	5,361,650,551	3,042,019 28

COMPARISON.

Articles.	Increase in number furnished.	Decrease in cost.	Percentage of increase in number furnished.	Percentage of decrease in cost.
Postage-stamps.....	629,120,236	\$143,688 06	22.5	29.7
Postal cards.....	483,988,500	20,657 03	93.1	2.8
Stamped envelopes and wrappers.....	170,660,076	*23,357 51	26.9	*1.4
Registered package, post-office, dead-letter, and official envelopes.....	26,580,673	*23,454 68	24.4	*6.7
Total.....	1,310,349,485	117,592 90	32.3	8.7

\* Increase.

POSTAGE-STAMPS, STAMPED ENVELOPES, POSTAL CARDS, ETC.

The work performed by the stamp division of this office during the year may be summarized as follows: The number of ordinary postage-stamps issued for sale to the public was 954,128,450, valued at \$24,040,627; of newspaper and periodical stamps, 1,995,788, valued at \$1,398,674; of stamped envelopes, plain, 106,291,300, valued at \$2,647,567.74; of stamped envelopes, bearing a return request, 85,024,000, valued at \$2,624,481.75; of newspaper wrappers, 35,751,750, valued at \$431,154.60; of special stamps for the collection of insufficiently prepaid postage, 8,045,710, valued at \$254,393; of postal cards, 308,536,500, valued at \$3,086,605; of official postage stamps issued to executive departments for official use, 2,012,544, valued at \$107,777.32; and of official stamped envelopes and wrappers, 2,525,500, valued at \$34,155.50; making a total number of 1,504,311,542, and a total value of \$34,625,435.91.

The increase in value of these several issues over those of the preceding year is as follows: Of ordinary postage-stamps, \$1,625,699, or 7.2 per cent.; of newspaper and periodical stamps, \$145,770.70, or 11.6 per cent.; of stamped envelopes, plain, \$151,328.81, or 6 + per cent.; of stamped envelopes bearing a return request, \$243,126.60, or 10.2 per cent.; of newspaper wrappers, \$49,367, or 12.9 per cent.; of postage-due stamps, \$2,557, or 1 + per cent.; of postal cards, \$333,135, or 12 + per

cent.; and of official stamped envelopes and wrappers, \$19,531.10, or 133.5 + per cent. There was a decrease in the value of official postage stamps of \$32,421.76, or 23.1 + per cent.

The total increase in the value of all the issues was \$2,538,093.45, or 7.9 + per cent.

In addition to the foregoing articles there were issued for official use 7,389,300 registered-package envelopes, 98,800 tag envelopes for registered packages, 20,055,350 post-office envelopes, 1,255,000 envelopes for returning dead letters, and 885,500 departmental envelopes for the use of the several bureaus of this department. There were also issued 7,711 books used by postmasters in the collection of postage on second-class or newspaper and periodical matter.

In sending out the foregoing supplies the following number of requisitions was filled:

For ordinary postage-stamps.....	128,502
For postage-due stamps.....	8,846
For newspaper and periodical stamps.....	10,021
For stamped envelopes, plain.....	60,462
For stamped envelopes bearing a return request.....	69,153
For postal cards.....	71,420
For official postage-stamps and stamped envelopes.....	33
For registered-package envelopes.....	52,103
For tag envelopes for registered packages.....	56
For post-office envelopes.....	23,259
For newspaper and periodical receipt-books.....	7,013
<b>Total.....</b>	<b>430,868</b>

In the following table a comparison is made with the operations of the stamp division in the same particulars during the preceding fiscal year:

Articles.	Requisitions filled during fiscal year ended June 30, 1881.	Requisitions filled during fiscal year ended June 30, 1880.	Increase.
Ordinary postage-stamps.....	128,502	122,583	5,919
Postage-due stamps.....	8,846	4,111	4,735
Newspapers and periodical stamps.....	10,021	9,044	977
Stamped envelopes, plain.....	60,462	59,598	864
Stamped envelopes, printed.....	69,153	65,075	4,078
Postal cards.....	71,420	66,393	5,027
Official postage-stamps and stamped envelopes.....	33	26	7
Registered-package envelopes.....	52,103	46,044	5,459
Tag envelopes.....	56	.....	56
Post-office envelopes.....	23,259	27,391	*4,132
Newspaper and periodical receipt-books.....	7,013	2,307	4,706
<b>Total.....</b>	<b>430,868</b>	<b>403,172</b>	<b>27,696</b>

NOTE.—A net increase of 6.8 + per cent.

\* Decrease.

The following number of packages was made up and forwarded in filling requisitions received during the year :

Of ordinary postage-stamps .....	130,481
Of postage-due stamps .....	8,729
Of newspaper and periodical stamps .....	10,021
Of stamped envelopes, plain .....	88,715
Of stamped envelopes, printed .....	64,319
Of postal cards .....	77,570
Of official postage-stamps .....	23
Of official stamped envelopes .....	104
Of registered-package envelopes .....	54,018
Of post-office envelopes .....	29,106
Of newspaper and periodical receipt-books .....	7,725
Of tag envelopes for registered packages .....	57
<b>Total</b> .....	<b>470,868</b>

For the first time in the history of the stamp division there are no lost registered packages of stamps, stamped envelopes, or postal cards, to report.

In inviting attention to the tabular statements which accompany this report, it may be well to explain that the decrease in the issues for the second quarter of 1881 was not caused by any falling off in the *demand* for either postage-stamps or stamped envelopes, as the figures would indicate. On the contrary, there was a greatly increased call for both classes of articles during that period; but owing to the unprecedentedly large demands made on the department during the earlier part of the year, the appropriations for their manufacture were in danger of becoming exhausted long before the new appropriations became available, and to avoid either the total suspension of the issue of postage-stamps and stamped envelopes before the close of the year, or the creation of deficiencies, it was found necessary, in filling requisitions during the months of May and June, to restrict their issue to very limited quantities in order that all requisitions received might be filled in part. By the course pursued, the department was enabled to supply all postmasters needing these articles for immediate use; to keep within the amounts appropriated; and to show an unexpended balance of \$370 of the appropriation of \$97,000 for the manufacture of postage-stamps, and of \$52.58 of the \$444,020 appropriated for the manufacture of stamped envelopes and newspaper wrappers.

#### POSTAGE COLLECTED ON SECOND-CLASS MATTER.

The weight of newspaper and periodical matter mailed during the year from regular offices of publication or from news agencies was 69,952,432 pounds (34,976+ tons), the postage on which was \$1,399,048.64. This is an increase of \$172,596.06, or 14.07 per cent., over the amount of postage collected on such matter during the preceding year.

The whole number of post-offices engaged in the collection of postage on second-class matter was 4,821, being 398 more than during the previous year.



The following is a comparative statement showing the weight of second-class matter mailed, and the amount of postage collected thereon, at fifteen of the principal post-offices in the United States:

Post-office at—	Weight of second-class matter mailed during the fiscal year ended—			Amount of postage collected on second-class matter during the year ended—		Amount of increase during the fiscal year ending June 30, 1881.	Per cent of increase over preceding year.	Per cent of total amount collected in the United States.
	June 30, 1880.	June 30, 1881.	Increase in weight of second-class matter mailed during the year ended June 30, 1881.	June 30, 1880.	June 30, 1881.			
New York, N. Y. . . . .	17,326,455	19,340,898	2,014,443	\$346,529 10	\$386,817 96	\$40,288 86	11.6	27.65—
Chicago, Ill. . . . .	5,775,760	7,003,925	1,228,165	115,515 20	140,078 50	24,563 30	21.2	10.01+
Boston, Mass. . . . .	3,753,018	4,163,075	410,059	75,060 32	83,281 50	8,201 18	10.9	5.95
Philadelphia, Pa. . . . .	3,169,614	3,509,202	339,588	63,392 28	70,184 04	6,791 76	10.7	5.02
Augusta, Me. . . . .	2,218,901	3,251,388	1,034,487	44,338 02	65,027 76	20,689 74	46.6	4.65
Saint Louis, Mo. . . . .	2,697,319	3,223,492	526,173	53,946 38	64,469 84	10,523 46	19.5	4.61
Cincinnati, Ohio. . . . .	2,593,799	2,774,289	180,490	51,875 98	55,485 78	3,609 80	6.9	3.96
San Francisco, Cal. . . . .	1,189,764	1,197,029	16,265	23,615 28	23,940 58	325 30	1.3	1.71
Detroit, Mich. . . . .	950,448	1,069,023	118,577	19,008 92	21,380 46	2,371 54	12.4	1.53
Louisville, Ky. . . . .	763,840	904,042	140,202	15,276 86	18,080 84	2,804 04	18.3	1.29
Cleveland, Ohio. . . . .	770,294	878,119	107,825	15,405 88	17,562 38	2,156 50	13.9	1.25
Milwaukee, Wis. . . . .	779,805	848,481	68,656	15,596 10	16,969 22	1,373 12	8.8	1.21
Pittsburgh, Pa. . . . .	922,792	715,519	92,727	12,455 84	14,310 38	1,854 54	14.9	1.02
Toledo, Ohio . . . . .	583,084	704,063	118,979	11,701 68	14,081 26	2,379 58	20.3	1.01
Baltimore, Md. . . . .	592,546	614,091	21,545	11,850 92	12,281 82	430 90	3.6	.88
Total . . . . .	43,778,435	50,196,616	6,418,181	875,668 70	1,008,932 32	123,363 62	14.6	71.75

DEAD LETTERS.

The whole number of letters and parcels handled, including 45,433 remaining on hand at the close of the previous year, was 3,719,638, an excess of about 11 per cent. over 1879-1880. The number of ordinary unclaimed letters was 2,791,050, an increase of 230,648, or 9 per cent.; misdirected letters 242,556, an increase of 40,657, or 20 per cent.; parcels of merchandise 52,591, an increase of 6,927, or 15 per cent.; foreign letters 284,127, an increase of 76,908, or 34 per cent.; letters originating in the United States by foreign countries as unclaimed 125,760, an increase of 15,537, or 14 per cent. The number of held-for-postage letters was less than the previous year, being 279,244 as against 284,503, a decrease of 5,259, or 2 per cent. This is due to a modification of the treatment of such letters at some of the post-offices, a notice of the cause of detention being sent direct by the postmaster instead of through the dead-letter-office. The number of letters without superscription (and upon these the postage is usually paid by stamps) was 9,479, an increase of 312. The failure to address a letter is always, of course, purely accidental, and it is an interesting fact that such letters prove to contain a larger ratio of valuable inclosures than any other class of letters opened in the dead-letter-office. To illustrate the steady increase of this class of correspondence, I will state the number received during each of the previous five years: In 1876 there were 6,945; in 1877, 7,020; 1878, 7,587; 1879, 7,944; and in 1880, 9,167. The inclosures are mainly drafts, notes, and money-orders, and the writers are almost invariably men engaged in active business pursuits.

The total number of registered letters and parcels received during the year was 9,086, but of these 6,472 were mailed abroad, and being unclaimed in the United States are required to be returned to the country of origin through the dead-letter-office. Of the remainder (2,614 domestic), 2,131 were restored to the owners, and the balance

placed on file. When it is remembered that there were 8,338,918 registered articles mailed in this country during the same period, the security that registration affords will become apparent. No higher commendation of the system could be made to the patrons of the mails than the publication of these facts.

Of the domestic misdirected letters received (242,556), 39,627 were forwarded to their proper destination, the deficiency in address having been supplied by experts in this office. The number of misdirected letters of foreign origin was 31,184, and on 3,884 of these the correct address was supplied and the letters delivered.

One of the most gratifying facts observed in the opening of letters and packages in the dead-letter office is the decrease of obscene matter found, thus proving that the United States mails are used less each year in disseminating immorality. Not one obscene book has been received during the year, and to find an indecent photograph is a rare occurrence. Of the 3,500 prints of all sorts which reached the office during the two months following last St. Valentine's Day, not one could have been declared unmailable under the law.

#### STATISTICS OF REGISTRATION.

The total number of letters and parcels forwarded by registered mail during the year was 8,338,918. Of this number 6,159,297 were domestic letters; 645,213 were domestic parcels; 312,553 were letters to foreign countries; 11,759 were parcels of third and fourth class matter to foreign countries; and 1,210,096 were letters and parcels forwarded for the government, which by law are exempt from payment of registry fees.

The amount in fees collected during the year was \$712,882.20, being an increase over the amount for the previous year of \$117,107.90, or 19.19 per cent. The increase in the total number of letters and parcels registered was 1,342,405, or 19.66 per cent. The increase in the number of letters registered for the public was nearly 18 per cent.; of third and fourth class packages for the public, nearly 44 per cent.; and of letters and parcels for the government, a little over 16 per cent.

Statistics more in detail will be found in tables numbered 18 to 21, hereto annexed.

#### LOSSES.

During the year 3,722 letters and parcels were reported to the chief post-office inspector as having been lost, and 614 as having been tampered with. Of these 2,575 were recovered or satisfactorily accounted for, leaving 2,061 still unsettled. Further investigation will undoubtedly lead to recovery in a large proportion of these cases. The losses occurred by fire, burglary, highway robbery, and theft by employes. Too much credit cannot be given the post-office inspectors for the zeal and efficiency with which they have pursued depredations upon the registered mails; and to their efforts in this direction is due much of the security for which the registry system is justly celebrated.

Credit is also due to the assistant superintendent of the railway mail service detailed to this office for suggesting valuable improvements, and for his fidelity in carrying out the work intrusted to his care.

#### THE THROUGH-POUCH SYSTEM.

The system of exchanging through pouches between the larger offices on the great arteries of communication was extended to 52 offices during the year, at the close of which it was in operation at 125 offices.

## THROUGH-POUCH EXCHANGES WITH CANADA.

In June last, after some preliminary negotiations, formal arrangements were entered into with the Post-Office Department of Canada for direct exchanges of through registered pouches between Buffalo, N. Y., and the principal post-offices in the province of Ontario. The arrangement is now in successful operation, and negotiations are very nearly concluded for through exchanges with the eastern portion of the Dominion of Canada.

## NEW REGISTERED LOCK.

A long-felt want has at last been supplied in securing a suitable lock for through pouches. This lock is under contract and will be put in use about the first of January next. It is fitted with a combination of numbers, the order of which is changed by turning the key. The pouch will be billed at the dispatching office under a given number corresponding with the lock, and receipted for under this number from point to point until it reaches the office of destination. Improper interference will be readily detected by a disagreement between the number on the lock and that on the bill, and the responsibility readily located. It frequently happens that through pouches are compelled to lie over in transit at intermediate through-pouch offices; and in case of such temporary detention it becomes necessary, with the use of the present ordinary lock, to require the postmaster to open the pouch, check off, certify, and record its contents. This imposes a vast deal of clerical labor which will be saved by the use of the new lock, avoiding as it does the necessity of opening pouches between terminal offices. In the mode of construction the new lock is much superior in all respects to the old one.

## BRASS-LOCK REGISTRY EXCHANGE SYSTEM.

The "brass-lock registry exchange system," established two years since and explained in my report of last year, has proven completely successful, and is rapidly being put in operation on all the important lines of star service in the country. It corresponds to the through-pouch system on the railroads, to which it is an adjunct, and is governed by somewhat similar regulations. Not only does it greatly add to the security of registered matter, but it greatly facilitates its transmission and saves much labor in rehandling. Prior to the establishment of the system registered matter was rebilled and recorded at each intermediate post-office on the line in order to fasten responsibility in case of loss. It not unfrequently happened that the registered mail was so large that it could not be handled in time for the first outgoing mail, and was permitted to lie over to be sent on a subsequent day. On one important star route a post-office inspector reported constant detentions of registered matter, varying from ten to fifteen days, when the schedule time for the trip was only fifteen hours.

The delay in rehandling registered matter at intermediate offices was frequently pleaded by contractors in extenuation of failure to make schedule time, and as a reason for the remittance of fines imposed for such failure.

In this connection I beg to renew the following recommendation quoted from my report of last year, viz :

It is believed that additional security would be given to registered matter over star routes if the contractors for carrying the mails on them were made accountable for losses directly traceable to the carelessness or other fault of their agents. Most of the

losses of registered matter occur on star routes, and many of them are doubtless caused by the delinquency of mail contractors. Of course, in every such case the department and the public are without pecuniary redress. There is no good reason why the general rule of law, that the principal is responsible for the acts of his agent, should not apply to cases of this kind. If it did, there can be but little doubt that the losses would soon cease. Nor would this be the only benefit secured, for as contractors would be compelled, for their own protection, to engage only reliable persons to perform their work, the general service of carrying the mails on star routes would probably be improved. It is respectfully suggested that in all contracts hereafter to be entered into for carrying the mails a clause be inserted providing for the accountability for losses of registered matter in the manner here referred to.

#### THE MANIFOLD PROCESS FOR REGISTRY FORMS.

The use of the manifold process for registry forms, introduced during the previous year and explained in my last report, has been extended to an additional number of the larger offices, resulting in a saving of both time and labor. It is in contemplation to adapt the process in some of its forms to all through-pouch offices.

#### REGISTERED-PACKAGE TAG ENVELOPES.

Much difficulty was experienced in preparing for transmission packages too large for inclosure in the regular registered-package envelope. This envelope, besides giving the address, contains also the registered number and the record of transit made by officers and employes through whose hands the package passes. Usually it was applied in the form of a wrapper to large parcels, but even this was not practicable in case of irregularly shaped packages. Various expedients were considered with the view to a remedy, resulting, finally, in the adoption of what is known as the registered-package tag envelope, which is simply a small envelope made of tough manila paper, and of sufficient size to admit the registry bill and return registry receipt. The envelope is open at the top, midway across which it is furnished with eyelets, through which it is fastened with twine to the package, serving as a tag. One side contains the address and registered number and the other the instructions and space for the record of transit. It avoids the rewrapping of packages and the clumsy adjustment of the regular registered-package envelopes and their removal for preservation at receiving offices. The device has proved completely successful, reports having been received from the principal post-offices commending it as a saving of paper, twine, clerical labor, and time.

#### REGISTRATION OF THIRD AND FOURTH CLASS MATTER.

On the 1st October, 1878, an important feature was added to the service by the extension of the registry system to third and fourth class matter, it having previously been confined to letters or matter chargeable with first-class rates of postage. This step was taken after great deliberation, and in the face of opposition from many whose position and experience in the postal service entitled their opinions to great weight. It was apprehended that insuperable difficulties would be encountered in handling bulky matter in the registered mails, an apprehension that results show to have been unfounded.

The act of March 3, 1855, establishing the registry system, confined its provisions to "*valuable letters* posted for transmission in the mails," but the act of June 8, 1872, which still prevails, provides that "for the greater security of *valuable mail matter* the Postmaster-General may

establish a uniform system of registration." It was clearly the intention of the law, in substituting the term "*valuable mail matter*" for "*valuable letters*," that the benefits of the system should be extended to all classes of matter entitled to admission in the mails. Aside from the evident contemplation of the law, strong practical reasons existed for taking the step. Registration adds nothing to the weight of mails, and nothing, consequently, to the cost of transportation. Its burdens are purely of a clerical character, resting upon postal officers and employés, in the giving and taking receipts and making of necessary records.

The fees received from the registry service are greatly in excess of the cost of conducting it, thus offering an inducement for adding to the volume of business. Since the law compels the admission into the mails of samples and small articles of merchandise at scarcely remunerative rates of postage, it would seem to be only the duty of the department to throw around this class of matter the security afforded by registration, the more especially since it can be done at a considerable profit. Moreover, not only does registration largely lessen the liability to losses, but it diminishes the ground for complaint when chances are taken in the ordinary mails to save the payment of the registry fee. But superior to all other considerations is the public convenience, which is greatly promoted by a safe and regular means of transmitting small articles of value to remote points not reached by ordinary means of public conveyance.

The measure has succeeded beyond the most sanguine expectations. All difficulties in the way of carrying it into practical effect have been surmounted. Complaints as to the loss of packages in the ordinary mails have greatly diminished. Evidences of the popular appreciation of the step are of the most undoubted character.

The registry fees collected from this source during the last fiscal year amounted to \$65,697.20, an increase over the previous year of nearly 44 per cent., as against an increase of about 18 per cent. in the amount collected on registered letters. The statistics of the last year show that one out of every 33 parcels of merchandise mailed was registered, while the registration of letters was only one out of every 164 mailed. These proportions are remarkable, considering that the registration of letters has been in operation for over twenty-five years, and of third and fourth class matter only three years.

Not least among the benefits to the public from this measure was the reduction to which it led in the rates of the express companies.

#### BETROSPECTIVE.

During the past four years the advancement of the registry service has been the object of special solicitude to this office. The machinery of the system has been thoroughly revised, and it has been much simplified in all its details, greatly lessening the work and at the same time adding to the security. Every effort has been made to commend the system to the public confidence, and to make it what it should be—one of the most conspicuous and useful features of the postal service.

Among the principal changes to be noted are the extension of the system to third and fourth class matter; the development of the through-pouch system, and the establishment of its adjunct, the brass-lock system, on star routes; the sending of matter direct, and the abolition of distributing offices; the discontinuance of the return registered-letter bill, which in effect was a duplicate of the registered-letter bill; the combination of records at both dispatching and receiving offices; the employment

of card forms, or official postal cards, for the registry bill and the registry-return receipt, leading to the adoption of the card form for various official purposes in this and other departments of the government; the use of the manifold process for official forms and records; the adoption of the tag envelope for packages of third and fourth class matter; and a complete and thorough revision of the standing regulations governing the registry system.

The generous confidence with which the efforts to improve the service have been met by the public is shown in an unprecedented increase of business during the last four years. The amount of registry fees collected during the fiscal year ending June 30, 1877, was \$367,438.80, and during the year ending June 30, 1881, the amount derived from the same source was \$712,882.20, an increase in the latter over the former year of \$345,443.40, or a little more than 94 per cent.

The increase is the more extraordinary in view of the fact that the registry system has been in existence for more than twenty-five years.

In reporting the registry business of his office for the year ending June 3, 1879, the postmaster at New York, who now presides over the Post-Office Department, referred to the efficiency of the registry system in the following language:

The extension of the registry system on October 1, 1878, to include third and fourth class matter, has been the great event of the year.

From the beginning it was regarded by the public with great favor, and the amount of such matter registered has steadily increased and will continue.

Of the 69,644 parcels of third and fourth class matter sent registered from this office, there have been but five complaints of loss, and these are on stage routes in the far western Territories, and may prove after investigation to be delays through carelessness. It speaks well for the efficiency of the registry system that such an immense amount of heavy matter can be suddenly thrown into it, and the only effect be that of showing the perfection of the system. There have been scarcely any complaints of losses of contents of any of the parcels sent, and most of those investigated show mistakes on the part of the sender. A larger amount of sample and merchandise parcels, formerly sent in ordinary mail, now go forward registered; consequently there is a great diminution in the ordinary mail complaints respecting such parcels. It could not well be otherwise, as the registered matter being inspected before it is registered, all imperfections as to address, insecure wrapping, &c., are corrected by the sender, the evidence of their being mailed is positive, and the parcels are carefully secured before dispatch. This cannot be obtained where they are dropped into the ordinary mails.

#### FILES, RECORDS, AND MAILS.

The number of letters and other inclosures received, opened, and examined in this office during the year was 1,130,470. Among these were 1,144 that contained money, and 4,230 that contained stamps, stamped envelopes, and postal cards returned by postmasters for redemption. Of the letters received 31,862 were briefed and recorded, and filed after final action had been taken on them. The number of letters written in the office, copied, enveloped, and mailed, was 11,381.

I have the honor to be, very respectfully, &c.,

A. D. HAZEN,

*Third Assistant Postmaster-General.*

Hon. THOMAS L. JAMES,  
*Postmaster-General.*

No. 1.—*Explanation of estimates of appropriations for the office of the Third Assistant Postmaster General for the fiscal year ending June 30, 1883.*

I.—ADHESIVE POSTAGE-STAMPS.

For manufacture of adhesive postage-stamps.....	\$109,400 00
The number of postage-stamps issued to postmasters for sale to the public during the fiscal year ending June 30, 1881, was.....	966,182,492
Add 11 per cent. for increase .....	106,280,174
Gives estimated number required for fiscal year ending June 30, 1882..	1,072,462,665
Add 11 per cent. for increase, as before.....	117,970,893
Gives estimated number required for fiscal year ending June 30, 1883..	1,190,433,559
The cost of manufacturing that number at the present contract price, 9.19 cents per 1,000 stamps, would be .....	\$109,400 84

The appropriation for the current fiscal year is \$105,000. The estimates for the last fiscal year having been made in 1879, the appropriations based on them were found insufficient to meet the unexpectedly large demands growing out of the subsequent revival of business; and hence, to keep within the appropriations, it was deemed advisable to curtail the supplies ordered by postmasters during the months of May and June, with the result of largely reducing the stock outstanding at the close of the year. Accordingly, as the supplies for the last year form a low basis of calculation, it will be necessary to allow for a somewhat larger rate of increase than would otherwise have been required. The stamps are furnished by the American Bank Note Company, of New York, at 9.19 cents per thousand, under a contract for four years, beginning July 1, 1881. The price during the preceding contract term of four years was 9.98 cents per thousand, and for the contract term prior to that, 14.99 cents per thousand stamps.

II.—POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for expenses of the agency.....	\$8,100 00
---	------------

This estimate is for the same amount as the appropriation for the current fiscal year.

III.—STAMPED ENVELOPES AND WRAPPERS.

For manufacture of stamped envelopes and newspaper wrappers .....	\$547,000 00
The cost of manufacturing stamped envelopes and newspaper wrappers during the fiscal year ending June 30, 1881, was.....	443,967 42
Add 11 per cent. for increase .....	48,836 41
Gives estimated cost for fiscal year ending June 30, 1882.....	492,803 83
Add 11 per cent. for increase, as before.....	54,208 42
Gives estimated cost for fiscal year ending June 30, 1883.....	547,012 25
The estimate is placed at even figures at .....	547,000 00
The appropriation for the current year is .....	515,000 00

The number of stamped envelopes and newspaper wrappers issued during the last year was very nearly 10 per cent. in excess of the issues of the previous year, but the supply of these articles during the last year, like that of adhesive stamps, was reduced because of an insufficient appropriation for their manufacture. Allowance has been made for an annual increase of 11 per cent. during the present and ensuing fiscal year. The present contract, for four years, will expire on the 30th September, 1882, and while there will probably be a reduction of prices under a new contract, it is thought safest to estimate upon the basis of existing prices. The contract is awarded upon samples furnished by the department after public advertisement.

IV.—STAMPED ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and newspaper wrappers, and for expenses of agency .....	\$16,000
--	----------

This estimate agrees in amount with the appropriation for the present fiscal year.

## V.—POSTAL CARDS.

For manufacture of postal cards.....	\$242, 000
<hr/>	
The number of postal cards issued during the fiscal year ending June 30, 1881, was .....	308, 536, 500
Add 20 per cent. for increase .....	61, 707, 300
<hr/>	
Gives estimated number for the year ending June 30, 1882 .....	370, 243, 800
Add 20 per cent. for increase, as before .....	74, 048, 760
<hr/>	
Gives estimated number for year ending June 30, 1883 .....	444, 292, 560
<hr/>	
The cost of manufacturing these articles, at present contract price of 54.43 cents per thousand, is .....	\$241, 828 44
<hr/>	
The estimate is placed, at even figures, at.....	242, 000 00
<hr/>	
The appropriation for the present fiscal year, based on the old contract price, is.....	296, 000 00

The rate of increase in the number of cards issued during the past over the preceding fiscal year was 13.2 per cent., but for the year ending June 30, 1880, it was nearly 23 per cent. over the previous year. Owing to the increasing popularity of postal cards and the new uses to which they are constantly being applied, it has not been deemed safe to estimate for an annual increase of less than 20 per cent.

A new contract was entered into, on the 1st July last, for four years, at 54.43 cents per thousand cards. The cost of the cards under the previous contract term of four years was 69.56 cents per thousand cards, and during the contract term of four years prior to July 1, 1877, the cost was \$1.39 $\frac{1}{2}$  per thousand. As in case of other supplies, the contract is awarded after public advertisement upon samples submitted to bidders by the department.

## VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for expenses of the agency .....	\$7, 300 00
--	-------------

This estimate agrees with the present appropriation.

## VII.—REGISTERED PACKAGE, POST-OFFICE, AND DEAD-LETTER ENVELOPES.

For registered package, post-office, and dead-letter envelopes .....	\$110, 000 00
The expenditure for these articles during the last fiscal year was .....	100, 249 50

The contract is awarded for one year, beginning on the 1st July, and existing prices are, therefore, no criterion of cost for the ensuing year. In view of the great increase of business in post-offices, and particularly of registry business, the above estimate can hardly be regarded as excessive.

The appropriation for the present year is \$120,000.

## VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters .....	\$1, 500 00
--	-------------

For the past few years \$4,500 has been appropriated annually for this purpose, but, in view of diminished needs, \$1,500 will undoubtedly prove sufficient for the coming year.

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

For engraving, printing, and binding drafts and warrants.....	\$1, 500 00
---	-------------

This amount has been appropriated annually for a number of years past, and it will be sufficient for the coming year.

## X.—MISCELLANEOUS.

Miscellaneous .....	\$2, 000 00
---------------------	-------------



Comparison of appropriations for the office of the Third Assistant Postmaster-General for year ending June 30, 1882, with estimates for year ending June 30, 1883.

Items.	Estimate for year ending June 30, 1883.	Appropriations, year ending June 30, 1882.	Decrease of estimates.
Adhesive postage-stamps .....	\$169,400 00	\$105,000 00	*\$4,400 00
Postage-stamp agency .....	8,100 00	8,100 00	
Stamped envelopes and wrappers .....	547,000 00	515,000 00	*32,000 00
Stamped-envelope agency .....	16,000 00	16,000 00	
Postal cards .....	242,000 00	296,000 00	54,000 00
Postal-card agency .....	7,300 00	7,300 00	
Registered package, post-office and dead-letter envelopes.	110,000 00	120,000 00	10,000 00
Ship, steamboat, and way letters .....	1,500 00	4,500 00	3,000 00
Engraving, printing, and binding drafts and warrants.	1,500 00	1,500 00	
Miscellaneous .....	2,000 00	1,000 00	*1,000 00
Total .....	1,044,800 00	1,074,400 00	29,600 00

\* Increase.

OCTOBER 10, 1881.

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

No. 2.—Statement showing appropriations and expenditures for the year ended June 30, 1881.

Title of appropriations.	Amount of appropriations.	Expended to Sept. 30, 1881.	Balance unexpended.	Excess expended.
Compensation of postmasters .....	\$7,500,000 00	\$8,298,742 79	.....	\$798,742 79
Compensation of clerks for post-offices .....	3,680,000 00	3,076,756 22	\$3,243 78	
Compensation of letter-carriers, &c. ....	2,500,000 00	2,409,911 54	88 46	
Wrapping-paper .....	25,000 00	24,900 10	99 90	
Twine .....	84,756 00	84,603 38	152 62	
Postmarking and canceling stamps .....	13,500 00	13,499 50	50	
Letter-balances .....	8,000 00	7,097 80	902 20	
Rent, light, and fuel for post-offices .....	425,000 00	382,714 86	42,285 14	
Stationery .....	50,000 00	49,238 45	761 55	
Furniture for post-offices .....	20,000 00	19,296 87	703 13	
Miscellaneous—office First Ass't P. M. Gen'l.	85,000 00	80,989 15	4,010 85	
Inland mail transportation, railroad .....	9,665,000 00	9,543,155 36	121,844 64	
Inland mail transportation, star .....	7,375,000 00	7,170,024 10	204,375 90	
Inland mail transportation, steamboat .....	900,000 00	826,097 51	73,902 49	
Transportation by postal cars .....	1,366,000 00	1,268,221 50	97,778 50	
Compensation of railway post-office clerks.	1,470,000 00	1,460,275 52	9,724 48	
Compensation of route-agents .....	1,245,000 00	1,241,400 41	3,599 59	
Compensation of mail-route messengers .....	200,000 00	196,274 90	3,725 10	
Compensation of local agents .....	135,000 00	133,195 22	1,804 78	
Compensation of mail-messengers .....	725,000 00	724,984 21	15 79	
Mail locks and keys .....	100,000 00	.....	100,000 00	
Mail bags and catchers .....	185,000 00	183,879 59	1,120 41	
Post-route maps .....	43,725 40	43,725 40		
Mail depredations and post-office inspectors.	150,000 00	143,608 85	6,391 15	
Postage-stamps .....	97,000 00	96,630 30	369 70	
Distribution of postage-stamps .....	8,100 00	7,204 51	895 49	
Stamped envelopes and newspaper wrappers	444,020 00	443,967 42	52 58	
Distribution of envelopes and wrappers .....	16,000 00	15,150 34	849 66	
Postal cards .....	237,000 00	215,700 57	21,299 43	
Distribution of postal cards .....	7,300 00	6,434 57	865 43	
Official, dead-letter, and registered package envelopes, locks and seals .....	120,000 00	100,249 50	19,750 50	
Ship, steamboat, and way letters .....	4,500 00	990 95	3,509 05	
Engraving, printing, &c. drafts and warrants	1,500 00	1,224 93	275 07	
Advertising .....	40,000 00	39,955 01	44 99	
Miscellaneous—office of Postmaster-General.	1,500 00	940 00	560 00	
Foreign mail transportation .....	225,000 00	224,461 38	538 62	
Balances due foreign countries .....	45,000 00	12,733 75	32,266 25	
Postmarking machines .....	6,000 00	6,000 00		
Stamps for Postal Union correspondence .....	1,000 00	.....	1,000 00	
Total .....	39,204,901 40	39,251,736 46	751,907 73	798,742 79

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

No. 3.—Statement exhibiting the receipts and expenditures, under appropriate heads, by *quar* and June

## RECEIPTS.

	Quarterended September 30, 1880.	Quarterended December 31, 1880.	Quarterended March 31, 1881.	Quarterended June 30, 1881.
Letter-postage paid in money .....	\$1,632 18	\$353 55	\$3,605 36	\$94,718 14
Box-rents and branch offices .....	364,352 49	368,971 95	377,895 20	388,230 23
Fines and penalties .....	830 60	3,739 77	8,610 49	2,570 58
Postage-stamps, stamped envelopes, news- paper wrappers, and postal cards .....	7,977,019 13	8,790,578 66	9,052,960 61	9,015,186 70
Dead letters .....	927 50	238 30	.....	5,418 60
Revenue from money-order business .....	.....	.....	.....	295,581 39
Miscellaneous .....	6,825 86	6,392 02	8,690 29	9,567 77
	8,351,587 76	9,170,774 85	9,461,761 95	9,811,278 41

Comparison, including revenue from money-order business:

Increase of receipts over year ended June 30, 1880, \$3,469,918.63, or 10.4 + per cent.

Increase of receipts over year ended June 30, 1879, \$6,743,415.11, or 22.4 + per cent.

## EXPENDITURES.

Compensation of postmasters .....	1,996,053 33	2,044,700 78	2,120,644 64	2,128,344 04
Compensation of clerks for post-offices .....	909,542 20	906,348 57	914,209 48	940,655 97
Compensation of letter-carriers and inci- dental expenses .....	608,577 82	625,374 02	629,840 55	636,119 15
Wrapping-paper .....	12,222 47	11,797 03	659 39	221 21
Twine .....	37,836 00	19,651 83	23,446 85	3,668 70
Postmarking and canceling stamps .....	6,416 75	2,291 75	3,026 25	1,764 75
Letter-balances .....	6,030 80	1,552 90	103 60	310 80
Rent, light, and fuel for post-offices .....	86,950 97	95,290 28	94,503 09	105,970 52
Stationery .....	12,421 43	12,530 89	13,577 33	10,708 80
Furniture for post-offices .....	4,179 97	4,931 10	5,709 52	4,476 28
Miscellaneous, office of First Assistant Post- master-General .....	25,862 49	26,649 72	18,004 42	10,472 52
Inland mail transportation, railroad .....	2,170,349 65	2,400,552 08	2,263,901 82	2,708,351 81
Inland mail transportation, star .....	1,873,905 13	1,830,446 51	1,735,374 17	1,730,898 29
Inland mail transportation, steamboat .....	241,444 01	186,502 15	178,796 84	219,354 51
Transportation by postal cars .....	301,163 07	316,317 71	327,346 11	323,394 61
Compensation of railway post-office clerks .....	366,219 14	367,950 49	367,951 87	364,154 02
Compensation of route-agents .....	301,226 50	309,826 48	314,315 76	316,031 60
Compensation of mail-route messengers .....	61,550 29	48,892 16	47,173 17	48,659 28
Compensation of local agents .....	30,529 75	31,760 27	31,722 25	39,182 95
Compensation of mail-messengers .....	173,717 03	180,641 25	184,501 44	186,124 49
Mail locks and keys .....	.....	.....	.....	.....
Mail bags and catchers .....	58,094 78	48,158 34	61,534 45	16,092 02
Post-route maps .....	8,683 69	17,975 86	12,314 70	4,751 15
Mail depredations and special agents .....	34,370 86	34,116 48	34,834 74	37,921 55
Fees to United States marshals, attorneys, clerks of courts, and counsel .....	259 15	870 32	800 12	1,135 63
Postage-stamps .....	39,360 94	26,431 91	26,411 27	4,426 18
Distribution of postage-stamps .....	1,810 58	1,831 50	1,869 68	1,692 75
Stamped envelopes and newspaper wrap- pers .....	186,846 86	115,816 93	114,219 30	27,588 33
Distribution of stamped envelopes and news- paper wrappers .....	3,878 56	3,782 09	3,762 05	3,727 73
Postal cards .....	91,676 26	55,662 61	52,621 09	15,740 61
Distribution of postal cards .....	1,580 50	1,641 97	1,723 48	1,488 64
Registered-package envelopes, locks and seals, and official and dead-letter envel- opes .....	18,628 96	23,262 13	31,065 24	27,293 17
Ship, steamboat, and way letters .....	232 03	231 64	229 52	297 76
Engraving, printing, and binding drafts and warrants .....	441 50	435 93	.....	847 50
Advertising .....	16,164 48	11,707 77	8,407 60	3,615 16
Miscellaneous, office of Postmaster-Gen- eral .....	409 20	242 05	118 80	169 95
Foreign mail transportation .....	52,898 46	59,651 08	71,258 46	40,653 88

ters, for the fiscal year ended June 30, 1881, compared with fiscal years ended June 30, 1880, 30, 1879.

RECEIPTS.

Total year ended June 30, 1881.	Total expenditures on account of previous fiscal years.	Total year ended June 30, 1880.	Compared with year ended June 30, 1880.		Total year ended June 30, 1879.	Compared with year ended June 30, 1879.	
			Increase.	Decrease.		Increase.	Decrease.
\$100,809 23	.....	\$78,752 92	\$22,056 31	.....	\$254,901 41	.....	\$154,092 18
1,499,449 87	.....	1,423,301 73	76,148 14	.....	1,381,162 51	\$118,287 30	.....
15,751 44	.....	11,287 53	4,463 91	.....	9,080 12	6,671 32	.....
34,835,745 10	.....	31,494,120 15	3,341,624 95	.....	28,145,074 99	6,690,670 11	.....
6,584 40	.....	6,506 97	77 43	.....	3,323 39	3,261 01	.....
295,581 39	.....	299,205 25	36,376 14	.....	219,226 83	76,354 56	.....
31,476 54	.....	32,304 79	.....	\$828 25	29,213 61	2,262 93	.....
36,785,997 97	.....	33,315,479 34	3,470,746 88	.....	30,041,982 86	6,397,507 29	154,092 18
33,315,479 34	.....	.....	828 25	.....	36,785,397 97	154,092 18	.....
3,469,918 63	.....	.....	3,469,918 63	.....	6,743,415 11	6,743,415 11	.....

Comparison, excluding revenue from money-order business:

Increase of receipts over year ended June 30, 1880, \$3,443,542.49, or 10.4 + per cent.

Increase of receipts over year ended June 30, 1879, \$6,667,060.55, or 22.3 + per cent.

EXPENDITURES.

8,298,742 79	4,445 54	7,708,407 54	590,335 25	.....	7,182,239 27	1,116,563 52	.....
3,676,756 22	3,778 32	3,567,793 02	108,963 20	.....	3,413,295 90	263,460 32	.....
2,499,911 54	31,759 58	2,363,717 71	136,193 83	.....	1,947,706 61	552,204 93	.....
24,900 10	.....	29,000 00	4,900 10	.....	18,877 71	6,022 36	.....
84,603 33	.....	50,344 00	34,359 38	.....	45,375 89	39,227 49	.....
13,499 50	.....	11,999 60	1,499 90	.....	11,997 45	1,502 05	.....
7,997 80	.....	5,999 90	1,997 90	.....	3,501 25	4,496 53	.....
382,714 88	973 56	394,018 13	18,096 71	.....	384,093 87	18,620 99	.....
49,238 45	297 95	48,284 81	953 64	.....	43,420 56	5,817 89	.....
19,296 87	3,335 16	16,678 12	2,618 75	.....	11,375 51	7,921 36	.....
80,689 15	9,679 90	77,210 86	3,778 29	.....	75,890 51	5,098 64	.....
9,543,155 36	291,824 60	8,198,591 52	1,344,563 84	.....	9,100,706 67	442,448 69	.....
7,170,624 10	32,776 82	6,925,274 98	245,349 12	.....	5,537,245 28	1,653,378 82	.....
826,097 51	1,316 83	789,101 65	36,995 86	.....	665,197 84	160,989 67	.....
1,268,221 50	.....	1,141,545 19	126,676 31	.....	1,268,221 50	.....	.....
1,469,275 52	571 38	1,367,463 35	98,812 17	.....	1,341,394 14	124,881 38	.....
1,241,406 41	982 79	1,116,697 97	124,702 44	.....	1,035,861 91	205,538 50	.....
190,274 90	63 75	174,854 38	21,420 52	.....	171,241 32	25,033 58	.....
133,195 22	850 00	119,423 79	13,771 43	.....	116,177 88	17,017 34	.....
724,984 21	4,214 27	667,421 32	57,562 89	.....	656,674 04	68,110 17	.....
.....	10,941 50	3,765 50	3,766 50	.....	13,180 55	13,180 55	.....
183,879 59	11,844 01	131,622 26	52,857 33	.....	139,614 86	47,264 73	.....
43,725 40	.....	41,945 87	1,779 53	.....	41,097 23	2,628 17	.....
140,543 63	3,425 00	143,151 24	2,607 61	.....	140,319 25	233 38	.....
3,965 22	943 46	3,712 03	646 81	.....	4,812 39	1,747 17	.....
96,630 30	.....	89,184 14	7,446 16	.....	78,534 88	18,095 42	.....
7,204 51	.....	7,365 71	181 20	.....	7,503 54	299 03	.....
443,967 42	249 00	418,009 55	25,957 87	.....	402,152 64	41,814 78	.....
15,150 34	34 43	15,254 17	103 83	.....	15,259 37	109 03	.....
215,700 57	.....	191,218 11	24,482 46	.....	154,281 96	61,418 61	.....
6,434 57	.....	6,998 68	564 11	.....	5,713 55	721 62	.....
100,249 50	.....	99,743 67	30,505 83	.....	48,052 63	52,196 87	.....
890 95	.....	1,355 51	364 56	.....	1,820 43	829 48	.....
1,224 93	.....	1,191 47	33 46	.....	960 60	264 33	.....
39,955 01	419 10	27,149 86	12,805 15	.....	25,354 25	14,600 76	.....
940 60	.....	1,485 06	545 06	.....	1,452 82	512 82	.....
224,461 38	11,863 74	206,000 35	18,461 03	.....	203,917 03	20,544 35	.....

No. 3.—*Statement exhibiting the receipts and expenditures,*  
EXPENDITURES—Continued.

	Quarterended September 30, 1880.	Quarterended December 31, 1880.	Quarterended March 31, 1881.	Quarterended June 30, 1881.
Balance due foreign countries .....	\$19 53	\$3,403 72	\$6,858 29	\$2,952 21
Laws and regulations Post-Office Department, edition of 1879 .....				
Stamps for Postal Union correspondence .....				
Postmarking machines .....	6,000 00			
Refund to A. J. Brooks .....				
	9,737,554 23	9,828,789 89	9,711,842 32	9,974,050 02

Total expenditures for transportation of the mails for year ended June 30, 1881, \$18,808,098.47.  
 Increase over year ended June 30, 1880, \$1,733,585.13, or 10.2 + per cent.  
 Increase over year ended June 30, 1879, \$3,505,038.68, or 22.9 + per cent.

under appropriate heads, by quarters, &c.—Continued.

EXPENDITURES—Continued.

Total year ended June 30, 1881.	Total expenditures on account of previous fiscal years.	Total year ended June 30, 1880.	Compared with year ended June 30, 1880.		Total year ended June 30, 1879.	Compared with year ended June 30, 1879.	
			Increase.	Decrease.		Increase.	Decrease.
\$12,733 75	\$15,679 07	\$7,538 34	\$5,195 41	.....	\$31,832 72	.....	\$19,098 97
.....	.....	.....	.....	.....	18,202 51	.....	18,202 51
6,000 00	.....	1,000 00	6,000 00	\$1,000 00	.....	.....	\$6,000 00
.....	50 00	.....	.....	.....	.....	.....	.....
39,251,736 46	340,829 76	36,101,820 38	3,159,675 76	9,759 68	33,073,437 82	6,232,278 20	53,979 56
36,101,820 38	.....	.....	.....	.....	39,251,736 46	.....	.....
3,149,916 08	.....	.....	3,149,916 08	.....	6,178,298 64	6,178,298 64	.....

Comparison:

Increase of expenditures over year ended June 30, 1880, \$3,149,916 08, or 8.7 + per cent.  
 Increase of expenditures over year ended June 30, 1879, \$6,178,298 64, or 18.6 + per cent.

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

## No. 4.—Receipts and disbursements at Treasury

Depository.	Deposits.	Grants from Treasury.
Treasurer, United States, Washington, D. C . . . . .	\$355,335 54	\$212 00
Assistant treasurer United States, Baltimore, Md . . . . .	307,605 55	
Assistant treasurer United States, Boston, Mass. . . . .	1,153,534 44	
Assistant treasurer United States, Chicago, Ill . . . . .	1,492,048 16	
Assistant treasurer United States, Cincinnati, Ohio . . . . .	523,201 27	
Assistant treasurer United States, New Orleans, La . . . . .	229,168 42	
Assistant treasurer United States, New York, N. Y . . . . .	4,323,575 53	3,968,241 47
Assistant treasurer United States, Philadelphia, Pa . . . . .	1,165,072 72	
Assistant treasurer United States, San Francisco, Cal . . . . .	617,360 20	
Assistant treasurer United States, Saint Louis, Mo . . . . .	824,692 72	
First National Bank, Denver, Colo . . . . .	19,577 34	
First National Bank, Galveston, Tex . . . . .	3 00	
First National Bank, Helena, Mont . . . . .	5,716 88	
First National Bank, Leavenworth, Kans . . . . .	100 00	
First National Bank, Memphis, Tenn . . . . .	50 00	
First National Bank, Milwaukee, Wis . . . . .	100 00	
First National Bank, Montgomery, Ala . . . . .	1 00	
First National Bank, Nashville, Tenn . . . . .	149 50	
First National Bank, Portland, Oreg . . . . .	12,528 97	
First National Bank, Portsmouth, N. H . . . . .		
First National Bank, Saint Paul, Minn . . . . .	2,972 34	
First National Bank, Santa Fé, N. Mex . . . . .	10,963 26	
First National Bank, Springfield, Ill . . . . .		
First National Bank, Trenton, N. J . . . . .	900 00	
First National Bank, Wilmington, Del . . . . .		
First National Bank, Yankton, Dak . . . . .	42 40	
Second National Bank, Detroit, Mich . . . . .		
Second National Bank, Saint Paul, Minn . . . . .	305 00	
Merchants' National Bank, Cleveland, Ohio . . . . .	155 00	
Merchants' National Bank, Little Rock, Ark . . . . .	19,395 99	
Merchants' National Bank, Portland, Me . . . . .		
Atlanta National Bank, Atlanta, Ga . . . . .	652 90	
Charter Oak National Bank, Hartford, Conn . . . . .		
City National Bank, Grand Rapids, Mich . . . . .	135 36	
Colorado National Bank, Denver, Colo . . . . .		
Deseret National Bank, Salt Lake City, Utah . . . . .	16,364 20	
East Tennessee National Bank, Knoxville, Tenn . . . . .	395 11	
Farmers and Mechanics' National Bank, Buffalo, N. Y . . . . .	500 00	
Indianapolis National Bank, Indianapolis, Ind . . . . .	214 92	
Kentucky National Bank, Louisville, Ky . . . . .	785 84	
Lynchburgh National Bank, Lynchburgh, Va . . . . .	98 45	
Nassau National Bank, Brooklyn, N. Y . . . . .	100 00	
Omaha National Bank, Omaha, Nebr . . . . .	120 00	
People's National Bank, Charleston, S. C . . . . .	64 50	
Planters' National Bank, Richmond, Va . . . . .	93 35	
Raleigh National Bank of North Carolina, Raleigh, N. C . . . . .		
San Antonio National Bank, San Antonio, Tex . . . . .	2,369 06	
Tradesmen's National Bank, Pittsburgh, Pa . . . . .	183 65	
Planters' National Bank, Danville, Va . . . . .	100 00	
<b>Total</b> . . . . .	<b>11,086,631 17</b>	<b>3,968,453 47</b>

depositories during the fiscal year ended June 30, 1881.

By transfer.	Aggregate accumulation.	Aggregate receipts.	Increase of receipts over 1880.	Decrease of receipts from 1880.	Warrants drawn.
\$454,365 96	\$809,913 50	\$355,547 54	\$275,860 52		\$812,501 61
	307,505 55	307,505 55	91,290 95		238,561 31
	1,153,534 44	1,153,534 44	450,406 67		663,720 50
100,000 00	1,592,046 16	1,492,046 16	914,533 76		1,237,604 01
50,000 00	573,201 27	523,201 27	283,763 06		542,008 64
400,000 00	629,168 42	229,168 42	111,567 31		674,041 86
	8,291,817 00	8,291,817 00	1,583,764 12		6,329,014 74
190,000 00	1,265,072 72	1,165,072 72	497,369 92		1,270,594 18
	617,360 20	617,360 20	31,148 73		469,363 76
750,000 00	1,574,092 72	824,692 72	480,617 25		1,601,294 27
	19,577 34	19,577 34	1,743 88		
	3 00	3 00		\$1,551 62	
	5,716 88	5,716 88		5,881 89	
	100 00	100 00		711 87	
	50 00	50 00		592 87	
	100 00	100 00		33 04	
	1 00	1 00		74 00	
	149 50	149 50	149 50		
	12,528 97	12,528 97		22,602 50	
				223 31	
	2,972 34	2,972 34	2,972 34		
	10,963 26	10,963 26	10,963 26		
				5,149 15	
	900 00	900 00	900 00		
				166 40	
	42 40	42 40		396 92	
				81 97	
	305 00	305 00	305 00		
	155 00	155 00	145 00		
	19,395 99	19,395 99		2,659 76	
				245 00	
	652 90	652 90	461 32		
				336 24	
	135 36	135 36		64 64	
				3 31	
	16,364 20	16,364 20		23,852 66	
	395 11	395 11	395 11		
	500 00	500 00		300 00	
	214 92	214 92		1,251 81	
	785 84	785 84	743 91		
	98 45	98 45	98 45		
	100 00	100 00	100 00		
	120 60	120 60		4 40	
	64 50	64 50		345 05	
	93 35	93 35		5,459 61	
				25 00	
	2,369 06	2,369 06	2,243 06		
	183 65	183 65	33 65		
	100 00	100 00	100 00		
1,854,365 96	16,909,450 60	15,055,084 64	4,741,677 67	71,913 02	13,738,704 88
			71,913 02		
			4,669,764 65		

24 P M

## No. 4.—Receipts and disbursements at Treasury depositories

Depository.	Increase over 1880.	Outstanding warrants, June 30, 1881.
Treasurer United States, Washington, D. C.	\$277,283 75	\$15,997 38
Assistant treasurer United States, Baltimore, Md.	74,360 59	1,715 19
Assistant treasurer United States, Boston, Mass.	305,988 84	148 51
Assistant treasurer United States, Chicago, Ill.	461,300 48	2,321 92
Assistant treasurer United States, Cincinnati, Ohio.	266,077 12	919 69
Assistant treasurer United States, New Orleans, La.	28,532 10	4,462 64
Assistant treasurer United States, New York, N. Y.	1,543,661 70	17,157 05
Assistant treasurer United States, Philadelphia, Pa.	677,836 79	1,622 14
Assistant treasurer United States, San Francisco, Cal.	35,912 38	1,874 42
Assistant treasurer United States, Saint Louis, Mo.	129,772 92	15,118 66
First National Bank, Denver, Colo.		
First National Bank, Galveston, Tex.		
First National Bank, Helena, Mont.		
First National Bank, Leavenworth, Kans.		
First National Bank, Memphis, Tenn.		
First National Bank, Milwaukee, Wis.		
First National Bank, Montgomery, Ala.		
First National Bank, Nashville, Tenn.		
First National Bank, Portland, Oreg.		
First National Bank, Portsmouth, N. H.		
First National Bank, Saint Paul, Minn.		
First National Bank, Santa Fé, N. Mex.		
First National Bank, Springfield, Ill.		
First National Bank, Trenton, N. J.		
First National Bank, Wilmington, Del.		
First National Bank, Yankton, Dak.		
Second National Bank, Detroit, Mich.		
Second National Bank, Saint Paul, Minn.		
Merchants' National Bank, Cleveland, Ohio.		
Merchants' National Bank, Little Rock, Ark.		
Merchants' National Bank, Portland, Me.		
Atlanta National Bank, Atlanta, Ga.		
Charter Oak National Bank, Hartford, Conn.		
City National Bank, Grand Rapids, Mich.		
Colorado National Bank, Denver, Colo.		
Deseret National Bank, Salt Lake City, Utah.		
East Tennessee National Bank, Knoxville, Tenn.		
Farmers and Mechanics' National Bank, Buffalo, N. Y.		
Indianapolis National Bank, Indianapolis, Ind.		
Kentucky National Bank, Louisville, Ky.		
Lynchburg National Bank, Lynchburg, Va.		
Nassau National Bank, Brooklyn, N. Y.		
Omaha National Bank, Omaha, Nebr.		
People's National Bank, Charleston, S. C.		
Planters' National Bank, Richmond, Va.		
Raleigh National Bank of North Carolina, Raleigh, N. C.		
San Antonio National Bank, San Antonio, Tex.		
Tradesmen's National Bank, Pittsburgh, Pa.		
Planters' National Bank, Danville, Va.		
<b>Total</b>	<b>3,810,726 67</b>	<b>61,337 60</b>



during the fiscal year ended June 30, 1881—Continued.

Transfer account.		Warrants paid.	Balance subject to draft, June 30, 1881.	Outstanding warrants, June 30, 1880.	Balance as per transcripts, June 30, 1881.
From—	To—				
	\$454,365 96	\$824,906 44	\$83,570 61	\$16,853 40	\$ 99,567 99
		237,915 09	199,600 81	1,100 39	201,316 00
\$425,000 00		663,714 19	267,142 74	142 20	267,291 25
200,000 00	100,000 00	1,250,343 82	436,226 63	29,835 45	438,548 55
	50,000 00	544,900 94	124,665 47	3,811 99	125,585 16
	400,000 00	681,509 29	90,618 04	12,555 39	95,080 68
1,000,000 00		6,289,871 09	1,921,581 74	85,762 80	1,938,738 79
	100,000 00	1,271,175 73	193,968 00	2,203 69	195,500 14
100,000 00		478,533 57	188,145 45	11,884 26	190,019 87
	750,000 00	1,590,361 51	145,985 89	6,774 82	161,104 55
34,560 70					
3 00					
11,476 74					
800 00					
50 00					
100 00					
1 00					
149 50					
17,326 60					
223 31					
2,972 34					
10,963 26					
727 21					
900 00					
276 72					
305 00					
165 00					
20,037 88					
652 90					
286 24					
135 36					
16,812 21					
395 11					
500 00					
114 92			100 00		100 00
785 84					
96 45					
100 00					
120 60					
177 05					
5,646 31					
2,069 06			300 00		300 00
333 65					
100 00					
1,854,365 96	1,854,365 96	13,842,231 67	3,651,905 38	164,864 39	3,713,242 93

*Comparative statement between fiscal years 1880 and 1881 at Treasury depositories.*

Deposits for fiscal year 1881 .....	\$11,086,631 17
Deposits for fiscal year 1880 .....	6,416,866 52
Increase in deposits for 1881 .....	4,669,764 65
Grants from the Treasury for 1881 .....	\$3,968,453 47
Grants from the Treasury for 1880 .....	3,224,716 52
Increase in grants for 1881 .....	743,736 95
Increase in aggregate receipts for 1881 .....	5,413,501 60
Increase in deposits for 1881 .....	4,669,764 65
	743,736 95
Aggregate receipts for 1881 .....	15,055,084 64
Aggregate receipts for 1880 .....	9,641,583 04
	5,413,501 60
Increase of grants for 1881 .....	743,736 95
Add increase of deposits for 1881 .....	4,669,764 65
	5,413,501 60
Increase in deposits for 1881 .....	4,741,677 67
Decrease in deposits for 1881 .....	71,913 02
Increase for 1881, as shown above .....	4,669,764 65
Warrants drawn for 1881 .....	13,738,704 88
Warrants drawn for 1880 .....	9,927,978 21
Increase for 1881 .....	8,810,726 67
Balance subject to draft June 30, 1881 .....	8,651,905 38
Balance subject to draft June 30, 1880 .....	2,335,525 62
Increase for 1881 .....	1,316,379 76
Total number of warrants issued during fiscal year 1881 .....	14,713
Total number of warrants issued during fiscal year 1880 .....	13,940
Increase for 1881 .....	778

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

No. 5.—Receipts and disbursements at depository post-offices on account of the fiscal year ended June 30, 1881.

Offices.	Proceeds.	Deposits.	Collections.	Aggregate accoun- tulations.	Amount subject to draft June 30, 1880.	Credit balance June 30, 1880.	Total.	Disbursements.	Transferred to other deposito- ries.	Amount subject to draft June 30, 1881.	Credit balance June 30, 1881.
Adrian, Mich <sup>o</sup> *	\$1,433 83	\$679 61	\$266 94	\$1,819 44	332 99	\$7,146 43	\$7,146 43	18	\$5,562 84	\$21,130 50	.....
Albany, N. Y.	104,690 84	137,705 64	294 53	292,172 27	15,941 84	308,114 71	218,984 21	218,984 21	68,000 00	.....	.....
Albion, Iowa	107 65	204 53	64 66	138,038 35	4,145 65	1,912 63	1,912 63	1,912 63	833 76	.....	.....
Auburn, Ga.	64,925 81	71,858 00	4,044 30	138,728 10	7,530 30	135,610 31	135,610 31	135,610 31	9,000 00	9,751 42	.....
Auburn, N. Y.	22,152 81	6,690 11	4,446 16	10,000 38	16,700 50	37,028 98	37,028 98	37,028 98	.....	20,194 67	.....
Aurora, Ill.	84,725 24	92,672 51	9,955 30	186,350 53	16,700 50	192,104 12	192,104 12	192,104 12	37,000 00	20,689 90	.....
Augusta, Me.	1,260 04	48,125 60	1,581 97	49,707 61	9,714 50	68,680 01	68,680 01	41,991 01	20,000 00	.....	.....
Austin, Tex.	17,472 33	22,556 71	762 97	40,792 01	5,717 50	58,500 50	58,500 50	50,422 24	.....	2,078 26	.....
Bangor, Me.	1,174 36	854 41	.....	9,694 57	2,192 63	4,555 16	4,555 16	3,134 34	.....	.....	.....
Barstow, N. Y.	2,107 02	40,280 70	.....	3,387 79	2,107 02	7,594 75	7,594 75	3,092 83	.....	.....	.....
Bay City, Mich <sup>o</sup> *	24,382 29	40,922 07	15 62	65,309 98	11,070 52	77,380 50	77,380 50	28,096 32	40,000 00	5,694 08	.....
Birmingham, N. Y.	1,430 16	106,228 50	.....	110,207 65	4,000 00	114,207 65	114,207 65	60,000 00	.....	27,477 46	.....
Boise City, Idaho <sup>o</sup>	2,896 03	142 87	.....	3,308 15	4,000 00	7,308 15	7,308 15	1,010 66	.....	.....	.....
Burlington, Vt.	307 65	141 10	.....	3,308 15	4,000 00	7,308 15	7,308 15	1,010 66	.....	.....	.....
Charleston, Ill.	57,129 99	63,016 94	.....	120,146 93	1,952 00	122,100 93	122,100 93	10,000 00	.....	3,562 00	.....
Charleston, S. C.	5,025 34	11,058 10	.....	16,114 32	1,952 00	18,066 32	18,066 32	1,952 00	.....	.....	.....
Cheyenne, Wyo <sup>o</sup>	203,957 41	215,690 41	402 33	420,650 33	9,272 96	429,923 33	429,923 33	306,322 58	26,000 00	10,001 25	.....
Cleveland, Ohio	77,029 24	47,782 24	1,747 00	127,138 43	11,250 13	138,388 56	138,388 56	98,740 13	20,000 00	20,314 48	.....
Columbus, Ohio	21,344 27	52,297 20	.....	73,642 07	16,740 36	90,382 43	90,382 43	67,735 15	27,000 00	6,699 30	.....
Concord, N. H.	14,702 01	67,538 22	40 86	82,280 09	8,235 11	90,515 20	90,515 20	62,864 20	25,000 00	2,742 00	.....
Council Bluffs, Iowa	1,332 08	237 74	.....	1,569 82	889 00	2,458 82	2,458 82	1,288 23	.....	.....	.....
Decorah, Iowa	100,093 68	108,505 01	2,426 70	211,015 39	40,705 35	251,721 34	251,721 34	155,768 30	85,000 00	10,352 95	.....
Denver, Colo.	45,417 98	75,174 79	1,054 10	121,646 85	18,377 49	140,024 34	140,024 34	96,923 29	30,000 00	13,699 05	.....
Des Moines, Iowa	212,096 12	159,119 26	3,521 04	374,736 52	39,991 47	414,728 00	414,728 00	274,225 78	105,000 00	35,402 11	.....
Detroit, Mich.	27,090 85	182,386 65	49 29	160,386 79	11,955 23	172,342 02	172,342 02	84,475 31	80,000 00	9,846 71	.....
Dubuque, Iowa	3,530 60	868 36	.....	4,398 96	6,193 89	10,592 85	10,592 85	7,842 37	2,750 18	.....	.....
East Saginaw, Mich <sup>o</sup> *	37,631 42	31,549 39	.....	46,108 81	5,860 95	51,969 76	51,969 76	44,439 35	7,000 00	3,672 41	.....
Elmira, N. Y.	28,962 23	24,017 42	130 26	48,108 91	3,533 35	51,642 26	51,642 26	41,871 89	8,000 00	1,780 37	.....
Evansville, Ind.	21,687 35	60,388 57	132 13	82,198 05	6,000 04	88,198 09	88,198 09	54,561 42	26,000 00	6,263 58	.....
Fort Dodge, Iowa	49,212 79	91,519 61	27 71	140,760 11	25,629 40	166,389 60	166,389 60	135,526 23	60,000 00	14,532 64	.....
Grand Rapids, Mich.	49,098 24	97,458 47	4,059 81	150,648 52	.....	150,648 52	150,648 52	134,331 90	24,000 00	970 40	.....
Harrisburg, Pa.	97,072 81	74,404 97	10 67	171,488 45	8,608 01	180,096 46	180,096 46	23,542 58	.....	22,094 56	.....
Hartford, Conn.	5,406 80	17,740 51	23,147 31	25,147 31	1,914 54	26,061 85	26,061 85	13,219 71	4,000 00	1,519 27	.....
Helena, Mont <sup>o</sup> *	1,564 98	9,506 45	26 05	11,037 48	1,122 38	12,160 86	12,160 86	7,387 07	.....	1,882 64	.....
Houghton, Mich.	22,548 92	164,273 72	490 78	187,312 42	4,263 72	191,576 14	191,576 14	178,575 86	13,706 80	4,874 68	.....
Houston, Tex.	776 39	158 42	.....	934 81	.....	1,221 12	1,221 12	810 53	410 59	.....	.....
Huntsville, Ala <sup>o</sup> *	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

\*Discontinued as depository and draft offices October 1, 1880.

\*Discontinued as depository and draft offices September 30, 1880.

No. 5.—Receipts and disbursements at depository post-offices, &c.—Continued.

Office	Proceeds.	Deposits.	Collections.	Aggregations.	Amount subject to draft June 30, 1880.	Credit balance June 30, 1880.	Total.	Disbursements.	Transferred to other depositories.	Amount subject to draft June 30, 1881.	Credit balance June 30, 1881.
Iowa City, Iowa	\$8,573 47	\$21,019 56	\$1,345 47	\$31,338 10	\$91,641 68		\$64,470 78	\$8,500 55	\$94,000 00	\$1,910 23	
Indianapolis, Ind.	114,060 16	46,634 47	1,680 69	211,319 12	8,337 68		264,153 10	180,603 01	24,000 00	4,450 40	
Jackson, Miss.	5,462 34	31,371 43	192 92	36,957 69	8,150 58		47,776 98	30,400 98	6,000 00	1,360 90	
Jacksonville, Fla.	11,007 16	26,287 04	423 41	38,018 36	3,262 71		41,850 46	41,630 91		100 55	
Janestown, N. Y.	11,007 16	11,277 47		22,374 63	3,408 10		25,828 94	12,901 64	11,000 00	2,626 40	
Kalamazoo, Mich.	18,045 30	54,097 70		72,743 09	9,033 83		82,600 92	41,374 68	25,000 00	0,522 24	
Keeno, N. H.	3,421 54	3,421 54		6,369 20	910 42		6,369 71	2,704 76	3,598 95		
Keokuk, Iowa	16,103 40	61,397 66		67,300 96	2,702 35		70,000 91	65,943 01		4,000 30	
Knoxville, Tenn.	29,075 40	23,470 86		41,683 09	2,604 08		44,287 17	30,306 29		4,981 48	
Lansing, Mich.	16,011 17	18,250 19		34,267 36	8,794 75		43,062 11	18,363 01		5,690 01	
Leavenworth, Kans.	17,912 62	213,745 31		232,144 32	2,242 69		234,387 21	222,562 78	19,000 00		
Lexington, Ky.	10,481 71	12,401 69		23,251 20	2,429 21		25,681 41	17,114 89		1,529 11	
Lima, Ohio	7,185 96	31,841 92		38,527 88	4,527 99		43,056 87	26,026 76	5,000 00	9,546 61	
Little Rock, Ark.	16,935 37	130,455 91		177,403 63	1,564 66		178,968 29	108,800 92	13,000 00	7,038 37	
Louisville, Ky.	166,374 92	72,088 79		268,572 59	11,578 67		250,131 29	216,319 78	10,000 00	2,831 47	
Madison, Wis.	18,269 08	23,476 25		42,014 26	7,177 38		40,191 64	40,969 44	5,000 00	3,223 20	
Madison, N. Y.	1,359 53	217 50		1,576 83	2,963 40		4,540 53	3,778 82			
Marquette, Mich.	500 00	1,094 72		2,359 72	2,641 21		4,961 93	254 30			
Marshalltown, Iowa	2,106 32	310 85		2,367 84	1,776 54		4,341 38	2,233 34			
Memphis, Tenn.	66,092 33	63 66		76,317 31	11,707 74		87,025 05	67,002 22	14,000 00	5,423 83	
Memphis, Mo.	54,468 99	42,469 09		97,992 88	3,522 20		98,314 08	82,127 21	10,000 00	6,186 87	
Minneapolis, Wis.	165,381 65	1,078 89		331,641 48	31,929 16		363,561 64	342,054 41		21,507 23	
Mobile, Ala.	32,783 00	43,104 76		76,085 23	3,139 04		79,266 57	71,657 69		7,607 28	
Montgomery, Ala.	16,482 52	52,352 82		68,902 71	2,844 91		71,747 62	65,003 89	4,000 00	2,743 82	
Montpelier, Vt.	6,680 78	32,277 48		38,997 75	3,481 24		42,478 99	31,552 39		1,926 60	
Mount Pleasant, Iowa	1,049 97	564 43		1,614 40	2,350 96		3,965 36	1,151 39		2,813 97	
Nashville, Tenn.	48,928 91	48,928 91		112,815 99	8,153 96		120,969 95	95,317 95	10,000 00	15,651 10	
Newark, N. J.	96,881 08	96,881 08		196,485 14	29,438 15		224,923 29	187,832 10	25,000 00	11,661 10	
New Bedford, Mass.	25,433 77	1,423 97		26,857 74	671 24		27,529 98	15,913 53	3,000 00	4,615 45	
New Haven, Conn.	92,428 26	107,653 91		199,082 17	20,094 75		220,471 53	170,227 51	25,000 00	25,248 82	
Norwich, N. Y.	939 63	481 48		1,421 09	1,949 75		3,369 84	1,223 58	2,244 28		
Ogdensburg, N. Y.	18,278 56	216 72		20,613 33	4,618 74		25,231 97	13,370 78	10,000 00	1,860 32	
Olean, N. Y.	7,144 12	17,082 00		26,723 11	4,834 23		31,557 34	30,969 88	18,800 00	1,787 36	
Olympia, Wash.	712 80	19,571 30		20,284 10			20,284 10	9,600 00	4,000 00	6,683 92	
Omaha, Neb.	52,543 67	88,510 10		142,485 18			142,304 43	130,516 09	4,000 00	12,000 00	
Peoria, Ill.	1,060 30	51,505 54		96,629 53	11,000 04		107,629 57	62,614 01	37,000 00	8,106 56	
Philadelphia, Pa.	229,067 75	163,449 36		393,549 64	17,155 87	\$40 75	410,699 51	347,095 45	40,000 00	22,701 06	
Plattsburgh, N. Y.	5,831 31	16,405 47		22,370 03	5,972 06		28,342 09	18,000 00	1,800 00	2,105 82	\$122 20

Portland, Me.....	66,530 26	99,361 71	165,926 88	15,738 70	181,665 58	147,916 07	12,842 00	21,368 51
Portland, Me.....	28,073 01	28,706 69	65,690 60	9,042 69	64,703 29	46,055 43	9,042 00	9,645 86
Portland, Me.....	9,625 22	19,263 69	28,368 15	2,557 25	28,920 96	20,155 56	7,300 00	1,470 50
Portland, Me.....	1,849 63	1,662 52	3,562 15	2,762 02	6,324 17	4,218 76	2,105 41	
Portland, Me.....	136,352 03	98,972 07	236,973 07	17,217 50	244,190 57	182,016 64	43,000 00	
Portland, Me.....	75,661 09	910 74	96,863 41	542 41	97,405 82	95,302 74	2,103 08	
Portland, Me.....	78,913 31	604 09	122,319 39	3,542 94	125,862 33	122,229 73	3,632 60	
Portland, Me.....	43,101 39	428 48	408,779 63	38,705 84	442,480 97	136,195 29	14,635 01	
Portland, Me.....	139,760 75	1,128 48	1,128 48	3,594 34	1,504 27	26,273 29	1,230 99	
Portland, Me.....	4,463 89	30,416 32	38,915 57	1,668 70	42,584 27	201,650 00	15,000 00	
Portland, Me.....	1,729 29	4,975 01	9,702 30	1,696 66	10,398 96	2,049 12	6,719 87	
Portland, Me.....	3,086 43	8,334 96	13,421 09	2,139 37	15,560 46	8,184 17	3,184 17	
Portland, Me.....	91,913 40	192,203 32	295,163 77	4,297 57	299,461 34	184,305 61	86,000 00	
Portland, Me.....	12,746 44	15,943 74	28,690 18	2,457 58	31,147 76	21,320 78	19,155 73	
Portland, Me.....	4,035 68	1,238 50	4,198 57	8,822 67	5,019 24	1,475 05	8,828 98	
Portland, Me.....	43,237 03	15,322 63	19,358 61	831 56	20,190 17	9,900 51	10,000 00	
Portland, Me.....	16,688 47	40,715 66	81,537 34	3,298 30	87,835 64	79,897 80	4,000 00	
Portland, Me.....	23,256 01	58,228 02	75,206 14	10,774 11	85,980 25	35,605 61	45,000 00	
Portland, Me.....	55,378 07	32,933 14	77,756 95	4,626 59	82,383 54	57,294 78	18,000 00	
Portland, Me.....	2,114 36	105,640 19	101,683 07	3,011 45	104,694 52	139,581 35	15,000 00	
Portland, Me.....	16,636 17	1,795 89	3,075 77	5,948 46	9,024 23	6,506 32	2,517 91	
Portland, Me.....	15,471 18	11,139 67	18,452 06	5,296 39	23,746 45	22,882 15	8,886 30	
Portland, Me.....	20,426 64	24,122 04	26,677 58	1,890 39	28,567 97	10,269 98	6,215 73	
Portland, Me.....	5,153 63	8,564 76	44,573 68	2,023 70	46,597 38	40,795 71	6,778 54	
Portland, Me.....	1,350 31	6,438 34	13,722 31	4,318 72	18,041 03	10,460 43	6,000 00	
Portland, Me.....	44,199 99	194,830 14	6,788 65	1,615 84	8,404 40	5,470 69	2,753 80	
Portland, Me.....	3,802 97	850 50	150,651 42	9,917 97	160,569 39	115,343 89	32,000 00	
Portland, Me.....	609 97	395 95	4,653 47	5,737 77	10,391 24	3,941 08	6,450 18	
Portland, Me.....	27,530 51	9,702 05	1,037 21	1,993 54	3,030 75	785 02	2,345 73	
Portland, Me.....	18,310 55	66,726 50	37,684 51	5,873 38	43,536 89	33,005 68	5,000 00	
Portland, Me.....	8,865 26	31,417 94	85,036 05	2,973 80	88,009 85	30,511 70	43,167 00	
Portland, Me.....	1,516 35	689 01	4,205 36	1,061 15	5,274 35	3,301 87	5,000 00	
Portland, Me.....	68,085 55	75,926 03	2,205 36	4,208 77	6,592 13	1,315 83	2,136 30	
Portland, Me.....	2,083 70	21,765 47	144,114 70	18,065 15	162,169 85	107,619 09	32,000 00	
Portland, Me.....	14,408 76	37,376 85	51,845 61	7,332 72	59,184 99	17,844 69	3,000 00	
Portland, Me.....	3,794,586 48	5,436,513 26	40,905 87	9,278,005 61	2,018 68	10,922,471 00	2,080,938 05	685,178 69
Total.....				747,084 07				122 26

\* Discontinued as depository and draft office September 30, 1880. † Designated as depository and draft office October 1, 1880.

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

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ended June 30, 1881.*

ORDINARY POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.										Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	30-cent.	90-cent.		
September 30, 1880	57,783,200	17,168,450	132,174,800	3,182,800	1,228,200	2,514,310	213,140	67,090	3,900	\$5,424,658 00	
December 31, 1880	68,475,600	50,455,250	142,142,100	3,799,220	1,768,950	2,937,810	235,240	118,440	6,050	8,023,706 00	
March 31, 1881	77,951,000	25,918,400	151,953,500	3,944,540	1,698,250	3,537,620	424,020	121,840	6,050	8,816,587 00	
June 30, 1881	61,097,300	23,111,950	141,148,400	3,923,120	1,711,600	2,868,740	214,180	85,800	10,500	8,973,688 00	
Total	265,307,100	86,652,050	567,413,800	14,849,680	6,405,000	11,989,480	1,086,580	398,170	28,500	\$4,040,627 00	

NEWSPAPER AND PERIODICAL POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.										Value.
	2-cent.	4-cent.	6-cent.	8-cent.	10-cent.	12-cent.	24-cent.	36-cent.	48-cent.	60-cent.	
September 30, 1880	103,675	63,980	39,700	30,845	69,945	98,715	27,050	14,840	12,070	12,585	6,110
December 31, 1880	114,215	63,185	44,410	34,270	80,297	84,230	31,833	17,549	12,050	13,855	7,635
March 31, 1881	108,715	72,430	48,680	36,300	81,411	80,630	35,390	17,223	12,840	16,250	6,285
June 30, 1881	111,615	70,330	44,865	38,780	86,190	84,550	38,370	15,670	12,350	13,780	8,410
Total	438,300	275,925	177,545	135,195	311,843	337,125	127,645	65,275	49,310	58,470	28,440

NO. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1881*—Continued.  
 NEWSPAPER AND PERIODICAL POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.											Value.
	84-cent.	90-cent.	\$1.32.	\$3.	\$6.	\$9.	\$12.	\$24.	\$36.	\$48.	\$60.	
September 30, 1880.....	4,975	11,385	6,865	6,472	2,989	2,043	2,428	932	340	275	1,339	\$290,797 40
December 31, 1880.....	6,890	14,285	9,055	7,949	4,454	1,622	2,385	885	752	601	2,082	388,001 60
March 31, 1881.....	7,090	14,610	8,725	8,626	4,009	2,875	2,864	938	755	518	1,723	384,118 20
June 30, 1881.....	6,300	13,570	7,880	7,813	3,642	1,783	2,504	960	653	456	1,398	334,856 80
Total.....	25,235	53,850	32,515	30,860	15,094	8,323	10,211	3,715	2,500	1,850	6,542	1,398,674 00

ORDINARY STAMPED ENVELOPES AND WRAPPERS.

Quarter ending—	NUMBER AND DENOMINATIONS OF ENVELOPES.										NEWSPAPER WRAPPERS.		Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	30-cent.	90-cent.	1-cent.	2-cent.		
September 30, 1880.....	8,335,500	789,500	15,053,000	17,000	45,100	1,500	1,000	250		7,435,250	575,000	\$693,784 04	
December 31, 1880.....	10,561,500	1,210,750	17,487,000	25,750	43,150	1,500				8,550,500	770,250	\$81,028 57	
March 31, 1881.....	9,763,250	863,500	17,469,800	34,250	47,000		1,250			8,583,500	1,092,250	\$21,124 09	
June 30, 1881.....	6,526,750	1,290,500	16,085,850	21,000	52,600	1,100	700	250	100	8,109,000	627,000	732,785 64	
Total.....	35,187,000	4,114,250	66,090,550	98,000	187,850	4,100	2,950	500	100	32,678,250	3,073,500	3,078,722 34	

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1881—Continued.*  
 STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Quarter ending—	NUMBER AND DENOMINATIONS OF ENVELOPES.							Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	
September 30, 1880	1,533,250	583,000	18,225,750	9,000	55,000	.....	.....	\$826,429 70
December 31, 1880	1,748,500	608,000	18,712,250	11,500	56,000	500	.....	647,170 30
March 31, 1881	1,438,500	876,500	19,446,500	13,000	71,000	.....	.....	672,913 05
June 30, 1881	694,750	990,500	18,818,000	16,000	55,000	1,000	500	677,968 70
Total	5,435,000	3,098,000	76,202,500	49,500	237,000	1,500	500	2,624,481 75

POSTAGE-DUE STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.							Value.
	1-cent.	2-cent.	3-cent.	5-cent.	10-cent.	30-cent.	50-cent.	
September 30, 1880	278,100	129,700	967,000	91,060	130,740	50	.....	\$52,055 00
December 31, 1880	465,600	227,900	1,231,200	124,980	113,510	1,400	200	64,270 00
March 31, 1881	400,500	142,500	1,147,900	170,900	137,500	2,000	400	63,847 00
June 30, 1881	450,500	231,950	1,287,500	133,840	170,500	7,650	830	74,221 00
Total	1,585,700	732,050	4,634,200	526,780	532,250	9,300	1,430	254,388 00



POSTAL CARDS.

	NUMBER AND DENOMINATIONS OF CARDS.		Value.
	1-cent.	2-cent.	
Quarter ending—			
September 30, 1880.....	71,727,000	54,500	\$718,360 00
December 31, 1880.....	80,149,000	26,500	802,020 00
March 31, 1881.....	70,079,000	26,500	791,320 00
June 30, 1881.....	77,457,500	16,500	774,905 00
Total.....	308,412,500	124,000	3,086,605 00

OFFICIAL POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.										Value.	
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.		90-cent.
September 30, 1880.....	21,500	26,700	244,300	113,500	.....	2,700	31,000	9,000	4,000	12,100	2,200	\$38,798 00
December 31, 1880.....	64,150	68,400	300,700	271,300	1,520	4,600	43,820	6,620	4,820	11,820	1,520	42,897 10
March 31, 1881.....	35,500	30,000	236,000	117,000	1,500	9,400	29,800	7,600	5,100	9,300	2,800	27,350 00
June 30, 1881.....	.....	480	143,524	21,740	.....	2,795	10,475	4,300	1,950	6,410	6,600	10,732 22
Total.....	121,150	125,580	1,014,524	523,540	3,020	19,495	115,095	27,520	15,870	39,630	7,120	107,777 32

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1881—Continued.*

OFFICIAL STAMPED ENVELOPES AND WRAPPERS ISSUED TO THE WAR DEPARTMENT.

Quarter ending—	NUMBER AND DENOMINATION OF ENVELOPES.		NEWSPAPER-WRAPPERS.	Value.
	3-cent.	6-cent.		
	September 30, 1880.....	75,000	.....	600,000
December 31, 1880.....	8,000	.....	600,000	7,006 70
March 31, 1881.....	121,000	1,000	.....	3,813 60
June 30, 1881.....	77,000	.....	1,043,000	14,130 20
Total.....	281,000	1,500	2,243,000	34,155 50

RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps.....	954,128,450	\$24,040,627 00
Newspaper and periodical stamps.....	1,998,788	1,398,674 00
Ordinary stamped envelopes, plain.....	106,291,300	2,647,567 74
Ordinary stamped envelopes, request.....	85,024,000	2,624,481 75
Newspaper wrappers.....	35,751,750	431,154 60
Postage-due stamps.....	8,045,710	254,383 00
Postal cards.....	308,536,500	3,086,605 00
Official postage-stamps.....	2,012,544	107,777 32
Official stamped envelopes and wrappers.....	2,525,500	34,155 50
Aggregate.....	1,504,311,542	34,625,435 91

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

No. 7.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ended June 30, 1881.*

Description.	Quarter ending September 30, 1880.	Quarter ending December 31, 1880.	Quarter ending March 31, 1881.	Quarter ending June 30, 1881.	Total.
<i>Ordinary postage-stamps.</i>					
One-cent .....	57,783,200	68,475,600	77,951,000	61,097,300	265,307,100
Two-cent .....	17,166,450	29,455,250	25,918,400	23,111,950	86,652,050
Three-cent .....	132,174,800	142,142,100	151,963,500	141,143,400	567,413,800
Five-cent .....	3,182,800	3,799,220	3,944,540	3,923,120	14,849,680
Six-cent .....	1,226,200	1,768,950	1,608,250	1,711,600	6,405,000
Ten-cent .....	2,514,310	2,932,810	3,553,920	2,988,740	11,989,880
Fifteen-cent .....	213,140	265,240	424,020	214,180	1,086,580
Thirty-cent .....	62,090	118,440	121,840	95,800	398,170
Ninety-cent .....	3,900	6,050	6,050	10,500	26,500
Value .....	\$5,424,656 00	\$6,023,766 00	\$6,616,567 00	\$5,975,638 00	\$24,040,627 00
<i>Newspaper and periodical stamps.</i>					
Two-cent .....	103,675	114,295	108,715	111,615	438,300
Four-cent .....	63,980	69,185	72,430	70,330	275,925
Six-cent .....	30,790	44,410	43,480	44,865	177,545
Eight-cent .....	30,845	34,270	36,500	33,780	135,195
Ten-cent .....	69,945	80,297	81,411	80,190	311,843
Twelve-cent .....	28,715	34,230	39,630	34,550	137,125
Twenty-four-cent .....	27,050	31,835	35,390	33,370	127,645
Thirty-six-cent .....	14,840	17,540	17,225	15,670	65,275
Forty-eight-cent .....	12,070	12,050	12,840	12,350	49,310
Sixty-cent .....	12,585	13,855	16,250	15,780	58,470
Seventy-two-cent .....	6,110	7,635	6,285	8,410	28,440
Eighty-cent .....	4,975	6,890	7,090	6,300	25,255
Ninety-six-cent .....	11,385	14,285	14,610	13,570	53,850
One-dollar-and-ninety-two-cent .....	6,855	9,055	8,725	7,880	32,515
Three-dollar .....	6,472	7,949	8,626	7,813	30,860
Six-dollar .....	2,989	4,454	4,009	3,642	15,094
Nine-dollar .....	2,043	1,622	2,875	1,783	8,323
Twelve-dollar .....	2,428	2,385	2,894	2,504	10,211
Twenty-four-dollar .....	932	885	938	966	3,715
Thirty-six-dollar .....	340	752	755	653	2,500
Forty-eight-dollar .....	275	601	518	456	1,850
Sixty-dollar .....	1,339	2,082	1,723	1,398	6,542
Value .....	\$290,797 40	\$388,001 60	\$384,118 20	\$334,856 80	\$1,398,674 00
<i>Postage-due stamps.</i>					
One-cent .....	279,106	465,600	400,500	450,500	1,595,700
Two-cent .....	129,700	227,900	142,500	231,950	732,050
Three-cent .....	967,600	1,231,200	1,147,000	1,287,500	4,634,200
Five-cent .....	91,060	124,980	170,900	133,840	520,780
Ten-cent .....	130,740	113,510	137,500	170,500	552,250
Thirty-cent .....	50	1,400	200	7,650	9,300
Fifty-cent .....		200	400	830	1,430
Value .....	\$52,055 00	\$64,270 00	\$63,847 00	\$74,221 00	\$254,393 00
<i>Ordinary stamped envelopes and wrappers.</i>					
One-cent .....	8,335,500	10,561,500	9,763,250	8,526,750	35,187,000
Two-cent .....	759,500	1,210,750	863,500	1,280,500	4,114,250
Three-cent .....	15,653,600	17,487,300	17,469,800	16,085,850	66,695,550
Five-cent .....	17,000	25,750	34,250	21,000	98,000
Six-cent .....	45,100	43,150	47,000	52,600	187,850
Ten-cent .....	1,500	1,500		1,100	4,100
Fifteen-cent .....	1,000		1,250	700	2,950
Thirty-cent .....	250			250	500
Ninety-cent .....				100	100
One-cent wrappers .....	7,435,250	8,550,500	8,583,500	8,109,000	32,678,250
Two-cent wrappers .....	575,000	779,250	1,092,250	627,000	3,073,500
Value .....	\$693,784 04	\$831,028 57	\$821,124 09	\$732,785 64	\$3,078,722 34
<i>Stamped envelopes bearing a request to return.</i>					
One-cent .....	1,553,250	1,748,500	1,438,500	694,750	5,435,000
Two-cent .....	563,000	668,000	876,500	990,500	3,098,000
Three-cent .....	18,225,750	18,712,250	19,446,500	19,818,000	76,202,500
Five-cent .....	9,000	11,500	13,000	16,000	49,500

## No. 7.—Postage-stamps, stamped envelopes, &amp;c.—Continued.

Description.	Quarter ending September 30, 1880.	Quarter ending December 31, 1880.	Quarter ending March 31, 1881.	Quarter ending June 30, 1881.	Total.
<i>Stamped envelopes, &amp;c.—Cont'd.</i>					
Six-cent .....	55,000	56,000	71,000	55,000	237,000
Ten-cent .....		500		1,000	1,500
Fifteen-cent .....				500	500
Value .....	\$626,429 70	\$647,170 30	\$672,913 05	\$677,968 70	\$2,624,481 75
<i>Postal cards.</i>					
One-cent .....	71,727,000	80,149,000	79,079,000	77,457,500	308,412,500
Two-cent .....	54,500	20,500	26,500	16,500	124,000
Value .....	\$718,360 00	\$802,620 00	\$791,320 00	\$774,965 00	\$3,086,605 00
<i>Official postage-stamps.</i>					
One-cent .....	21,500	64,150	35,500		121,150
Two-cent .....	26,700	68,400	30,000	480	125,580
Three-cent .....	244,300	390,700	236,000	143,524	1,014,524
Six-cent .....	113,500	271,300	117,000	21,740	523,540
Seven-cent .....		1,520	1,500		3,020
Ten-cent .....	2,700	4,600	9,400	2,795	19,495
Twelve-cent .....	31,000	43,820	29,800	10,475	115,095
Fifteen-cent .....	9,000	6,620	7,600	4,300	27,520
Twenty-four-cent .....	4,000	4,820	5,100	1,950	15,870
Thirty-cent .....	12,100	11,820	9,300	6,410	39,630
Ninety-cent .....	2,200	1,520	2,800	600	7,120
Value .....	\$26,798 00	\$42,897 10	\$27,350 00	\$10,732 22	\$107,777 32
<i>Official stamped envelopes and wrappers.</i>					
Three-cent .....	75,000	8,000	121,000	77,000	281,000
Six-cent .....		500	1,900		1,500
One-cent wrappers .....	600,000	600,000		1,043,000	2,243,000
Value .....	\$9,105 00	\$7,006 70	\$3,913 60	\$14,130 20	\$34,155 50

## RECAPITULATION.

Description.	Number.	Amount.
Ordinary postage-stamps .....	954,128,450	\$24,040,627 00
Newspaper and periodical stamps .....	1,995,788	1,398,674 00
Ordinary stamped envelopes, plain .....	106,291,300	2,647,567 74
Ordinary stamped envelopes, request .....	85,024,000	2,624,481 75
Total stamped envelopes .....	191,315,300	5,272,049 49
Newspaper-wrappers .....	35,751,750	431,154 60
Postage-due stamps .....	8,045,710	254,393 00
Postal cards .....	308,536,500	3,086,605 00
Official postage-stamps .....	2,012,544	107,777 32
Official stamped envelopes and wrappers .....	2,525,500	34,155 50
Whole number and value of stamps, stamped envelopes, and wrappers .....	1,504,311,542	34,625,435 91

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

No. 8.—Statement showing the number and value of official postage-stamps issued to the several executive departments during the fiscal year ending June 30, 1881.

Department.	Number and denominations of stamps.					
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.
War.....	121,150	125,580	774,524	518,540	3,020	19,495
Interior.....			180,000			
State.....						
Agriculture.....			60,000	5,000		
Total.....	121,150	125,580	1,014,524	523,540	3,020	19,495

Department.	Number and denominations of stamps.					Value.
	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	
War.....	118,095	27,520	15,870	38,230	6,520	\$99,077 32
Interior.....						5,400 00
State.....	2,000			1,400	800	1,200 00
Agriculture.....						2,100 00
Total.....	118,095	27,520	15,870	39,630	7,320	107,777 32

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

No. 9.—Statement showing the issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ended June 30, 1881.

Denominations.	Number of ordinary stamps, including postage-due stamps.	Number of stamped envelopes and newspaper wrappers.	Number of postal cards.	Number of newspaper and periodical stamps.	Total.
One-cent .....	266,002,800	73,300,250	308,412,500	.....	648,015,550
Two-cent .....	87,384,100	10,285,750	124,000	438,300	98,232,150
Three-cent .....	572,048,000	142,800,050	.....	.....	714,947,050
Four-cent .....	.....	.....	.....	275,925	275,925
Five-cent .....	15,370,460	147,500	.....	.....	15,517,960
Six-cent .....	6,405,000	424,850	.....	177,545	7,007,395
Eight-cent .....	.....	.....	.....	135,195	135,195
Ten-cent .....	12,541,730	5,600	.....	311,843	12,859,173
Twelve-cent .....	.....	.....	.....	157,125	157,125
Fifteen-cent .....	1,086,580	3,450	.....	.....	1,090,030
Twenty-four-cent .....	.....	.....	.....	127,645	127,645
Thirty-cent .....	407,470	500	.....	.....	407,970
Thirty-six-cent .....	.....	.....	.....	65,275	65,275
Forty-eight-cent .....	.....	.....	.....	49,310	49,310
Fifty-cent .....	1,430	.....	.....	.....	1,430
Sixty-cent .....	.....	.....	.....	58,470	58,470
Seventy-two-cent .....	.....	.....	.....	28,440	28,440
Eighty-four-cent .....	.....	.....	.....	25,255	25,255
Ninety-cent .....	26,500	100	.....	.....	26,600
Ninety-six-cent .....	.....	.....	.....	53,800	53,800
One dollar and ninety-two-cent .....	.....	.....	.....	32,515	32,515
Three-dollar .....	.....	.....	.....	30,800	30,800
Six-dollar .....	.....	.....	.....	15,094	15,094
Nine-dollar .....	.....	.....	.....	8,323	8,323
Twelve-dollar .....	.....	.....	.....	10,211	10,211
Twenty-four-dollar .....	.....	.....	.....	3,715	3,715
Thirty-six-dollar .....	.....	.....	.....	2,500	2,500
Forty-eight-dollar .....	.....	.....	.....	1,850	1,850
Sixty-dollar .....	.....	.....	.....	6,542	6,542
Aggregate .....	962,174,100	227,067,050	308,536,500	1,995,788	1,499,773,498
Value .....	\$24,295,020 00	\$5,703,204 00	\$3,086,605 00	\$1,398,674 00	\$34,483,503 00
	Number of official stamps to executive departments.	Number of official stamped envelopes and wrappers.			Total.
One-cent .....	121,150	2,243,000	.....	.....	2,364,150
Two-cent .....	125,580	.....	.....	.....	125,580
Three-cent .....	1,014,524	281,000	.....	.....	1,295,524
Six-cent .....	523,540	1,500	.....	.....	525,040
Seven-cent .....	3,020	.....	.....	.....	3,020
Ten-cent .....	19,495	.....	.....	.....	19,495
Twelve-cent .....	115,095	.....	.....	.....	115,095
Fifteen-cent .....	27,520	.....	.....	.....	27,520
Twenty-four-cent .....	15,870	.....	.....	.....	15,870
Thirty-cent .....	39,630	.....	.....	.....	39,630
Ninety-cent .....	7,120	.....	.....	.....	7,120
Aggregate .....	2,012,544	2,525,500	.....	.....	4,538,044
Value .....	\$107,777 32	\$34,155 50	.....	.....	\$141,932 82
Total of all.....	964,186,704	229,592,550	308,536,500	1,995,788	1,504,311,542
Value .....	\$24,402,797 32	\$5,737,359 59	\$3,086,605 00	\$1,398,674 00	\$34,625,435 91

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

No. 10.—Statement showing the increase in the issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, including the issues for official use, for the fiscal year ended June 30, 1881, over those of the preceding year.

Articles issued.	1880.		1881.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps .....	875,681,970	\$22,414,928 00	954,128,450	\$24,040,627 00
Newspaper and periodical stamps ...	1,770,082	1,252,903 80	1,995,788	1,898,874 00
Ordinary stamped envelopes, plain...	98,618,000	2,496,238 98	106,291,800	2,647,567 74
Ordinary stamped envelopes, request.	76,835,500	2,881,855 15	85,024,000	2,624,481 75
Newspaper wrappers .....	31,685,500	381,787 60	35,751,750	431,154 60
Postage-due stamps .....	6,284,500	251,836 00	8,045,710	254,393 00
Postal cards .....	272,550,509	2,753,470 00	306,536,500	3,086,605 00
Total issues for sale to the public....	1,863,424,052	\$1,982,518 98	1,499,778,498	\$4,483,503 09
Add official stamps .....	3,351,995	140,199 08	2,012,544	107,777 32
Add official stamped envelopes and wrappers .....	621,000	14,624 40	2,525,500	84,155 50
Total of all issues .....	1,867,397,047	\$2,087,342 46	1,504,311,542	\$4,625,435 91

Articles issued.	Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps .....	78,446,480	\$1,625,699 00	8.9+	7.2+
Newspaper and periodical stamps .....	225,706	145,770 70	12.7+	11.6+
Ordinary stamped envelopes, plain .....	7,675,800	151,328 81	7.7+	6.0+
Ordinary stamped envelopes, request .....	8,188,500	243,126 60	10.6+	10.2+
Newspaper wrappers .....	4,068,250	49,367 00	12.8+	12.8+
Postage-due stamps .....	1,761,210	2,557 00	28.0+	1.0+
Postal cards .....	85,986,000	333,135 00	13.2+	12.0+
Total issues for sale to the public .....	138,349,446	2,550,984 11	10.0+	7.9+
Add official stamps .....	*1,339,451	*32,421 76	*39.9+	*23.1+
Add official stamped envelopes and wrappers .....	1,904,500	19,531 10	306.8+	133.5+
Total of all issues .....	136,914,495	2,588,063 45	10.0+	7.9+

\* Decrease.

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

No. 11.—*Cost of procuring supplies in the office of the Third Assistant Postmaster-General for the four years ending June 30, 1881, as compared with the cost of the same supplies during the preceding four years.*

Articles.	Four years ending June 30, 1877.		Four years ending June 30, 1881.	
	Number furnished.	Cost.	Number furnished.	Cost.
Postage-stamps .....	2, 789, 554, 265	\$483, 622 77	3, 418, 674, 501	\$339, 934 71
Stamped envelopes .....	633, 584, 249	1, 605, 858 78	804, 194, 325	1, 628, 216 29
Postal cards .....	519, 525, 500	724, 686 14	1, 003, 514, 006	704, 029 11
Registered package, post-office, dead-letter, and official envelopes .....	108, 687, 052	845, 384 49	135, 267, 725	868, 639 17
<b>Total .....</b>	<b>4, 051, 301, 066</b>	<b>3, 159, 552 18</b>	<b>5, 361, 650, 551</b>	<b>8, 042, 019 28</b>

## COMPARISON.

Articles.	Increase in number furnished.	Decrease in cost.	Percentage of increase in number furnished.	Percentage of decrease in cost.
Postage-stamps .....	629, 120, 286	\$143, 688 06	22. 5+	39. 7+
Stamped envelopes .....	170, 660, 076	*23, 357 51	26. 9+	*1. 4+
Postal cards .....	483, 988, 500	20, 657 03	93. 1+	2. 8+
Registered package, post-office, dead-letter, and official envelopes .....	26, 580, 673	*23, 454 68	24. 4+	*8. 7+
<b>Total .....</b>	<b>1, 810, 349, 485</b>	<b>117, 532 90</b>	<b>32. 8+</b>	<b>8. 7+</b>

\* Increase.

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



No. 12.—Statement showing amount of dead mail matter treated in the Division of Dead Letters during the year ended June 30, 1881.

CLASSIFICATION AND AMOUNT OF MAIL MATTER.		MODE OF TREATMENT.			
Class.	Amount.	Class.	Delivered unopened.	Opened.	On hand.
Domestic mailed letters: Unopened from last fiscal year..... 41,200 Received during the year..... 2,791,050		Domestic mailed letters.....	630,850	2,651,700	‡119,700
Domestic unmailable letters: Held for postage— From last fiscal year..... 3,432 Received during the year..... 279,244	+2,832,250	Domestic unmailable letters: Held for postage..... Containing unmailable articles..... Misdirected..... Blank.....	879,876	199,869 1,922 202,829 9,479	62,891
Containing unmailable articles..... Misdirected..... Blank (without address).....	282,676 1,292 242,386 9,479	Domestic third and fourth class matter.....		52,591	
Domestic third and fourth class matter (packages).....		Foreign matter: Letters..... Printed matter, samples, &c.....	282,828 13,866		2,100
On hand from last fiscal year (letters).... 801 Received during the year (letters)..... 284,127	284,928				
Printed matter, samples, &c., returnable to country of origin.....	13,866				
Total.....	3,719,638	Total.....	447,047	3,147,860	124,791

\* Including—ordinary unclaimed, 2,624,046; returned from hotels, 72,418; returned from foreign countries (domestic origin), 117,879; and registered, 2,614. † Including—ordinary, 292,197, and registered, 6,597. ‡ Card and request letters. § Forwarded to address upon receipt of postage. ¶ Awaiting return of notice. ¶ Address corrected and letters forwarded.

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

No. 13.—Statement showing the disposition of mail matter opened in the Division of Dead Letters during the fiscal year ended June 30, 1881.

LETTERS OPENED.		MANNER IN WHICH DISPOSED OF.												
Containing—	Number.	Value.	Containing—		Delivered.		Filed.		Outstanding.		Destroyed.		On hand.	
			Money.	Value.	Num-ber.	Value.	Num-ber.	Value.	Num-ber.	Value.	Num-ber.	Value.		
Money: Outstanding from last fiscal year... 3,968 = \$7,614 91 Received during the year..... 18,617 = 40,587 80	22,605	\$48,202 71	Money .....	16,360	\$37,130 50	3,692	\$5,905 43	1,266	\$2,800 55	1,287	\$2,806 23			
Drafts, checks, notes, &c.: Outstanding from last fiscal year... 1,356 = 103,297 22 Received during the year..... 22,012 = 1,839,062 51	23,368	2,002,859 73	Drafts, checks, notes, &c. Merchandise, books, &c. Receipts paid notes, &c., received during the year.....	21,628 42,114 35,219	1,834,416 99 ..... .....	720 18,358 2,759	\$3,292 35 ..... .....	1,022	\$9,650 39					
Merchandise, books, &c., received during the year..... Receipts paid notes, &c., received during the year..... Photographs received during the year..... Postage-stamps received during the year..... Nothing of value.....	33,731 2,898,753	..... .....	Receipts paid notes, &c. Photographs..... Postage-stamps..... Nothing of value.....	35,219 28,779 57,579 621,339	..... ..... ..... .....	2,759 4,932 3,977 .....	..... ..... ..... .....	4	.....			8,006	6,731	
Total .....	3,153,204	2,650,562 44		823,016	1,871,547 49	34,458	\$4,197 78	2,292	\$2,450 94	2,285,420	8,018	2,806,23		

\* Magazines, pamphlets, fruit, cake, seeds, &c. † Including 63,500 returned to writers, and, writers not being found, again sent to Dead-Letter Office.

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

DEAD LETTERS.

No. 14.—Statement showing the amount, classification, and disposition of unmailable matter received at the Dead-Letter Office for the fiscal year ended June 30, 1881.

Received.		Disposition.	
<b>LETTERS.</b>		<b>LETTERS.</b>	
<b>Held for postage:</b>		<b>Held for postage:</b>	
Domestic address.....	249,428	Circulars sent to collect postage.....	34,182
Foreign address.....	29,816	Domestic address.....	21,215
		Foreign address.....	3,784
<b>Misdirected.....</b>	<b>279,244</b>	Official and Navy forwarded.....	220,063
Blank.....	273,740	Opened†.....	279,244
Unmailable, containing coin, jewelry, &c.....	9,479		
Hotel.....	1,292	<b>Misdirected:</b>	
Fictitious and lottery.....	72,418	Turned over to foreign branch.....	31,184
	14,657	Address corrected and forwarded.....	39,627
		Opened†.....	202,929
		Blanks: Opened‡.....	9,479
		Unmailable: Containing coin, &c., opened.....	283,219
		Hotel.....	1,292
		Turned over to foreign branch.....	5,025
		Opened†.....	67,393
		Fictitious and lottery:	
		Turned over to foreign branch.....	985
		Opened†.....	13,672
<b>Total.....</b>	<b>650,830</b>		
		<b>Total.....</b>	<b>650,830</b>
<b>PACKAGES.</b>		<b>PACKAGES.</b>	
<b>Held for postage.....</b>		<b>Examined and recorded §.....</b>	
Misdirected.....	17,281		34,885
Blank.....	8,194	<b>Grand total.....</b>	<b>685,715</b>
Excess of weight and measure.....	6,711		
Containing unmailable matter.....	1,842		
<b>Total.....</b>	<b>34,885</b>		
<b>Grand total.....</b>	<b>685,715</b>		

\*These were chiefly addressed to Canada. † Opened for the purpose of returning to the writer. ‡ See Table No. 16 for final disposition of these letters.  
§ Recorded, and either restored to owner or filed subject to identification.

No. 14.—*Statement showing the amount, classification, and disposition of unmailable matter received at the Dead-Letter Office, &c.—Continued.*

TABLE A.—DISPOSITION OF LETTERS TREATED BY CIRCULAR.

A waiting reply to circular July 1, 1880.....	8, 432
Treated by circular during the year:	
Domestic address, unopened.....	84, 182
Domestic address, resealed.....	89, 997
Foreign address.....	21, 215
	<u>95, 394</u>
	<u>98, 826</u>
Forwarded in reply to circular during the year:	
Domestic address, unopened.....	29, 169
Domestic address, resealed.....	29, 027
Foreign address.....	17, 696
	<u>75, 892</u>
Turned over to opening branch:	
Unopened.....	9, 414
Resealed.....	10, 589
	<u>20, 003</u>
	<u>95, 895</u>
A waiting reply to circular July 1, 1881.....	2, 931

TABLE B.—CONTENTS AND DISPOSITION OF OPENED LETTERS.

Money.....	8, 797
Drafts, notes, money-orders, &c.....	9, 921
Paid notes, canceled checks, &c.....	12, 091
Merchandise, books, chromos, &c.....	5, 877
Photographs.....	8, 287
Postage stamps.....	12, 439
No value.....	457, 416
Total.....	<u>514, 828</u>
Containing valuables, turned over to the different branches for record.....	57, 412
Containing nothing of value, returned to writer.....	243, 402
Containing nothing of value, resealed and treated by circular.....	89, 990
Containing nothing of value, destroyed.....	174, 024
Total.....	<u>514, 828</u>

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

No. 15.—Statement showing the number of dead foreign letters received and disposed of during the fiscal year ended June 30, 1881.

RECEIVED.		DISPOSITION.				
Class.	Number.	Class.	Returned to country of origin.	Delivered to addressee.	Misdirected letters forwarded to corrected address.	On hand.
Registered letters— On hand July 1, 1880..... 125 Received during the year. 6,472	6,597	Registered letters ..	6,193	271	.....	133
Ordinary letters— On hand July 1, 1880..... 676 Received during the year. 277,655	278,331	Ordinary letters ....	272,310	170	3,884	1,967
Printed matter, &c .....	13,806	Printed matter, &c..	13,838	.....	28	.....
<b>Total .....</b>	<b>298,794</b>	<b>Total .....</b>	<b>292,341</b>	<b>441</b>	<b>3,912</b>	<b>2,100</b>

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, 1881.

Class.	Number.
Registered letters .....	845
Ordinary letters .....	124,915
Printed matter, &c .....	20,529
<b>Total .....</b>	<b>146,289</b>

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

No. 16.—Table showing amount of dead matter returned to and received from each of the foreign countries.

Countries.	Returned to.				Received from.			
	Registered.	Ordinary.	Printed.	Total.	Registered.	Ordinary.	Printed.	Total.
Antigua		18		18		12		12
Argentine Republic	14	178	7	199		179		179
Austro-Hungary	1,002	6,639	818	8,459				
Bahamas	2	363		365		97		97
Belgium	55	911	488	1,454				
Bermuda	1	159		160		108		108
Brazil	23	401	9	433		348		348
British Guiana	1	81		82		95	36	131
British Honduras		13		13		26		26
British India	130	530	16	676				
Canada	761	86,627	193	87,581	295	54,333	743	55,371
Ceylon	10	31		41				
Chili		77	1	78				
Cuba	14	1,133	68	1,215	24	2,762	2,474	5,260
Danish West Indies	2	160	2	164		170	6	176
Denmark	21	2,608	45	2,674				
Dominica		7		7				
Ecuador		98	1	99				
Egypt	4	69	2	75				
France	163	6,159	4,861	11,183		3,524	3,131	6,655
French West Indies		14		14		9	2	11
Germany	1,502	36,325	500	38,327				
Great Britain	1,069	77,574	2,421	81,004	411	35,267	5,395	41,073
Greece	11	96	26	133				
Granada		4		4				
Guatemala		62	2	64				
Hawaii	2	363	3	368		321		321
Honduras, Republic		12		12		38		38
Hong-Kong	4	147	1	152		109		109
Italy	467	12,300	2,452	15,219	41	1,250	1,103	2,394
Jamaica	4	224		228	4	183		187
Japan	18	329	3	350		151		151
Java, Netherland Indies	8	105	1	114		16		16
Luxemburg	12	352	2	366				
Mauritius	6	39		45				
Mexico	13	1,369	19	1,401	1	367		368
Netherlands	17	1,420	683	2,120				
Netherland West Indies	1	39		40				
Nevis		1		1				
Newfoundland	20	305		325	1	310		311
New South Wales	79	511	2	592	14	738		752
New Zealand	47	498	2	547	4	444	5	453
Norway	81	6,843	78	7,002				
Persia		8		8				
Pera	1	91	7	99	11	69		80
Philippines	2	8		10				
Porto Rico	1	99	5	105				
Portugal	22	2,021	50	2,093		103	131	234
Queensland	13	156	4	173	2	154		156
Roumania	18	43	9	70				
Russia	211	3,524	243	3,978				
Saint Christopher		8		8				
Saint Lucia		2		2				
San Salvador	1	37		38		28		28
Santo Domingo		83	1	84				
Servia	1	5	3	9				
Spain	28	626	487	1,141	1	250	538	789
Straits Settlement	1	37		38				
Surinam	2			2				
Sweden	149	16,542	176	16,867				
Switzerland	145	3,090	110	3,345				
Trinidad	2	57		59				
Turkey	4	42	10	56				
Turk's Island		2		2				
Uruguay	2	116	6	124				
Venezuela	2	72		74				
Victoria	24	447	21	492	12	512		524
Postal Union					2	19,034	6,898	25,934
Miscellaneous					22	3,908	67	3,997
Total	6,193	272,310	13,838	292,341	845	124,915	20,529	146,289

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

No. 17.—Table showing the number, classification, and disposition of dead registered letters during the year ended June 30, 1881.

Number and class of letters received.		How disposed of.	
Domestic—		Delivered without being opened—	
Official.....	6	*To foreign branch.....	6,472
Ordinary.....	1,802	To executive departments...	6
Request.....	1,006	Card and request.....	1,006
Foreign.....	2,614	Opened.....	7,484
	6,472		1,602
Total.....	9,086		9,086

  

Contents of letters opened.	Disposition of letters opened.					
	Number.	Delivered.	Filed.		Total.	
			At once.	Returned and filed.		
Outstanding.						
Drafts, notes, money orders, &c.....	190	158	.....	27	5	190
Money (including eighteen on hand July 1, 1881).....	556	423	9	81	43	556
Photographs, receipts, certificates, &c.....	123	72	28	23	.....	123
Merchandise.....	119	85	23	8	4	119
Nothing of value.....	632	381	161	90	.....	632
Total.....	1,620	1,119	220	229	52	1,620

\* For final disposition of these letters, see table No. 16.

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

No. 18.—Number of registered letters and parcels transmitted through the mails from each

States.	Quarter ended September 30, 1880.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama	19,836	490	59	2	2,570
Arkansas	17,678	332	59	1	2,337
California	26,567	7,514	3,794	138	2,666
Colorado	30,924	2,655	958	41	1,218
Connecticut	16,406	951	978	33	39,608
Delaware	2,059	21	25	.....	116
Florida	9,935	367	107	4	1,054
Georgia	22,443	586	112	5	2,421
Illinois	74,558	9,247	5,016	127	12,968
Indiana	43,585	590	494	9	6,249
Iowa	45,443	785	746	10	8,152
Kansas	37,514	969	410	17	4,254
Kentucky	25,716	1,900	218	15	2,906
Louisiana	22,659	1,788	632	27	2,300
Maine	22,020	1,790	1,094	18	1,414
Maryland	14,735	1,128	539	20	1,370
Massachusetts	41,309	5,787	7,322	176	21,608
Michigan	46,823	1,099	4,841	53	7,280
Minnesota	30,188	640	1,513	8	3,704
Mississippi	20,132	658	73	3	2,951
Missouri	57,799	6,941	1,099	64	5,213
Nebraska	19,643	511	443	13	2,421
Nevada	5,818	398	571	6	772
New Hampshire	11,092	268	892	1	885
New Jersey	21,079	1,107	1,663	33	1,326
New York	129,880	41,261	20,594	691	74,874
North Carolina	24,145	511	51	.....	3,383
Ohio	76,814	3,458	2,286	59	9,070
Oregon	8,965	832	432	13	1,489
Pennsylvania	94,555	9,802	4,171	181	6,517
Rhode Island	5,791	920	713	13	400
South Carolina	15,370	212	79	14	1,745
Tennessee	24,397	657	109	3	2,635
Texas	36,156	2,133	836	18	6,275
Vermont	10,940	248	840	28	856
Virginia	29,734	1,147	164	17	2,217
West Virginia	14,253	201	35	2	1,172
Wisconsin	43,061	921	1,137	7	5,255
Alaska Territory	76	16	4	.....	.....
Arizona Territory	5,653	691	103	14	158
Dakota Territory	12,079	418	517	16	949
District of Columbia	11,983	789	190	.....	14,604
Idaho Territory	5,283	236	69	.....	145
Indian Territory	2,851	86	85	.....	308
Montana Territory	7,523	558	220	.....	164
New Mexico Territory	4,605	500	66	1	142
Utah Territory	7,616	469	335	14	645
Washington Territory	4,733	254	93	1	438
Wyoming Territory	8,677	509	68	3	390
Total	1,264,281	114,345	66,844	1,889	272,183



REGISTERED LETTERS.

395

State and Territory in the United States during the fiscal year ended June 30, 1881.

Quarter ended December 31, 1880.					Quarter ended March 31, 1881.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
25,256	793	129	1	3,083	30,120	562	128	14	3,035
24,885	795	114	2	3,442	31,187	659	131	8	3,580
31,968	14,600	5,074	277	3,013	31,257	10,836	4,322	314	3,161
18,850	4,370	1,129	49	1,808	27,881	8,526	1,183	86	1,141
19,630	1,715	1,405	64	39,843	22,879	1,336	1,262	47	39,962
2,435	33	38	-----	188	2,785	50	20	-----	189
11,065	933	167	-----	1,210	14,842	817	193	5	1,305
29,466	952	178	7	8,105	34,453	802	238	9	3,071
90,582	16,020	5,901	183	14,816	101,632	11,617	6,418	248	14,697
51,246	1,651	535	18	7,093	62,524	1,123	609	16	7,387
60,087	2,917	1,011	11	9,931	63,393	1,534	1,409	11	9,044
44,722	2,639	552	17	4,854	51,308	1,547	635	7	5,009
29,045	2,082	159	4	3,082	37,121	2,799	268	9	4,508
28,137	2,732	946	25	2,475	31,716	8,597	1,040	21	2,419
27,053	1,598	1,366	25	1,873	32,495	1,158	1,087	14	2,001
16,349	1,601	689	25	1,566	19,557	1,306	676	32	1,575
49,223	9,617	8,367	216	21,874	54,489	7,004	7,356	147	22,144
56,000	2,521	6,141	68	8,433	61,725	2,100	6,272	58	8,062
42,630	1,747	1,725	16	4,240	37,444	1,015	2,439	12	3,881
24,296	956	101	6	8,052	27,911	823	101	7	3,145
71,479	11,171	1,419	221	6,379	85,325	10,808	1,487	67	6,236
25,245	1,242	657	17	3,077	25,081	599	723	26	2,861
7,478	909	753	9	714	6,659	599	602	8	699
13,095	662	819	3	1,160	14,757	409	803	1	1,164
21,476	1,885	2,222	79	1,365	23,830	1,188	2,070	52	1,614
150,075	65,320	25,009	1,521	36,414	154,164	53,369	23,625	1,241	80,351
31,406	784	116	20	4,302	33,956	525	66	7	4,326
92,674	6,091	2,792	118	10,242	105,312	5,262	3,051	102	10,320
10,239	1,229	309	3	1,587	10,385	868	342	25	1,335
109,288	14,300	5,111	317	7,659	128,843	14,485	5,655	223	8,290
5,635	1,319	782	41	420	6,076	1,147	711	14	430
20,784	374	100	9	2,113	23,146	286	132	4	2,321
29,484	1,020	137	13	3,897	37,163	804	129	18	3,447
49,297	4,046	1,012	33	7,191	58,879	3,295	1,315	134	7,420
13,768	647	1,022	26	1,086	15,465	483	998	12	1,202
32,141	1,823	190	4	2,830	37,607	1,335	156	19	2,998
15,974	366	59	-----	1,576	13,641	241	60	4	1,558
58,446	1,908	1,446	31	6,038	56,301	1,251	1,865	106	5,702
85	74	6	-----	-----	83	30	4	-----	2
7,174	613	153	2	201	7,838	660	174	14	196
15,419	953	558	16	1,132	10,845	478	640	15	835
14,434	1,415	248	101	13,781	14,115	1,087	280	31	16,741
6,130	423	51	2	196	5,367	208	60	-----	169
3,482	113	10	-----	275	4,482	128	7	-----	263
9,559	1,063	260	14	221	7,950	726	249	9	440
5,705	926	83	5	173	6,297	654	101	5	208
9,424	1,838	267	80	661	10,425	552	268	89	572
5,881	507	113	7	550	6,290	341	140	10	455
4,621	857	87	13	436	4,419	771	87	13	433
1,533,813	193,450	81,518	3,069	303,615	1,696,399	157,730	81,787	3,159	302,474

No. 18.—Number of registered letters and parcels transmitted through the

States.	Quarter ended June 30, 1881.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama.....	27,612	790	105	27	3,316	102,324	2,635
Arkansas.....	27,800	805	146	14	3,615	101,550	2,591
California.....	30,623	7,811	4,285	280	3,531	120,415	40,761
Colorado.....	34,221	3,006	1,584	36	1,279	124,876	14,157
Connecticut.....	20,997	1,797	1,331	29	40,005	79,912	5,790
Delaware.....	2,825	50	30	.....	219	10,084	1,154
Florida.....	14,813	757	151	14	1,469	50,655	2,874
Georgia.....	31,900	887	188	6	3,109	118,262	3,227
Illinois.....	93,107	13,000	6,168	253	14,744	359,879	50,784
Indiana.....	56,290	1,058	601	17	8,256	213,555	4,422
Iowa.....	63,113	1,177	1,214	12	9,998	232,636	6,413
Kansas.....	49,126	1,431	506	16	5,350	182,670	6,580
Kentucky.....	38,144	3,551	214	4	3,813	130,026	10,332
Louisiana.....	30,711	3,229	922	19	2,822	113,223	11,340
Maine.....	29,271	1,029	1,095	16	1,948	110,839	4,575
Maryland.....	19,858	1,595	684	40	1,792	70,499	5,630
Massachusetts.....	52,413	9,539	8,024	82	22,139	107,434	32,847
Michigan.....	58,952	1,778	5,915	54	8,610	226,200	7,498
Minnesota.....	40,035	1,464	2,261	6	4,095	150,297	4,800
Mississippi.....	26,421	1,081	88	2	3,526	98,750	3,518
Missouri.....	79,583	11,140	1,417	26	6,677	294,186	40,055
Nebraska.....	24,610	670	582	16	2,872	94,579	3,022
Nevada.....	6,506	588	506	11	754	26,461	1,494
New Hampshire.....	14,034	369	940	2	1,138	52,978	2,708
New Jersey.....	24,801	1,467	2,161	41	1,720	91,786	5,652
New York.....	157,412	70,548	24,225	1,317	87,992	591,511	230,518
North Carolina.....	34,904	877	71	1	4,911	123,810	2,497
Ohio.....	100,681	5,197	3,102	121	10,416	374,981	20,908
Oregon.....	10,063	926	893	25	1,436	40,152	3,855
Pennsylvania.....	136,224	14,984	5,984	241	8,652	468,910	53,581
Rhode Island.....	5,842	3,245	763	15	420	23,344	4,631
South Carolina.....	21,539	394	84	48	2,577	80,830	1,296
Tennessee.....	34,422	905	107	4	3,718	125,498	3,386
Texas.....	53,236	3,590	1,190	46	7,864	197,566	13,064
Vermont.....	14,523	424	973	6	1,199	54,096	1,802
Virginia.....	38,906	1,469	186	13	3,102	137,988	5,774
West Virginia.....	20,288	249	70	2	1,724	69,156	1,057
Wisconsin.....	55,602	1,358	1,893	72	6,326	213,410	5,458
Alaska Territory.....	70	23	2	.....	2	314	143
Arizona Territory.....	7,626	669	191	15	193	28,291	2,624
Dakota Territory.....	14,905	551	909	11	1,355	53,248	2,490
District of Columbia.....	9,988	1,159	221	46	30,611	50,520	4,450
Idaho Territory.....	6,107	335	34	.....	210	22,887	1,202
Indian Territory.....	4,786	183	20	.....	258	15,581	510
Montana Territory.....	8,383	800	227	7	304	33,415	3,147
New Mexico Territory.....	7,187	656	99	6	150	23,794	2,736
Utah Territory.....	8,895	791	305	33	542	36,360	2,850
Washington Territory.....	6,359	345	150	6	491	23,263	1,447
Wyoming Territory.....	4,269	650	89	4	444	16,926	2,887
<b>Total.....</b>	<b>1,659,804</b>	<b>179,688</b>	<b>82,424</b>	<b>3,062</b>	<b>331,824</b>	<b>6,159,297</b>	<b>645,213</b>

## RECAPIT

Total domestic letters.....	.....
Total domestic parcels.....	.....
Total foreign letters.....	.....
Total foreign parcels.....	.....
Free.....	.....
<b>Grand total.....</b>	<b>.....</b>
<b>Fees received.....</b>	<b>.....</b>

mails from each State and Territory in the United States, &c.—Continued.

Total.			Grand total of letters and parcels registered for year ended June 30, 1891.	Fees received.	Increase.			
Foreign.		Free.			Letters and parcels.	Fees.	Per cent.	
Letters.	Parcels.						Letters and parcels.	Fees.
421	44	12,004	117,428	\$10,542 40	17,242	\$1,424 20	17.4	15.6
450	25	13,574	118,190	10,461 60	23,941	2,015 00	25.4	24.0
17,475	909	12,371	191,931	17,956 00	27,433	2,420 10	16.7	15.6
4,854	212	5,046	149,145	14,409 90	45,796	4,456 00	44.3	44.7
4,976	173	159,413	250,273	9,088 00	25,034	1,503 70	11.1	19.8
119	.....	662	11,049	1,035 70	2,339	221 70	27.0	27.2
618	23	5,038	59,208	5,417 00	14,113	1,265 20	31.3	30.5
716	27	11,766	133,998	12,223 20	28,170	2,115 40	20.9	20.9
23,503	811	57,225	492,202	43,497 70	65,896	5,615 10	15.5	14.8
2,229	60	28,965	249,231	22,026 60	21,316	1,573 60	9.3	7.7
4,380	44	87,125	279,998	24,287 30	30,549	3,427 40	12.24	11.1
2,103	57	19,467	210,877	19,141 00	30,039	2,457 70	16.6	14.8
859	82	14,309	155,558	14,124 90	33,132	2,930 20	27.1	26.2
8,540	92	10,116	138,317	12,820 10	24,974	3,223 50	22.03	33.6
4,642	73	7,235	127,364	12,012 90	18,054	1,638 90	16.5	15.8
2,568	117	6,303	85,137	7,863 40	15,635	1,563 90	22.5	25.1
81,066	621	87,785	349,736	26,197 10	54,662	4,725 66	18.5	22.0
23,169	233	32,884	289,434	25,710 00	45,416	4,011 80	18.6	18.5
7,938	42	15,890	179,033	16,314 30	16,182	1,298 60	16.0	8.6
363	18	12,674	115,323	10,264 90	18,763	1,622 30	19.4	18.8
5,422	378	24,505	384,546	34,004 10	66,694	6,054 40	22.4	21.7
2,405	72	11,231	111,309	10,007 80	11,071	918 40	11.04	10.1
2,432	34	2,989	34,360	3,142 10	2,366	188 90	7.4	6.4
3,490	7	4,347	62,500	5,815 30	6,906	628 00	12.4	12.1
8,116	205	6,025	111,784	10,575 90	20,641	1,975 50	22.6	23.0
93,653	4,770	329,631	1,250,083	92,045 20	130,517	15,743 60	16.9	20.6
304	28	17,422	144,061	12,663 90	24,749	1,987 30	20.8	18.6
11,231	400	40,018	446,638	40,662 00	69,743	6,420 80	18.5	18.7
1,526	66	5,847	51,446	4,559 90	8,826	731 80	20.07	19.1
20,921	912	81,108	575,432	54,432 40	131,075	12,522 70	29.5	29.9
2,969	83	1,670	32,697	3,102 70	6,692	611 70	26.0	24.6
395	75	8,756	91,322	8,256 60	16,158	1,584 90	24.8	33.8
482	33	13,197	142,564	12,636 70	31,988	2,802 00	28.9	27.6
4,358	231	28,750	243,971	21,522 10	44,335	3,553 00	22.2	19.1
8,333	72	4,342	64,745	6,040 30	6,045	542 90	10.3	9.9
696	53	11,147	155,058	14,391 10	28,332	2,613 20	22.8	23.2
224	8	6,030	76,475	7,044 50	12,590	1,051 60	19.7	17.5
6,341	216	23,321	248,726	22,540 50	25,742	2,302 30	11.5	11.4
16	.....	4	477	47 30	297	29 40	165.0	164.0
621	45	7,478	32,329	3,158 10	9,682	952 50	42.8	43.2
2,624	58	4,371	62,701	5,833 00	11,546	984 00	22.6	20.3
919	178	75,747	131,314	5,606 70	25,634	143 30	24.1	2.6
214	2	720	25,025	2,430 50	3,732	360 10	17.5	17.4
72	.....	999	17,162	1,616 30	4,911	478 60	40.1	42.07
956	30	1,129	36,677	3,754 80	9,247	892 30	31.4	31.2
349	17	6,738	27,539	2,689 60	8,982	874 80	48.6	48.3
1,175	116	3,420	42,921	4,050 10	7,077	625 00	20.0	18.0
496	24	1,934	27,164	2,523 00	5,557	522 60	35.7	28.0
331	33	1,703	21,880	2,017 70	5,072	482 50	30.2	31.6
312,563	11,759	1,210,006	3,338,918	712,882 20	1,342,405	117,107 90	19.19	19.66

ULATION.

.....	6,159,297 }	6,804,510
.....	645,213 }	
.....	812,353 }	324,312
.....	11,739 }	
.....		1,210,096
.....		8,338,918
.....		\$712,882 20

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

No. 19.—Statement showing the number and value of registered packages forwarded during the fiscal year ended June 30, 1881, for the Post-Office and Treasury Departments.

Description.	Number of packages.	Value.
Postage-stamps from New York agency .....	149,254	\$25,801,471 32
Stamped envelopes and newspaper wrappers from Hartford agency .....	153,138	5,737,359 59
Postal cards from Holyoke agency .....	77,570	3,086,605 00
Superintendent money-order system, drafts .....	8,733	725,562 00
Money-order branch Washington City post-office .....	3,486	2,067,628 82
<b>Total .....</b>	<b>387,181</b>	<b>37,418,626 73</b>
<b>Increase over previous year.....</b>	<b>27,848</b>	<b>3,665,915 27</b>
Secretary of Treasury received and sent .....	10,197	Not ascertain'd
Register of Treasury received and sent .....	17,610	347,429,750 00
United States Treasurer received bonds and coupons, silver certificates, currency, including legal-tenders, national-bank notes, fractional currency, and coins .....	12,722	6,282,443 35
United States Treasurer sent .....	8,728	409,203 63
United States bonds, incomplete currency, and national-bank notes sent from Treasury Department (Comptroller of Currency).....	1,251	84,337,252 00
Internal-revenue stamps sent .....	21,145	141,534,595 36
Internal-revenue stamps received.....	6,041	14,109,821 30
Sixth Auditor received (currency) .....	5,368	19,764 67
<b>Total for the Treasury Department.....</b>	<b>83,062</b>	<b>594,122,820 31</b>
<b>Aggregate .....</b>	<b>470,243</b>	<b>631,541,447 04</b>

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

REGISTERED LETTERS.

No. 20.—Statement showing increase of registered letters and parcels upon which fees were collected at the twenty-five leading cities in the country during the fiscal year ended June 30, 1881, over the amount for preceding year.

Cities and States.	Year ended June 30, 1880.				Year ended June 30, 1881.				Increase.					
	Letters.	Parcels.	Total.	Fees.	Letters.	Parcels.	Total.	Fees.	Letters.	Parcels.	Total letters and parcels.	Fees.		
	Number.	Number.	Number.	Dollars.	Number.	Number.	Number.	Dollars.	Number.	Per cent.	Number.	Per cent.	Dollars.	Per cent.
New York, N. Y. ....	242,857	152,523	395,380	39,538 00	286,907	207,813	494,720	49,472 00	44,050	18.18	55,290	36.25	99,340	25.1
Philadelphia, Pa. ....	59,440	20,163	79,603	7,962 30	78,574	33,939	112,513	11,351 30	20,134	33.87	13,756	68.16	33,890	42.6
Brooklyn, N. Y. ....	23,626	7,037	30,663	3,066 30	29,637	33,939	34,729	3,472 90	6,011	25.0	1,945	.....	4,066	13.26
Chicago, Ill. ....	61,332	28,947	90,279	9,017 90	73,041	42,755	115,796	11,579 60	11,809	19.3	13,048	47.7	25,017	28.4
Saint Louis, Mo. ....	29,618	20,875	50,493	5,049 30	35,843	30,644	66,487	6,648 70	6,225	21.02	9,709	46.8	15,994	31.7
Boston, Mass. ....	62,882	20,111	82,993	8,299 30	76,761	25,452	102,213	10,223 30	13,589	22.1	5,341	26.55	19,240	23.2
Baltimore, Md. ....	18,988	4,069	23,057	2,306 70	22,716	6,754	27,356	2,735 60	3,718	19.6	4,289	14.03	4,289	18.6
Cincinnati, Ohio ....	19,794	4,617	24,411	2,441 10	27,325	6,754	34,079	3,407 90	7,531	38.05	2,137	46.3	9,668	40.0
New Orleans, La. ....	40,660	21,620	62,280	6,228 00	42,574	28,742	71,316	7,131 60	1,914	4.7	7,122	32.94	9,036	14.5
San Francisco, Cal. ....	28,141	2,454	30,595	3,059 50	33,932	8,034	41,966	4,196 60	5,791	20.6	5,590	27.4	11,371	37.17
Washington, D. C. ....	17,238	1,180	18,418	1,841 80	20,689	1,716	22,415	2,241 50	.....	.....	1,538	57.74	1,305	2.51
Cleveland, Ohio. ....	9,569	1,542	11,111	1,011 10	12,640	2,427	15,067	1,357 70	8,461	31.78	4,265	45.4	3,997	21.7
Buffalo, N. Y. ....	10,705	1,945	12,650	1,265 00	12,242	2,427	14,669	1,466 90	1,537	14.36	4,462	78.4	3,496	34.26
Newark, N. J. ....	19,350	7,148	26,498	2,649 80	23,561	8,538	32,099	3,209 90	4,211	21.76	1,890	19.44	2,019	16.0
Louisville, Ky. ....	14,015	2,844	16,859	1,685 90	16,313	9,579	25,892	2,589 20	2,298	16.39	6,635	225.4	8,933	52.7
Pittsburgh, Pa. ....	3,912	220	4,132	413 20	5,573	800	6,373	593 30	1,661	42.46	1,440	63.64	1,901	43.6
Jersey City, N. J. ....	9,399	1,619	11,018	1,101 80	11,869	2,833	14,702	1,470 20	2,470	26.28	1,362	40.64	3,694	33.44
Detroit, Mich. ....	9,111	1,940	11,051	1,051 00	10,898	1,322	12,220	1,222 00	1,787	19.61	1,822	28.26	2,169	21.58
Allwaukee, Wis. ....	6,877	1,083	7,960	796 00	8,272	1,368	9,640	966 10	1,386	20.3	306	28.26	1,701	21.87
Plymouth, N. Y. ....	7,668	1,985	9,653	965 30	8,904	4,001	12,905	1,290 50	1,136	14.7	2,016	101.6	3,152	32.65
Providence, R. I. ....	6,465	3,680	10,145	1,015 50	8,273	2,533	10,806	1,080 60	1,108	23.0	1,157	.....	1,447	6.41
Rochester, N. Y. ....	4,847	1,043	5,890	589 00	5,533	563	6,096	647 80	1,298	23.27	287	25.0	1,643	7.5
Allegheny, Pa. ....	7,533	1,743	9,276	857 60	7,919	1,300	9,219	921 90	2,239	33.86	463	68.19	2,732	37.23
Richmond, Va. ....	6,615	1,043	7,658	765 80	8,854	1,216	10,070	1,007 00	.....	.....	.....	.....	.....	.....
New Haven, Conn. ....	772,003	310,914	1,082,917	108,291 70	921,315	437,174	1,358,489	135,848 90	149,312	19.34	128,260	40.61	275,572	25.45
Total .....	772,003	310,914	1,082,917	108,291 70	921,315	437,174	1,358,489	135,848 90	149,312	19.34	128,260	40.61	275,572	25.45

\* Decrease.

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

No. 21.—Statement showing the operations of the registered letter systems at the cities of New York, N. Y., Philadelphia, Pa., Chicago, Ill., Saint Louis, Mo., and Washington, D. C., during the fiscal year ended June 30, 1881.

Description.	New York.	Philadelphia.	Chicago.	Saint Louis.	Washington.	Total.
Number of letters registered.....	288,907	82,003	78,018	38,322	126,870	612,120
Number of registered letters received for delivery.....	833,451	195,589	892,063	162,168	133,140	1,796,431
Number of registered letters received for distribution.....	535,666	963	5,226	1,285	1,100	544,190
Number of parcels of third and fourth class registered.....	207,813	38,639	42,755	30,644	4,625	316,776
Number of registered parcels of third and fourth class received for delivery.....	.....	7,915	8,265	5,572	3,240	24,962
Number of registered packages received.....	918,416	155,890	851,170	162,150	104,681	1,712,307
Number of registered packages in transit.....	496,418	116,636	727,210	584,567	117,497	2,042,328
Number of registered packages made up and mailed.....	568,418	75,262	90,553	59,577	81,748	875,958
Number of through registered pouches received.....	19,743	9,611	22,815	18,276	6,314	76,769
Number of through registered pouches in transit.....	9,891	6	2,098	160	605	12,769
Number of through registered pouches made up and dispatched.....	22,891	9,451	20,921	18,324	6,130	77,926
Postage-stamp packages received and mailed.....	146,861	.....	.....	.....	.....	146,861
Total number of registered letters, parcels, packages, and pouches handled.....	4,046,875	687,465	1,741,114	1,120,995	585,959	8,184,408
Value of gold coin received in registered mail.....	\$11,620,000	.....	.....	.....	.....	.....

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

---

**POSTAL ORDERS**

**FOR**

**TRANSMITTING BY MAIL SUMS OF MONEY LESS  
THAN FIVE DOLLARS.**

---

**A LETTER FROM THE SUPERINTENDENT OF THE MONEY-ORDER SYSTEM  
TO THE POSTMASTER-GENERAL, DATED NOVEMBER 7, 1881.**

---

**26 P M**

**401**





POSTAL ORDERS  
FOR THE  
TRANSMISSION BY MAIL OF SUMS OF MONEY LESS  
THAN FIVE DOLLARS.

---

POST-OFFICE DEPARTMENT,  
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,  
*Washington, D. C., November 7, 1881.*

SIR: Since the withdrawal of fractional paper currency from circulation, there has been a somewhat general demand upon the Post-Office Department to provide some means for making remittances of small sums through the mails, which shall be cheaper and simpler than the present money order and advice; and numerous plans, more or less crude and impracticable, or inexpedient, have been submitted to it, from time to time, the details of which have, nevertheless, received careful and thorough consideration.

It is not to be questioned that the transfer of small sums by mail, even at comparatively cheap rates, can be effected with less risk of loss to the public by the money order and advice now in use than by any postal-note or postal-order device that has yet been proposed; but it is believed that a simpler method, involving less expense to the department, and therefore less cost to the public, even though it afford a less degree of security than the money order, would, if put into operation in connection with the present money-order system, meet a public want, and that it would be largely employed, especially by publishers of newspapers and extensive dealers in articles of small value.

In the consideration of this question, which has engaged the attention of this office for some months, the effort has been to devise a means for making small remittances which should afford the greatest practical safety for the least possible expense. I early became convinced that the advice which, in the present money order, is the principal element of expense as well as of security, would have to be dispensed with; that the written application, the preparation of which devolves upon the remitter, must, in order to simplify the process of purchasing, be done away with; and that the amount of clerical labor required must be reduced to a minimum in order to further lessen the cost to the department.

The advice in the present money-order system is intended to prevent erroneous and fraudulent payment, by putting the postmaster drawn on in possession of all the particulars of the remittance before the order—which does not contain either the name of the remitter or that of the payee—is presented for payment. It furthermore serves as a safeguard against the alteration of the amount as well as the counterfeiting of the order. A device intended for remittances which is not to embrace an advice must, therefore, to afford reasonable security, provide in an absolutely effectual manner against alteration of the amount of the order, and in the process of manufacture should be made to contain efficient checks against counterfeiting.

The public could not with reason expect the same degree of security for remittances made by postal orders, without advice, and at slight expense to the remitter, as for those made by money orders, and it has been thought that a scheme which would as far as practicable insure against alteration of the amount and counterfeiting of the order, and would provide for payment to the bearer at a designated money-order office, would fill all the requirements of the popular demand.

With this preliminary explanation I have the honor to submit a design for a postal order to be issued concurrently with money orders, the several distinctive features of which I beg leave to describe hereunder :

<p><b>NEW YORK, N. Y.</b> <b>No. 26398.</b></p>	<p><b>Postal Order</b> <b>for sums less than five dollars.</b></p>	<p><b>NEW YORK, N. Y.</b> <b>No. 26398.</b></p>
<p>Stamp of issuing office.</p>	<p>To the Postmaster of the Money-Order Office at _____ Pay to Bearer, at any time within Three Months from the last day of the month of issue, the sum of _____</p>	<p>Dolls. <b>1</b></p>
<p>Amount, \$ _____</p>	<p>Received the above. [Signature of the person who obtains payment.]</p>	<p>Dimes. <b>2</b></p>
<p>Stamp of issuing office.</p>	<p>_____</p> <p>Postmaster.</p>	<p>Cents. <b>3</b></p>
<p>Office drawn upon.</p>	<p>A duplicate cannot be issued of this postal order if lost in the mails or otherwise.</p> <p>After the expiration of three months from the last day of the month of issue, this order will be payable only on payment by the holder of a fee of 3 cents, and if more than three months have elapsed since the said expiration, the holder will be required to pay an additional fee of 3 cents for every further period of three months which has so elapsed, and for every portion of any such period of three months over and above every complete period.</p> <p>After once paying this order, by whomsoever presented, the Post-Office Department will not consider any further claim.</p>	<p><b>3</b></p> <p><b>CENTS.</b></p>
		<p><b>4</b></p>
		<p><b>0</b></p>
		<p>Hunds. Tens. Units.</p>

1. No written application is to be required from the remitter.
2. The postal order is to be issued for sums less than five dollars.
3. It is to be made payable at a particular money-order office.
4. It is to be issued without advice.
5. The orders are to be numbered consecutively for each office of issue.

6. The stub in the book of forms is the only record of issue to be kept in the post-office.

7. The orders are to be payable to bearer.

8. A duplicate cannot be issued of a postal order lost in the mails or otherwise.

9. The orders are to be payable at any time within three months from the month of issue. If presented after the expiration of three months from the last day of the month of issue, they are to be cashed only upon payment of an additional fee, equal to the original fee, for every three months, or fraction of three months in excess of such period.

10. The orders are to be printed in sheets, upon thin bank-note paper, from engraved plates, and are to be separated from each other and from the stubs by perforated lines. The sheets are to be bound in book form.

The comparatively small sums for which postal orders of this description would be issued would offer but slight temptation to theft.

The issue of orders without advice and without the written application, and the dispensing with registers of orders issued and of orders paid, will much lessen the cost of the service to the department, and correspondingly reduce the fees to be charged the public.

The provision that postal orders shall be payable to bearer will tend to further economy by lessening the costliness of the process of paying, inasmuch as it will relieve the paying postmaster of all responsibility as to requiring the identification of the applicant for payment. It is believed that this feature will be especially acceptable to extensive business houses in the larger cities, upon which, it is anticipated, the greater proportion of postal orders for small amounts will be drawn, because it will obviate the inconvenience of either personal application at the post-office for payment of small sums or of the formal appointment of an agent or attorney to collect such sums in the name of the firm.

The postmaster who is called upon to issue a postal order is first to write upon the stub the amount in figures, the date of issue, and the name of the office drawn upon. He is then to write the name of the office drawn upon and the amount in figures in the order, sign the latter, stamp it with his money-order stamp, and punch, with a conductor's punch or ordinary hand-punch, from the figures on the right those which represent the amount of the order; as, for example, if the order be for \$3.47, the 3 from the dollars or hundreds column, the 4 from the dimes or tens column, and the 7 from the cents or units column. The order is then complete and ready to be handed to the applicant upon payment of the amount and fee.

I beg leave to invite attention to the fact that the punching from the order of the figures which go to make up the amount entirely precludes the possibility of the alteration of the amount.

The postmaster to whom a postal order is presented for payment is to require the receipt of the holder. He must see that the amount written in the body of the order and the amount represented by the figures which have been punched out agree.

The accounts of issued and paid postal orders may be embraced in the postmaster's weekly statement of money-order transactions, the

summary of the week's business being made to include the postal-order as well as the money-order business.

Careful estimates, so far as they could be made, regarding the several elements of cost, lead me to believe that, if postal orders of this description be issued concurrently with money-orders, and the maximum amount of the latter be increased to \$100, the fee to be charged the public for a postal order need not exceed 3 cents. It is proposed that a commission of 1 cent shall be allowed to the postmaster for every order issued, and of three-quarters of a cent for every order paid, and the cost of engraving and printing has been estimated at three-quarters of a cent for each order; so that a margin of one-half of a cent on each order is left to cover the cost of distribution and of the clerical labor of supervision in the department and in the auditor's office, and to provide for miscellaneous items of expense.

I venture to express the opinion that while it would be unwise for the government, having due regard to the safety of the post-office establishment as well as of the public, to amend the conditions under which money orders are issued beyond the readjustment of the scale of commissions, as recommended by this office last year and again urged hereinafter, it would be both desirable and practicable to issue, in connection with money orders, "postal orders," under the conditions above set forth, which would afford additional facilities for the rapid transmission of very small sums at a reduced cost to the public both of time and money.

I am not prepared to deny that the introduction of the proposed postal orders will be attended by some additional risk to those who may avail themselves of the facilities which they will afford. The scheme, however, is one devised to meet a popular demand, and the risk would be incurred, not by the department, but by those who would take advantage of the postal order as a simpler method of remittance, this order supplying for that purpose the place of the old fractional currency. It would always be open to the public, provided the two systems were in concurrent operation, to obtain the greater and almost absolute security of the money order by the payment of the slightly-increased fee which its use would involve.

It has been urged, as I had the honor to state in my letter of October 27, 1880, to the Postmaster-General, published upon pages 399-409 of his annual report for that year, that the present fee of 10 cents on money orders of small amounts, particularly on those not exceeding \$5, is too high and ought to be reduced in the interest of public convenience.

During the five years ended June 30, 1880, the gross revenue derived from the transactions of the money-order system averaged a fraction over 12.7 cents upon each order issued, and the expenses a little over 12.6 cents, leaving a margin of one mill as a net profit upon each order. As shown in my letter of last year, nearly one-half of the orders issued in the United States are for sums less than \$5; so that any diminution of the fees charged for such orders must necessarily result, other conditions remaining as at present, in a loss to the system. This office then suggested, and it is still of the opinion, that this charge might be lessened without causing direct loss to the department by extending the maximum amount for which an order can be issued from \$50 to \$100, with an increase of the fee for each additional amount of \$10 in excess of \$50, and by slightly decreasing the commissions allowed to postmasters for the issue and payment of orders. The gain from the increased fees for orders of the larger amounts would, it is believed, counterbalance in great measure, if it would not entirely offset, the loss incurred by the diminution of the fees for small orders.

Under existing law (Revised Statutes, section 4047), all postmasters at money-order offices are allowed—

As compensation for issuing and paying money orders, not exceeding one-third of the whole amount of the fees collected on orders issued, and one-fourth of one per centum on the gross amount of orders paid at their respective offices, provided such compensation, together with the postmaster's salary, shall not exceed four thousand dollars per annum, except in the case of the postmaster at New York City.

But the Postmaster-General is authorized (section 970, Postal Laws and Regulations of 1879) to allow to "postmasters whose total compensation from all sources amounts to \$4,000 per annum," "a fixed sum for the necessary clerical force actually employed in" their money-order business.

This office has uniformly held to the opinion that the commissions accruing to postmasters "as compensation for issuing and paying money orders" are not to be considered in the nature of a perquisite or a gratuity but that they ought to be disbursed to the clerk or clerks whose time, either wholly or in part, is occupied in the transaction of the money-order business. But some postmasters whose salary is less than \$4,000 per annum have claimed that they, individually, are entitled by law to receive an amount from money-order commissions sufficient to make the aggregate compensation \$4,000 per annum, without rendering any clerical service therefor. The commissions accruing by law primarily to the postmaster, it has been difficult to control the final disposal thereof, in accordance with what seems to be the intent of the law.

Under date of December 18, 1880, in compliance with the Postmaster-General's order, No. 52, of September 7, 1880, I transmitted to him, with an explanatory letter, the draft of a bill entitled "A bill to modify the postal money-order system," the provisions of the first section of which were intended to change the scale of commissions charged for domestic money orders, and to increase the maximum limit of an order to \$100, in accordance with the suggestion hereinbefore made. The provisions of the second section were devised with a view to settle the vexed question of the ownership of money-order commissions, by not allowing to postmasters at first-class offices any compensation for their money-order business, and by permitting them to employ under the authority of the Postmaster-General the clerical force requisite for the transaction of that business. It furthermore—

1. Fixed the compensation for the clerical labor employed in the money-order business, at all other money-order post-offices, at three cents for each transaction, to wit, three cents for each domestic or international money order issued, paid, or repaid, and three cents for each certificate of deposit issued in acknowledgment of the receipt of surplus money-order funds.

2. It required the postmaster who claimed credit on account of any expenditure in payment for clerical service in the money-order business of his office to furnish a voucher duly receipted by the person by whom the labor was performed and to whom the money was paid.

3. It provided that the compensation for money-order service at post-offices where no allowance is made to the postmaster out of postal funds for an assistant or clerk may be paid to the postmaster; and

4. "That the salaries of postmasters, as fixed by law, shall be deemed and taken to be full compensation, except as above provided, for the responsibility and risk incurred, and for the personal services rendered by them as custodians of the money-order and other funds of the Post-Office Department."

The change in the method of compensating postmasters from the

present rate, one-third of the fees received for orders issued, and one-fourth of one per centum on the gross amount of orders paid, to that proposed, of 3 cents for each transaction, is deemed particularly desirable in the interest of justice, as well as for the sake of simplicity, because the labor of issuing or paying an order of small amount is as great as that involved in issuing and paying one of large amount.

The draft of the bill in question was incorporated in a communication from the Postmaster-General, dated January 5, 1881, in response to Senate resolution of June 15, 1880, in regard to changes of laws affecting the Post-Office Department, and with suggestions on various topics from other officers of the department, was printed in pamphlet form, under the title of Ex. Doc. No. 16, Forty-sixth Congress, third session.

This bill (H. R. 6775) was introduced in the House on January 10, 1881, by Mr. Money, of the Committee on the Post-Office and Post-Roads, with the unanimous approval of the committee, as I am informed; but owing to the briefness of the session and the pressure of other legislative business, it failed to become a law. I beg leave to suggest, for your consideration, the propriety and expediency of recommending legislation to substantially the same effect this year.

In the same pamphlet to which reference is made above (Ex. Doc. No. 16) is published the draft of a bill entitled "A bill to provide for the disposal of the amounts of money orders remaining five years unpaid," which was submitted by this office to the Postmaster-General on December 31, 1880, and by him to the Senate, in response to the Senate resolution of June 15, 1880, but which likewise failed to receive consideration, owing to the shortness of the last session of Congress and the press of other business before that body.

At the close of the fiscal year ended June 30, 1881, the amount of money-order funds in the sub-treasury at New York, N. Y., to the credit of the Postmaster-General, was.....	\$2,321,740 83
Of which sum there was due to the postage account on account of transfers from the postage to the money-order account.....	\$464,505 07
And the amount of the annual gross revenue from the money-order business for that year, which must by law be deposited in the Treasury for the service of the Post-Office Department.....	295,581 39
	760,086 46

Leaving the whole amount of available funds in the sub-treasury. 1,561,654 37

According to an estimate made by the Auditor of the Treasury for this department, which will be found in the appendix, the amount of unclaimed money orders, domestic and foreign, at the close of the fiscal year ended June 30, 1881, was \$1,250,000. There was also due at that time from the United States to certain foreign countries, on account of the exchange of money orders with them, the amount of about \$330,000, and the money-order system was liable, at the same time, for the payment to the service of the Post-Office Department of the total revenue from the international money-order business for the last year, estimated at \$50,000. It is apparent that if the department should be called upon to pay over the amount of every unclaimed money order, the accumulated fund in the subtreasury, after deducting therefrom the amount of the indebtedness to foreign countries and the amount of the international revenue for the last fiscal year, would be insufficient for the purpose, and that a portion, to wit, \$68,345.63, would have to be made up out of the amount of \$1,427,108.59, which at the close of the year, as reported by the Auditor, was in the hands of postmasters in the form of reserves to enable them to meet the payment of orders, and in remittances in transit, this last-mentioned sum, \$1,427,108.59, representing

at date of June 30, 1881, the larger portion of the working capital of the money-order system.

It is important, therefore, in the consideration of the question as to what amount might be turned over to the Treasury for the service of the Post-Office Department, without detriment to the money-order system, that provision should be made for the retention, not only of a sum equal to the amount required from year to year for working capital, but of a sufficient amount in addition to meet any unforeseen or unusual demand upon the money-order funds, such as might be occasioned by delay in remittances of surplus money-order funds from distant points.

After mature consideration I am of opinion that it would be expedient to retain in the hands of the assistant treasurer at New York City, to the credit of the Postmaster-General, for the exigencies of the money-order service as well as for its current operations, a sum equal, at least, to the amount of all unpaid money orders during a period of five years next preceding the commencement of each fiscal year. Especially would I favor this course in view of the fact that this department is constantly indebted to foreign postal administrations in large sums which must be promptly paid. The current of the international money-order business with each of the foreign postal administrations with which an exchange of money orders is maintained is continually in favor of those countries, the amount of the orders issued in the United States exceeding by very large sums the amount of orders issued abroad for payment in the United States. As a consequence, the excess of the issues in the United States over those abroad for payment here must be remitted at short intervals to the creditor departments to reimburse them for the payment of orders of United States origin. And while it is true that the money is received in this country for the issue of the orders, it might be necessary to make heavy remittances before funds received at distant offices could reach the general depository, the New York post-office, or the sub-treasury, and be available for the purchase of bills of exchange.

It rarely happens that a money order more than five years old is presented for payment; but if deemed expedient in the interests of payees of money orders, a longer period, for example, seven or ten years, might be fixed by Congress, during which the amount of any money order would be payable to the owner thereof, and beyond which the amount of all orders unpaid would accrue to the United States.

I am, respectfully, your obedient servant,

C. F. MACDONALD,  
*Superintendent Money-Order System.*

Hon. T. L. JAMES,  
*Postmaster-General.*

---

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, November 5, 1881.*

SIR: In reply to your letter of this date, I have the honor to state the approximate amount of unclaimed domestic and foreign money orders at the close of the fiscal year ended June 30, 1881, as \$1,250,000.

Very respectfully,

J. H. ELA,  
*Auditor.*

Hon. C. F. MACDONALD,  
*Superintendent Money-Order System, Washington, D. C.*



---

---

# TABLES

EXHIBITING THE

OPERATIONS OF THE MONEY-ORDER SYSTEM.

---

---



# TABLES EXHIBITING THE OPERATIONS OF THE MONEY-ORDER SYSTEM.

A.—*Tabular statement showing operations of the domestic money-order system during each year since its establishment, November 1, 1864, up to June 30, 1881.*

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	16,197,868 47	16,118,537 03	124,503 19	70,345 04	.....	54,158 15
June 30, 1869	1,685	24,848,068 93	24,654,123 46	176,247 87	110,694 00	.....	65,553 87
June 30, 1870	2,076	34,054,184 71	33,927,924 79	235,557 05	145,382 42	.....	90,174 63
June 30, 1871	2,452	42,164,118 03	42,027,336 31	295,563 38	104,381 60	.....	101,181 78
June 30, 1872	2,775	48,515,582 72	48,419,644 97	350,499 40	244,521 63	.....	105,977 77
June 30, 1873	3,069	57,516,216 69	57,295,012 27	354,816 66	286,232 66	.....	68,584 00
June 30, 1874	3,404	74,424,854 71	74,210,156 25	462,238 54	357,040 42	.....	105,198 12
June 30, 1875	3,401	77,431,251 58	77,361,690 75	494,717 27	374,575 18	.....	120,142 09
June 30, 1876	3,697	77,035,972 78	77,106,338 85	647,021 52	456,250 68	.....	190,770 84
June 30, 1877	3,686	72,820,509 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	100,352,818 83	100,165,982 78	917,091 58	659,516 50	.....	257,575 08
June 30, 1881	5,163	105,075,769 35	104,924,853 61	967,772 93	715,458 29	.....	252,314 64
Total.....	.....	914,700,861 91	912,694,895 85	.....	.....	.....	.....

B.—*Statement of duplicate money orders issued by the department during the fiscal year ended June 30, 1881.*

		Remarks.
I. In lieu of money orders lost in transit.....	14,818	Being 1,814 less than during the preceding year.
II. In lieu of money orders, payment of which had been prohibited in pursuance of section 3929 of the Revised Statutes of the United States.	1,641	Being 197 less than during the preceding year.
III. In lieu of money orders lost by the payees, remitters, or indorsees.	1,089	Being 146 less than during the preceding year.
IV. In lieu of money orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.	457	Being 64 less than during the preceding year.
V. In lieu of money orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States.	57	Being 7 less than during the preceding year.
VI. In lieu of money orders invalidated by reason of not being presented for payment within one year after the date of their issue.	329	Being 88 less than during the preceding year.
Total .....	18,391	

C.—Statement of money-order funds lost in transmission through the mails, or otherwise, during the fiscal year ended June 30, 1881.

Summary.	Number of cases.		Amount.	Total amount.
Whole number of cases of lost remittances reported.....		77.00		\$10,753 00
a) Cases which occurred prior to June 30, 1880.....	22.00		\$3,969 00	
b) Cases which occurred subsequent to June 30, 1880.....	55.00		6,784 00	
I. Allowed during the year.....		3.06		167 00
a) Cases which occurred prior to June 30, 1880.....	1.06		42.00	
b) Cases which occurred subsequent to June 30, 1880.....	2.00		125.00	
II. Recovered during the year.....		18.94		2,334 00
a) Cases which occurred prior to June 30, 1880.....	5.94		901 00	
b) Cases which occurred subsequent to June 30, 1880.....	13.00		1,433 00	
III. Charged to remitting postmaster.....		9.00		1,317 00
a) Cases which occurred prior to June 30, 1880.....	7.00		1,506 00	
b) Cases which occurred subsequent to June 30, 1880.....	2.00		251 00	
IV. No loss incurred.....		3.00		486 00
a) Cases which occurred prior to June 30, 1880.....	3.00		486 00	
V. Unsettled.....		43.00		5,949 00
a) Cases which occurred prior to June 30, 1880.....	5.00		974 00	
b) Cases which occurred subsequent to June 30, 1880.....	38.00		4,975 00	
Total.....		77.00		10,753 00

## I.—ALLOWED DURING THE YEAR.

a) Cases which occurred prior to June 30, 1880.

Office of mailing.	State.	Date of mailing.	Date of allowance.	Amount.	Total amount.	Remarks.
Dayton*.....	Ala.....	June 12, 1880	Oct. 13, 1880	\$5 00		Part of a remittance of \$307. (See II a.)
El Paso.....	Tex.....	Sept. 24, 1879	Apr. 4, 1881	37 00		
1.06 cases.....					\$42 00	

b) Cases which occurred subsequent to June 30, 1880.

Union.....	Oreg..	Aug. 19, 1880	Mar. 3, 1881	\$120 00		
Fountain City..	Wis..	Nov. 19, 1880	Apr. 1, 1881	5 00		
2 cases.....					\$125 00	
Total allowed, 3.06 cases.....					167 00	

## II.—RECOVERED DURING THE YEAR.

a) Cases which occurred prior to June 30, 1880.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.	Remarks.
Aurora.....	Tex..	Mar. 1, 1879	Postmaster at Fort Worth, Tex.	\$43 00		Part of a remittance of \$307. (See I a.)
Do.....	Tex..	Mar. 4, 1879	do	17 00		
Mount Pleasant.	Tex..	June 2, 1880	Postmaster at Pitts- burgh, Tex.	50 00		
Eatonton*.....	Ga....	June 22, 1880	Route agent.....	195 00		
Carbonateville*.	Colo..	June 20, 1880	Postmaster at Ta- bor, Colo.	26 00		
El Paso.....	Tex..	Sept. 24, 1879	Thief.....	370 00		
5.94 cases.....					\$901 00	

MONEY-ORDER FUNDS LOST AND AND RECOVERED. 415

II.—RECOVERED DURING THE YEAR—Continued.

b) Cases which occurred subsequent to June 30, 1880.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.	Remarks.
Dea Arc .....	Ark...	Aug. 3, 1880	Memphis and Little Rock R. R. Co.	\$74 00	.....	
Do .....	Ark	Aug. 4, 1880	do	62 00	.....	
Manatee .....	Mich.	Oct. 12, 1880	Friends of thief	250 00	.....	
Weston .....	Oreg	Oct. 1, 1880	Thief	100 00	.....	
Pendleton .....	Oreg	Oct. 13, 1880	do	100 00	.....	
Austin .....	Mo	Oct. 24, 1880	Postmaster at Harrisonville, Mo.	80 00	.....	
Somerville .....	Tenn.	Sept. 16, 1880	Cashier at Memphis, Tenn., post-office.	40 00	.....	
Water Valley ..	Miss	Nov. 12, 1880	Superintendent registry division, Saint Louis, Mo., post-office.	120 00	.....	
Marion .....	Ky...	Dec. 7, 1880	Postmaster at Princeton, Ky.	122 00	.....	
Alexandria .....	La	Feb. 2, 1881	Thief.	246 00	.....	
Athens .....	Tex.	Jan. 25, 1881	Postmaster at Palestine, Tex.	198 00	.....	
Lawrenceburgh ..	Ky...	Mar. 9, 1881	Remitting postmaster.	1 00	.....	
Mountain Home ..	Ark...	Feb. 18, 1881	Mail contractor	40 00	.....	
13 cases .....					\$1,433 00	
Total recovered, 18.94 cases					2,394 00	

III.—CHARGED TO REMITTING POSTMASTER.

a) Cases which occurred prior to June 30, 1880.

Office of mailing.	State.	Date of mailing.	Case closed.	Amount.	Total amount.	Remarks.
San Augustine..	Tex...	Mar. 10, 1879	Mar. 22, 1881	\$661 00	.....	
Do .....	Tex	Mar. 12, 1879	Mar. 22, 1881	585 00	.....	
Ashland .....	Oreg	June 20, 1879	Sept. 5, 1880	20 00	.....	
Sparta .....	Ga...	Feb. 18, 1880	July 7, 1880	50 00	.....	
Weston .....	Oreg	May 15, 1880	Mar. 21, 1881	40 00	.....	
Refugio .....	Tex...	Apr. 27, 1880	July 19, 1880	10 00	.....	
Pendleton*.....	Oreg..	June 11, 1880	Mar. 21, 1881	200 00	.....	
7 cases .....					\$1,566 00	

b) Cases which occurred subsequent to June 30, 1880.

Weston .....	Oreg	Sept. 22, 1880	Mar. 21, 1881	\$200 00	.....	
Clayton .....	Ala...	Jan. 19, 1881	Mar. 19, 1881	51 00	.....	
2 cases .....					\$251 00	
Total, 9 cases					1,817 00	

IV.—NO LOSS INCURRED.

a) Cases which occurred prior to June 30, 1880.

Office of mailing.	State.	Date of mailing.	Case closed.	Amount.	Total amount.	Remarks.
Bethalto .....	Ill....	Apr. 9, 1879	June 9, 1881	\$65 00	.....	
Dayton .....	Wash	Dec. 1, 1879		285 00	.....	
Bannack City ..	Mont.	Mar. 21, 1880	Sept. 30, 1880	136 00	.....	
3 cases .....					\$486 00	

## V.—UNSETTLED.

## a) Cases which occurred prior to June 30, 1880.

Office of mailing.	State.	Date of mailing.	Amount.	Total amount.	Remarks.
Milton .....	N. C. ....	May 29, 1877	\$302 00	.....	
Prescott .....	Ariz. ....	July 10, 1879	23 00	.....	
El Paso .....	Tex. ....	Nov. 29, 1879	352 00	.....	
Florence * .....	S. C. ....	Mar. 23, 1880	91 00	.....	
Brownsdale .....	Minn. ....	Jan. 31, 1880	206 00	.....	
5 cases .....				\$974 00	

## b) Cases which occurred subsequent to June 30, 1880.

Washington .....	N. C. ....	Sept. 11, 1880	\$136 00	.....	
Weaverville .....	Cal. ....	Sept. 1, 1880	452 00	.....	
McComb .....	Miss. ....	Oct. 25, 1880	50 00	.....	
Saugerties .....	N. Y. ....	Nov. 10, 1880	6 00	.....	
Americus .....	Kans. ....	Nov. 17, 1880	20 00	.....	
Waynesborough .....	Pa. ....	Nov. 6, 1880	100 00	.....	
Waterville .....	Miss. ....	Nov. 12, 1880	120 00	.....	
Canton .....	Miss. ....	Nov. 29, 1880	20 00	.....	
Ozark .....	Ala. ....	Dec. 14, 1880	682 00	.....	
Calicoon Depot .....	N. Y. ....	Jan. 11, 1881	75 00	.....	
Carbondale .....	Kans. ....	Dec. 24, 1880	10 00	.....	
Do .....	Kans. ....	Jan. 6, 1881	10 00	.....	
Troup .....	Tex. ....	Jan. 11, 1881	540 00	.....	
Springwater .....	N. Y. ....	Jan. 22, 1881	17 00	.....	
Condorsport .....	Pa. ....	Jan. 22, 1881	35 00	.....	
Cross Plains .....	Ala. ....	Dec. 29, 1880	79 00	.....	
Mill Post .....	N. Y. ....	Jan. 22, 1881	47 00	.....	
Rutherfordton .....	N. C. ....	Dec. 22, 1880	15 00	.....	
Hokah .....	Minn. ....	July 31, 1880	89 00	.....	
Forest .....	Ohio .....	Dec. 28, 1880	100 00	.....	
Lanesborough .....	Minn. ....	July 31, 1880	25 00	.....	
Laredo .....	Tex. ....	Dec. 31, 1880	9 00	.....	
Clear Water .....	Minn. ....	Mar. 5, 1881	125 00	.....	
Kosciusko .....	Miss. ....	Mar. 10, 1881	280 00	.....	
Delphi .....	Ind. ....	Mar. 15, 1881	100 00	.....	
Alexandria .....	La. ....	Feb. 2, 1881	246 00	.....	
Trempealeau .....	Wis. ....	Mar. 12, 1881	60 00	.....	
Fort Sully .....	Dak. ....	Jan. 19, 1881	341 00	.....	
Athens .....	Ga. ....	Apr. 30, 1881	30 00	.....	
Uvalde .....	Tex. ....	Apr. 29, 1881	315 00	.....	
Rice .....	Colo. ....	Apr. 28, 1881	121 00	.....	
Manatee .....	Fla. ....	Apr. 30, 1881	116 00	.....	
Cross Plains .....	Ala. ....	May 10, 1881	87 00	.....	
Montague .....	Tex. ....	June 3, 1881	373 00	.....	
Jefferson .....	Ga. ....	Apr. 29, 1881	20 00	.....	
Do .....	Ga. ....	Apr. 30, 1881	20 00	.....	
Humboldt .....	Tenn. ....	June 16, 1881	100 00	.....	
Dansville .....	Mich. ....	Feb. 16, 1881	6 00	.....	
38 cases .....				\$4,975 80	
Total "unsettled," 43 cases .....				5,949 00	

\* These five cases, involving an amount of \$517, and which occurred prior to June 30, 1880, were not brought to the attention of the department until after the close of the fiscal year ended that day.

D.—Statement of money-orders improperly paid, on a forged signature or otherwise, during the fiscal year ended June 30, 1881.

Summary.	Number of cases.	Amount.	Total amount.
Whole number of orders improperly paid.....	99		\$2,153 49
a) Orders issued prior to June 30, 1880.....	63	\$1,386 42	
b) Orders issued after June 30, 1880, and prior to July 1, 1881.....	36	767 07	
<b>I. Recovered.....</b>	<b>33</b>		<b>477 75</b>
a) Orders issued prior to June 30, 1880.....	16	216 18	
b) Orders issued after June 30, 1880, and prior to July 1, 1881.....	17	261 57	
<b>II. Charged to the payee.....</b>	<b>4</b>		<b>124 00</b>
a) Orders issued prior to June 30, 1880.....	3	99 00	
b) Orders issued after June 30, 1880, and prior to July 1, 1881.....	1	25 00	
<b>III. Paid to the proper payee.....</b>	<b>11</b>		<b>236 52</b>
a) Orders issued prior to June 30, 1880.....	11	236 52	
<b>IV. Charged to paying postmaster.....</b>	<b>7</b>		<b>84 75</b>
a) Orders issued prior to June 30, 1880.....	5	56 55	
b) Orders issued after June 30, 1880, and prior to July 1, 1881.....	2	27 60	
<b>V. Charged to department.....</b>	<b>9</b>		<b>268 88</b>
a) Orders issued prior to June 30, 1880.....	5	123 00	
b) Orders issued after June 30, 1880, and prior to July 1, 1881.....	4	145 88	
<b>VI. Unsettled.....</b>	<b>35</b>		<b>962 19</b>
a) Orders issued prior to June 30, 1880.....	23	655 17	
b) Orders issued after June 30, 1880, and prior to July 1, 1881.....	12	307 02	
<b>Total.....</b>	<b>99</b>		<b>2,153 49</b>

I. RECOVERED.

a) Orders issued prior to June 30, 1880.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
15825	Pleasant Hill	Mo.	May 16, 1879	Cincinnati	Ohio	July 28, 1879	\$7 00
931	Farmersville	Tex.	Dec. 5, 1879	Waco	Tex.	Mar. 13, 1880	50 00
932	do.	do.	do	do.	do.	do	12 00
43292	Pittsburgh	Pa.	May 3, 1880	Washington	D. C.	May 5, 1880	17 00
30693	Paducah	Ky.	Mar. 2, 1880	Cincinnati	Ohio	Mar. 4, 1880	34 00
304	Park City	Utah	Oct. 1, 1879	San Francisco	Cal.	Nov. 3, 1879	35 00
1972	Mount Carroll	Ill.	Mar. 13, 1880	Chicago	Ill.	Mar. 20, 1880	3 00
93362	New York	N. Y.	Sept. 30, 1876	New York*	N. Y.	Jan. 29, 1877	5 12
93364	do.	do.	do	do*	do.	do	5 13
93365	do.	do.	do	do.	do.	do	11 03
41666	Indianapolis	Ind.	Jan. 20, 1880	Chicago*	Ill.	Jan. 27, 1880	2 00
48810	Milton	Fla.	Apr. 22, 1878	Portland*	Me.	Aug. 3, 1878	5 50
3202							
9770	Texarkana	Ark.	Apr. 26, 1880	Marshall*	Tex.	May 3, 1880	7 50
32866	Waco	Tex.	Mar. 30, 1880	San Francisco*	Cal.	Apr. 8, 1880	7 00
36501	Springfield	Mo.	Mar. 9, 1880	Little Rock*	Ark.	Mar. 23, 1880	5 00
27987	Vinton	Iowa	June 3, 1880	Chicago*	Ill.	July 6, 1880	9 90
	16 cases						216 18

27 P M

## REPORT OF THE POSTMASTER-GENERAL.

## I. RECOVERED—Continued.

b) Orders issued subsequent to June 30, 1880.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
51251	Elmira .....	N. Y.	Aug. 2, 1880	Bradford .....	Pa.	Aug. 6, 1880	\$3 00
20575	Washington .....	D. C.	July 6, 1880	Goldsborough .....	N. C.	July 8, 1880	3 60
15661	Bennington .....	Vt.	Aug. 17, 1880	Denver .....	Colo.	Nov. 29, 1880	40 00
22509	Sparta .....	Ill.	Aug. 11, 1880	Saint Louis .....	Mo.	Aug. 25, 1880	6 00
17561	Burlington .....	Kans.	Sept. 18, 1880	Bloomington .....	Ill.	Sept. 21, 1880	39 00
782	White Rock .....	do	Sept. 3, 1880	Joliet .....	do	Sept. 17, 1880	15 00
10629	Fincastle .....	Va.	Aug. 16, 1880	New York .....	N. Y.	Sept. 7, 1880	1 10
Dup. 92142	} Anstin .....	Tex.	Sept. 27, 1880	Richmond .....	Va.	Nov. 20, 1880	50 00
72235							
25497	Shelbyville .....	Ill.	Sept. 28, 1880	Madison .....	Ind.	Sept. 29, 1880	10 00
13317	Station A. South End, Boston.	Mass.	Nov. 11, 1880	Petersburgh .....	Va.		12 00
2026	Waverly .....	Ill.	July 17, 1880	Hamilton .....	Ohio	July 23, 1880	7 00
89487	Saint Louis .....	Mo.	Jan. 31, 1881	New York .....	N. Y.	Feb. 8, 1881	20 00
B. 11890	} Belfast .....	Ireland	Nov. 1, 1880	do .....	do	Nov. 13, 1880	4 87
6256							
1943	Clay City .....	Ill.	Jan. 4, 1881	Philadelphia .....	Pa.	Jan. 6, 1881	2 00
58516	Leadville .....	Colo.	Feb. 26, 1881	Denver .....	Colo.	Mar. 1, 1881	15 00
7832	Jewell .....	Kans.	Dec. 7, 1880	do .....	do	Dec. 15, 1880	25 00
36876	Manistec .....	Mich.	Dec. 15, 1880	Chicago .....	Ill.	Dec. 31, 1880	8 00
	17 cases .....						261 57
	Total recovered, 33 cases.						477 75

## II.—CHARGED TO THE PAYEE OF ORDER.

a) Orders issued prior to June 30, 1880.

1681	Pierson .....	Mich.	July 17, 1879	Battle Mountain.	Nev.	July 22, 1879	\$50 00
15857	Waynesburgh .....	Pa.	Mar. 10, 1880	Parker's Landing.	Pa.	Mar. 12, 1880	26 10
25277	Philadelphia .....	Pa.	Aug. 13, 1878	New York .....	N. Y.	Aug. 16, 1878	22 90
	3 cases .....						99 00

b) Orders issued subsequent to June 30, 1880.

24806	Shelbyville .....	Ill.	July 9, 1880	Madison .....	Ind.	July 16, 1880	\$25 00
	1 case .....						25 00
	Total, 4 cases.						124 00

## III.—PAID TO THE PROPER PAYEE.

a) Orders issued prior to June 30, 1880.

47115	Syracuse .....	N. Y.	Sept. 23, 1876	Albany .....	N. Y.	Sept. 23, 1876	\$9 87
432	Wataga .....	Ill.	May 19, 1879	Little Sioux .....	Iowa	June 11, 1879	50 00
30065	Atlanta .....	Ga.	May 5, 1877	Chicago .....	Ill.	May 24, 1877	10 00
29722	Boise City .....	Idaho	Sept. 16, 1879	Omaha .....	Nebr.	Oct. 1, 1879	40 00
61481	Grand Rapids .....	Mich.	Dec. 12, 1878	Chicago .....	Ill.	Dec. 29, 1878	20 00
61841	do .....	Mich.	Jan. 4, 1879	do .....	Ill.	Jan. 7, 1879	25 00
62156	do .....	Mich.	Jan. 16, 1879	do .....	Ill.	Jan. 18, 1879	10 00
62480	do .....	Mich.	Jan. 28, 1879	do .....	Ill.	Jan. 29, 1879	9 90
63014	do .....	Mich.	Feb. 20, 1879	do .....	Ill.	Feb. 21, 1879	8 50
G. 87710	New York .....	N. Y.	Feb. 19, 1880	Saint Joseph .....	Mo.	Mar. 6, 1880	3 55
G. 87711	do .....	N. Y.	Feb. 19, 1880	do .....	Mo.	Mar. 6, 1880	49 70
	11 cases .....						236 52



IV.—CHARGED TO PAYING POSTMASTER.

a) Orders issued prior to June 30, 1880.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
560	Jeanerette	La	Mar. 11, 1879	New Orleans	La	Mar. 13, 1879	\$15 00
3727	Milan	Ill.	Sept. 2, 1879	Sedan	Kans.	Sept. 6, 1879	8 85
7294	Brandon	Wis.	Apr. 12, 1880	Burr Oak	Kans.	May 4, 1880	12 70
3839	Cedar Vale	Kans.	Jan. 20, 1880	Sedan	Kans.	Jan. 24, 1880	10 00
6365	Middleville	Mich.	Nov. 19, 1875	Big Rapids*	Mich.	Nov. 22, 1875	10 00
	5 cases						56 55

b) Orders issued subsequent to June 30, 1880.

2175	Fresno City	Cal.	July 30, 1880	The Dalles	Oreg.	Aug. 7, 1880	\$29 00
27611	Henderson	Ky.	Aug. 19, 1880	Hopkinsville	Ky.	Sept. 11, 1880	7 60
	2 cases						27 60
	Total, 7 cases						84 15

V.—CHARGED TO DEPARTMENT.

a) Orders issued prior to June 30, 1880.

46911	Chicago	Ill.	Sept. 12, 1876	Syracuse	N. Y.	Sept. 23, 1876	\$10 00
93361	New York	N. Y.	Sept. 30, 1876	New York*	N. Y.	Jan. 29, 1877	50 00
93363	do	N. Y.	do	do*	N. Y.	do	50 00
41353	Joliet	Ill.	May 6, 1880	Syracuse*	N. Y.	May 14, 1880	5 00
45101	La Crosse	Wis.	June 5, 1880	Saint Louis*	Mo.	June 11, 1880	8 00
	5 cases						123 00

b) Orders issued subsequent to June 30, 1880.

22007	Washington	D. C.	July 30, 1880	Tucson	Ariz.	Aug. 10, 1880	\$50 00
66821	Jackson	Mich.	Sept. 7, 1880	Detroit	Mich.	Sept. 10, 1880	30 00
G. 15265	New York	N. Y.	Dec. 7, 1880	Galena	Ill.	Dec. 18, 1880	50 00
G. 15366	do	N. Y.	do	do	Ill.	do	15 88
	4 cases						145 88
	Total, 9 cases						268 88

VI.—UNSETTLED.

a) Orders issued prior to June 30, 1880.

43954	Council Bluffs	Iowa	Dec. 31, 1878	Sterling	Ill.	Jan. 2, 1879	\$15 00
4450c	Dundalk	Ont.	Apr. 11, 1877	Louisville	Ky.	Apr. 18, 1877	42 35
4451c	do	Ont.	do	do	Ky.	do	42 35
4452c	do	Ont.	do	do	Ky.	do	30 50
83183	Kansas City	Mo.	Aug. 16, 1879	Chicago	Ill.	Aug. 18, 1879	25 00
Dup. 19903	Fremont	Nebr.	Oct. 21, 1876	Ashland	Nebr.	Sept. —	23 00
10628				New Orleans*	La	Dec. 23, 1879	10 00
52108	Louisville	Ky.	Dec. 1, 1879	New Orleans*	La	Dec. 23, 1879	50 00
15349	Washington	D. C.	Aug. 8, 1878	Clinton	Pa	Aug. 30, 1878	50 00
15350	do	D. C.	do	do	La	do	50 00
15351	do	D. C.	do	do	La	do	50 00
15352	do	D. C.	do	do	La	do	50 00
15353	do	D. C.	do	do	La	do	8 35
1944	Hallettsville	Tex.	Aug. 14, 1879	Lampasas	Tex.	Sept. 3, 1879	8 00
60681	Washington	D. C.	Aug. 28, 1878	Erie	Pa	Aug. 30, 1878	50 00
60682	do	D. C.	do	do	Pa	do	14 00
80755	Kansas City	Mo.	June 13, 1879	Sterling	Kans.	June 14, 1879	25 00
22602	Tarborough	N. C.	Jan. 4, 1880	New Bern*	N. C.	Jan. 10, 1880	5 00
10898	Auburn	Ala.	July 24, 1879	Atlanta*	Ga.	do	11 00
G. 68533	New York	N. Y.	Apr. 15, 1879	La Crosse*	Wis.	June 9, 1879	25 62
25#	Hartland	Vt.	Oct. 19, 1874	Chicago	Ill.	Oct. 22, 1874	50 00
15002	Clay Centre	Kans.	Feb. 14, 1880	Leadville*	Colo.	Feb. 5, 1881	50 00
15003	do	Kans.	do	do*	Colo.	do	5 00
39747	Chicago	Ill.	Nov. 14, 1878	Calais*	Me.	Nov. 25, 1878	20 00
	23 cases						653 17

## REPORT OF THE POSTMASTER-GENERAL.

## VI.—UNSETTLED—Continued.

b) *Orders issued subsequent to June 30, 1880.*

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
47439	Lexington .....	Ky....	Aug. 6, 1880	Atlanta .....	Ga....	Aug. 18, 1880	\$25 00
29530	Saline .....	Kans..	Oct. 11, 1880	Kansas City....	Mo....	Oct. 20, 1880	20 00
15865	New York .....	N. Y..	Aug. 30, 1880	Salt Lake City..	Utah..	Jan. 26, 1881	48 26
15866	do .....	N. Y..	do .....	do .....	Utah..	do .....	48 26
19759	Deadwood .....	Dak....	Dec. 20, 1880	Chicago .....	Ill....	Dec. 30, 1880	20 00
20885	New York .....	N. Y..	Jan. 31, 1881	Station E, New York.	N. Y..	Feb. 24, 1881	40 00
15513	Toledo .....	Ohio ..	Apr. 20, 1881	New York .....	N. Y..	Apr. 23, 1881	15 00
6777	Catlettsburgh ..	Ky....	May 9, 1881	New Orleans .....	La....	May 12, 1881	12 00
37976	Easton .....	Pa....	Mar. 17, 1881	Chicago .....	Ill....	Mar. 22, 1881	16 00
1381	Refugio .....	Tex....	Nov. 15, 1880	San Antonio....	Tex....	Nov. 22, 1881	7 50
27333	Laramie City .....	Wyo....	Mar. 23, 1881	Denver .....	Colo..	Mar. 29, 1881	50 00
12974	Normal .....	Ill....	June 6, 1881	York .....	Pa....	June 10, 1881	5 00
	12 cases .....						307 02
	Total unsettled, 35 cases .....						962 19

\* These 22 cases, amounting to \$360.70, alleged to have occurred prior to June 30, 1880, were brought to the attention of the department after that date.

---

**NECESSITY FOR A NEW BUILDING**  
**FOR THE**  
**MONEY-ORDER OFFICE.**

---

**REPORT OF COMMITTEE APPOINTED APRIL 16, 1881, BY ORDER OF THE  
POSTMASTER-GENERAL.**

---



REPORT  
OF  
COMMITTEE UPON NECESSITY FOR A NEW BUILDING  
FOR THE MONEY-ORDER OFFICE.

---

POST-OFFICE DEPARTMENT,  
*Washington, D. C., November 4, 1881.*

SIR: The undersigned, a majority of the committee of five appointed by your order No. 135, dated April 16, 1881, "To examine generally into the matter of renting a suitable building, or buildings, in this city, for the use of the money-order office of this department, and of the money-order division of the Auditor for the Post-Office Department, as contemplated by the first proviso of the act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1882," have the honor to submit the following facts as the result of their investigations.

Soon after the issue of your order, above referred to, Inspector Harrison was appointed a subcommittee to examine such buildings as might be offered for the accommodation of the money-order service.

In the mean time, inasmuch as said act, which appropriated \$5,000 for the rent of the building and \$10,000 for furnishing the same, failed to make an appropriation for paying the salaries of watchmen and laborers, and for meeting the cost of fuel and gas, and miscellaneous expenses necessary in the use of said building, as recommended by the Postmaster-General in his letter to Hon. Henry G. Davis, chairman of the Committee on Appropriations of the United States Senate, dated February 28, 1881, the chairman of your committee addressed letters, May 11, 1881, as follows:

First. To Hon. J. M. McGrew, Auditor of the Treasury for the Post-Office Department, asking to be informed in writing how many laborers his office would be able to furnish to take care of the rooms "in a new building which the Postmaster-General may deem it expedient to rent under the authority given by the act referred to."

Second. To Hon. James N. Tyner, First Assistant Postmaster-General, inquiring whether, during the next fiscal year, any portion of the appropriation for temporary clerks in this department can be used for the employment of watchmen and laborers in the building which it is proposed to rent for the use of the money-order office.

Third. To J. O. P. Burnside, esq., disbursing clerk and superintendent of the Post-Office Department building, making inquiry as to whether funds appropriated by Congress, under the head of contingent expenses of the Post-Office Department, can be diverted for the payment of fuel, gas, and miscellaneous items in an outside building to be occupied by the money-order branch of this department, for which Congress at the last session appropriated \$5,000 for rent and \$10,000 for furniture.

The replies to these letters indicate that only the necessary laborers in the office of the Auditor, and possibly one or two watchmen from the office of the First Assistant Postmaster-General, can be provided for under present appropriations, and that it would be impossible to obtain any part of the appropriation for fuel, gas, and miscellaneous items for use in an outside building.

These replies make it impossible to render available the appropriation for rent and furniture until after such time as Congress should have provided by law for the necessary watchmen, laborers, fuel, gas, and miscellaneous expenses necessary to the transaction of the business of the offices provided for in the above act.

On the 31st ultimo, Inspector Harrison submitted a report, the substance of which is as follows:

That of the eighteen buildings offered for rent none is entirely suitable for the purposes required. All, or nearly all, are too small unless enlarged by the appropriation of space from adjoining premises, whose floors are not on the same level, and the approaches to which cannot be made convenient.

He closes his report with the following words:

Believing that the interests of the money-order system demand better facilities for the transaction of its business than those presented in any of the structures which have been tendered thus far to your committee, and that ample provision should be made for the prospective increase, I have deemed it advisable to make this preliminary report in order that your committee may give such additional instructions, if any be thought necessary, or take such further action as the requirements of the matter in question may appear to demand. A floor space of not less than 4,500 square feet should be provided for the money-order office, of which 1,500 may be basement and storage room. In addition to this, the money-order division of the Sixth Auditor's Office will require about 12,000 square feet, of which, in my estimation, about 1,500 feet may be basement and storage room. There will also be needed about 1,000 square feet of basement for the accommodation of heating apparatus, storage of coal, &c., making a grand total of 17,500 square feet. It is my opinion that this amount of space will meet the requirements of the service for about five or six years to come.

Your committee is therefore of the opinion that no building is at present available, for the purpose in question, which combines *all the requirements* of proximity to the Post-Office Department, abundance of floor space for employes, wall space for files, storage room, ease and rapidity of receiving and dispatching mails and supplies, light, ventilation, and other conveniences which would render it desirable, taking in view the prospectively increasing demands of the money-order service for the next five years.

In view of these facts, your committee beg to suggest the expediency of recommending to Congress that an appropriation be made to erect, at some suitable location in the immediate vicinity of the Post-Office Department, under the direction of the Supervising Architect of the Treasury Department, a plain and substantial brick edifice for the accommodation of the money-order office, and of the money-order division of the Auditor for the Post-Office Department, such building to have a dry and easily accessible ground floor, suited to the business of receiving and dispatching with economy and rapidity the supplies and the mails appertaining to those bureaus, and with rooms containing ample floor and wall space for the transaction of their business.

It is the opinion of your committee that a suitable building of the description above mentioned could be erected at a cost not exceeding \$150,000.

Your committee beg further to call your attention to the fact that the net revenue arising from the transactions of the money-order system during the two fiscal years ended, respectively, June 30, 1880, and June 30, 1881, which has been duly deposited in the Treasury for the service

of the Post-Office Department, amounted in the aggregate to \$225,981.13, a sum considerably in excess of the above estimate of the cost of a building which would not only meet the present wants of the money-order system, but would accommodate its rapidly increasing business for at least ten years.

Respectfully submitted.

C. F. MACDONALD.  
JAMES P. LOW.  
M. LA RUE HARRISON.

Hon. T. L. JAMES,  
*Postmaster-General.*





---

---

**ADDITIONAL MONEY-ORDER CONVENTION**

**TO THE CONVENTION OF THE**

**31st of March and the 20th of April, 1877,**

**BETWEEN THE**

**POST-OFFICE DEPARTMENT OF THE UNITED STATES OF  
AMERICA AND THE POST-OFFICE DEPARTMENT  
OF THE KINGDOM OF ITALY.**



## ADDITIONAL MONEY-ORDER CONVENTION.

*Additional Convention to the Convention of the 31st of March and the 20th of April, 1877, between the Post Office Department of the United States of America and the Post Office Department of the Kingdom of Italy.*

*Additional Convention to the Convention of the 31st of March and the 20th of April, 1877, between the Post Office Department of the United States of America, and the Post Office Department of the Kingdom of Italy.*

*Convenzione Addizionale alla Convenzione del 31 Marzo e 20 Aprile 1877 fra il Dipartimento delle Poste degli Stati Uniti d' America e il Dipartimento delle Poste del Regno d' Italia.*

The Post Office Department of the United States of America and the Post Office Department of the Kingdom of Italy, being desirous of modifying the system of exchange of money orders, established by the Convention concluded between them on the 31st of March and the 20th of April, 1877, the undersigned, duly authorized for that purpose, have agreed upon the following additional Convention, modifying certain Articles of the Convention above mentioned.

Il Dipartimento delle Poste degli Stati Uniti d' America e il Dipartimento delle Poste del Regno d' Italia desiderando di modificare il sistema del cambio dei Vaglia quale è stabilito dalla Convenzione conclusa fra essi il 31 Marzo e il 20 Aprile 1877, i sottoscritti debitamente a ciò autorizzati, si sono messi d' accordo sopra la seguente Convenzione Addizionale, modificante taluni Articoli della Convenzione sopra menzionata.

### ARTICLE 1.

For Article III of the Convention of March 31st and April 20th, 1877, the following Article shall be substituted, viz:

“Each Administration shall keep the commission charged on money-orders, issued by its offices, but shall pay to the other Administration three-fourths of one per cent. on the total amount of such orders, and shall also refund to the Administration of origin three-fourths of one per cent. on the amounts of all void orders, and of orders, the repayment of which shall have been authorized.”

### ARTICOLO 1.

All' Articolo III della Convenzione del 31 Marzo e 20 Aprile 1877 sarà sostituito l' Articola seguente, cioè:

“Ciascuna Amministrazione terrà per sè la tassa riscossa sui vaglia rilasciati dai propri Ufizi, ma pagherà all' altra Amministrazione tre quarti dell' uno per cento sul totale importo di simili vaglia, e rimborserà parimenti all' Amministrazione di origine tre quarti dell' uno per cento sull' importo di tutt' i vaglia perenti e dei vaglia il rimborso dei quali sia stato autorizzato.”

For Article IX of the Convention in question, the following Article should be substituted, viz :

“1. At the close of each Quarter an account, in duplicate, shall be prepared and transmitted by the Post Office Department of the Kingdom of Italy to the Post Office Department of the United States of America. For this quarterly account a form shall be used in exact conformity with the pattern hereto annexed.

“2. In this account there shall be deducted, from the totals of orders originating in the United States, the totals of such orders, the repayment of which shall have been authorized by the Post Department of Italy, in accordance with Article XII of the Convention of March 31st and April 20th, 1877, and also the totals of such orders of United States origin which shall have become void. To the amount remaining there shall be added three-fourths of one per cent. of that amount, being the commission due the Kingdom of Italy under Article 1 of the present Additional Convention. The total of these two sums forms a credit for the Kingdom of Italy. From the amount of orders originating in the Kingdom of Italy similar deductions shall be made, and a like addition to the remainder of three-fourths of one per cent. thereof, to form the United States credit.

“3. Payment shall be made in the money of the country in favor of which the account shows a balance, and, for the purpose of ascertaining such balance, the smaller credit shall be converted into the same money as the larger credit. If the account shows a balance in favor of the Post Department of the Kingdom of Italy, the conversion shall be effected at the average rate of exchange quoted at New York during the quarter, to which the account appertains; but if it shows a balance in favor of the United

All' articolo IX della Convenzione di cui trattasi sarà sostituito l' Articolo seguente, cioè :

“1. Alla fine di ogni trimestre il Dipartimento delle Poste del Regno d' Italia preparerà e spedisce al Dipartimento delle Poste degli Stati Uniti d' America un conto in doppio esemplare. Per questo conto trimestrale sarà fatto uso di un modulo esattamente conforme al modello qui unito.

2. In tale conto saranno dedotti, dai totali dei Vaglia originari dagli Stati Uniti, i totali di simili vaglia il rimborso dei quali sarà stato autorizzato dal Dipartimento delle Poste d' Italia in ordine all' Articolo XII della Convenzione del 31 Marzo e 20 Aprile 1877, e così pure i totali di simili vaglia originari dagli Stati Uniti che saranno stati dichiarati perente. All' importo residuo saranno aggiunti i tre quarti dell' uno per cento sul totale medesimo, a titolo di commissione dovuta al Regno d' Italia, quista l' Articolo 1 della presente Convenzione Addizionale. Il totale di queste due somme costituisce il credito del Regno d' Italia. Dall' importo dei vaglia originari dal Regno d' Italia sarà fatta una identica deduzione, e aggiungendo al residuo i tre quarti dell' uno per cento si ottiene il credito degli Stati Uniti.

3. Il pagamento sarà fatto nella moneta del Paese in favore del quale il conto presenta un credito e alla scopo di stabilire siffatto credito, il credito minore sarà convertito nella moneta del credito maggiore. Se il conto presenta un credito a favore del Dipartimento delle Poste del Regno d' Italia la conversione sarà fatta al tasso medio del cambio quotato a Nuova York durante il trimestre al quale il conto si riferisce; se invece esso presenta un credito in favore degli Stati Uniti la conversione sarà

States, the conversion shall be effected at the average rate of exchange quoted at Rome, during the same period. The debtor Administration shall transmit, within five days after the expiration of the Quarter, a certified statement, showing the rate of exchange for each business day of such Quarter.

"4. Should the quarterly account show a balance in favor of the Post Department of the Kingdom of Italy, that of the United States shall return a copy thereof, after due examination and verification, at the latest within fourteen days after its receipt, and shall transmit, at the same time, a bill of exchange, drawn on Paris, for the amount of said account, payable to the Director General of Posts at Rome. The Postal Administration of the Kingdom of Italy shall then send an acknowledgment of receipt to the Postal Administration of the United States. If, on the other hand, such account shows a balance in favor of the latter Administration, it will return a copy thereof, and at the latest within fourteen days after the receipt of said copy, the Post Department of the Kingdom of Italy shall transmit to that of the United States a bill of exchange for the amount thereof, drawn on New York, payable to the Postmaster General of the United States. The Postal Administration of the latter country shall then send, in return, an acknowledgment of receipt.

"5. If pending the settlement of an account, one of the two Postal Administrations shall ascertain, that it owes the other a balance exceeding five thousand dollars, or twenty five thousand francs, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

"6. The expenses attending the remittance of bills of exchange shall invariably be borne by the Post Department by which payment is made."

fatta al corso medio del cambio, quotato a Roma, durante il medesimo periodo. L'Amministrazione debitrice trasmetterà entro cinque giorni dopo l'expiratione del trimestre, un prospetto dimostrativo del corso del cambio per ciascun giorno di borsa dello stesso trimestre.

4. Presentando il conto trimestrale un credito a favore del Dipartimento delle Poste del Regno d'Italia, quello degli Stati Uniti ne ritornerà una copia, previo esame e verificaione, al più tardi entro quattordici giorni dopo il suo ricevimento, e trasmetterà nel medesimo tempo una cambiale tratta su Parigi, per l'importo di detto conto, pagabile al Direttore Generale delle Poste a Roma. L'amministrazione postale italiana accuserà di essa ricevuta all'Amministrazione degli Stati Uniti. Se, per altra parte, siffatto conto presenta un credito a favore dell'Amministrazione degli Stati Uniti, questa ne restituisce una copia, e al più tardi entro quattordici giorni dopo il ricevimento di detta copia, il Dipartimento delle Poste del Regno d'Italia trasmetterà a quello degli Stati Uniti una cambiale per l'importo relativo, tratta su New York e pagabile al Postmaster General degli Stati Uniti. L'Amministrazione Postale di quest'ultimo Paese, di rimando ne accuserà ricevuta.

5. Durante l'assestamento di un conto se una delle due Amministrazioni Postali riconoscerà di essere debitrice verso l'altra di una somma eccedente cinque mila dollari, o venticinque mila franchi, l'Amministrazione debitrice rimetterà prontamente l'importo approssimativo della somma di cui l'altra è creditrice.

6. La spesa relativa all'acquisto delle cambiali sarà invariabilmente a carico del Dipartimento delle Poste dal quale il pagamento è dovuto.

## ARTICLE 3.

For Article XIII of the Convention in question the following Article shall be substituted, viz:

"Each Administration is authorized to fix, at any time, the rate of conversion of its own money into that of the country of destination, but shall notify the other of the rate of conversion established under this article, and of any change that may be made therein."

## ARTICLE 4.

The present Additional Convention shall take effect on the first day of October one thousand eight hundred and eighty, and shall continue in force twelve months after the date at which one of the contracting parties shall have notified the other of its intention to terminate it.

Done in duplicate and signed in Washington on the twenty fourth day of August, in the year of our Lord, one thousand eight hundred and eighty, and in Rome on the ninth of August, in the year of our Lord one thousand eight hundred and eighty.

[Seal of the Post Office Department of the United States.]

D. M. KEY,  
Postmaster General of the United States.

## ARTICOLO 3.

All' Articolo XIII della Convenzione di cui sopra sarà sostituito l' Articolo seguente, cioè:

"Ciascuna Amministrazione è autorizzata a stabilire, in qualunque epoca, il tasso di conversione della sua propria moneta in quella del Paese di destinazione, ma dovrà notificare all' altra il tasso di conversione stabilito in forza del presente Articolo e aquì variazione del medesimo."

## ARTICOLO 4.

La presente Convenzione Addizionale avrà effeto dal primo di Ottobre mille otocento ottanta e continuerà ad essere in vigore fino a dodici mesi dopo il giorno in cui una delle parti contraenti avrà notificato all' altra la sua intenzione di porvi termine.

Fatto in duplicato e firmato a Washington addì venti quattro Agosto, dell' anno del Signore mille ottocento ottanta, e a Roma addì Nove Agosto dell' anno del Signore mille ottocento ottanta.

Il Direttore Generale delle Poste del Regno d' Italia.

[Seal of the Post-office Department of the Kingdom of Italy.]

A. CAPECELATRO.

I hereby approve the foregoing convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

R. B. HAYES.

[Seal of the United States.]

By the President:

JOHN HAY,

*Acting Secretary of State.*

WASHINGTON, Aug. 25, 1880.







BALANCE.

To credit of Italian Office.				To credit of United States Office.			
Amount of orders issued in the United States.		Fcs.	Cent.	Amount of orders issued in the Kingdom of Italy.		Dolls.	Cts.
	Fcs. Cent.				Dolls. Cts.		
Deduct amount of international orders, originating in the United States, repayment of which has been authorized.				Deduct amount of international orders, originating in the Kingdom of Italy, repayment of which has been authorized.			
Deduct amount of international orders, originating in the United States, which have become void.				Deduct amount of international orders, originating in the Kingdom of Italy, which have become void.			
Total deduction .....				Total deduction .....			
Amount of commissions due Italy, $\frac{1}{2}$ of one per cent. on the above amount .....				Amount of commission due the United States, $\frac{1}{2}$ of one per cent. on the above amount .....			
Deduct credit of the U. S. office, converted in accordance with the rates of exchange quoted at New York during the quarter .....				Deduct credit of the Italian office, converted in accordance with the rates of exchange quoted at Rome during the quarter .....			
Balance to credit of Italian office .....				Balance to credit of United States office .....			
Paid on account of the office of the United States .....				Paid on account by the Italian office .....			
Balance remaining .....				Balance remaining .....			

The within account exhibits a total balance of ..... which, after deduction of the payments on account, as therein stated, leaves a balance remaining of ..... due the .....

Rome .....

The Director General of Italian Post Office,

.....

The above statement of account is accepted with a balance of ..... due the ..... office.

Washington .....

Auditor of the Treasury for the Post Office Department.



---

STATISTICS OF FOREIGN MAILS.

---



# STATISTICS OF FOREIGN MAILS.

## OCEAN MAILS.

*Statement showing the amounts recognized in payment of ocean-mail transportation performed during the fiscal year ended June 30, 1881.*

### TRANSATLANTIC.

By Cunard line, 54 trips from New York.....	\$35,311 85	
By Cunard line, 49 trips from Boston.....	756 50	
	\$36,068 35	
By Hamburg line, 52 trips from New York.....	25,293 23	
By Liverpool and Great Western line, 43 trips from New York..	38,862 37	
By North German Lloyd line, 52 trips from New York.....	24,979 66	
By North German Lloyd line, 17 trips from Baltimore.....	9 90	
	24,989 56	
By White Star line, 54 trips from New York.....	32,667 19	
By Inman line, 52 trips from New York.....	25,996 34	
By Anchor line, 52 trips from New York.....	2,380 47	
By Canadian line, 52 trips.....	703 23	
By American line, 34 trips from Philadelphia.....	2,712 99	
	\$189,673 73	

### TRANSPACIFIC.

To Japan and Hong-Kong, China, and the East Indies, via Hong-Kong:		
By Pacific Mail line.....	\$1,430 93	
By Occidental and Oriental line.....	1,638 38	
	\$3,069 31	
To Shanghai, China:		
By Pacific Mail line.....	383 05	
By Occidental and Oriental line.....	452 66	
	835 71	
To Australia, New Zealand, Fiji Islands, &c.		
By Pacific Mail line.....	9,778 12	
	\$13,683 14	

### MISCELLANEOUS.

To and from the Isthmus of Panama, Central America, and the South Pacific:		
Outward mails.....	\$8,521 44	
Inward mails.....	6,558 14	
	\$15,079 58	
To Mexico.....	3,432 08	
To Cuba and Porto Rico.....	5,910 11	
To and from other West India Islands:		
Outward mails.....	2,714 89	
Inward mails.....	851 84	
	3,566 73	
To Brazil, Argentine Republic, Paraguay, and Uruguay.....	4,016 88	
To Venezuela and Curaçoa.....	641 56	
To Canada.....	562 90	
To Newfoundland.....	35 40	
	\$33,245 24	
Total.....	\$236,602 11	

JOSEPH H. BLACKFAN,  
*Superintendent of Foreign Mails.*

*Estimate of the amount of mail matter exchanged during the fiscal year ended June 30, 1881, based upon the count of such matter exchanged during seven days in October, 1880, and seven days in April, 1881, as made at United States exchanging post-offices in pursuance of the Postmaster-General's order of September 10, 1879.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.	Percentage of sent.	Percentage of received.
Number of prepaid letters.....	22,062,329	19,716,644	41,778,973	2,345,685		52.81	47.19
Number of unpaid and insufficiently paid letters.....	375,134	1,282,341	1,657,475		907,207	22.63	77.37
Number of free of postage letters.....	131,655	64,442	196,097	67,213		67.14	32.86
Total number of letters.....	22,569,120	21,063,427	43,632,547	1,505,693		51.73	48.27
Total number of single rates.....	23,156,794	21,428,125	44,584,919	1,728,669		51.94	48.06
Number of postal cards.....	1,389,571	694,342	2,083,913	695,229		68.68	33.32
Number of packets of newspapers, other printed matter, and business papers.....	20,120,725	13,182,461	33,303,186	6,938,264		60.42	39.58
Number of packets of samples of merchandise.....	253,854	247,817	481,671		13,963	48.55	51.45
Number of registered articles.....	376,985	454,275	831,260		77,290	45.35	54.65
Number of demands for return receipts.....	9,854	14,000	23,854		4,146	41.31	58.69
Prepaid postages on letters.....	\$1,086,363 68						
Prepaid postages on printed matter, &c.....	\$334,748 38						
Unpaid postages on letters, printed matter, &c.....	\$16,181 77	\$111,814 42	\$128,003 19		\$95,639 65	12.63	87.37

From the above table it appears:

1. That 97 $\frac{1}{4}$  per cent. of the letters sent from the United States to foreign countries were fully prepaid; that 1 $\frac{3}{4}$  per cent. were either unpaid or insufficiently prepaid, and that  $\frac{1}{2}$  of one per cent. were free of postage.
2. That 93 $\frac{1}{6}$  of the letters received in the United States from foreign countries were fully prepaid; that 6 $\frac{1}{6}$  were either unpaid or insufficiently prepaid, and that  $\frac{1}{6}$  of one per cent. were free of postage.
3. That of the total number of postal articles sent 50.93 per cent. were letters; 3.14 per cent. were postal cards; 45.40 per cent. were newspapers, other printed matter, and business papers, and 0.53 per cent. were samples of merchandise.
4. That of the total number of postal articles received 59.86 per cent. were letters; 1.97 per cent. were postal cards; 37.46 per cent. were newspapers, other prints, and business papers, and 0.71 per cent. were samples of merchandise.
5. The estimated amount of postages collected in the United States on the unpaid mail matter received from other countries, exceeded the estimated amount of unpaid postage on the mail matter sent to other countries in the sum of \$95,639.65.
6. The estimated total postages collected in the United States (not including registration fees on registered articles) on the mails exchanged with foreign countries, amounted to \$1,560,724.90.

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.

*Table showing the countries and colonies which have acceded to the Postal Union since the date of the Postmaster-General's report for 1880, and the dates upon which the said countries and colonies entered, or will enter, the union.*

Grenada.....	February 1, 1881.
St. Lucia.....	February 1, 1881.
Tobago.....	February 1, 1881.
Turk's Islands.....	February 1, 1881.
Chili, Republic of.....	April 1, 1881.
Hayti, Republic of.....	July 1, 1881.
Paraguay, Republic of.....	July 1, 1881.
Colombia, United States of.....	July 1, 1881.
Guatemala, Republic of.....	August 1, 1881.
Barbadoes.....	September 1, 1881.

St. Vincent.....September 1, 1881.  
 Hawaiian Islands.....January 1, 1882.  
 Nicaragua, Republic of.....May 1, 1882.

JOSEPH H. BLACKFAN,  
 Superintendent of Foreign Mails.

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

Countries.	25 centimes.	10 centimes.	5 centimes.	Charge for registration.	Charge for return receipt.
Antigua.....	2½ pence.....	1 penny.....	½ penny.....	2 pence.....	8 centavos.....
Argentine Republic.....	8 centavos.....	4 centavos.....	2 centavos.....	16 centavos.....	10 kreuzer.....
Austria-Hungary.....	10 kreuzer.....	5 kreuzer.....	3 kreuzer.....	15 kreuzer.....	10 kreuzer.....
Barbadoes.....	2½ pence.....	1 penny.....	½ penny.....	.....	.....
Belgium.....	.....	.....	.....	25 centimes.....	25 centimes.....
Bermudas.....	2½ pence.....	1 penny.....	½ penny.....	2 pence.....	2½ pence.....
Brazil.....	100 reis.....	50 reis.....	25 reis.....	200 reis.....	100 reis.....
Bulgaria.....	.....	.....	.....	25 centimes.....	25 centimes.....
Canada.....	5 cents.....	2 cents.....	1 cent.....	5 cents.....	5 cents.....
Ceylon.....	¼ rupee.....	⅛ rupee.....	⅜ rupee.....	½ rupee.....	¼ rupee.....
Chili.....	5 centavos.....	2 centavos.....	1 centavo.....	.....	.....
Colombia, United States of.....	5 centavos.....	2 centavos.....	1 centavo.....	10 centavos.....	5 centavos.....
Cyprus.....	2 piastres (English) or 80 paras.....	1 piastre (English) or 40 paras.....	½ piastre (English) or 20 paras.....	.....	.....
Denmark.....	20 öre.....	10 öre.....	5 öre.....	16 öre.....	8 öre.....
Dominica, Republic of.....	.....	.....	.....	10 centavos.....	5 centavos.....
Egypt.....	1 piastre.....	20 paras.....	10 paras.....	1 piastre.....	1 piastre.....
Falkland Islands.....	2½ pence.....	1 penny.....	½ penny.....	4 pence.....	.....
France and Colonies.....	.....	.....	.....	25 centimes.....	10 centimes.....
Gambia.....	2½ pence.....	1 penny.....	½ penny.....	2 pence.....	1 penny.....
Germany.....	20 pfennig.....	10 pfennig.....	5 pfennig.....	20 pfennig.....	20 pfennig.....
Gold Coast.....	2½ pence.....	1 penny.....	½ penny.....	2 pence.....	2½ pence.....
Great Britain.....	2½ pence.....	1 penny.....	½ penny.....	2 pence.....	2½ pence.....
Greece.....	30 lepta.....	15 lepta.....	5 lepta.....	20 lepta.....	20 lepta.....
Greenland.....	20 öre.....	10 öre.....	5 öre.....	16 öre.....	8 öre.....
Grenada.....	2½ pence.....	1 penny.....	½ penny.....	2 pence.....	2½ pence.....
Guatemala.....	5 centavos.....	2 centavos.....	1 centavo.....	.....	.....
Guiana, British.....	5 cents.....	2 cents.....	1 cent.....	.....	.....
Guiana, Dutch.....	12½ cents.....	5 cents.....	2½ cents.....	10 cents.....	10 cents.....
Hayti.....	5 centièmes de gourde.....	2 centièmes de gourde.....	1 centièmes de gourde.....	10 centièmes de gourde.....	5 centièmes de gourde.....
Hawaiian Islands.....	5 cents.....	2 cents.....	1 cent.....	.....	.....
Honduras.....	.....	.....	.....	10 centavos.....	5 centavos.....
Honduras, British.....	2½ pence.....	1 penny.....	½ penny.....	4 pence.....	2½ pence.....
Hong-Kong.....	5 cents.....	2 cents.....	1 cent.....	50 centimes.....	25 centimes.....
India, British.....	2 annas.....	½ anna.....	¼ anna.....	4 annas.....	2 annas.....
Italy.....	.....	.....	.....	25 centimes.....	25 centimes.....
Jamaica.....	2½ pence.....	1 penny.....	½ penny.....	4 pence.....	2½ pence.....
Japan.....	5 sen.....	2 sen.....	1 sen.....	10 sen.....	5 sen.....
Labuan.....	5 cents.....	2 cents.....	1 cent.....	8 cents.....	5 cents.....
Lagos.....	2½ pence.....	1 penny.....	½ penny.....	2 pence.....	2½ pence.....
Luxemburg.....	.....	.....	.....	20 centimes.....	20 centimes.....
Mauritius.....	¼ rupee.....	⅛ rupee.....	⅜ rupee.....	½ rupee.....	¼ rupee.....
Mexico.....	5 centavos.....	2 centavos.....	1 centavo.....	10 centavos.....	5 centavos.....
Montenegro.....	10 soldi.....	5 soldi.....	3 soldi.....	10 soldi novčić.....	10 soldi novčić.....
Montserrat.....	2½ pence.....	1 penny.....	½ penny.....	2 pence.....	2 pence..... (*)
Netherlands.....	12½ cents.....	5 cents.....	2½ cents.....	10 cents.....	10 cents.....
Netherlands Indies.....	12½ cents.....	5 cents.....	2½ cents.....	10 cents.....	10 cents.....
Newfoundland.....	5 cents.....	2 cents.....	1 cent.....	5 cents.....	5 cents.....
Nicaragua.....	5 centavos.....	2 centavos.....	1 centavo.....	.....	.....
Norway.....	20 öre.....	10 öre.....	5 öre.....	20 öre.....	20 öre.....
Paraguay.....	5 centavos de peso (peso fuerte).....	2 centavos de peso (peso fuerte).....	1 centavo de peso (peso fuerte).....	.....	.....
Persia.....	5 shahis.....	2 shahis.....	1 shahi.....	10 shahis.....	5 shahis.....
Peru.....	5 centavos.....	2 centavos.....	1 centavo.....	10 centavos.....	5 centavos.....
Philippine Islands.....	5 centimos de peso.....	2 centimos de peso.....	1 centimo de peso.....	.....	.....
Portugal.....	50 reis.....	20 reis.....	10 reis.....	50 reis.....	50 reis.....
Portuguese Colonies.....	50 reis.....	20 reis.....	10 reis.....	.....	.....
Roumania.....	.....	.....	.....	25 centimes.....	25 centimes.....
Russia.....	7 kopecks.....	3 kopecks.....	2 kopecks.....	7 kopecks.....	7 kopecks.....
San Salvador.....	5 centavos de peso.....	2 centavos de peso.....	1 centavo de peso.....	10 centavos.....	5 centavos.....
Serbia.....	25 paras.....	10 paras.....	5 paras.....	20 paras.....	20 paras.....
Sierra Leone.....	2½ pence.....	1 penny.....	½ penny.....	2 pence.....	2½ pence.....

\* Included in registration fee.

† 1 dinar of 10 paras = 1 franc.

Table showing the equivalents, so far reported, &amp;c.—Continued.

Countries.	25 centims.	10 centimes.	5 centimes.	Charge for registration.	Charge for return receipt.
Spain				25 centimes	10 centimes.
St. Christopher	2½ pence	1 penny	½ penny	2 pence	2½ pence.
St. Lucia	2½ pence	1 penny	½ penny	5 pence	2½ pence.
St. Vincent	2½ pence	1 penny	½ penny		
Straits Settlements	5 cents	2 cents	1 cent	40 centimes	25 centimes.
Sweden	20 öre	10 öre	5 öre	18 öre	12 öre.
Switzerland				25 centimes	20 centimes.
Tobago	2½ pence	1 penny	½ penny		
Trinidad	2½ pence	1 penny	½ penny	2 pence	
Turkey	40 paras	16 paras	8 paras	40 paras	40 paras
Turk's Islands	2½ pence	1 penny	½ penny		
United States	5 cents	2 cents	1 cent	10 cents	No charge.
Uruguay				10 centavos	5 centavos.
West Indies, Danish	20 öre	10 öre	5 öre	7 cents	3 cents.
West Indies, Netherland	12½ cents	5 cents	2½ cents	10 cents	10 cents.

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.

#### POSTE RESTANTE LETTERS.

The following are the regulations which determine, in the different countries of the Universal Postal Union, the length of time for retaining in the offices of destination unclaimed correspondence addressed "poste restante."

Great Britain and Germany	}	1 month for correspondence of domestic origin, and 2 months for correspondence of foreign origin.
Curaçoa, West Indies		1 month, if originating in Venezuela or the West Indies, and 2 months when of any other origin.
Island of Montserrat	}	1 month.
Ceylon		1 month; but if addressed to persons aboard of vessels <i>expected to arrive</i> it is kept 3 months.
Austria, Bermuda, British Honduras, Dutch Guiana, Egypt, France, Hungary, Italy, Japan, Island of Nevis, Peru, Roumania, Salvador, Servia, Spain, St. Christopher, Trinidad, Virgin Islands.	}	2 months.
Netherlands		6 weeks.
Denmark	}	2 months for correspondence originating in Germany, and 3 months for correspondence of all other origin.
British Guiana		2 months, as a general rule, and 3 or 4 months in exceptional cases.
Jamaica	}	8 weeks.
Brazil, Danish West Indies, French Colonies, Gambia, Gold Coast, Greece, Lagos, Luxemburg, Newfoundland, Norway, Persia, Seychelles, Switzerland, United States of America.		3 months.
Belgium	}	Until the 5th of the third month following that in which the correspondence reached the office.
Hong-Kong		3 months; but if addressed to persons on board sailing ships, 4 months.
Sweden	}	Until the expiration of the quarter following its arrival.
Russia and Bulgaria		4 months.



British India.....	}	4 months when the correspondence is addressed to Calcutta, to Madras, to Bombay, to Aden, to Rangoon, or to Kurra- chee; and for 1 month only when to other destinations.
Straits Settlements.....		6 months.
Portugal.....	}	6 months for domestic correspondence, and 3 months for international correspond- ence.
Netherland East Indies.....		3 months in the office of destination, and 3 months longer in the central adminis- tration.
Argentine Republic.....	}	9 months in the office of destination, and 3 months longer in the central adminis- tration.
Singapore and Mauritius.....		1 year.
Venezuela.....	}	2 years.
Labuan.....		Until there is little or no hope that it can be delivered.

JOSEPH H. BLACKFAN,  
*Superintendent of Foreign Mails.*

RECAPITULATION OF THE REGULATIONS WITHIN THE POSTAL UNION  
RESPECTING THE STOPPAGE, FOR RETURN TO THE SENDERS, OF  
LETTERS OF THE INTERNATIONAL SERVICE.

From information communicated to the International Bureau respect-  
ing the legislation of the different countries of the Universal Postal  
Union on the subject of the property of letters in course of transporta-  
tion, and the authority to stop letters of the international service (or-  
dinary or registered) circulating in their territory before delivery to the  
addressees, it appears that, in order to return them to the senders, the  
administrations of the Union which consent to stop upon their territory  
the letters of the international service, the withdrawing of which may  
be requested by the administrations of the country of origin, are the  
following:

*Argentine Republic, Austria, Batavia, Belgium, British India, Bulgaria, Curaçoa, Den-  
mark, Danish Colonies, Egypt, France, French Colonies, Germany, Honduras, Republic of ;  
Hong-Kong, Hungary, Italy, Luxemburg, Netherlands, Norway, Persia, Peru, Portugal,  
Portuguese Colonies, Roumania, Russia, Sweden, Switzerland, Surinam, Trinidad, United  
States of America.*

Certain of these administrations, however, have made reservations as follows:

The administrations of *Bulgaria, Egypt, France, French Colonies, Portugal, Sweden,*  
and the *United States of America,* consent to return letters of the international service,  
under the reservation that the administrations of the countries of origin which make  
the request for withdrawal remain responsible for such withdrawal.

The administration of *Bulgaria* will return letters to the senders on their complying  
with certain forms for identification, and for taking any responsibility off that admin-  
istration. "If a request for the return of a letter comes from abroad, either by letter  
from a foreign administration or direct from the sender, the letter the return of which  
is requested, if not yet delivered, will be sent to the dispatching office, which will be  
responsible for the consequences of such return."

The *French* office has notified the administrations of the Union "that when they  
address to it a telegram asking the return of a letter, they assume the responsibility  
of all the consequences of such a measure, and that the fact alone of sending the tele-  
gram implies that responsibility on the part of the office of origin, although it should  
not be mentioned in the demand."

The administrations of *Luxemburg* and *Norway* do not refuse to return letters of the  
international service if the request is made by the administration of the country of  
origin, unless the legislation of that country does not attribute to the sender the own-  
ership of articles in course of transportation.

The administration of *Sweden* requires (1) that requests for return to the senders of  
letters of the international service destined for Sweden, must always be made by the  
central administration of the country of origin, and must be addressed to the central

administration at Stockholm; (2) that in addressing to the Swedish office a request for the return of a letter the administrations of the Union assume the responsibility for all the consequences of such a request, and that the simple fact of making such a request by telegram implies such a responsibility on the part of the office of origin, even if it should not be mentioned in the telegram.

The *Italian* administration consents only to return registered or insured letters.

In order that the *German* administration may allow requests for withdrawal, it is indispensable that the request should specify that the identity of the sender has been established.

The regulations of the *Swiss* administration authorize the return to the sender of an article of international correspondence, unless the addressee has been officially notified of the arrival of such article and has requested its delivery.

The administration of *Hong-Kong* cannot stop a letter circulating over its territory except by special order coming from the governor of the colony or from Her Majesty's consul.

The administrations of *Persia* and the *Virgin Islands* consent only to the return of registered letters.

The administration of the *Portuguese Colonies* is not authorized to grant requests for withdrawal, unless such requests specify that the identity of the sender has been established.

The regulations of the Post-Office Department of the *United States* require conclusive proof of identity, and that the purpose shall be such as would justify a resort to a reserved power, never to be exercised except in an emergency which admits of no other remedy; and that the application for return be made by the sender, approved by the postal administration of the country of origin and transmitted by it, such approval being understood in all cases to involve the assumption by such country of origin of any liability for damages that may arise out of such return.

The administrations of the Union which are not authorized to return letters of the international service, to have them placed at the disposition of the senders, are the following: *Antigua, Bermuda, British Guiana, British Honduras, Canada, Cyprus, Dominica, Gambia, Great Britain, Greece, Grenada, Jamaica, Japan, Lagos, Liberia, Mauritius, Nevis, Newfoundland, St. Lucia, San Salvador, Seychelles, Sierra Leone, Spain, Spanish Colonies, Straits Settlements, Tobago, Turkey, Turk's Islands, Venezuela.*

The administrations which had not, on the 26th of September, 1881, replied to the inquiry made by the International Bureau on this subject are those of *Brazil, Ceylon, Falkland Islands, Gold Coast, Mexico, Montenegro, Montserrat, Servia, St. Christopher, and Uruguay.*

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.

*Statement of surtaxes (postage in excess of the general Union rates) charged in countries of the Postal Union on correspondence addressed to the United States, reduced to centimes.*

Countries.	Letters, per 15 grams.		Postal cards, each.		Other articles, per 50 grams.	
	Currency of country.	Cms.	Currency of country.	Cms.	Currency of country.	Cms.
Antigua .....	1½ pence	15	½ penny	5	½ penny	5
Argentine Republic .....	4 centavos	10	2 centavos	5	2 centavos	5
Barbadoes .....	1½ pence	15	½ penny	5	½ penny	5
Brazil .....	100 reis	20	25 reis	5	25 reis	5
British Honduras* .....	1½ pence	15	½ penny	5	½ penny	5
British India .....	1 anna	12½	½ anna	5	½ anna	5
British India, via Brindisi .....	2½ annas	30	½ anna	5	1 anna†	10
Ceylon .....	.06 of rupee	15	.02 of rupee	5	.02 of rupee	5
Ceylon, via Brindisi .....	.08 of rupee	20	.04 of rupee	10	.04 of rupee	10
Chili, via Strait of Magellan .....	5 centavos	25	1 centavo	5	1 centavo	5
Chili, via Panama .....	6 centavos	30	2 centavos	10	2 centavos	10
Colombia, United States of .....	2 centavos	10				
Curacao .....	12½ cents	25	2½ cents	5	2½ cents	5
Cyprus .....	1 piastre	10	½ piastre	5	½ piastre	5
Denmark* .....	10 öre	10	5 öre	5	5 öre	5
Danish West Indies .....	5 cents	25	1 cent	5	1 cent	5
Dominica .....	1½ pence	15	½ penny	5	½ penny	5
Falkland Islands .....	1½ pence	15	½ penny	5	½ penny	5
Greenland .....	20 öre	25	5 öre	5	5 öre	5
Grenada .....	1½ pence	15	½ penny	5	½ penny	5
Hayti .....	5 centimes de gourde.	25	1 centieme de gourde.	5	1 centieme de gourde.	5

\* If liable to the sea-transit rate of 15 francs, and 1 franc, respectively.

† One anna on each newspaper of 4 ounces weight or less.

Statement of surtaxes, &c.—Continued.

Countries.	Letters, per 15 grams.		Postal cards, each.		Other articles, per 50 grams.	
	Currency of country.	Cms.	Currency of country.	Cms.	Currency of country.	Cms.
Honduras, Republic of	5 centavos	25	1 centavo	5	1 centavo	5
Hong-Kong	5 cents	25	1 cent	5	1 cent	5
Jamaica	1½ pence	15	½ penny	5	½ penny	5
Labuan, via Brindisi	2 cents	10	1 cent	5	1 cent	5
Labuan, via other routes	5 cents	25	1 cent	5	1 cent	5
Lagos	1½ pence	15	½ penny	5	½ penny	5
Liberia	4 cents	20	2 cents	10	2 cents	10
Mauritius	.06 of rupee	15	.02 of rupee	5	.02 of rupee	5
Montserrat	1½ pence	15	½ penny	5	½ penny	5
Netherland East Indies	12½ cents	25	2½ cents	5	2½ cents	5
Netherland Guiana	12½ cents	25	2½ cents	5	2½ cents	5
Nevis	1½ pence	15	½ penny	5	½ penny	5
Newfoundland	3 cents	15	1 cent	5	1 cent	5
Norway	5 öre	5				
Persia	2 shahis	10				
Peru, via San Francisco	5 centavos	25	1 centavo	5	1 centavo	5
Peru, via Panama	6 centavos	30	2 centavos	10	2 centavos	10
Portuguese Colonies	50 reis	25	10 reis	5	10 reis	5
Salvador, via Panama	6 centavos	30			2 centavos	10
Salvador, via other routes	5 centavos	25	1 centavo	5	1 centavo	5
San Domingo	5 centavos	25	1 centavo	5	1 centavo	5
Sierra Leone	1½ pence	15	½ penny	5	½ penny	5
St. Lucia	1½ pence	15	½ penny	5	½ penny	5
Straits Settlements	3 cents	15	1 cent	5	1 cent	5
Straits Settlements, via Brindisi	7 cents	35	2 cents	10	3 cents	15
Tobago	1½ pence	15	½ penny	5	½ penny	5
Trinidad	1½ pence	15	½ penny	5	½ penny	5
Turk's Island	1½ pence	15	½ penny	5	½ penny	5
Uruguay	5 centavos	25	1 centavo	5	1 centavo	5
Venezuela	0.25 of a Bolivar.	25	0.05 of a Bolivar.	5	0.05 of a Bolivar.	5
Virgin Isles	1½ pence	15	½ penny	5	½ penny	5

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.



---

---

ADDITIONAL CONVENTION

FOR THE

EXCHANGE OF CORRESPONDENCE WITH CANADA.

---

---



## ADDITIONAL ARTICLES OF AGREEMENT

BETWEEN

### THE UNITED STATES OF AMERICA AND THE DOMINION OF CANADA.

---

For the purpose of affording to the public increased facilities for the exchange of written correspondence, and also of preventing evasions, by publishers, of the postal laws and regulations of the United States, the undersigned, duly authorized by their respective governments, have agreed upon the following additional articles to the postal arrangement of <sup>27 January,</sup> <sub>1 February,</sub> 1875.

#### ARTICLE 1.

Insufficiently paid letters mailed in the United States and addressed to Canada, or, *vice versa*, mailed in Canada and addressed to the United States, on which a single rate of postage or more has been prepaid, shall be forwarded charged with the amount of the deficient postage, to be collected on delivery and retained by the post department of the country of destination. The amount of such deficient postage shall be indicated in figures, by the despatching exchange office, on the upper left-hand corner of the address.

#### ARTICLE 2.

When newspapers, periodicals and other printed matter published or originating in the United States are brought into Canada and posted there for destinations in the United States apparently to evade the postage rates or regulations applicable to such matter in the United States, the Canada post-office may require prepayment of the same to be made at a rate equivalent to double the Canada domestic rates.

#### ARTICLE 3.

The provisions of Article 1 of the postal arrangement of the 27th January and 1st February, 1875, so far as they conflict with the present articles, are abrogated.

#### ARTICLE 4.

The present articles shall be considered additional to those agreed upon between the two offices on the 27th January and 1st February, 1875, and shall come into operation on the 1st day of May, 1881.

In witness whereof, the Postmaster-General of the United States and

the Postmaster-General of Canada have hereto set their hands and affixed their seals at the date set opposite to each, respectively.

[L. s.]

THOMAS L. JAMES,

*Postmaster-General of the United States.*

WASHINGTON, *May 3rd*, 1881.

[L. s.]

A. CAMPBELL,

*Postmaster-General of Canada.*

OTTAWA, *April 28*, 1881.

I hereby approve the foregoing additional articles, and in testimony thereof I have caused the seal of the United States to be affixed.

[L. s.]

JAMES A. GARFIELD.

By the President:

JAMES G. BLAINE,

*Secretary of State.*

WASHINGTON, *May 3*, 1881.



---

**REPORT**  
**OF THE**  
**TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.**

---



REPORT  
OF THE  
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

---

POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,  
*Washington, D. C., October 22, 1881.*

SIR: I have the honor to submit this report of the work of the Topographer's Office during the past year (ending September 30, 1881), having previously, in compliance with order, presented estimate of appropriation required for the fiscal year ending June 30, 1883, for the general expenses of this office.

Hitherto this estimate has been made annually for a specific total amount, to include the salaries of all the employés of this office, along with the miscellaneous expenses in "the preparation and publication of post-route maps, &c.;" that is, for the work of engraving, lithographing, photo-lithographing, printing and other work, and for the purchase of materials required in the production of the maps. But on this occasion, in compliance with your instructions, a new departure is made, the salaries, specifically indicated, being kept separate for insertion in the general (legislative, executive, and judicial) appropriation bill, and the other miscellaneous expenses to form an item in the proper place in the contingent expenses of the Post-Office Department in the same bill. This arrangement will make more clear the use of the appropriation asked for from Congress.

During this past year the regular duty of "keeping up" the exhibit of the mail service on the numerous maps and diagrams used by the officers and clerks in the several bureaus, and the furnishing the geographical data for the different branches of the department, has been accomplished to the full capacity of the force employed.

For the continuous (daily) use of the officers and corresponding clerks of the contract office, 118 large maps or diagrams have been "kept up," showing the changes in the service at least once a month. There are also kept up, under the same conditions, two sets of 46 maps for use in the appointment office, one set (23 maps) for the office of the general superintendent of railway mail service, and one set (23 maps) for reference in this (topographer's) office. In addition to this constant assistance to these offices, there have been brought up at longer intervals than a month, 184 maps for use in the under-named offices: Finance, money-order, post-office inspectors, dead-letter, assistant attorney-general for Post-Office Department, and for the office of the Sixth Auditor of the Treasury Department (located in post-office building).

In procuring data for the original construction and additions to the post-route maps, 254 letters of inquiry have been addressed to engineers and other officers of railroads, in most cases with inclosure of a special tracing made in this office to facilitate their returning the exact lines for transference to our maps. With the same view, 3,298 circular queries have been sent to postmasters to get the locations of their post-

offices, where inadequately furnished by the data presented to and reported from the appointment office, or to get more precise definition of sites and adjacent topography.

The miscellaneous correspondence—exclusive of the above circulars—consisted of 2,979 letters written by the topographer on matters appropriate to his work. The number of letters received—exclusive of these returned circular queries—was 3,154.

Seven thousand nine hundred and seventy-nine sheets of post-route maps, colored to exhibit the post-offices and the frequency of service on the several post-routes, have been distributed during the year. Of these, a large proportion has been, as in former years, sent to the larger post-offices in the several States and Territories, either for the first time, or to replace (by new editions) those hitherto supplied, but rendered obsolete by the great additions to and changes in the service. But the largest distribution has been to the officers, clerks, and other agents of the railway mail service, the maps (with the latest information carefully transcribed) being furnished on requisitions from the general superintendent and division superintendents for their office use, and for distribution to employés in that special service. Thirty-nine per cent. of all the maps thus prepared and distributed in various quarters have been backed, mounted on rollers, or bound for portable use. A detailed statement of this distribution of maps during the past year is appended (marked A), with a side comparison with the numbers for the two preceding years. Apart from the distribution to the railway mail service, there has not been the increase in the past year expected in the total number of maps issued, owing to the more numerous calls for maps to be brought up to the very latest date, and the consequent great number of additions and changes required to be made *by hand* on the sheets, and, in a measure, to the restricted appropriation allowed. It is hoped, however, that during the current year, and with arrangements contemplated, these numbers will increase.

The post-route maps are much sought after by the other governmental departments; their large scale, clearness of matter, without superfluity of detail, rendering them acceptable for reference and for special exhibition and demarkation of district divisions, &c. Maps have been sent during the past year, in compliance with request, to the following:

- Treasury Department, Office of the Secretary;
- Treasury Department, Director of the Mint;
- Treasury Department, Bureau of Statistics;
- Treasury Department, United States Coast and Geodetic Survey Office;
- War Department, Chief Engineer, United States Army;
- War Department, Paymaster-General;
- War Department, Signal Office;
- Department of the Interior, General Land Office;
- Department of the Interior, Pension Office;
- Department of the Interior, Auditor of Railroad Accounts;
- Department of the Interior, Census Bureau;
- Department of the Interior, United States Geological Survey;
- Department of Agriculture;
- Library of Congress.

A set of the post-route maps, suitably bound in atlas form, accompanied by a few (selected) specimen books of report and record, has been sent, by your order, as a contribution to the United States exhibit at the (third) International Congress of Geography, meeting this year, in September last, at Venice, Italy.

The calls for certificates of distances, required in the settlement of mileage accounts by officers of the public service and in the adjustment of telegraphic rates for government messages, have been promptly answered. In this duty 198 letters have been answered, covering 359 queries.

A new and thoroughly revised edition of the "Distance Tables," required in these compilations, has, for a long time, been much wanted. The present (first) edition, printed in 8vo, 151 pp., was compiled under my care, by order of the Postmaster-General, "for the regulation and adjustment of telegraphic rates for government messages," and was issued August 16, 1873. I have had the honor to call attention, in several reports to your predecessors, to this want and to the insufficiency of the personal force of this office to provide for it. From careful and independent estimates by myself and my principal assistant, it would appear that to revise or compile anew and extend these tables will require the steady work of two careful clerks for at least six months. In default of such revised tables, the various calls, by letters and telegrams, have been promptly answered as presented.

During the past year, the preparation and publication—with successive editions to keep pace with the constant progress of the postal service—of the series of post-route maps have been continued under my supervision. New editions have been issued of all the maps hitherto prepared (23 in number, covered by 61 sheets). Successive editions, at short intervals, have been (and always will be) required to show the numerous additions and changes of post-offices, and the course and frequency of service on the several post-routes.

New maps, to take the place of provisional copies, are in course of preparation and are well advanced, of the Pacific States and the Territories, and of the State of Florida (showing the Gulf and West India Islands mail connections): a new set, in engraved form, of the maps of Virginia, West Virginia, North Carolina and South Carolina, is almost completed; also a map showing the river and side connecting service of the Mississippi River between Saint Louis and New Orleans.

Much of the time of the employés of this office is absorbed in making the constant additions and alterations to the maps *by hand*, it having hitherto been found impracticable to bring out more than three or four new *printed* editions of each map annually, under present arrangements.

Careful consideration has recently been given to the advisability of having within the department's walls an establishment for printing (from lithographic stones) these successive editions, with a view to economy and more rapid production of prints of maps by doing away with so much hand-work (additions) to the printed sheets. On this subject I shall have the honor to report, when the data have been presented to and viewed by your committee examining the workings in this respect.

The *personnel* of this office now consists of—

The topographer.

7 draughtsmen (1 acting as principal assistant).

2 corresponding clerks (1 acting as general aid).

21 map-colorists and copyists (ladies).

2 map-mounters.

1 messenger.

2 watchmen (day and night, for building occupied for office).

The salaries of all these, with the exception of the topographer (who is the only officer of this bureau recognized by law), have hitherto been paid out of the specific annual appropriation "for the preparation and publication of post-route maps," &c.; but, as mentioned in the previous

part of this report, it is proposed to transfer the items and estimate for these salaries to the general (legislative, executive, and judicial) appropriation bill.

In making that estimate, while the total amount allowed by Congress for this bureau for the current fiscal year has not been exceeded, an increase of one in the number of draughtsmen is estimated for; this is, indeed, requisite at the present time to keep up our current work.

I take pleasure in testifying to the general faithful and steady work of the employés of this office, particularly mentioning the efficient help I have from the principal assistant, Mr. Charles E. Gorham, and from the two corresponding clerks, Mr. W. B. Todd (acting also as general aid) and Miss R. Howard.

I sincerely hope that the estimate submitted for the appropriation for the work of this office for next fiscal year may be sustained by the committee of Congress, being the same in amount as that allowed for the present year.

Very respectfully, your obedient servant,

W. L. NICHOLSON,  
*Topographer Post-Office Department.*

Hon. THOMAS L. JAMES,  
*Postmaster-General.*

A.—Detailed statement of distribution of post-route maps during the year ending September 30, 1881.

	During year ending September 30, 1881.	During year ending September 30, 1880.	During year ending September 30, 1879.
<b>Maps furnished (number of sheets):</b>			
To officers and clerks of the Post-Office Department at Washington .....	909	908	544
To postmasters .....	999	914	823
To railway mail service (besides special tracings and diagrams) .....	2,042	1,542	1,152
To post-office inspectors .....	165	168	120
To officers of other governmental departments of the United States .....	667	1,239	897
To Senators and Members of House of Representatives .....	903	667	903
To committees of Congress .....	100	160	282
To miscellaneous: including educational and scientific institutions, libraries, and geographical publishers .....	523	2,216	1,300
To State authorities and State libraries .....	223	195	188
To foreign governments .....	209	33	21
Number of sheets sold during year .....	1,239	873	703
<b>Total .....</b>	<b>7,979</b>	<b>8,915</b>	<b>6,983</b>

B.—Condensed statement of a portion of the operations of the Topographer's Office, Post-Office Department, during the year ending September 30, 1881.

Number of maps and diagrams "kept up" in detail:	
For daily use of the contract office .....	118
For daily use of the appointment office .....	46
For daily use in office of general superintendent railway mail service and in topographer's office .....	46
"Kept up" (with less close entering) for use of the finance, money-order, post-office inspectors, dead-letter, Assistant Attorney-General for Post-Office Department, and Sixth Auditor's offices .....	184
<b>Total of maps required to be kept up for changes and additions to post-offices and service .....</b>	<b>394</b>

Sheets of post-route maps distributed ..... 7,979

Of these 39 per cent. were backed and mounted on rollers, or bound (in folio or 8vo).

Letters sent :

Letters sent to railroad officers (in most cases with prepared tracing inclosed for return of information as to new lines and extensions) .....	254
Circular queries for locations sent to postmasters .....	3,298
Certificates of post-route distances (letters, 40; telegrams, 158) .....	198
Miscellaneous letters .....	2,979
	<hr/>
	6,729
	<hr/>

Letters received :

Answers from postmasters to location queries .....	2,279
Requests for certificates of post-route distances .....	198
Miscellaneous letters (including returns from railroad officers) .....	2,656
	<hr/>
	5,133
	<hr/>

Establishments and changes in post-offices :

Reported by appointment office weekly, and entered in duplicate, by States, &c., for use of draughtsmen, &c. (averaging 95 cases weekly)..... 4,922

Reports of changes in service received :

Monthly reports from corresponding clerks of contract office, taken direct from books of record .....	180
Daily reports (printed bulletins).....	304

All these items have been promptly transferred to working maps, sample sheets for colorists, and to correction sheets for engraving and lithographing.





---

---

OPERATIONS OF THE BLANK AGENCY.

---

---



# OPERATIONS OF THE BLANK AGENCY.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE CHIEF CLERK, BLANK AGENCY,  
Washington, D. C., October 15, 1881.

SIR: I have the honor to report that the work of this agency for the past year has increased over that of any former one, as will be seen by the tabular statements herewith returned.

The principal part of departmental supplies, particularly blanks, paper, twine, marking and canceling stamps, letter balances and scales, to enable postmasters to make up uniformly and forward mails, to rate and cause to be prepaid accurately all registered letters and packages, to record and report the same, as well as to account in detail all official business to the Postmaster-General and his assistants and the Sixth Auditor of the Treasury, are sent out from this agency and accounted for on the records of this office.

Of these supplies there were forwarded the past year various articles, as follows:

Blanks for statements and accounts of postmasters.....	36, 301, 000
Facing slips for making up packages for the mail.....	41, 942, 400
Books for record of post-office business.....	84, 821
Jute twine..... pounds..	393, 902
Hemp twine..... do.....	105, 021
Of paper 20 by 25 inches.....reams..	11, 624
Of paper 26 by 40 inches..... do.....	62
Marking and rating stamps of all kinds.....	6, 092
Type for use of same..... pieces..	17, 985
Letter balances and scales.....	2, 429

The total expenditure for these articles is stated at \$241,500.00.

The number of post-offices at the commencement of the last fiscal year was 42,955, to which were added during the year 1,557 new offices, making a total of 44,512 in operation on the 30th of June last.

Of this number there were entitled to be supplied with letter balances or scales such only as the gross receipts of which amounted to \$75 and upwards per annum, and entitled to be supplied with marking and canceling stamps such as yielded gross receipts of \$50 and upwards per annum, leaving at least 10,000 minor offices not to be supplied with balances or scales, and a larger number not supplied with balances or scales or marking stamps of any kind whatever.

This has been the policy heretofore adopted from the small importance of the class of offices yielding less receipts than \$50 per annum, and from the small consideration given the fact that the non-conformity of these minor offices with the general mailing system, from their want of material supplied to other offices by the department, tends directly to the imperfection and injury of the whole system.

It may not be improper to consider the question whether the policy ought not now to be changed, or may not be modified to the interest of the department and to the public advantage.

The class of unsupplied postmasters are at present obliged to adopt any convenient plan of postmarking letters and of canceling postage-

stamps, either autographical or mechanical, which untoward circumstances may suggest or permit. Also, for the want of letter scales they are put to the device of determining the weight of letters and packets of all classes, and of registered matter, and the rate of postage prescribed, without the aid of any official method or the employment of exact means to the proper ends. They are most apt to forego the personal expense of scales for their assistance, and are generally too unpracticed and inexperienced to guess correctly the weight and rate of each package and the postage due in many cases.

Errors are constantly committed and revenue is uncollected under this system. It is not deemed possible, with due diligence by postmasters, that it could be otherwise. Matter mailed at the minor offices is postmarked unintelligibly, is canceled imperfectly, and underrated constantly for the want of the department stamps and scales, so that many thousands of postage-stamps, considerable in value, are sought for and made account of by unscrupulous persons in cleaning the face and using them again.

This, then, is a certain loss of revenue to the department, and has been estimated to amount to hundreds of thousands of dollars per annum. The exact amount it would be difficult to estimate, but certainly it is so considerable as to superinduce the expenditure of means to correct the loss and restore the revenue.

The more extended supply of canceling stamps to be used with an indelible ink, specific to that purpose, would go far towards preventing further loss, and would tend to destroy the trade and practice of washing postage-stamps.

For the complete and perfect use of marking and canceling stamps the flexible pad, for stamping, should also be supplied to every office. It has the advantage of convenience of method, celerity of action, and preserves the instrument from injury to an extent that may be reckoned a reimbursement of its cost.

It would also seem important to secure an indelible ink for canceling postage-stamps that would render the obliteration effectual. Such an article, it is believed, can be obtained at a reasonable cost and supplied to postmasters to the public advantage.

People within the delivery of many minor offices are frequently not well-enough informed to nearly approximate the rate of postage due upon different letters and packets, and the exigency is necessarily referred to the postmaster, who finds himself equally deficient in the means of supplying it.

If it be suggested that postmasters should supply themselves with scales, stamps, ink, and pads at the small yearly cost involved, and thus volunteer to remedy and assist in remedying the evils and deficiency complained of, it may be answered that the cost would be still less to the government than the officer, and more to the general than the individual advantage, and would be of more importance to the public than to the officer whose credit would be exalted at private expense while discharging an unprofitable public duty.

It would seem in almost every view that it is the department's interest to extend its supplies to these minor offices.

The department requires *all* mail matter, excepting periodical publications, mailed at *any* post-office, to bear a postmark, with the name of the office and an abbreviation of the name of the State; and on written matter the date of deposit; and letters from other offices for delivery or redistribution to other offices, to be postmarked on the reverse side, with the date, and, when possible, the hour received. It is required that the

postage-stamps or stamped envelopes of *all* mail matter at *any* post-office be canceled by the use of black printing ink, whenever that material can be obtained, and, if otherwise, by several heavy crosses or parallel lines upon each stamp with a pen dipped in good, black writing ink. The use of the postmarking stamp, as a canceling instrument, is positively prohibited by reasons stated. (See sections 377, 379, pages 103, 104, Laws and Regulations, 1879.)

The provisions for executing these requirements in all post-offices, excepting the minor ones now here considered, are nearly perfect, without the loss of revenue, and in the most expeditious and economical manner. But the ten thousand village, hamlet, and wayside postmasters are still left to follow their own unskillful and unassisted methods of postmarking, stamping, and weighing the mail, by which the revenue is reduced, and errors and inconveniences tolerated which are likely to become aggravated complaints against the postal service.

To correct these errors is deemed of importance sufficient to employ considerable time, labor, and expense. For this purpose circulars are addressed to postmasters reminding them that all stamps must be effectually canceled, and all letters and parcels plainly marked and post-marked previous to mailing. In cases of underrating the weight and postage of registered matter, the postmaster is required to remit the deficiency of postage and registration fee immediately to the (department) general office in uncanceled *postage-due stamps*, to be destroyed in an effort intended to recover a part of the revenue liable to be lost.

The amount thus collected from small offices unsupplied with scales to determine the weight of registered packages is estimated at \$200 per month, which, besides the cost of collecting, may be considered an unpleasing penalty to enforce against postmasters who execute their office according to the ways and means supplied them, and greatly more to the accommodation of the public than to their own private advantage.

It may not be insignificant to state the fact that not less than 5,000 requests by letter from these offices are yearly referred to this agency, stating that having been required to pay additional postage on underrated matter, and having no means of weighing mail matter, the postmaster would be obliged to the department for a pair of small scales—thus showing the importunity as well as the necessity for extending these supplies to the smaller offices.

The increased expense, it is believed, will not be considerable in view of the profit to be derived. It will tend to complete a uniformity in the despatch, carriage, and delivery of matter not now wholly perfect. It will save all the revenue of the department. It will prevent errors and delay in correspondence. It will extend conveniences of public importance, and do that justice to a class of offices heretofore withheld. An estimate of \$50,000, it is believed, will be sufficient for the next year to extend the system properly.

In view of these facts and representations, it is suggested that all post-offices apparently permanent in location, or all those yielding yearly receipts of \$10, be supplied with a complete outfit of scales for weighing, stamps for marking and canceling, indelible ink for obliterating postage, and pads for necessary use, to be accounted for like other public property of the government, and to be turned over to the successor in office.

Respectfully,

D. W. RHODES,  
*Superintendent Blank Agency.*

JOHN R. VAN WORMER, Esq.,  
*Chief Clerk, Post-Office Department.*



---

---

REPORT TO THE ATTORNEY-GENERAL  
ON  
THE STAR MAIL SERVICE.

BY  
A. M. GIBSON, Esq.,  
ASSISTANT ATTORNEY OF THE UNITED STATES.

The following report of A. M. Gibson, esq., one of the counsel employed for the government by the Attorney-General to assist in the investigation and prosecution of the star-route cases, has been referred to the Postmaster-General by the acting attorney-general. The report and exhibits deal exhaustively with the star mail service, and contain information relative to the investigation into alleged abuses in the same, which was instituted by direction of the late President. The official publication of the report and exhibits having been recommended by the counsel charged with the prosecution of the star-route cases, they are made an appendix to the annual report of the Postmaster-General.



REPORT  
ON  
THE STAR MAIL SERVICE.

---

By A. M. GIBSON, *Assistant Attorney of the United States.*

---

WASHINGTON, D. C., *October 31, 1881.*

SIR: In accordance with the instructions of your predecessor, I submit to you some of the results of the investigation which, at his request, I have made. I have dealt chiefly with the administration of the contract office of the Post-Office Department during the term of the late Second Assistant Postmaster-General, Thomas J. Brady, and correlative subjects. For manifest reasons it would not be prudent in this report to disclose all the facts discovered by the investigation pursued by the representatives of the two departments, or to indicate a tithe of the evidence which must be reserved for the courts of justice.

It will not be improper for me to dwell briefly upon the importance of the duties which devolve upon the Second Assistant Postmaster-General, and to sketch hastily an outline of the laws relating to and governing the many and responsible obligations of that officer, of his subordinates, and of the Auditor of the Treasury for the Post-Office Department, an official, who, although independent of the Post-Office Department, is nevertheless so intimately related to it.

WHO HAS ADMINISTERED THE CONTRACT OFFICE.

The Postmaster-General had necessarily, at a very early period in the history of the department, to entrust matters of detail in the transportation of the mail to his subordinates specially charged with that duty. Originally the chief clerk of the department had charge of the contract division. Subsequently this division was occasionally under the direction of the First Assistant Postmaster-General, and then, after the creation of the office of the Second Assistant Postmaster-General, it was sometimes under the supervision of one or the other, as the Postmaster-General directed. It does not appear to have been peculiarly under the direction of the Second Assistant Postmaster-General until, and subsequent to, 1851. Since that date all the details of the transportation of the mail, the letting of the contracts for the same, the management and control of the vast system of railway, steamboat, and star service, which supplies fifty odd millions of people with their mail communications, have been supervised by that officer. The ultimate control and responsibility rests, by law, with the Postmaster-General, but for many years past his authority has been exercised rarely, and then only in cases of an appeal from the decisions of the Second Assistant Postmaster-General.

There were at the close of the fiscal year 1880—

1,059 railway routes, aggregating in length 79,991 miles.  
 112 steamboat routes, aggregating in length 21,240 miles.  
 9,225 star routes, aggregating in length 215,480 miles.

During that fiscal year the transportation of the mail cost as follows :

The railway mail service.....	\$9,567,590
The steamboat mail service.....	754,388
The star-route mail service .....	6,401,834
<hr/>	
A grand total of.....	16,723,812

In addition to this vast sum, there was expended for that year, under the supervision of the Second Assistant Postmaster-General, for supplies incident to the mail service, in the purchase and repair of mail bags, mail sacks, mail locks and keys, and repairs, \$219,901.02, making an expenditure during the fiscal year 1880 of \$16,943,713.

#### AN IMPORTANT HISTORICAL FACT.

While Congress, in making the appropriation for the fiscal year ending June 30, 1880, manifested the most rigid economy with every other branch of the public service, it appropriated for star mail service every dollar that was asked—\$5,900,000. It is a historical fact that so large a proportion of this sum was contracted to be expended by Second Assistant Postmaster-General Brady during the first half of the fiscal year, that to keep within the *literal* requirements of the law, which says—

No department of the government shall expend in any one fiscal year any sum in excess of appropriations made by Congress for that fiscal year, or involve the government in any contract for future payments in excess of such appropriations—

the Postmaster-General was compelled to threaten to cripple the entire star mail service by giving notice of his intention to reduce the same throughout the whole country. This notice of intended reduction was given by circulars prepared under the direction of Second Assistant Postmaster-General Brady and widely distributed. The pretext assigned by the circulars for the proposed reduction, east and west, north and south, was the alleged failure of Congress to appropriate the necessary amount of money to enable the department to continue the service. It is not necessary to go into the details of the contest in Congress over an appropriation to supply a deficiency, improvidently, and, as will appear more fully hereafter, illegally created. It was conclusively shown that nearly one-half more had been demanded than was required to keep the service at what it had been wantonly made. Congress, in appropriating \$1,250,000, expressly provided that it thereby did not condone any of the acts of the officers of the department which might be illegal.

#### A MATTER OF SERIOUS CONCERN.

The appropriations for star mail service are of the largest made in gross, and their disbursement is less guarded by law than any other like amount. The methods of their expenditure, therefore, become a matter of serious concern; because, aside from economic considerations, they afford the fairest test of administrative capacity and honesty.

In this connection, and before plunging *in medias res*, it is necessary, to enable you to have a clear conception of the bearing of the facts I shall present, that I should briefly review the early history of the Post-Office Department as it is evidenced by congressional legislation, and also the law governing mail contracts, and the regulations and practice of the department in regard to the same.

It was the intention of the founders of our government that the Post-Office Department should be self-sustaining. It was to be a great mutual transportation company, whose fund was to be the result of the contributions of every person who enjoyed its privileges; and the measure of its prosperity was to be constantly extending facilities and proportionally diminishing assessments. That its advantages might be unequalled and its operations unobstructed, the government assumed the management and forbade all competition. It was a sacred trust. As Postmaster-General Holt, whose ability and patriotism none will question, said in his first annual report:

The government has charged itself with the establishment and superintendence of the postal system because the peculiarities of this complex and wide-spread service rendered such intervention indispensable. The service, to be effectual, had to be clothed with an energy and power, and to enjoy immunities and the guardianship of a prompt and rigid accountability on the part of multiplied thousands of agents, which no private enterprise could possess; and hence the interposition of the government became a necessity—a necessity, however, which while it occasioned the intervention also furnished its limitation.

#### THE INTENTION OF OUR FATHERS.

Since the department was to be self-sustaining, it was not necessary that Congress should limit the discretion of the Postmaster-General beyond requiring him to keep the expenditures within the receipts. The first act of Congress, approved February 20, 1792, prescribing the duties of the Postmaster-General in connection with mail contracts, provided that while he shall exercise his discretion in regard to the manner and frequency of carrying the mail on the various post-roads, he must have due "regard to the *productiveness thereof*." This limitation upon the discretion of the department was scrupulously maintained for forty-five years, the period "alike of its independence, its efficiency, and its renown." Every enactment of Congress down to 1851 was in accordance with this theory. Section 8, act of Congress approved March 3, 1797, provided "that it shall be the duty of the Postmaster-General to report annually to Congress every post-road which shall not, after the second year from its establishment, have produced one-third of the expense of carrying the mail on the same." The only exception made to this was by the act approved April 18, 1814, which provided that the Postmaster-General, "shall cause a mail to be carried from the nearest post-office, on any established post-road, to the court-house of any county which is now or may hereafter be established in any of the States or Territories of the United States which is without a mail." The act of March 3, 1825, amended the act of March 3, 1797, so as to require the Postmaster-General to discontinue all post-roads which, after three successive years, failed to yield one-fourth the expense of carrying the mail on the same, provided they were not necessarily connecting routes, or needed to supply county towns with one mail a day.

#### THE ORIGIN OF "STAR MAIL SERVICE."

Originally, the mail service was graded by stage, two-horse coach and horseback service. In 1802 Congress authorized the Postmaster-General to have the mail conveyed between Petersburg, Va., and Louisville, Ga., in mail coaches suitable to carry passengers, provided the expense should not be greater by one-third than the cost of horseback service. In 1810 the Postmaster-General was allowed to contract for carrying the mail on any wagon or stage road, provided the expense

did not exceed the revenue thence arising. In 1813 the Postmaster-General was authorized to contract for carrying the mail on steamboats, "provided the pay for such service shall not be at a greater rate, taking into consideration distance, expedition, and frequency, than is paid for carrying the mail by stages on the post-road or roads adjacent to the course of such steamboats." In 1838 Congress directed the Postmaster-General to cause the mail to be transported on all railroads then and thereafter completed, provided the cost did not exceed 25 per centum over and above what similar transportation would cost in post-coaches. By the act of March 3, 1845, the rates of postage were reduced, and to lessen expenditures a new description of bids were directed to be received for transporting the mail. Under the pretense that it was advisable in letting certain routes to have regard to the mode of transportation, preference had been given to bidders who proposed stage or coach service. The act of 1845 condemned this, and said thereafter the lowest bidders engaging to carry the mail with "celerity, certainty, and security" should be accepted. These bids the corresponding clerks of the contract division designated on the route registers by three stars (\* \* \*), and thus they came to be known as "star bids." The terms of the act of March 3, 1845, were as follows:

That it shall be the duty of the Postmaster-General in all future lettings of contracts for the transportation of the mails, to let the same, in every case, to the lowest bidder tendering sufficient guarantees for faithful performance without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation; nor shall any new contractor hereafter be required to purchase out, or take at a valuation, the stock or vehicles of any previous contractor for the same route.

#### HOW THE LAW WAS EVADED.

The 24th section of the act of July 2, 1836, gave preference to the old contractor on a route if his bid was within 5 per cent. of the lowest. The prohibition in the eighteenth section of the act of 1845, in regard to the purchase of the stock of the old contractor, was deemed necessary because the Postmaster-General had presumed to exercise the authority to compel successful bidders to buy the stock and equipments of old contractors. The requirement to accept the lowest bidder tendering sufficient guarantees for faithful performance of the service with "due celerity, certainty, and security" was, however, evaded for nearly fifteen years, by allowing proposals for specific modes of conveyance to be considered. Postmaster-General Holt peremptorily discontinued this evil practice, and in commenting upon it in his first annual report said:

The transportation and delivery of the mails with the utmost dispatch and security are the true and only mission of this department. In accomplishing this it discharges its whole duty to the country. The prevalence of an opinion which enlarges its obligations and the sphere of its action beyond this limit has tended much to involve it in the embarrassments with which it is now struggling. There are those who maintain that the adjustment of the mail service should be made subservient if not subordinate to the interests of commerce and travel, and that the rapid and cheap conveyance of passengers, and the support of railroad, steamboat, and stage companies should be as carefully looked to and as anxiously provided for by the department as the transportation of the mails. This is a fatal fallacy whose bitter fruits may now be seen in the enormous sums paid to these companies for mails, some of which are so light as scarcely to yield a revenue sufficient to defray the expense of carrying them on horseback. Four-horse coaches are thus run upon border and unfrequented routes, and steamboat lines are subsidized at an outlay which would afford postal accommodations to entire States, merely that the owners of these lines may be enriched, and that the public may have easy, certain, and economical modes of conveyance for themselves, their baggage, and their goods. Every dollar appropriated for such purposes

is a perversion and abuse of the postal fund, and every one of these extravagant and semi-commercial contracts deprives whole communities in other sections of the country of the mail facilities to which they are entitled. The department, from this misinterpretation of its functions, is made virtually the carrier of passengers and merchandise, and what is yet more to be deplored, is a carrier without compensation.

#### THE ENFORCEMENT OF THE LAW,

which Postmaster-General Holt made obligatory upon all his successors in regard to star bids, very soon resulted in a saving of at least 25 per cent.

Prior to the act of Congress approved July 2, 1836, there was no express provision of law requiring the Postmaster-General to accept the lowest bids for carrying the mail. This was left entirely to the sound discretion of the Postmaster-General, limited only by the requirement to keep the expenditures of the department within its revenues. In the lapse of time grave abuses grew out of this omission to limit particularly the discretionary power of the department. There were favorite contractors, who grew rich and powerful, and in the nature of things, able to exert great political influence. They were allowed to submit proposals for specific conveyance when the same was not called for in the advertisement. The theory of the law of course was that the Postmaster-General was to decide what character of service was required on the various routes, whether the mail was to be transported in stages, two-horse coaches, or on horseback, and in his advertisements to call for proposals for the same.

The abuses which existed in the Post-Office Department prior to 1836 were, among others, the acceptance of "combination bids," or bids in gross for mail service on a number of post-roads, and "improved bids," or bids containing double propositions; one to carry the mail as advertised, at a certain price; the other to carry it in an improved manner, in point of time, frequency, or mode of conveyance, for an enhanced compensation. The practice of receiving "combination" and "improved" bids dated back to 1826, and the abuse continued to grow till in 1836 it was deemed a very great evil. The department did not group post-roads in its advertisements, nor ask for proposals in gross for several routes collectively. When, therefore, bids in gross for a number of routes were accepted, there was opportunity for favoritism. In the same way the acceptance of improved bids could, and undoubtedly did, work injustice to bidders, who submitted proposals in accordance with the advertisements, and unquestionably wronged the government.

#### THE PRACTICE OF GRANTING "ADDITIONAL ALLOWANCES"

to contractors for service not stipulated in their contracts dates back almost to the establishment of the Post-Office Department. The cases of extra allowances prior to 1829 are, however, exceedingly rare. There may be exigencies in the public business which cannot be provided for in advance. This is especially the case in the postal service. There may be imperative demands for extended, increased, and expedited mail facilities, which must be promptly met by the department. Of course, such exigencies are, if the department is wisely and providently administered, of rare occurrence. Congress knew this, and, while exceedingly careful to limit the discretion of the Postmaster-General in regard to the expense of the mail service, especially requiring him to have "regard to the productiveness" of all routes; to report those which did not meet at least one-third the expense, and to discontinue all those which did not yield one-

fourth the cost of maintaining the same; still there was, prior to March 3, 1825, no legislation upon the subject of allowances to contractors for services in addition to those provided for in their contracts. There does not appear to have been any great abuse of the discretion thus left the Postmaster-General; however, Congress, in 1825, wisely thought that it should not be left unlimited. Accordingly, in the "act to reduce into one the several acts establishing and regulating the Post-Office Department," approved March 3, 1825, the forty-third section provided—

That no additional allowance shall be made by the Postmaster-General to the contractor or carrier of any mail, on any route, over and beyond the amount stipulated in the contract entered into for the transportation of the mail on such route, unless additional service shall be required; and then no additional compensation shall be allowed to exceed the exact proportion of the original amount to the additional duties required.

#### THE MANIFEST INTENTION OF THE LAW.

It is manifest that the intention of the legislators was that there should be an "exact proportion" not between the original pay and the pay as increased by the additional allowance for the additional service, but between the original contract price and "the additional duties" to be performed. Every practical business man knows, that where a contractor was performing mail service on horseback once a week over a post road 100 miles long, he would not require twice the number of horses and men to perform service twice a week over the same route. Neither would he, if he was carrying the mail three times a week in stages, have to double his coaches, his horses, equipments, and men to carry it six times a week. "The exact proportion," therefore, which the law said should not be exceeded was the proportion which the cost of the original service bore to the cost to the contractor of performing the additional service or duties required. Moreover, Congress, of course, expected that the public business would be managed with the same prudence and economy which the Postmaster-General would exercise in the conduct of his private affairs. In legislating upon matters of this kind, discretion must necessarily be left to the agent of the public, just as the man of business allows his trusted employé to exercise some judgment in the conduct of his affairs. A limit was fixed beyond which the Postmaster-General should not go in paying for additional mail service, but it was naturally expected that he would make the best bargain he could for the government, and only in cases of extreme necessity pay the last cent the law allowed. And in the event of the demand for the additional service being so pressing as to allow no delay, and the contractor insisting upon all the law allowed, the Postmaster-General, while yielding to the exigency of the case, still had his remedy in annulling the extortionate contractor's contract, and advertising for better service.

#### THE EARLY METHODS OF DEFRAUDING.

It appears that the form which the excessive allowances for additional services generally took, at the time of which I speak, was known as "improved service." There were, of course, frequent extensions of mail routes required, but Congress had in general terms and in isolated instances legislated upon this subject, always stipulating that the cost of such extensions must not exceed the revenues to be derived from the

new offices established thereon. Section 4 of the act of March 3, 1825, provided that the Postmaster-General might contract—

for a term not exceeding four years for extending the line of posts and to allow as compensation therefor, at rates not exceeding those for like distance established by this act, all the postage which shall arise on letters, newspapers, magazines, pamphlets, and packets conveyed by any such posts.

The abuses which grew up in the postal service during the ten years between 1825 and 1835, through the acceptance of "combination" and "improved" bids, the toleration of "straw" bids and the granting of extra allowances for alleged additional service, led in 1834-'35 to two investigations, one by the Senate Committee on Post-Offices and Post-Roads, and the other by the like committee of the House of Representatives. Four elaborate reports were submitted to their respective bodies by the two committees, two from the Senate committee January 27 and 28, 1835, and two from the House committee, February 13, 1835. Thomas Ewing and Felix Grundy were the authors of the reports to the Senate, and Henry W. Connor and Elisha Whittlesey of the House reports. The several reports agree substantially as to the facts disclosed, and, while differing in some of their conclusions, they coincide in the determination that the gravest abuses existed and demanded immediate correction. It was proved beyond dispute, and admitted in all the reports, that the department was insolvent, and that it had been brought to that condition by unwise, careless, and improvident administration; that the favoritism shown to certain contractors was flagrant and that it demoralized the service and defrauded the government. It was shown that the chief clerk of the department had received money from contractors and was interested in contracts.

#### EXTRA ALLOWANCES THEN AND NOW.

The entire cost then of transporting the mail was small compared with the present expenditure. The sums paid for carrying the mail in four-horse stage coaches on exceedingly fast time was trifling in comparison with the amounts paid now for horseback and buckboard service in the Western States and Territories. Two mails a day were carried from Philadelphia to Pittsburgh, Pa., one running through in sixty hours and the other in seventy-two hours, for \$35,000 a year. The distance was 302 miles, and the weight of the mail often exceeded one ton and a half, and the cost for double daily service was only \$115.84 per mile. Instances are very frequent where, during the last few years, contractors have been paid \$250 and \$275 per mile for buckboard service. Ninety-three routes, which have elsewhere been grouped together, the average pay per mile, as let July 1, 1878, being \$42.63 were increased till the average pay per mile January 1, 1880, was \$161.45. This enormous pay was not for daily stage-coach service, with a ton and a half of mail a day, each way, but four-fifths of the routes were less than daily, and the mail thereon did not average 100 pounds a trip, and was carried either on horseback or with buckboards.

The pay for the double daily service between Philadelphia and Pittsburgh was in 1835 deemed excessive. It was, as originally let, only \$7,000 a year. That is, an "improved bid" was submitted by the contractor to carry the mail as advertised for \$7,000 a year, or to carry it in an "improved" manner for \$25,000 a year. The bid was accepted at \$7,000, but according to the evil practice then prevailing in the department, the contract was made at the rate of the proposal for the "improved service," namely, \$25,000 a year. Subsequently an "extra al-

lowance" of \$10,000 a year was made on account of the addition to the sixty-hour mail of all the newspaper mail, which was originally to go by the seventy-two-hour line. In the same manner the pay on other routes was worked up, until the difference between the contract price and the increased compensation, on the routes operated by R. C. Stockton, Stockton & Stokes, James Reeside, Reeside & Slaymaker, Stockton & Neil, William Smith, Hall & Trotter, J. and B. Bennett, and John Magee & Co., in all 72 routes, was \$152,758 a year. The contract price for transporting the mail on these 72 routes was \$111,881 a year, and through "combination" and "improved" bids, and extra allowances, the pay was increased \$152,758, making the total annual compensation \$264,639.

#### THE REFORM OF THE DEPARTMENT.

The methods by which the increases were accomplished were undoubtedly in plain violation of both the spirit and letter of the law. It was proved that it was the result of favoritism, and the evidence justified the *suspicion* of something worse. The public indignation which was excited by these exposures demanded and compelled the dismissal of the official implicated, and the complete reform and reorganization of the Post-Office Department. The additional allowances made to contractors were, to the amount of \$157,000, suspended, and under the intelligent and efficient administration of Hon. Amos Kendall, the Post-Office Department was, in less than two years, redeemed from debt, made self-sustaining, the mail service greatly improved, and a surplus of \$700,000 accumulated!

The reports of the Senate and House committees, above referred to, strongly urged additional legislation by Congress. Postmaster-General Kendall likewise recommended the same, and the result was the act of Congress approved July 2, 1836, entitled "An act to change the organization of the Post-Office Department and to provide more effectually for the settlement of the accounts thereof."

This act made important changes in the conduct of the Post-Office Department. Its revenues were required to be deposited in the Treasury of the United States, and could only, with the exception of the salaries of postmasters, be paid on warrants of the Postmaster-General. The Postmaster General was held to a stricter accountability, being required to submit to Congress annual estimates and report in detail all expenditures. Congress reserved the right to revise his estimates, and no expenditures could be made without an appropriation. The office of the Auditor of the Treasury for the Post-Office Department was created, and all contracts had to be duplicated and one copy deposited therein. All accounts arising in the Post-Office Department had to be audited and settled in the Auditor's Office and certified by him to the Postmaster-General. It was made the duty of the Auditor to report to the Postmaster General the delinquencies of postmasters, to close the accounts of the department quarterly, and report to the Secretary of the Treasury the receipts and payments, as well as to certify to the Postmaster-General, quarterly, the accounts paid pursuant to appropriations. The accounts of the Post-Office Department were required to be kept under certain heads and the receipts and expenditures credited and debited thereunder. The bonds of postmasters and contractors had to be made with the United States, and suits brought in its name. The Auditor was specially charged with the duty of collecting all debts, and enforcing by legal proceedings penalties and forfeitures. Contractors who failed to perform their engagements were to be promptly proceeded



against by him. His statement of accounts certified to under seal of his office were made evidence in the courts of the United States.

#### MONEY FRAUDULENTLY OBTAINED MUST BE RECOVERED.

If any moneys had been obtained from the Post-Office Department

Under pretense that service had been performed therefor, when in fact such service has not been performed, or by way of additional allowance for increased service actually rendered, when the additional allowance exceeds the sum which, by the provisions of law, might rightfully been allowed therefor, and in all other cases where the moneys of the department have been paid over to any person in consequence of fraudulent representations, or by mistake, collusion, or misconduct of any officer or clerk of the department, it shall be the duty of the Postmaster-General to cause suit to be brought in the name of the United States of America to recover back the same, or the excess, as the case may be, with interest thereon.

The Postmaster-General was also required to report to each annual session of Congress all the particulars of contracts made the preceding year for the transportation of the mail, including those made other than at the regular annual lettings; also all allowances made to contractors and the orders on which the same were made, specifying all the particulars thereof together with the details of all curtailments of contracts, also the particulars of all incidental expenses, and the exact condition of the finances of the department, for the year ending the thirtieth of June preceding, giving in detail the credits and liabilities, receipts and expenditures, of the department, also a report in detail of fines imposed and deductions made from the pay of contractors during the preceding year for failures and other causes, and stating whether and for what reasons any of the fines or deductions had been remitted.

The law relating to contracts for carrying the mails was amplified, and made, as it was thought, to correct evils which existed, to prevent frauds, and to limit in every possible, proper way the discretion of the Postmaster-General. The provisions relative to contracts for the transportation of the mail were contained in sections 23, 24, 25, 26, 27, 28, 29, and 31, and they remain the postal contract law save as amended by act of March 3, 1845, in regard to star bids, and as further amended in other particulars by the acts of revision approved June 8, 1872, and June 23, 1874, and July 12, 1876.

#### THE ADVERTISING AND LETTING OF ROUTES.

The Postmaster-General was required before advertising for proposals for the transportation of the mail, to form the best judgment practicable as to the mode, time, and frequency of service on each route, and to advertise accordingly. He was to receive no combination or improved bids, and to accept the lowest bid, unless that of the last contractor on the route who had faithfully performed his contract was within five per cent. of it. It was made a penalty for employes of the department to be interested in contracts or to act as the agent, with or without compensation, of contractors. Proposals had to be accompanied by a written guarantee signed by one or more responsible persons that the bidder would, if his proposal was accepted, enter into contract, with good and sufficient sureties, to perform the service. If he failed so to do, he and his guarantors were to be proceeded against and damages recovered, if any were sustained by the government. If any person had entered into a combination to prevent others from making bids, thereby to secure for himself or others contracts, no contract should be made with him or them; and if he or they were contractors, his or their contracts

must be annulled. Postmasters at the termini of routes were to be furnished with schedules specifying the time of arrivals and departures of mails; and required to keep registers showing the exact times of arrivals and departures, and to promptly notify the department of every failure, delinquency, neglect, or malpractice of contractors or their agents or carriers.

#### THE LAW REGULATING "EXTRA ALLOWANCES."

Section 23 was as follows:

That it shall be the duty of the Postmaster-General, before advertising for proposals for the transportation of the mail, to form the best judgment practicable as to the mode, time, and frequency of transportation on each route, and to advertise accordingly. No consolidated or combination bid shall be received, and no additional compensation shall be made to any mail contractor, so as that the compensation for additional regular service shall exceed the exact proportion which the original, compensation bears to the original services stipulated to be performed; and no extra-allowance shall be made to any contractor by the Postmaster-General for an increase of expedition in the transportation of the mail, unless thereby the employment of additional stock or carriers by the contractor shall be rendered necessary; and in such case, the additional compensation shall never bear a greater proportion to the additional stock or carriers rendered necessary, than the sum stipulated in the original contract bears to the stock and carriers necessarily employed in its execution; and when any extra service shall be ordered, the amount of the allowance therefor, in dollars and cents, shall be signified in the order for such service, and be forthwith entered upon the books of the Post-Office Department, and no additional compensation shall be paid for any extra regular service rendered before the issuing of such order, and the making of such entry, and every order, entry, or memorandum whatever, on which any action of the department is to be had, allowance made, or money paid, and every contract paper, or obligation drawn up in said office, by any officer thereof, shall have affixed to it its true date; and every paper relating to contracts or allowances filed in said office shall have the date of its filing thereon.

Previous to the act of July 2, 1836, the mail service, as let, differed widely from that advertised for. This was accomplished by the means of combination and improved bids. The provisions of the 23d section, above quoted, in regard to advertising, were therefore enacted to meet and cure this evil. The Postmaster-General thenceforward was bound not only by the general requirements of the act of 1792 as re-enacted March 3, 1825, to have regard to the *productiveness* of routes, but he must determine beforehand what service, "the mode, time, and frequency of transporting the mail," and advertise and let accordingly. There must be no consolidation or combination bids received. This peremptorily disposed of one source of the evils which had brought the Post-Office Department to insolvency as well as into disrepute.

#### COTEEMPORARY CONSTRUCTION OF THE LAW.

Another grave evil was the improvidence and illegality with which extra allowances were made to contractors. Section 43 of the act of March 3, 1825, simply said that "no additional allowance" should be made "unless additional service shall be required," and then the sum allowed must not be in excess of the "exact proportion of the original amount to the additional duties required." The department had in divers instances, in making allowance for expedition, disregarded the law of 1825. Postmaster-General Barry held that "for expediting the mail in point of time, there can be no rule for determining the *pro rata*. The increase of expense, agreeably to an ancient provision made in contracts, is the rule which governs." The Senate and House committees both held that section 43 of the act of March 3, 1825, applied to cases of the expedition of the mail as well as to additional service. That there might be

no difference of opinion thereafter, section 23 of the act of July 2, 1836, made the law definite and specific in regard to increase of trips as well as the expedition of speed. The law as made then remained the same till April 7, 1880, and governed all cases of increased and expedited service.

The construction given to that part of section 23 which relates to "increase of expedition in the transportation of the mail" becomes, in view of what follows in this report, very important.

Postmaster-General Barry in 1835 insisted to the House committee that, under section 43, act of 1825—

For expediting the mail, in point of time, there can be no rule for determining the *pro rata*. The actual increase of expense, agreeably to an ancient provision made in contracts, is the rule which governs. It is frequently done at a less rate; but when that full rate is demanded, some evidence of the increased expense is required before the allowance is made.

The committee in commenting on this said:

The provision is more ancient than the rule deduced from it. It was inserted in the contracts many years ago, but no case has been shown prior to 1829 where the *pro rata* principle was not adhered to. The provision in the contract is as follows: "The Postmaster-General may alter the hours of arrival and departure, fixed by schedule, and alter the route, he making an adequate compensation for any extra expense which may be occasioned thereby." What shall be deemed "an adequate compensation," within the terms of this provision, is matter of construction. If it be the actual expense of the additional service required, without regard to the proportion of the original service to the original compensation, then the provision is a plain violation of the law, and such construction is contrary to the official construction repeatedly given to the provision by the Postmaster-General himself, under his own hand. In the advertisements for mail contracts prior to 1829 was the following note: "The Postmaster-General may expedite the mails, and alter the contract, he paying an adequate compensation, for any extra expense that may be occasioned thereby." In all the advertisements since 1829, the note is as follows: "The Postmaster-General reserves the right to expedite the mails, and alter the times of their arrival and departure, at any time during the continuance of the contract, by giving an adequate compensation, never exceeding a *pro rata* allowance for every extra expense which such alterations may require. This note is the basis of the ancient (and modern) provision in the contract, and expressly limits every expedition of the mail in point of time to the *pro rata* allowance.

#### THE SWORN STATEMENTS OF CONTRACTORS.

In point of fact, as was abundantly shown by the investigation of 1834-'35, the rule was, whenever allowances were made for expedition of the mail, to require the contractor to furnish the department a statement showing in detail what it cost him to perform the service according to the terms of his original contract, and what it would cost him to perform the additional service required. In doing this, if it was for instance a stage route, he had to show how many coaches, the number of horses, the other necessary equipments, the number of men employed, with the annual cost of maintaining the same, and in short not only the amount of money he had invested, but how it was invested; not only what the actual expense of performing the service was, but just how it was incurred. Moreover he was required to have his statement verified by disinterested parties cognizant of all the facts. With this minute information in its possession the department could intelligently determine what allowance should be made. In speaking of this in their report the House committee in 1835 said:

All that is necessary is to ascertain the expense of the original services and what will be the expense of the additional services. The rule would then be: as the amount of the expense of the original service is to the compensation therefor, so is the amount of the expense of the additional service to the *pro rata* additional allowances.

The twenty-third section of the act of July 2, 1836, was therefore, so far as extra allowances are concerned, construed in advance by the men

who framed it. There is no necessity to endeavor to ascertain what their intention was; they have plainly indicated it. Moreover, the law was, from the time of the administration of Amos Kendall to a comparatively recent period, construed exactly as the authors of it said it should be interpreted.

#### HOW TO DETERMINE THE COMPENSATION FOR ADDITIONAL DUTIES.

It was not intended that in all cases the law should be stretched to the utmost limit in favor of contractors. Discretion was left to the Postmaster-General, but a limit was fixed beyond which he could not go. He could not exceed the *pro rata*, but it was supposed that only in cases of extreme necessity would he have to make the *pro rata* allowance. The department had ample facilities whereby to ascertain, independent of the contractors, what a just and fair allowance would be for the additional service required. Its postmasters picketed all the routes, and its force of special agents could be employed without cost to make any investigations deemed necessary.

The necessity for extending mail routes so as to embrace intermediate offices and of curtailing them has always existed, and must always exist. The exercise of the discretionary power, wisely left by Congress to the Postmaster-General for this purpose, must necessarily be quite frequent. In a like manner the exigencies of the service require the frequent exercise of the right to increase or decrease service by adding to or reducing the number of trips on the various mail routes. The law established a rule by which the pay of the contractor was to be increased or reduced on account of the addition or subtraction of trips and the extension of the route. There should be no "additional allowance" unless additional service was required, and no additional allowance shall exceed "the exact proportion" of the original contract price to the additional duties required. Of course, the converse held in the deductions made for curtailments of trips or distance. It was the intention of the law makers that this was to be a cast-iron rule, in one respect, namely, that the "exact proportion" should in no case be exceeded. The contractor receives a certain consideration from the government, not for what he has invested, but for the service he renders. He is asked to double that service, and the government in dealing with him, in regard to the payment for this additional service, is bound by the law to take into consideration two factors: first, the pay the contractor is receiving for the original duties; and second, what the additional service would cost him. The exact proportion between these two factors could not be exceeded. Therefore it was necessary to know what was the cost to the contractor of performing the original service. To get at this it was necessary not only to know what his plant cost but what was the annual expense of maintaining it, and what was the depreciation of it. Then the amount he received for this investment was the first factor. The second was the additions to his plant he would have to make to perform the additional duties required.

#### AN ILLUSTRATION OF THE RULE.

To illustrate: A contractor had a contract to carry the mail from A to B, 100 miles, once a week, each way, leaving A Monday at 8 a. m. and arriving at B Tuesday at 8 a. m., and leaving B Thursday at 8 a. m. and arriving at A Friday at 8 a. m. To perform this service required six horses and four men. The horses and equipments cost \$1,000.

The cost of maintaining them was \$600 a year. Their depreciation was 10 per cent. a year, or \$100. The men were paid \$25 a month, and "found themselves," a cost of \$1,200 a year. There was a total of investment and outlay and depreciation of \$2,900 by the contractor, and he received from the government, for services performed, \$2,500 per annum. He was required to double the service, *i. e.*, to carry the mail from A to B twice a week, each way, leaving A Tuesdays and Thursdays at 8 a. m. and arriving at B Wednesdays and Fridays at 8 a. m. and leave B Mondays and Thursdays at 8 a. m., and arriving at A Tuesdays and Fridays at 8 a. m. What additions had the contractor to make to his plant to enable him to perform the additional service? It was found that he would have to have four additional horses and two more men. The horses and equipments cost \$800, and their depreciation would be \$80 a year. The men would cost \$600 a year, a total of \$1,480. Then the exact proportion would be as 2,900 is to 2,500 so is 1,480 to the *pro rata* additional allowance, or, expressed according to the formula of the rule of three,  $2,900 : 2,500 :: 1,480 : \$1,275.86$ , the *pro rata* additional allowance the law said the contractor should receive. He might of course be allowed \$2,500 but no more; and not that, unless it was shown to the satisfaction of the Postmaster-General that it was "the exact proportion" between the compensation for the original service and the additional duties required.

#### HOW CONTRACTORS DEAL WITH THEIR SUB-CONTRACTORS.

The contractors understand and act upon this principle of allowance for additional service when they sublet their routes. They know that local parties engaged in this sort of business can and will perform two trips a week on a route for less than twice the amount they are willing to contract to perform once-a-week service. One contractor, when he was writing to his agent in Oregon to sublet the route from Wallula to Pleasant Grove, said he was willing to pay "for one trip a week, \$1,400; two trips, \$2,600; three trips, \$3,700; six trips \$7,000; seven trips, \$7,500, a year." Again F. C. Perkins subcontracted with J. W. Dorsey & Co. to carry the mail once a week from Rawlins to White River, Wyoming Territory, for \$2,500 a year and three times a week for \$5,100 a year. These are not exceptional cases. Many instances of this kind could be given to show that in practical operation it does not cost the contractor double when the department doubles the service he is required to perform

#### THE RECENT GROWTH OF A VICIOUS PRACTICE.

The practice of the department for many years was not to allow the contractor double, triple, or quadruple when his service was doubled, tripled, or quadrupled. The exception was to allow all the law permitted, not to stretch it to the utmost in favor of the contractor. The contrary practice is of comparatively recent growth. It is the outgrowth of improvident administration and loose methods of transacting public business. So long as the public servants, in the Post-Office Department, acted as conscientious administrators of trust estates would do, the intention of the law makers was observed. Contractors as a class are probably no better or worse than the average business men of the country. "Do unto others as you would have others do unto you" is not the rule by which the great mass of business or professional men, in this or any other country, are guided. Neither is there on the part of the great majority of men a conscientious desire in dealing with the government

“to render to Cæsar the things which are Cæsar’s.” Moreover the contractors who seek the business of transporting the mail are many, and the clerks who are charged with the multifarious duties of office are few, and they and all other subordinates depend upon the caprice of their chief. The contractors are experienced in the wiles of the world. They are shrewd and smooth tongued. They exert, individually and collectively, very potent political influence. Senators and Representatives easily persuade themselves that the public good will be promoted by the expenditure of large sums of money in their States and districts. If it should happen that dishonest officials held an office to which attached such large discretionary power as does to that of the Second Assistant Postmaster-General, will it seem strange that in an era when great profligacy prevailed in all public expenditures it came to be the habit to regard the limit fixed by law *beyond which* the department should not go in making additional allowances as the limit *to which* in every case, almost, the department should go in compensating the contractors for additional service?

#### RECENT HABITUAL VIOLATIONS OF LAW.

The practice of allowing contractors *all* the law permitted for additional trips opened the door to very considerable frauds upon the department. This evil was, however, of gradual growth. The development of the country, and especially of the Western Territories, necessitated some increase of service during the contract term, but if that service had been properly advertised, and *due* regard was had to the *productiveness* of routes, as the law required, such changes could not be very frequent or expensive. But when the addition of trips with the full pay permitted by the law became part of a general scheme to defraud the government, then its magnitude appears startling. And when to this was added “extra allowances” for expedition of the mail, and the two were combined, a door was flung wide open, which admitted contractors and their confederates almost without let or hindrance to the public treasury. There was no check whatever on the greed of the plunderers save their consciences and fear of the machinery of justice. The one was exceedingly pliable and the other very rusty.

In making allowances for expediting the mails, the authors of the law, as has already been said, indicated clearly what its interpretation should be, and the officials who for a long series of years applied it observed that construction literally. The contractors were required to furnish a detailed statement, verified by their oaths, and certified to be correct by at least two disinterested parties, showing the cost of the original service and the profit they had therefrom. By long usage this became sanctified as the unwritten law of the department. The first instance of a departure from this ancient practice was in 1866, but this violation of the written and unwritten law governing such cases did not become habitual till Thomas J. Brady became Second Assistant Postmaster-General. Neither did it become the rule to enormously increase the public expenditures for mail service by the questionable method of extra allowances for additional trips and expedited schedules under any of Mr. Brady’s predecessors. It is true that there were other reprehensible, nay criminal, ways of defrauding the government through mail contracts, but cases of expedition were so rare as to make them the exception rather than the rule.

## BRADY'S ADMINISTRATION OF THE CONTRACT OFFICE.

In one of the most profligate years of Buchanan's administration, when the mal-administration of the Post-Office Department became almost a synonymous term for public robbery, I find only one case of expedition, and that was an allowance made to George Chorpenning. And coming down to recent times, there was under the administration of the contract office by John L. Routt for the fiscal year ending June 30, 1872, only six cases of expedition, and the total allowances made were only \$21,738. During the fiscal years ending June 30, 1875 and 1876, while James N. Tyner was Second Assistant Postmaster-General, there were but seven cases of expedition and a total allowance of only \$60,976.60. And what is still more significant, in each of these cases the orders making the allowances state that they are less than *pro rata*; *i. e.*, the ancient custom, in accordance with the true construction of the law, was observed. Twenty-three days after the beginning of the fiscal year 1877, Thomas J. Brady qualified as Second Assistant Postmaster-General. During that fiscal year I find made on his orders sixteen allowances for expedition of mail service on sixteen routes. The contract price of these sixteen routes aggregated \$184,544.24 per annum. The allowances for expedition increased the annual pay on these routes \$197,946.16, and made the total pay \$382,490.40 a year. (See Exhibit A.) And in each one of these cases the law was stretched to its utmost in favor of the contractors, and the ancient construction of that law disregarded, and likewise the time-honored custom of the department requiring contractors to furnish verified detailed data, whereby "the exact proportion" between the original pay and "the compensation for the additional service required" could be accurately determined. During this same fiscal year (1877) Mr. Brady made orders granting additional allowances to contractors for trips added and speed increased on 250 routes in the States of Arkansas, California, Colorado, Kansas, Nebraska, Nevada, Missouri, and Oregon, and the Territories of Idaho, Dakota, Montana, Arizona, New Mexico, Washington, Wyoming, and Indian Territory amounting in the aggregate to \$604,336.09. The original pay on these routes was \$1,090,620.92, so that the increase was about 58½ per cent., while the additional duties required of the contractors were in the aggregate only about 33½ per cent. (See Exhibit B).

## ORDERS MADE IN VIOLATION OF LAW.

The quadrennial letting of the star service in the States and Territories west of the Mississippi River occurred under the advertisement of November 1, 1877. There was therefore not much opportunity for increasing and expediting the service during the fiscal year 1878 in this section. There were, however, during that year extra allowances made in the Pacific section, chiefly on fifty-one routes, aggregating \$119,929.39. The original pay on these same routes was \$188,745.80 a year, and the increase was therefore about 64 per cent. (See Exhibit C.) Of the two hundred and fifty cases of increases and expedition in 1876-'77, I find that twenty-four of the orders on which they were made and money paid were in direct violation of law. Of the sixty-three cases in 1877-'78, five of the orders were likewise in violation of law. The twenty-third section of the act of Congress approved July 2, 1836, provides—

That when any extra service shall be ordered, the amount of the allowance therefor in dollars and cents, shall be signified in the order for such service, and be forthwith entered upon the books of the Post-Office Department, and no additional compensation shall be paid for any extra regular service rendered before the issuing of such order and the making of such entry.

Section 3960 Revised Statutes is as follows:

And when any such additional service is ordered, the sum to be allowed therefor shall be expressed in the order, and entered upon the books of the department; and no compensation shall be paid for any additional regular service rendered before the issuing of such order.

The twenty-four orders in 1876-'77, and the five orders in 1877-'78, above referred to, were all retroactive, and under them the contractors were paid for "additional regular service" alleged to have been "rendered before the issuing" of the same! (See Exhibit D.) The law of 1836 forbidding allowances for service before the orders for the same were issued, was enacted because such payments had been made during the administration of Postmaster-General Barry. The committees of Congress found that in many cases where this had been done no service had actually been performed other than that called for by the contract. To condemn this evil practice, and prevent its recurrence in the future, the law was made comprehensive, explicit, and emphatic.

#### HOW THE SERVICE SHOULD HAVE BEEN ADVERTISED.

It will be seen that during the first fiscal year of Mr. Brady's incumbency he made the discovery (?) that the star mail service in the States and Territories west of the Mississippi River needed great improvement. He expedited sixteen routes at an annual cost of \$197,946.16, and he increased in all two hundred and fifty, thereby adding to the yearly cost of the star service in the Pacific section \$604,336.09. The advertisements of November 1, 1877, were prepared under his direction. It would naturally be supposed, in view of the very large increases which Mr. Brady had found it necessary to make at the close of the contract term in the Pacific section, that he would have seen to it that all the anticipated needs of that service were reasonably well provided for in the advertisement. He was especially charged with this duty. The law says "that it shall be the duty of the Postmaster General, before advertising for proposals for the transportation of the mail, to form the best judgment practicable as to the mode, time, and frequency of transportation on each route, and to advertise accordingly." The law is mandatory. It was his duty "to form the best judgment practicable" of the needs of the service before advertising. The object of this requirement is manifest. The necessity for such an enactment was shown by the investigation of 1834-35. The habit of advertising for certain service and after the letting to improve it by extra allowances for increased distance, additional trips, and expedited schedules, was an evil of such magnitude that it had brought the department to absolute insolvency, had corrupted officials, and generally demoralized the mail service.

In speaking of this method of improving the service, the House committee in their report say:

This practice was liable to, and has been attended with, the same abuses as that of incorporating the improvements in the original contract; it has introduced the convenient subterfuge of *straw bids*, and given the well-informed capitalist a sure mode of securing whatever contract he may desire.

#### HOW BRADY ADVERTISED THE SERVICE.

It is evident that Mr. Brady contemplated large increases in the service that was advertised to be let November 1, 1877, to begin July 1, 1878, for in his report dated November 1, 1877, he urged an increase of \$523,247 in



the appropriation for star service for the fiscal year commencing July 1, 1878. In speaking of this increased estimate he says:

The demand for increased mail facilities is probably greater at this time than ever before in the history of the department; and particularly is this true of the service other than railway. It has, therefore, been deemed best to make a liberal estimate for this branch of the service, and the sum of \$7,090,673 is asked for.

He estimates in the above for star and steamboat service together. The increase he asked in the appropriation for star service alone over the cost of the fiscal year 1877 was \$523,247.

An increase of more than a half a million of dollars was asked, and yet the advertisement of November 1, 1877, for four years' star service in the section which consumes more than 60 per cent. of the whole appropriation called for decreased rather than increased service. Taking the old and long established routes as a basis of comparison, it will be found that the service that was to be let for four years, under the advertisement of November, 1, 1877, to begin July 1, 1878, was, in number of trips and speed, inferior to the service which was to expire with the fiscal year 1878. The rapid development of that region, the great growth of population and the consequent demands for increased service is the stereotyped excuse for the criminal waste of money on the star service. The mushroom growth of mining centers like Deadwood and Leadville has answered as a pretext for the wasteful expenditure of millions of dollars in other localities of the great West. The mining craze and the rush of population; the extension of railways, and the magic-like development of the mineral regions were well under way before November 1, 1877. The coming events, which were to justify the expenditure of the increased appropriation Mr. Brady asked, had cast their shadows so long before them, that the advertisement of November 1, 1877, ought in some measure to have provided therefor. But it did not. Why? Let the sequel answer.

Herewith will be found tabulated statements, marked Exhibits E and F, which show in detail the service on ninety-three routes as it was let under the advertisement of November 1, 1877, to begin July 1, 1878, and the subsequent increases made on Mr. Brady's orders to January 1, 1880, together with the service on the same routes as it was let to begin July 1, 1874, with the changes up to July 1, 1878. The routes are not numbered the same for different contract terms. They are combined, and split up, and renumbered in the arrangement of the advertisements for the quadriennial lettings.

#### ONE ROUTE AS AN ILLUSTRATION.

For instance, route No. 31454, Fort Worth, Tex., to Yuma, Ariz., let under the advertisement of November 1, 1877, service to begin July 1, 1878, was made up of routes which were numbered for the contract term 1874 to 1878, as 31470, 31140, that part of 39106 between Mesilla and El Paso, and 39110. It was advertised November 1, 1877, and let as being 1,560 miles long, when the distances given in the route registers of 1874 to 1878, aggregated according to the distance circulars from every postmaster on the route, only 1,467 miles. The schedule time originally of the routes making route 31454, Fort Worth to Yuma, made the mails 433.40 hours between those two points. Before the close of the contract term 1874-'78, the schedules of those various routes were expedited until only 358.90 hours were required between Fort Worth and Yuma. But 31454 was advertised November 1, 1877, with a schedule of 408 hours, or 49.10 hours slower than the distance was required

to be made at the time it was advertised. The true distance was, according to the distance circulars, 1,467 miles, a schedule of 408 hours would therefore require the contractor to make less than 3.60 miles per hour. By advertising the route longer than it actually was, the contractor was given 24.35 hours longer in which to make the trip than the schedule required.

This route was let under the advertisement of November 1, 1877, at \$134,000 a year. The proposal which was accepted was irregular and illegal. The agreement was made in advance of awarding the contract that the schedule should be expedited and the pay thereby increased to the neighborhood of \$300,000 per annum. This agreement was faithfully kept, for on August 5, 1878, the order of expedition was made to take effect August 15, 1878, and \$165,000 a year was allowed, bringing up the annual pay to \$299,000. The order of expedition reduced the running time from 408 hours to 312 hours. But as the actual distance was 1,467 miles instead of 1,560, as let, the contractor had really 336 hours in which to make the trip. Therefore, for increasing the speed of his horses .76 of a mile an hour the contractor was paid \$165,000 a year. And what for? Surely not for the benefit of the people along the route, because there was not one single office along the line of the slightest importance, which did not receive its important mails from the east and west a great deal quicker, even after this expedition was ordered, by other routes. This is an instance where a route was advertised longer in miles than the distance circulars furnished by the postmasters proved it to be.

#### ALL IN THE INTEREST OF CONTRACTORS.

There are frequent instances of this kind to be found where the distance, as advertised November 1, 1877, is greater than the distance circulars proved it to be. These distance circulars are the evidence by which the department is ordinarily governed. By the direction of the Second Assistant Postmaster-General, postmasters of the terminal and intermediate offices on a route certify to the true distance from one to the other, and the corresponding clerks enter on the route-registers these distances, the aggregate of which is the length of the route. A contractor who has secured the contract on a route advertised to be longer than it really is has a large percentage in his favor when he gets his pay enormously increased by the expedition of his schedule. This is proved by the analysis of the facts in route No. 31454, Fort Worth, Texas, to Yuma, Arizona.

Again, routes were advertised November 1, 1877, shorter than the distance circulars and the distances entered on the route registers of 1874 to 1878 proved them to be. If a contractor secured a contract of this kind and got his pay largely increased, by addition of trips and expedition of schedule, he could come in and show that his route was so many miles longer, and by one pretext or another he was allowed *pro rata* on his increased pay for the increased distance. Frequent instances of this kind will be found in the tabulated statements above referred to as Exhibits E and F.

The star service, under the advertisement of November 1, 1877, was let to begin July 1, 1878, in the States and Territories of Arkansas, California, Colorado, Kansas, Louisiana, Nebraska, Nevada, Oregon, Texas, Arizona, Dakota, Idaho, New Mexico, Montana, Utah, Washington, Wyoming, and Indian Territory. The cost of this new service, which was to begin July 1, 1878, in the States and Territories above named, was

\$1,711,160.32. There was service let under the advertisements of September 30, 1877, to begin January 1, 1878, in the same States and Territories, and old service extended to October 1, 1878, amounting to \$298,119.68 a year. The cost of the star service in the above-named States and Territories on July 1, 1878, was therefore \$2,009,280. The cost of the star service in the same States and Territories for the fiscal year ending June 30, 1878, was \$3,124,187, or \$1,114,907 greater than the cost of the same service at the beginning of the fiscal year 1878-79. On June 30, 1879, the star service in the above-named States and Territories, which a year previous cost only \$2,009,280, was swollen to \$3,706,997, an increase in one year of \$1,699,508.89.

A SUGGESTIVE EXHIBIT.

How was this enormous increase accomplished? Extra allowances on routes controlled by thirteen men added \$1,399,876.93. Temporary contracts given without competition to the same thirteen men, or their representatives, added \$168,395.68. The reletting of the extended and new service, to begin October 1, 1878, added \$47,248.59. The balance, \$80,468.41, owing to the manner of keeping the books, I cannot account for.

The following table shows the cost of the star service in the States and Territories named as it was certified to be by the corresponding clerks June 30, 1878, July 1, 1878, and June 30, 1879:

State.	June 30, 1878.	July 1, 1878.	Decrease.	Increase.	June 30, 1879.	Increase from July 1, 1878.
Arkansas.....	\$180,158 00	\$113,324 24	\$66,833 76	.....	\$171,431 00	\$58,106 76
California.....	391,361 00	218,431 62	72,929 38	.....	436,853 00	218,421 38
Colorado.....	186,861 00	113,162 73	73,698 27	.....	291,055 00	177,892 27
Kansas.....	183,144 00	136,471 23	46,672 77	.....	189,009 00	32,597 77
Louisiana.....	107,279 00	72,580 53	34,698 47	.....	101,785 00	29,204 47
Nebraska.....	133,214 00	93,907 84	39,306 16	.....	131,719 00	37,811 16
Nevada.....	179,851 00	104,013 55	75,837 45	.....	182,822 00	78,808 45
Oregon.....	109,893 00	73,950 49	35,942 51	.....	169,577 00	95,626 51
Texas.....	486,735 00	359,045 36	127,689 64	.....	638,039 00	278,993 64
Arizona.....	134,462 00	60,006 69	74,455 31	.....	196,467 00	136,460 31
Dakota.....	137,380 00	101,601 81	35,778 19	.....	168,173 00	66,571 19
Idaho.....	69,496 00	70,216 00	.....	\$720 00	154,042 00	83,826 00
New Mexico.....	141,794 00	52,937 00	88,857 00	.....	223,529 00	170,592 00
Montana.....	153,138 00	65,963 66	88,201 34	.....	136,327 00	70,390 34
Utah.....	301,570 00	198,501 90	105,068 10	.....	224,016 00	27,514 10
Washington.....	50,782 00	39,081 00	11,701 00	.....	37,316 00	"1,745 00
Wyoming.....	123,286 00	90,912 48	32,373 52	.....	134,326 00	93,279 62
Indian Territory.....	53,983 00	47,171 98	6,811 02	.....	140,451 00	43,413 52
	3,124,187 00	2,009,280 00	1,016,653 89	720 00	3,706,997 00	1,699,508 89

\* Decrease.

INCREASED ALLOWANCES AND TEMPORARY CONTRACTS.

The extra allowances made during the first half of the fiscal year 1879-'80 aggregate \$761,535.30. This amount was added to the annual pay of routes let during 1878, in most part to thirteen contractors, or their dummies, who obtained the enormous allowances made during the fiscal year 1879. But this is not all: during the same period, from July 1, 1879, to December 31, 1879, there were awarded, without competition, to the same men, two hundred and seventeen contracts for temporary service, the annual pay of which aggregated \$934,760.20. By these allowances, and ignoring the awards of temporary service, the cost of the star service in the eighteen States and Territories was increased

till the rate per annum, January 1, 1880, was \$4,468,532.30. I submit herewith tabular statements, marked Exhibits G and H, which show in detail the cost of the star service on certain routes in eighteen States and Territories, which were let under advertisements of 1878 and 1879, the pay of which was increased by extra allowances made in Brady's orders from July 1, 1878, to January 1, 1881; and also the details of temporary service awarded without competition during the same period.

The tabular statement marked Exhibit G establishes the astounding fact that 419 routes, the annual contract pay of which was \$404,411.22, were manipulated by Brady and the contractors until their annual pay was increased in thirty months to \$2,366,481.27!

Tabular statement marked Exhibit H shows that during the same period 290 contracts for temporary service on routes aggregating 13,994 miles in length were, without competition, awarded to the same favored contractors, and that this service was paid for at the rate of \$1,121,223.81 per annum, or an average cost per mile per annum of \$77.26.

In this connection I also invite your attention to Exhibit E, heretofore alluded to, which discloses the still more amazing fact that in eighteen months ninety-three of the routes embraced in Exhibit G were manipulated by adding trips, increasing distance, and expediting schedules, till, from an annual cost of \$762,858.09, which the original contracts called for, the pay was increased to \$2,723,464.50 per annum, an increase of \$1,981,522.44.

The tabulated statement of temporary service, Exhibit H, when analyzed, by the aid of the subcontracts on file in the Contract Office, and the powers of attorney filed with the Sixth Auditor, proves that thirteen contractors who controlled the rich bonanza of the ninety-three routes had 217 temporary contracts, and received therefrom at the rate of \$934,760.20 per annum.

#### A TIME-HONORED PRACTICE VIOLATED.

Mr. Brady, in almost every instance, violated the letter and spirit of the law in making the orders for the additional allowance by which a few contractors have been receiving more than two millions and a quarter of dollars a year. As I have heretofore said, cases of expedition were, prior to Mr. Brady's term, of rare occurrence. During his first year there were sixteen cases of expedition. Among the first of these was a route in Texas on which the contractor desired the schedule and his pay expedited. The corresponding clerk to whom the papers in the case were referred, found on examination that the sworn statement submitted by the contractor merely set out that to perform the service according to the original schedule required so many horses and men, and to perform it at the increased rate of speed would require so many additional horses and men. The clerk went to Mr. Brady and demonstrated that a sworn statement of this kind did not afford a reliable basis of computation. To enable him to make a reliable computation the contractor's sworn statement should give the present cost in money of performing the service and what the cost of the increased service would be. The intention of the law, he said very properly, was that the contractor's percentage of profit for the increased service should not be greater than it was on the original contract. To determine this with any accuracy he must have the most reliable detailed information that could be obtained. He exhibited to Mr. Brady the form of a sworn statement (see Exhibit J), which, theretofore, contractors had been required to furnish. The clerk was informed by Mr. Brady that the subject would receive his con-

sideration. The result of that consideration was the establishment of the rule that the sworn statement of the contractor, specifying simply the number of horses and men required, was the datum on which allowances for expedition should be made. In the cases of allowances for increased trips and distance a still simpler method was adopted—to allow every dollar the law permitted. During the eighteen months intervening between July 1, 1878, and January 1, 1880, there were 92 routes expedited at an annual cost to the government of \$1,218,115.10. During the same period there were trips added on 244 routes, costing annually \$895,291.79. There were, also, 1,002½ miles added to the length of 75 routes, and an allowance of \$46,709.99 a year made.

There were, during the fiscal years 1878-'79 and 1879-'80, forty-four orders on which allowances were made and money paid which were retroactive and in direct violation of law. In all, there were, during Mr. Brady's incumbency, seventy-three orders made in violation of law. (See Exhibits I and D.)

#### AN EXAMINATION OF EXPEDITED SCHEDULES.

An inspection of every case of expedition by experienced and impartial men, whose instructions were to ascertain the truth and report it, was ordered. Nearly all their reports have been received. A number of men have been employed in this work since May last. They have examined hundreds of witnesses who had personal knowledge of the facts. The statements of these witnesses were written down and verified by their oaths. The subcontractors, superintendents, drivers, agents, and other employés of the contractors have been interrogated and their depositions taken. The result is a mass of evidence, accompanied by the explanatory reports of the inspectors, which fill several thousand pages of legal-cap paper. In addition to all this the record evidence in the department has been minutely and critically examined, digested, and collated. To do this great work has required months of the most arduous work on the part of Inspector P. H. Woodward, myself, and the officers and clerks of the Post-Office Department assigned to this duty. I have examined all this evidence and weighed it carefully, and in many instances heard and read the oral and written statements of the contractors or their attorneys, and I cannot resist the conviction that in almost every case the allowance for expedition was fraudulently, collusively, and corruptly obtained.

#### THE RESULT OF THE INVESTIGATION.

The sworn statements of the contractors upon which allowances were made were frequently false. It is no exaggeration to say that their falsity is so apparent that the boldness of the men who conspired to defraud the government is amazing. The number of horses and men alleged to be necessary to perform the expedited service has in almost every instance been placed very much higher than was actually needed. In more than one case there is overwhelming evidence to prove that the contractors decreased both the horses and men employed after the expedited schedule was ordered. In several cases there was no effort whatever made by the contractor to perform the expedited schedule, and yet they were paid for the increased service from the dates the orders took effect. Where the routes were legitimately sublet, the positive testimony of the subcontractors proves that the number of horses and men which the contractors swore were necessary were not needed, and they have never

been employed. The evidence also proves conclusively that in the majority of cases the expedition has never been made. In some cases it was impossible to make the time required. In such cases faithless postmasters at the termini of the routes falsely certified that the arrivals and departures had been in accordance with the schedule fixed by the department. In other cases the schedules were so arranged that arrivals and departures signified nothing. Some of the routes were run on schedule time at each end, and no attention whatever paid to schedules in the middle. There are frequent instances where the expedition delayed instead of expedited the mails. For example, on route No. 38118, from Monument to River Bend, Colorado, the expedition delayed the mails going over it from the east and the west from eighteen to thirty-six hours. This is a route running between two points which are on railroads, and to comply with the expedited schedule, the contractor was compelled to start his carriers before the mail trains arrived.

#### AN EXAMPLE WHICH IS NOT AN EXCEPTION.

In regard to the increase of trips, the evidence is equally voluminous and conclusive. In every case the pay allowed for trips added and schedule expedited was excessive. Moreover, the needs of the country to be supplied with mails did not demand in most of the cases the increased service or the expedition. But for reasons which are manifest, I would mention some of the most flagrant cases where the service was put up from weekly to daily and the speed increased from a mile and a half an hour to five miles an hour, at a cost of tens of thousands of dollars, when the fact was notorious that nobody but the contractor asked for it. In the case of one route, Cañon City to Camp McDermott, tri-weekly mails were carried over two hundred miles, through an uninhabited country, with only an abandoned military camp between the terminal offices. The lonesome rider camped at convenient points, lariatied his mustang, and caught the fish or shot the game on which he lived. Near the eastern terminus of this route there was a post-office some distance off the path by which the solitary rider picked his way. There lived at this office one family, and once or twice a year they received a letter, which the carrier would leave at a spot agreed upon. The head of this family felt that it was a bore to have to make returns and certify to regular arrivals of mail, and he was continually asking the department to abolish the office. Evidently this hardy pioneer did not appreciate the beneficent government which was squandering tens of thousands of dollars to give him a mail three times a week. It is certain, however, that the contractor believed in frequent and fast mails, and was troubled greatly by the requests of the hardy pioneer to have his post-office discontinued. The evidence is in our possession to show that he wrote his subcontractor to see the unappreciative pioneer and satisfy him, saying that he had already paid him \$30 to keep quiet, and that he knew the fellow was only "kicking" in order to get more money.

#### CURIOUS AND SUGGESTIVE FACTS.

There was another route in the Northwest over which not one letter was ever carried. A pouch went to and fro with only a solitary circular in it till both were nearly worn out. In several instances the subcontractors and others remonstrated with the department for supplying mails which nobody along the routes wanted. Of the 92 routes on which schedules were expedited at a cost of \$1,218,115.10, not to exceed ten of

them can be shown to have required any increase of speed. And had the service on these ten been properly advertised, there would have been no sort of pretext for squandering hundreds of thousands of dollars of the people's money to increase the speed from a slow to a fast walk. In one of these ten cases it is a notorious fact that it was agreed beforehand that, within thirty days from the commencement of service, the pay should be more than doubled by expediting the schedule. The petitions and recommendations upon which increase of speed and additional trips were ostensibly made were in all cases procured by the contractors. The fact—that the names attached to many of these petitions are written by one, two, or three persons, is so apparent that any one who examines them is forced to the conclusion that they were not intended to deceive the officers of the department. The written evidence in the handwriting of the contractors is in our possession, showing that agents were employed and paid to manufacture, or have manufactured to order, petitions and recommendations which would furnish the pretext for ordering increased service and expedition.

#### THE MONEY PAID FOR EXPEDITION SQUANDERED.

The entire absence of any necessity for expediting the mails on ninety-per cent. of the routes on which the speed was increased will be apparent to any well-informed person. The wonderful growth of railways during the last ten years connected every important point in the West with the Atlantic or Pacific seaboard. The electric telegraph reached almost everywhere ten years ago. The difference of an hour, six hours, or even twenty-four hours in the arrival or departure of the mail could be of no possible advantage or disadvantage to the "hardy pioneer." If the great mass of the population had a mail once or twice a week, they were more than satisfied. There are thriving, long-established communities in Pennsylvania and New York where thousands of intelligent and well-educated people are perfectly content with twice-a-week service. They are content because they read weekly newspapers and have comparatively little necessity for letter-writing. The money squandered on expedition would have increased the entire star mail service of the States and Territories west of the Mississippi River, if it had been judiciously used, in increasing the frequency of the mail transportation. Had the executive head of the contract office of the Post-Office Department been ambitious of extending and improving the mail service, he would not have placed millions of dollars of the people's money at the disposal of a baker's dozen of contractors, but would have generously, though still improvidently, distributed the vast sum over that great region lying between the Mississippi River and the Pacific Ocean.

#### NOT THE RESULT OF ACCIDENT.

I submit that the manner in which the star mail service was advertised November 1, 1877, was not and could not have been the result of accident. It was not accidental that so many of the routes in the Western States and Territories were obtained by a few contractors and their dummies. Shrewd business men, like old and experienced mail contractors, did not blindly engage in what ordinarily would have been a ruinous enterprise unless they knew to absolute certainty beforehand that they could make it, at a very early date, immensely profitable. Temporary service which was given without competition, and at rates largely in excess of the average pay for such service, did not accidentally

find its way to the thirteen favored contractors. It was for no ordinary reason that an executive officer, of acknowledged ability, knowingly reversed the practice of the department, sanctified by the unvarying usage of more than half a century, known to be in accordance with the declared intentions of the authors of the law, so manifestly right and proper that no honest man could doubt the prudence and propriety of it, and the abolishment of which must necessarily throw wide open the door to unblushing fraud and unbounded speculation.

#### EARLY EFFORTS TO PREVENT STRAW BIDDING.

Bidders were first required to furnish guarantors to the Post Office Department by the act of July 2, 1836. The 27th section of that act was as follows:

That every proposal for the transportation of the mail shall be accompanied by a written guaranty, signed by one or more responsible persons, to the effect that he or they undertake that the bidder or bidders will, if his or their bid be accepted, enter into an obligation, in such time as may be prescribed by the Postmaster-General, with good and sufficient sureties, to perform the service proposed. No proposal shall be considered unless accompanied by such guaranty. If, after the acceptance of a proposal and notification thereof to the bidder or bidders, he or they shall fail to enter into an obligation within the time prescribed by the Postmaster-General, with good and sufficient sureties for the performance of the service, then the Postmaster-General shall proceed to contract with some other person or persons for the performance of the said service, and shall forthwith cause the difference between the amount contained in the proposal so guaranteed and the amount for which he may have contracted for the performance of said service for the whole period of the proposal to be charged up against the said bidder or bidders, and his or their guarantor, or guarantors, and the same may be immediately recovered by the United States for the use of the Post-Office Department in an action of debt against either or all of the said persons.

This provision was deemed necessary to prevent, in the future, the practice of straw bidding, which was found to prevail to a considerable extent prior to 1835. The House committee, in their report of February 13, 1835, speaking of this practice, say:

When the lowest bidder fails to execute his contract the department considers itself at liberty to make a contract without re-advertising, and without offering it to, or consulting with, the next lowest bidder, the consequences have been to induce a higher bidder to procure some one to bid far below all anticipated *bona fide* bids, and then, on failure, the contract is forthwith given to a higher bidder, at his own price. These bids have become so frequent and so successful as to have acquired the technical name of *straw bids*.

#### THE LAW AS IT NOW STANDS.

Many years afterwards, and especially from 1866 to 1872, the practice of straw bidding became so frequent and successful, in spite of the 27th section of the act of July 2, 1836, that additional legislation was required. Accordingly Congress, by an act approved June 8, 1872, and by various subsequent acts, provided the following additional safeguards, which are embraced in sections 3946, 3947, 3953, and 3954 Revised Statutes. These sections are as follows:

SEC. 3946. Each bid for carrying the mail shall hereafter have affixed to it the oath of the bidder, taken before an officer qualified to administer oaths, that he has the pecuniary ability to fulfill his obligations, and that the bid is made in good faith and with the intention to enter into contract and perform the service, in case his bid shall be accepted; and that the signatures of his guarantors are genuine, and that he believes the guarantors pecuniarily responsible for and able to pay all damages the United States shall suffer by reason of the bidder's failing to perform his obligation as such bidder.

SEC. 3947. Any postmaster or other officer of the Post-Office Department who shall affix his signature to the certificate of sufficiency of guarantors or sureties before the guarantee or contract is signed by the guarantors or sureties, or shall knowingly make



any false or illnsory certificate, shall be forthwith dismissed from office, and shall be deemed guilty of a misdemeanor, and be punished by a fine of not more than one thousand dollars, or by imprisonment for not more than one year, or by both.

SEC. 3953. Hereafter all bidders upon every mail route for the transportation of the mails upon the same, when the annual compensation for the service on such route at the time exceeds the sum of five thousand dollars, shall accompany their bids with a certified check or draft, payable to the order of the Postmaster-General upon some solvent national bank, which check or draft shall not be less than five per centum on the amount of the annual pay on such route at the time such bid is made; and in case of new service not less than five per centum of the amount of one year's pay proposed in such bid, if the bid exceed five thousand dollars per annum. In case any bidder, on being awarded any such contract, shall fail to execute the same with good and sufficient sureties, according to the terms on which such bid was made and accepted, and enter upon the performance of the service to the satisfaction of the Postmaster-General, such bidder shall forfeit the amount so deposited to the United States, and the same shall forthwith be paid into the Treasury for the use of the Post-Office Department; but if any such contract shall be duly executed, and the service entered upon to the satisfaction of the Postmaster-General, such draft or check so deposited shall be returned to the bidder.

SEC. 3954. Any person or persons bidding for the transportation of the mails upon any route which may be advertised to be let, and receiving an award of the contract for such service, who shall wrongfully refuse or fail to enter into contract with the Postmaster-General in due form to perform the service described in his or their bid or proposal, or having entered into such contract shall wrongfully refuse or fail to perform such service, shall, for any such failure or refusal, be deemed guilty of a misdemeanor, and be punished by a fine of not more than five thousand dollars, and by imprisonment for not more than twelve months. And the failure or refusal of any such person or persons to enter into such contract in due form, or having entered into such contract the failure or refusal to perform such service, shall be *prima facie* evidence in all actions or prosecutions arising under this section, that such failure or refusal was wrongful.

#### LEGISLATION SUGGESTED.

The letter and spirit of the law embodied in the foregoing sections of the Revised Statutes have frequently been violated. Straw bidding has, during the last ten years, been resorted to by contractors, but the method has varied from that denounced by the committee of the House of Representatives in 1835. The law that was enacted in 1836 to prevent straw bids did not prevent it, and hence the legislation of 1872, and the subsequent enactments. The method was to procure a number of dummies, drivers, stablemen, and other employés of the contractors, to submit on certain routes, bids each a little lower than the other. The contractor himself put in a bid which would give him a large profit. When the lowest bid was accepted the bidder failed to respond, and so on with all the rest till the *bona fide* bid of the contractor was reached, whereupon he accepted and entered into contract. If some of his competitors put in a bid below his he was bought off, if his price was not exorbitant. The legislation of 1872 and 1874, while providing heavy penalties against straw bidding, by sections 251 of the act of June 8, 1872, and 251 of the act of June 23, 1874, really made that description of fraud easier to be perpetrated. These sections not only compel the Postmaster-General to go up the list of bids if the lowest bidder fails to enter into contract, but requires him, in the event of a contractor failing, to offer the service to the next lowest bidder, and so on up the list, leaving him only the power to decide that the next lowest bid is too high and to order readvertisement of the route for new proposals. The provision requiring a certified check of five per cent. of the bid on all cases where the amount exceeds \$5,000 is also objectionable, because it operates to the disadvantage of local bidders who cannot arrange with a bank to certify their checks when they have no balance to their credit. The professional contractors manage this by using notes indorsed by one another

which are accepted by friendly bank officers as cash. The only real safeguards which all these enactments afford against straw bidding are to be found in the rigid enforcement of sections 3946 and 3947 above quoted. Section 3946 should be amended so as to make it perjury for a bidder to falsely swear "that he has the pecuniary ability to fulfill his obligations, and that the bid is made in good faith, and with the intention to enter into contract and perform the service, in case his bid shall be accepted." It should also require the guarantors who vouch for the pecuniary ability and good faith of the bidder to make oath that they know the bidder to bid in good faith and to have the pecuniary ability to fulfill his obligations, and to make false swearing in their case perjury. If section 3947 requiring postmasters to certify to the sufficiency of guarantors or sureties of contractors had always been enforced, fraud would have been impossible, or if it could hereafter be enforced there would be but little danger of the government being defrauded by straw bidding. The greatest looseness in this respect has prevailed in the past, and especially during the administration of the department since 1872. Although the penalty for false certificates by postmasters is severe, and notwithstanding it has been notorious that such false certificates were given, not one such offending official has been punished or even proceeded against.

#### THE VERY WORST FORM OF STRAW BIDDING

was by the false certificates of postmasters, made possible under the advertisement of November 1, 1877, at the March letting of 1878, and under subsequent advertisements. Men who were notoriously without the pecuniary ability to fulfill the most limited obligations, with sureties or guarantors equally worthless, were awarded a great many contracts for transporting the mails. It is true that they entered into contracts, and for a time, by subletting the routes, carried the mail; but it is equally true that this was part and parcel of the conspiracy to defraud the government. The old form of straw bidding had become obsolete. The new scheme was to obtain the contracts and then have the service increased and expedited, and the pay thereby enormously increased. This new departure required corrupt officials to make it successful, and the contractors who engaged in it knew what they were about before they got up their straw bids.

A scheme was concocted by an old and experienced contractor to obtain a large number of routes at low figures in the hope and expectation of getting the pay for the same largely increased by extra allowances. He was connected with two contractors doing the largest business with the department in the transportation of mail on star routes. He was well informed as to what was going on, had intimate relations with many Congressmen, and knew perfectly all the subterranean ways of reaching officials and accomplishing purposes in the Post-Office Department. He was anxious not to involve any of his friends in pecuniary losses if his well-laid plan should happen to "gang alee," and, therefore, he did not ask them to become bondsmen for his dummy bidders. He selected eight men, or had them selected for him, who were not sticklers in swearing, to act as bidders, and an equal number to figure as bondsmen. Not one of them owned any real estate, and their combined personal property would not exceed a few thousand dollars in value. To enable these fellows to conscientiously (?) qualify as bidders, guarantors, contractors, and bondsmen, he temporarily transferred, or caused temporarily to be transferred, to them some lots in Philadelphia,

and land in New Jersey and Virginia. As soon as one set went through the form of qualifying as bidders, guarantors, contractors, and bondsmen, they retransferred the property to another set, and when all were qualified the property was reconveyed to its rightful owners.

#### AN IMPROVED METHOD OF DEFRAUDING.

Forty-eight bids were submitted by these straw bidders, the aggregate amount of their bids being \$209,871, and the aggregate purported value of the real estate given as security was \$1,796,500. The face of the bonds alone represented \$322,500. Twenty-eight of these bids were the lowest, and contracts were awarded on twenty-three, the face of the bonds required therewith being \$205,000, to be secured by real estate valued at \$1,062,000. The aggregate contract price of the twenty-three routes was \$127,435. Two of the twenty-eight routes, on which they were the lowest bidders, were, before service begun, declared unnecessary, and three of them readvertised. Six of the twenty-three routes were expedited and increased, and \$82,339.59 added to the annual pay. So far everything was going to everybody's entire satisfaction. Five routes which did not promise well were gotten rid of before service commenced, and six within a very short time were raised from \$45,771 a year to \$128,110.59 a year. But when this progress had been made the investigation of 1880 happened and the fight in Congress over the deficiency bill occurred. Some reductions were made, and it began to be difficult to get increases ordered. To run all the routes which had not been manipulated, at the contract price, would be ruinous. Accordingly there began to be failures. The parties had no property, and so long as the old order of things continued there was absolutely no danger. Who had ever heard, either of the Post-Office Department or of the Sixth Auditor's Office, making trouble about straw bidders failing, or seeking to bring the principals behind the "straws" to justice? Time and patience, and the right kind of influence, alone were required to accomplish the final release of bidders and bondsmen. Congress had never inquired into the conduct of the Auditor's Office, and pestilent newspaper correspondents could not get access to the records. There were ten failures up to September 9, 1880. There were sixteen of the twenty-eight routes, as it was confidently believed, disposed of—six before service began and ten by failures. There remained twelve, and six of these had been made very profitable. In a short time the remaining six could be disposed of by failures, if it was impossible to get them raised, and the net result of the venture would be a handsome profit to the principals.

#### HOW THE SCHEME WAS FRUSTRATED.

But unfortunately for the promoters of this venture, the administration which came in on the fourth of March last did not believe in winking at fraud and covering up crime. One of the first subjects to engage the attention of the Attorney-General, and that of the Postmaster-General, was the failures of the Philadelphia dummies. An investigation followed, and in a very short time the whole truth was known. The result, accomplished in less than two months after the inquiry was begun, demonstrates how very easy it would have been at any time during the past twenty years to break up the practice of straw bidding, and must satisfy every intelligent man, cognizant of the facts, that if the evil is again permitted to embarrass the department, it will only be through

connivance or inefficiency of the Post-Office Department and the Sixth Auditor's Office.

It was only necessary to indict a few of the tools in Philadelphia, and let the rest understand that the penitentiary was their goal if they did not make it to the interest of the government to use them as witnesses, when the whole gang began to knock at the doors of the department and beg to be allowed to tell all they knew. I have attached to my report a tabulated statement showing in detail the bids, the amount of bonds, the character of the real estate security, and other statistical data connected with these frauds, which is marked Exhibit K.

#### SEVERAL CRIMES COMMITTED.

In the preparation of the proposals for this new species of straw bidding there were, in one notable instance, several crimes committed. The name of an alleged bidder was forged to the proposals. A notary public, whose appointment had been procured for the purpose, falsely certified that the bidder, whose name had been forged to the proposals, had appeared before him, acknowledged the signature, and made the oath required by section 3946. These proposals and others gotten up by the same persons were sent blank to postmasters in various parts of the country, and the certificate of the guarantors thereto obtained, and the postmaster's certificate to the same. The names of the bidders were not signed to the proposals, the amount of the bid was not inserted, the route was not designated, and other minor details which the law requires to be observed were neglected. This was not done in a few cases, but thousands of such proposals were manufactured. The facts establishing, beyond room for cavil, their real character were ascertained, and the proof furnished the department, but contracts were awarded to the bidders who submitted, or were alleged to have submitted them, on one hundred and thirty-four routes, the aggregate contract price of which was \$143,169.62, which was, in eighteen months, by "extra allowances," increased to \$622,808.41.

#### ANOTHER SCHEME WHICH DESERVES REPROBATION.

Still another method by which the law was evaded by means of false certificates from postmasters, thereby bringing great scandal on the department and very seriously demoralizing the service was as follows: A combination, at first embracing some persons of substance, was formed for obtaining contracts for star service on routes in the Southern, Middle, and Eastern States and subletting the same. This class of service is usually performed by local contractors who can do it very cheap and yet live by it. The idea of the combination was to ascertain the pay at which a vast number of these routes were operated during the previous contract term, and then to bid just under the price the local contractors had been receiving. They were enabled to do this through persons who had intimate relations with the contract division of the Post-Office Department. Having once underbid the local contractors and obtained the contracts, they were enabled to sublet them at a small profit on each to the men who had formerly carried the mails. The profit, although small in each separate case, was in the aggregate quite large, the combination controlling several hundred routes. In a short time all the men of property were driven out of the combination and others without any means whatever were taken in. As thus reorganized the confederation began business. A lot of worthless, wild land in Georgia, Ken-

tucky, Colorado, Michigan, Wisconsin, and West Virginia, to which none of the confederates had the shadow of legal title, was used as the basis of security, first in the guaranties to the bids and second for the bonds of the contractors. Titles on paper to this worthless land were transferred from one to another over and over again, first to one set who qualified on it as bidders, and second to another gang who qualified thereon as guarantors, and third, back to the bidders to qualify as contractors on their accepted bids, and then back again to the guarantors to qualify as sureties on the contracts. In these various transfers and retransfers occasional slips were made, some one forgetting to make the transfer, but little defects like this mattered not; the whole thing was a farce and the oaths taken a perfect mockery.

#### THE MAGNITUDE OF THE FRAUDS.

From the formation of this combination, which was in time to bid for service under the advertisement of November 1, 1877, to February 10, 1881, there were 13,110 proposals submitted by the different members of it, the aggregate amount of the real estate security required therewith being \$8,084,542. They obtained at the various lettings from 1877 to 1881 296 contracts, the total amount of the security required therewith being \$202,905. The security in each and every instance was utterly worthless, not one of the bidders or sureties having legal title to an inch of the real estate on which the bonds purported to be based, and moreover the real estate which they falsely swore they owned was itself without any value whatever. There are in force to-day 276 of the above-mentioned contracts, the total nominal security on which is \$190,890, and if the contractors were to fail the government could not recover one dollar. The sureties who qualified to the amount of \$190,890 are not possessed of a foot of real estate, and judgment against them would be worthless. Indeed so entirely impecunious are several of these guarantors, that if they were to die to-day the District of Columbia would have to pay their funeral expenses.

#### WHERE THE RESPONSIBILITY RESTS.

Primarily, the responsibility for the irregularities and illegalities in the certification of worthless sureties rests of course with the postmasters who certified, but the responsible officers of the Post-Office Department were fully informed, before the contracts were awarded, not only that the postmasters had falsely certified, but that the guarantors were frauds, and that from beginning to end the intention was to impose upon the department. They took no steps to punish the guilty postmasters; they did not reject the illegal proposals; they did not set their faces against any of these frauds. It is proved by the affidavits of some of the postmasters that when they deemed it their duty to exercise a little precaution in making their certificates, the contractors brought written requests from high officers of the Post-office Department and the Sixth Auditor's office, to approve the sureties offered by the aforesaid contractors. Moreover, when the attention of the Second Assistant Postmaster-General was called to certain instances where worthless bonds had been given he summarily dismissed his informant by telling him that the postmaster's certificate was a bar to any inquiry on the part of the department.

## THE DUTIES OF THE SIXTH AUDITOR.

The act of July 2, 1836, creating the office of an Auditor of the Treasury for the Post-Office Department, and subsequent legislation by Congress, makes that officer responsible, to a large extent, for the enforcement of the law against straw bidders, and without negligence on his part the gross violations of the law, which I will instance, could not have occurred, or if occurring, could not have escaped unpunished. Section 14 of the act of July 2, 1836, provided :

That the Auditor of the Post-Office Department \* \* \* shall direct suits and legal proceedings, and take all such measures as may be authorized by law to enforce the prompt payment of moneys due to the department.

And section 16 of the same act contained this provision :

That the attorneys of the United States, in the prosecution of suits for moneys due on account of the Post-Office Department, shall obey the directions which may, from time to time, be given to them by the Auditor for the Post-Office Department; and it shall be the duty of each of the said attorneys, immediately after the end of every term of any court on which any of the suits aforesaid shall have been pending, to forward to the said Auditor a statement of all judgments, orders, and steps which have been taken in the same during the said term, accompanied by a certificate of the clerk of the court, showing the parties to, and the amount of, each judgment, with such other information as may be required by the said Auditor. The said attorneys shall direct speedy and effectual process of execution upon the said judgments. And it shall be the duty of the marshals of the United States, to whom the same shall be directed, to make to the said Auditor, at such times as he may direct, returns of the proceedings which have taken place upon the said process of execution.

The act of 1851 permitted the Sixth Auditor, with the written consent of the Postmaster-General, to compromise cases in which judgment had been obtained for less than the amount of the judgment. It was provided, however, that this should apply only to cases antecedent to the approval of that act.

The act of June 8, 1872, substantially re-enacts the foregoing, and in addition provided that in any case in which suit may be brought the Auditor shall forward to the Department of Justice certified copies of all papers in his office tending to sustain the claim; and also extended the provisions of the act of 1851 by providing that if judgment shall have been obtained, and it shall satisfactorily appear that such judgment, or so much thereof as remains unpaid, cannot be collected by due process of law, the Auditor may, with the written consent of the Postmaster-General, compromise such judgments and accept in satisfaction less than the full amount thereof.

## FAILING BIDDERS AND CONTRACTORS.

Where a bidder's proposal is accepted, and he fails to enter into contract, and the department is compelled to go up the list till one is found who will enter into contract, it is the duty of the contract office to certify to the Auditor the proposal of the failing bidder and the amount of the damage the government has sustained thereby, which must be the difference between his bid and that of the bidder who has contracted, together with any other losses that may have been sustained. The Auditor must then cause suit to be brought against the failing bidder and his sureties. It is true that in almost every instance the bidder who fails, and his sureties, are men of straw, and the property they qualify to equally unsubstantial. These cases were so numerous that the Postmaster-General, a few years since, spoke of them in his annual report as involving hundreds of thousands of dollars, and yet no effort was made to punish any of the parties who had thus conspired to defraud the government. In

every one of these cases a postmaster had certified that the bidder and his sureties were pecuniarily responsible and had approved their bonds. The Postmaster-General could have dealt summarily with the postmasters, but he did not. The Auditor could have made it very uncomfortable for the failing bidders and their bogus sureties had he chosen to put all the machinery of justice, at his command, in motion. The failing bidders and their bondsmen were but the creatures of the old contractors, who had procured them to do the things which they had done, solely to enable them to secure certain routes at excessive rates of pay.

#### HOW THEY ESCAPE PUNISHMENT.

Again, another practice has been to have the straw bidder enter into contract with the intention of failing immediately after one quarter's pay had been earned and obtained, or sooner if the necessary arrangements could be completed. Almost invariably in this class of cases the principals were the subcontractors of the dummies, and when the latter failed the former would get a temporary contract to carry the mail at their own figures, and, by and by, a permanent one at their *bona fide* bid for the balance of the contract term. The Second Assistant Postmaster-General would then go through the form of certifying to the Auditor the case of the failing contractor, and that official would perfunctorily perform his duties. A draft would be drawn upon the failing contractor through the nearest post-office, which was of course returned unpaid. Probably this would be repeated a second time. The object apparently was to consume time. In the course of three months, six months, or a year, the Auditor would cause suit to be brought. If service could be obtained on the man of straw and his bogus bondsmen, judgment in due course of time would be obtained. Finally, the marshal would be instructed to collect the judgment, and he would return the writ, with the indorsement, "No goods found." In this way eighteen months, two years, and sometimes more would be consumed. By and by, when all the parties to the swindle thought it was safe to move, the attorney of the old contractor, who was the real party in interest all the time, would appear on the scene. He would, of course appearing as the attorney of the failing contractor, submit a proposition in writing to the Auditor to compromise the case for a trivial sum and the costs. Thereupon the Auditor addressed to the Postmaster-General a letter reciting the efforts he has made to collect the full amount of the judgment, and his failure, and recommending that the offer of compromise under the act of 1872 be accepted. The Postmaster-General perfunctorily writes to the Auditor, of course after consulting with the Second Assistant Postmaster-General, directing the compromise to be made. From beginning to end the whole business was farcical. The Second Assistant Postmaster-General, the Auditor, and everybody else whose business it was to know anything about it, knew perfectly well that it was a case of straw bidding and straw contracting, put up and engineered by the old contractor. In all probability he had done this sort of thing time and again. In fact, there was no effort at concealment on his part. Just as soon as his dummy entered into contract, he, *pro forma*, became his subcontractor. His horses, coaches, and men performed the service, and, ten chances to one, his dummy was a driver or stable-boy in his employ. When the failure occurred it was simply by the principal refusing to take the mail. His stock and employes remained there and he proposed to the Post-Office Department to temporarily perform service at his own price until a con-

tractor could be found who could do the work. His offer was accepted, and for a month or two he performed temporary service, and then got the regular contract. All the while the failing contractor was cleaning his horses, or driving one of his coaches and drawing his monthly stipend.

#### A VERY BAD CASE.

That I have exaggerated nothing in the foregoing, the following examples will prove: J. P. Goddard, of Vermont, an employé of Bradley Barlow, was a bidder under the advertisement of October 1, 1873, on certain star routes in California and Oregon on which Barlow was performing service. To enable him to qualify as a bidder, one of Barlow and Sanderson's stage-line superintendents came from Yreka, Cal., to Kansas City and met Goddard. Another superintendent of Barlow and Sanderson's came from New Mexico and joined them at Kansas City. He was a friend of the postmaster of Kansas City; hence his presence was required. W. S. Stone, the California superintendent, was introduced as a very wealthy and large landed proprietor from the Pacific coast, and was to figure as Goddard's principal bondsman. Two other bondsmen, J. H. Roberts, a livery-stable proprietor, and A. L. Carpenter, of no particular calling, were found in Kansas City. Goddard's check was certified at Barlow's bank in Saint Albans, Vt. Routes 46253 and 46254 were let to Goddard, service to begin July 1, 1874, the former at \$24,000 and the latter at \$7,700 a year. Stone, Roberts, and Carpenter qualified as bondsmen on Goddard's contracts. Barlow and Sanderson performed the service on the routes till January 28, 1875, when Goddard was declared a failing contractor, and temporary service, at the rate of \$99,940 a year on route 46253, and \$9,180 on route 46254, was given to Barlow. From July 1 to December 31, 1874, Barlow, as the attorney of Goddard, drew the pay on the two routes. There was no actual failure. Barlow simply walked into the office of the Second Assistant Postmaster-General one day and notified him that on and after January 28, 1875, his stages would not take the mail unless he was paid at the rate of \$99,940 a year. The Second Assistant Postmaster-General forthwith declared Goddard a failing contractor, and recognized temporary service by Barlow on and after January 28, 1875. The other bidders on the route were notified of Goddard's so-called failure, and asked if they would accept service at their bids. They declined. Barlow was assured of this before he had Goddard declared a failing contractor. Barlow got the route at the bid of his son-in-law, C. W. Foster, \$73,700 a year.

#### HOW IT WAS COMPROMISED.

The actual damages to the United States by this transaction was, according to the books of the Sixth Auditor's Office, \$53,566. A draft for that amount was drawn on Goddard through the postmaster of San Francisco. It was returned after many days because Goddard was not to be found. Nobody appears to have looked in the direction where he was to be found. An attempt was later made to find the sureties. In due time Carpenter was reported to be in the Black Hills, Roberts in Kansas City, their tangible possessions—*nil*. Stone was superintending Barlow & Sanderson's stage line on routes 46253 and 46254, but his goods and chattels were of the intangible sort. A demand was made on him by the postmaster of San Francisco, according to instructions from the Sixth Auditor, and it was answered by Barlow's attorneys in



San Francisco, to the effect that Stone could not pay if he would, and would not if he could. If he did anything it would be to claim damages from the United States for the illegal action of the Post-Office Department, in that Goddard had been declared a failing contractor for Barlow's benefit. In 1877 suit was brought in the district court of California, but just how does not appear. It does appear that at the request of the Sixth Auditor this suit was temporarily suspended till something was learned of the sufficiency of the sureties. Meanwhile, Mr. Barlow's attorney, January 23, 1877, proposed to the Sixth Auditor to pay the costs thus far accrued, provided the suit was discontinued. January 31, 1877, he proposed to pay \$300 and the costs if the suit was discontinued and all parties discharged from further liability. Some time in the course of that year the suit was renewed, and August 14, 1878, judgment was rendered against Stone for \$54,815.88 and costs. Previous to this, on July 3, 1878, Barlow's attorney offered \$500 and payment of the costs if the suit was dismissed. The marshal some time after judgment was rendered was instructed to collect the judgment, and returned the writ, indorsed, "No goods found." On January 21, 1881, the offer to pay \$500 and costs was renewed, provided satisfaction was entered. Finally, February 28, 1881, the Sixth Auditor addressed the Postmaster-General a letter recommending that the offer to compromise for \$500 and the costs be accepted and satisfaction entered, and asked the written consent of the Postmaster-General thereto. March 3, 1881, the Postmaster-General gave the required consent, and the case was disposed of by Barlow's attorney paying \$500 and the costs, \$146.62. March 30, 1881, the United States district attorney for the district of California, by direction of the Solicitor of the Treasury, entered satisfaction of record of judgment in favor of the plaintiff in the case of the United States against W. S. Stone. The loss to the United States in this case was as follows:

Difference between judgment and the amount paid to compromise.....	\$54,169 26
Difference between Goddard's contract pay and Barlow's, \$49,700 a year; which for three years would be .....	173,950 00
Total .....	<u>\$228,119 26</u>

#### IF POSSIBLE, A WORSE CASE.

In 1877 C. C. Huntley was, with his nephew, W. H. Williams, accepted as bidders and sureties. Huntley was awarded three contracts and Williams two. The attorney of Huntley notified the department that he was incompetent mentally to enter into contract and physically incapacitated to undertake the performance of one. He protested against his acceptance as a bidder or surety, and requested that his name should be stricken off Williams's proposal as surety, because Williams was without pecuniary ability to perform any contract. Huntley signed his name to an indorsement on the back of this letter, saying he approved of what his attorney had written. Nevertheless the contracts were made with Huntley and Williams, Huntley and his father, T. S. Huntley, becoming sureties for Williams, and A. L. Smith, of Baltimore, and J. W. Parker, of Atchison, Kans., and Williams sureties for Huntley. Barlow and Sanderson, as subcontractors of Williams, performed service on his routes, one of which was from Redding, Cal., to Roseburg, Oreg, at an annual pay of \$54,985. On December 5, 1878, without any notice to Williams, Barlow notified Brady that after December 15, 1878, the stages of Barlow and Sanderson would not take the mail on Will-

iams's route. That same day, without further inquiry, Brady declared Williams a failing contractor, and caused the other bidders to be notified thereof, and asked if they would accept at their proposals. They, or their representatives, all being in Washington, with one exception, S. S. Huntley, brother of C. C. Huntley, filed December 15, 1878, their written refusals to accept. December 17, 1878, Barlow filed a letter with Brady, in which he asserted that S. S. Huntley had the night before, in writing, proposed to withdraw his bid, or decline service, for \$10,000. That same day Brady ordered contract to be made with C. W. Foster, at his bid, \$59,000 a year. Temporary service by Barlow, at the rate of \$73,700, from December 2 to December 16, 1878, was recognized and ordered paid. Bidders have thirty days after notification to accept or decline in the case of failing contractors. S. S. Huntley, within eighteen days, accepted, in writing, at his bid of \$71,000 per annum. His pecuniary ability was undoubted. At the time he filed his written acceptance January 4, 1878, he also filed an affidavit to the effect that Barlow told him he controlled all the bids up to his son-in-law Foster, save his, Huntley's, and that he would pay him \$1,000 to decline. By their respective statements both Barlow and Huntley should, under section 3950, Revised Statutes, have been ruled out, and all other contracts in their name with the department for mail service annulled, and both disqualified as bidders and contractors for five years. Brady, by acting on Barlow's letter immediately, avoided the complication which would have made an ugly scandal. Huntley had not been heard from in writing, and had till January 5, 1879, to respond, but Brady accepted Barlow's statement of Huntley's demand for \$10,000, as coming within section 3950, and treated him as disqualified thereby, and in order that he might have no chance to come back at Barlow, ordered a contract to be made with Foster.

#### HOW IT WAS COMPROMISED.

Williams's failure by Brady's order of December 5 was certified to the Sixth Auditor, and the damages to the United States to the amount of \$111,938.05 charged up against his account. C. C. Huntley being about the same time declared a failing contractor, at the request of his attorney on routes 45135, 44149, 44170, 44177, and 44178, damages to the government to the amount of \$28,877.03 were charged against his account. The pay on these routes, as well as on Williams's, was suspended, but subsequently the suspension was revoked by Brady's order, and the pay drawn by C. C. Huntley, notwithstanding he was liable in his own case as well as a surety for Williams for the full amount of damages, \$140,815.08, charged against both accounts.

In a short time the attorney for C. C. Huntley, wrote to the Sixth Auditor asking to have his client relieved from liability for these damages, both as contractor and as surety, on the ground that he was mentally incapacitated at the time he was accepted as contractor and surety, the Post-Office Department having legal knowledge of this fact. He also asked that T. S. Huntley, father of C. C. Huntley, be relieved on the ground that he was very old, and the enforcement of the claims of the government would ruin him financially. No application on behalf of A. L. Smith and J. W. Parker was made. The latter was not only possessed of property amply sufficient to protect the United States against loss, but he was a large mail contractor, and the government could have recouped out of the money due in any quarter. The Sixth Auditor recommended a compliance and asked the written consent of the Postmaster-General, who referred the Auditor's letter to Brady for a statement

of facts, and he stultified himself by indorsing thereon that C. C. Huntley was known to be mentally incapacitated at the time he was accepted as contractor and surety, and concurred in the Sixth Auditor's recommendation to compromise. The Postmaster-General gave his consent in writing, and \$500 was paid by C. C. Huntley, and the case against himself, W. H. Williams, his nephew, T. S. Huntley, his father, J. W. Parker, and A. L. Smith, his bondsmen, was compromised.

The result was a direct loss to the government of.....	\$140,315 08
And an indirect loss resulting from the reletting of the five routes to higher bidders for three and a half years' service of.....	154,052 50
Making a total of.....	<u>\$294,367 58</u>

### THREE MORE BAD CASES.

I will only mention three out of many other cases which I could give in detail. A. O. Buck was declared a failing contractor on route 16158, Gainesville to Tampa, Fla., and the damages to the United States were \$26,376.82. His sureties were worthless, but there was sufficient pay due and falling due on other routes in his name to have made good the damages to the government in this case. Buck, applied to have himself released, and offered \$2,000 in compromise. The Sixth Auditor recommended the acceptance of the offer in a remarkable letter to the Postmaster-General. The written consent of the Postmaster-General came and the case was settled at a loss to the United States of \$24,367.82.

Again, J. H. Watts, of New Mexico, failed on two routes—Nos. 33118 and 40103. The damages to the United States were \$9,393.09. His bondsmen were good for much more than the claims against them. These two cases were compromised, on the recommendation of the Sixth Auditor with the written consent of the Postmaster-General, for \$2,000 paid and \$1,600.37 charged to fines and deductions, a loss to the United States of \$5,792.72 (see Exhibits "L," "M," "N," and "O").

### CONCLUSIONS.

In concluding this report I submit that I have demonstrated that the methods which have prevailed in the contract office of the Post-Office Department promoted wastefulness, facilitated corruption, enabled a few contractors, with the assistance of high officers and subordinates, to wrongfully obtain vast sums of money from the Treasury, and generally brought the department into dishonor and bad repute throughout the land. The following propositions are sustained by overwhelming and unimpeachable evidence:

First. That, in advertising for proposals to transport the mail on star routes, in the fourth or Pacific contract section, it was the rule, to ask for a number of trips less than it was pretended the needs of the country required immediately after service began.

Second. That the schedule time on star routes was systematically made longer in the advertisements than it was pretended, immediately after service began, the needs of the country demanded.

Third. That star routes were advertised longer than they were let at previous lettings, and longer than the distance circulars and other record evidence known to the contract office proved them to be.

Fourth. That star routes have been advertised to be shorter than they were known to be, from the record evidence in the possession of the department.

Fifth. That this systematic advertising of star routes, in the manner described in propositions first, second, third, and fourth, were some of the steps, precedent, taken in accordance with a prearranged plan, of the existence of which all the attendant and sequent circumstances leave no doubt, whereby a few contractors obtained control of more than four hundred routes at very low pay, and then by means of extra allowances, made in violation of law, and at variance with the long-established practice of the department, got the pay of the same increased by addition of trips, expedition of schedule, and increased distance, until three, four, five, and six, and seven times the original contract price was paid.

Sixth. That by advertising star routes longer than they actually were, an expedition of schedule thereon required less expediture by the contractors to enable them to perform the increased service.

Seventh. That the star routes being advertised shorter than they actually were, enabled contractors, after getting the pay for these routes enormously increased by trips added and schedules expedited, to obtain on one pretext or another *pro rata* pay for increased distance.

Eighth. That this system required contractors who obtain routes at small pay to give proportionately less bonds, which are not required to be increased, in proportion, as their pay is increased, by extra allowances for additional trips, expedited schedules, and increased distance; that this opened the door to straw bidding, and men who were notoriously dummies, habitually appeared as bidders, and as circumstances required, became failing bidders, failing contractors, or remained and sublet to their principals, just as they failed or succeeded in getting the pay of the routes increased; that the bondsmen of these dummies were always worthless, and no effort was ever made to punish the men behind them.

Ninth. That in giving out temporary service a few contractors received all the rich plums at high rates of pay, and in some instances these temporary contracts have been extended from time to time, greatly to the detriment of the government and greatly to the advantage of the favored contractors.

Tenth. That in many instances contractors have been suffered on portions of their routes to perform service and to omit service in violation of their contracts, whereby they profited largely and the government suffered in a corresponding degree.

Eleventh. That contracts have been awarded on proposals manifestly and confessedly irregular and illegal; on the plea that a great saving was thereby to be made, and within a few days or months after service began the pay on the routes thus let was increased many fold.

Twelfth. That contracts have been awarded to certain contractors on illegal proposals, and at the same letting contracts were not awarded on proposals having precisely similar defects, the department holding that the proposals were illegal, when in fact the identical defects were in other cases held not to be sufficient to justify their rejection.

Thirteenth. That hundreds of contracts have been awarded on proposals with guarantors notoriously worthless and contracts executed with sureties known to be frauds; that this has grown to be an evil of such magnitude as to appal those who have been tolerably familiar with the methods of the contract office; that faithful officers of the department have vainly attempted to check this evil practice; that postmasters who have been accessory to these frauds, and time and again violated the law and the regulations of the department, have not even been rebuked, and some of them to-day are still in office.

Fourteenth. That in making extra allowances, Second Assistant Postmaster-General Brady reversed the practice of the department which had rarely, if ever, been departed from during more than fifty years, and violated the letter and spirit of the law, by accepting as sufficient the statements of the contractors as to the cost of performing the additional service, when these statements, tested by common sense and ordinary judgment, were not only manifestly false, but altogether insufficient as data upon which to base even approximate estimates.

Fifteenth. That there has been inefficiency, dereliction of duty, and still graver official shortcomings in the administration of the Sixth Auditor's office, that the gross abuses and manifest corruptions in the conduct of the contract office of the Post-Office Department in the past would have been impossible, had the Auditor of the Treasury for the Post-Office Department vigorously executed the law with an honest purpose to correct glaring wrongs, and bring to justice notorious wrongdoers.

Very respectfully, your obedient servant,

A. M. GIBSON,  
*Assistant Attorney of the United States.*

To Hon. S. F. PHILLIPS,  
*Acting Attorney-General.*

EXHIBIT A.—Table showing expedition on sixteen star routes, during fiscal year ended June 30, 1876.

No. of route.	Termini of route.	Contractor.	Original service.			Additional service required.			Commencement of additional service.
			Trips per week.	Length of route.	Contract price.	Miles.	Trips.	Speed.	
29256	Fayetteville to Ozark, Ark.	J. G. Bottsford.	6 trips	73	\$3,157 25	Oct. 23, 1876		(a) \$2,842 75	Oct. 25, 1876
38137	West Lee Animas, Cal., to Santa Fe, N. Mex.	H. Tisdale.	7 trips	314	50,556 00	Aug. 12, 1876		(b) 17,227 00	Sept. 1, 1876
29115	Little Rock to Pine Bluff, Ark.	J. C. Kinzey	6 trips	50	1,900 00	Aug. 18, 1876		(c) 1,750 00	Aug. 20, 1876
29161	Clarkville to Harrison, Ark.	R. C. Keyes	do	66½	3,444 00	June 23, 1877		(d) 5,596 50	June 23, 1877
33063	Greenleaf to Clay Centre, Kans.	H. M. Valle	do	31	1,835 50	Mar. 12, 1877		(e) 2,039 44	Mar. 19, 1877
45103	Carson City to Aurora, Nev.	J. W. Parker	do	119½	12,800 00	Mar. 8, 1877	1 trip	(f) 12,633 33	Mar. 16, 1877
45107	Aurora to Columbia, Nev.	O. Toller	do	75	9,000 00	do	do	(g) 9,000 00	Mar. 16, 1877
44139	Asbland to Lake City, Oreg.	Holton & Garrett.	3 on 63 m.; 1 on 170½	233½	5,031 25	Mar. 13, 1877		(h) 2,204 23	Apr. 1, 1877
37109	Cheyenne City, Wyo., to Spotted Tail, Nebr.	G. M. Brown.	3 on 100 m.; 2 on 118	218	9,236 57	Feb. 15, 1877	165 m. inc'r s'd to 7 trips	(i) 39,381 46	Mar. 1, 1877
37105	Green River City to Camp Brown, Wyo.	J. H. Gilbert.	3 on 120 m.; 2 on 50.	170	12,350 44	Mar. 2, 1877	Services inc'r'd to 7 trips	(j) 35,599 61	Mar. 16, 1877
38141	Cañon City to Lake City, Colo.	W. L. Richards	3 trips	242	18,510 29	Mar. 2, 1877	95 m., 4 trips	(k) 28,643 35	Mar. 16, 1877
38155	La Vista to Del Norte, Colo.	C. N. Bishop	do	95	2,923 04	Mar. 2, 1877	4 trips	(l) 7,309 84	Mar. 16, 1877
32901	Caldwell to Fort Sill, Ind. Ter.	V. A. Kereans & Mitchell.	do	190	11,700 00	Feb. 1, 1877		(m) 11,700 00	Feb. 8, 1877
40102	Prescott, Ariz., to San Bernardino, Cal.	A. Van Duzen	do	425	35,700 00	Mar. 28, 1877		(n) 16,045 00	Apr. 1, 1877
40106	Wickenburg to Florence, Ariz.	J. J. Hinds.	2 trips	110	4,490 00	Mar. 28, 1877	1 trip	(o) 6,973 65	Apr. 15, 1877
28141	Saint Joseph to Albany, Mo.	H. M. Valle	6 trips	51½	1,900 00	Feb. 10, 1877		(p) 1,900 00	Feb. 15, 1877
Total					184,544 24				187,946 16

(a) Time reduced from 26 to 18 hours.  
 (b) Time reduced from 24 to 40 hours.  
 (c) Time reduced to 40 hours.  
 (d) Time reduced to 30 hours.  
 (e) Time reduced to 6 hours.  
 (f) Time reduced from 37 to 19 hours.  
 (g) Time reduced to 10 hours.  
 (h) Time reduced to 18 hours, on 63 miles.  
 (i) Time reduced from 41 to 2 days.  
 (j) Time reduced from 39 to 36 hours.  
 (k) Time reduced from 37 to 19 hours.  
 (l) Time reduced to 18 hours.  
 (m) Time reduced to 46 hours each way.  
 (n) Time reduced from 6 to 4 days.  
 (o) Time reduced from 60 to 30 hours.  
 (p) Time reduced from 41 to 16 hours.

EXHIBIT B.—Report of all allowances made to contractors in the States of Arkansas, California, Colorado, Kansas, Nebraska, Missouri, and Oregon, and the Territories of Dakota, Idaho, Arizona, New Mexico, Washington, Wyoming, and Indian Territory from July 1, 1876, to December 31, 1876, above the sums originally stipulated in their respective contracts, and the reason for the same, and of all orders whereby additional expense is incurred on any route beyond the original contract price.

No. of route.	Termini of route.	Contractor.	Original services.		Contract price.	Date of order of additional allowance.	Additional service required.		Commencement of additional service.
			Trips per week.	Length of route.			Miles.	Trips.	
31504	Willits to Waverly, Tex.	Sawyers & Elliott	2 trips	Miles 10	\$173 00	Sept. 21, 1876	1 trip	.....	Oct. 1, 1876
31292	Elmo to Lone Oak, Tex.	D. A. Coffin	1 trip	30	289 00	Oct. 16, 1876	do	.....	Nov. 1, 1876
31305	Waskom Station, Tex., to Mooringsport, La.	J. C. Kinzey	do	23	833 00	Oct. 21, 1876	do	.....	Nov. 1, 1876
31408	Graubury to Palo Pinto, Tex.	T. Matthews	2 trips on 3 m.; 1 on 40.	43	583 02	Oct. 24, 1876	1 on 3 m.	.....	Nov. 1, 1876
31398	Weatherford to Palo Pinto, Tex.	R. L. Pousse	2 trips	35½	792 00	Oct. 27, 1876	1 trip	.....	Nov. 5, 1876
31481	Bonham to Cooper, Tex.	I. Wilson	43	42	589 00	Dec. 6, 1876	do	.....	Jan. 1, 1877
29226	Greathorough to Walnut Ridge, Ark.	R. C. Kerens	do	34	598 00	Oct. 6, 1876	3 trips	.....	Oct. 20, 1876
29234	Hardsburg to Jacksopport, Ark.	do	1 trip	45	540 00	Oct. 6, 1876	2 trips	.....	Oct. 20, 1876
29142	Searcy to Clinton, Ark.	J. W. Cline	do	71	606 67	Oct. 20, 1876	1 trip	.....	Nov. 1, 1876
29205	Lisbon to Lewisville, Ark.	J. E. Hodgins	3 trips on 40½ m.; 2 on 30.	70½	1,784 43	Oct. 21, 1876	3 on 40½ m.	.....	Nov. 1, 1876
29256	Fayetteville to Ozark, Ark.	J. G. Bottsford	6 trips	73	3,157 25	Oct. 28, 1876	.....	.....	Oct. 25, 1876
29217	Batesville to Pochonota, Ark.	J. R. McCarrell	3 trips on 36 m.; 1 on 26.	64	1,061 06	Nov. 30, 1876	6 on 6 m.	.....	Dec. 1, 1876
29204	El Dorado to Warren, Ark.	J. Parle	2 trips	63½	1,115 54	Nov. 27, 1876	2 trips	.....	Dec. 15, 1876
29212	Poplar Bluff, Ark., to Bastrop, La.	J. W. Robertson	1 trip	34½	445 00	Nov. 28, 1876	.....	.....	Dec. 1, 1876
29213	Poplar Bluff to Hamburg, Ark.	R. C. Kerens	2 trips	22	571 12	Nov. 28, 1876	1 trip	.....	Dec. 1, 1876
29221	Collins to Troy, Ark.	J. W. Robertson	1 trip	8	96 59	Nov. 28, 1876	33	.....	Dec. 1, 1876
29154	Smithville to La Crosse, Ark.	Harris & Creeksmore.	3 trips	26	780 00	Dec. 4, 1876	3 trips	.....	Dec. 16, 1876
29279	Fayetteville to Berryville, Ark.	T. W. Cline	55	374 00	Dec. 14, 1876	5	.....	.....	Nov. 1, 1876
29285	Knobee to Clarkton, Ark.	J. N. Miller	do	47	493 00	Dec. 14, 1876	2 on 34 m.	.....	Jan. 1, 1877
29005	Argenta to Ozark, Ark.	Little Rock and Fort Smith R. Co.	6 trips	125.64	7,689 16	Dec. 19, 1876	34	.....	Jan. 1, 1877
29174	Fort Smith, Ark., to Pierce City, Mo.	M. E. Fisher	6 trips on 167 m.; 3 on 31; 2 on 5.	203	12,013 90	Dec. 19, 1876	10 on 5 m.	.....	Jan. 1, 1877
29168	Washington to Rocky Comfort, Ark.	Choate & Ferguson.	3 trips	60	1,673 68	Dec. 19, 1876	3 on 21 m.	.....	Jan. 1, 1877
29126	Batesville to Yellville, Ark.	T. J. Hicks	1 trip on 28 m.; 3 on 65.	93	1,547 93	Dec. 26, 1876	3 on 65 m.	.....	Jan. 1, 1877
29202	Camden, Ark., to Monroe, La.	B. H. Peterson	3 trips	1121	3,500 00	Dec. 27, 1876	6 on 6 m.	.....	Jan. 16, 1877
34092	Metrose to Cedar Bluffs, Nebr.	S. P. Wheeler	2 trips	89	1,608 38	Sept. 19, 1876	4	.....	May, 1876
34141	Meriden to Elkton, Nebr.	do	1 trip	38	923 00	Sept. 19, 1876	1	.....	Aug. 1, 1876

† From 36 to 18 hours.

\* Curtail 2 miles; deduct \$57.85.

\* Curtail 23 miles; deduct \$108.93.

EXHIBIT B.—Report of all allowances made to contractors in the States of Arkansas, California, Colorado, &c.—Continued.

No. of route.	Terminl of route.	Contractor.	Original service.		Additional service required.		Date of order of additional allowance.	Additional service required.			Commence-ment of addi-tional serv-ice.
			Trips a week.	Length of route.	Miles.	Trips.		Speed.	Allowance per annum.		
34083	Plum Creek to Norton, Nebr.	S. F. Wheeler	2 trips	Miles. 72	Contract price. \$1,372 00	1 trip	Oct. 6, 1876	Oct. 18, 1876			Oct. 18, 1876
34093	Omaha to Herman, Nebr.	Omaha and North-western R. R. Co.	6 trips	40 1/2	2,010 00	7 1/2	Nov. 8, 1876	Nov. 16, 1876			Nov. 16, 1876
34135	Grand Island to Willow Springs, Nebr.	W. J. Cooper.	3 trips on 22 m.; 2 on 62.	84	1,425 00	5	Dec. 9, 1876	Jan. 1, 1877			Jan. 1, 1877
34134	Edgar to Jewell Centre, Nebr.	J. Hale.	3 trips	52	1,500 00	3 trips	Dec. 13, 1876	Jan. 1, 1877			Jan. 1, 1877
34164	Lowell to Keene, Nebr.	S. P. Wheeler	1 trip	26	223 00	1	Dec. 15, 1876	Dec. 1, 1876			Dec. 1, 1876
35208	Humboldt to El Dorado, Kans.	H. Tisdale	3 trips	91 1/4	1,923 53	18	Sept. 19, 1876	Oct. 1, 1876			Oct. 1, 1876
35212	Neosho Falls to Byron, Kans.	G. H. Wright	1 trip	21 1/2	140 00	1	Sept. 19, 1876	July 18, 1876			July 18, 1876
35235	Wichita to Caldwell, Kans.	M. L. Bangs	6 trips	63	1,879 00	5	Sept. 19, 1876	Aug. 1, 1876			Aug. 1, 1876
35049	Circleville to Wetmore, Kans.	T. D. Feuner	3 trips	149 00	1,149 00	2	Oct. 17, 1876	Oct. 24, 1876			Oct. 24, 1876
33111	Wilson to Cawker City, Kans.	S. P. Wheeler	1 trip	63	473 00	4 1/2	Nov. 14, 1876	Nov. 1, 1876			Nov. 1, 1876
32912	Atoka to Stonewall, Ind. T.	J. H. Harris	2 trips	67	1,195 00	3	Dec. 21, 1876	Nov. 1, 1876			Nov. 1, 1876
33275	Wichita to Kingman, Kans.	J. H. Warren	1 trip	52	534 08	5	Dec. 9, 1876	Sept. 1, 1876			Sept. 1, 1876
33275	do	do	do	57	585 43	5	Dec. 9, 1876	Sept. 1, 1876			Sept. 1, 1876
33991	Cawker City to Graham, Kans.	H. Tisdale	6 trips on 48 m.; 2 on 42.	90	2,540 56	1 on 35 m; 1 on 42 m	Dec. 11, 1876	Jan. 1, 1877			Jan. 1, 1877
35284	Cottonwood Falls to Plum Grove, Kans.	J. B. Colegrove.	1 trip	43	360 00	3	Dec. 20, 1876	Oct. 17, 1876			Oct. 17, 1876
33201	Owego to Parker, Kans.	E. Hammer	3 trips	43 1/2	926 77	2	Dec. 24, 1876	Jan. 1, 1877			Jan. 1, 1877
46129	Callente to Andrews Station, Cal.	C. H. Cotter	7 trips	173 1/2	21,674 08	2	Oct. 20, 1876	Feb. 20, 1876			Feb. 20, 1876
46129	do	do	do	175 1/2	21,923 92	20	Oct. 30, 1876	From Feb. 1 to Sept. 6, 1876.			From Feb. 1 to Sept. 6, 1876.
46138	Callente to Lone Pine, Cal.	W. Buckley	3 trips	159	12,540 16	18	Dec. 6, 1876	Jan. 1, 1877			Jan. 1, 1877
44126	Peoria to Shedd, Oreg.	F. H. Carter	2 trips	54	200 00	1 trip	Dec. 29, 1876	Jan. 16, 1877			Jan. 16, 1877
43115	Port Townsend to Semiahmoo, Wash. T.	S. Coulter	1 trip	129	4,900 00	3	Oct. 5, 1876	Nov. 1, 1876			Nov. 1, 1876
42106	Payetteville to Indian Valley, Ind. T.	L. M. Lansdon	do	76	1,190 67	2	Oct. 27, 1876	July 25, 1876			July 25, 1876
35029	Cañon to Vermilion, Dak.	J. H. Warren	do	49 1/2	775 32	96	Sept. 20, 1876	Aug. 1, 1876			Aug. 1, 1876
35021	Beaver Lake to Dell Rapids, Dak.	J. A. Lee	do	23	295 98	1	Oct. 30, 1876	Nov. 1, 1876			Nov. 1, 1876
35048	Fort Sully to Fort Rice, Dak.	J. G. Edgar	209	1196	3,750 98	2	Dec. 16, 1876	Nov. 16, 1876			Nov. 16, 1876
35043	Bismarck to Fargo, Dak.	P. Seema	2 trips	284	2,626 54	1	Dec. 16, 1876	Oct. 1, 1877			Oct. 1, 1877
35053	Fire Steel to Forestburgh, Dak.	L. H. Warren	1 trip	115 1/2	2,737 27	6	Dec. 28, 1876	Jan. 1, 1876			Jan. 1, 1876
37109	Cheyenne, Wyo., to Spotted Tail, Nebr.	G. M. Brown	2 trips	218	7,413 63	1	Sept. 16, 1876	Sept. 15, 1876			Sept. 15, 1876
34132	Canonas to Del Norte, Colo.	O. Mearns	1 trip	53	517 33	2	Sept. 1, 1876	Sept. 15, 1876			Sept. 15, 1876
38113	Fair Play to South Arkansas, Colo.	J. Brady	2 trips on 70 m.; 1 on 37.	107	2,077 68	1 on 70 m.; 2 on 37.	Sept. 22, 1876	Oct. 5, 1876			Oct. 5, 1876
40101	Prescott, Ariz., to Santa Fe, N. Mex.	C. W. Foster	2 trips	485	28,022 00	1 trip	Aug. 21, 1876	Sept. 16, 1876			Sept. 16, 1876
40102	Prescott, Ariz., to San Bernardino, Cal.	A. Van Deusen	do	425	23,800 00	do	Aug. 21, 1876	Sept. 16, 1876			Sept. 16, 1876



38137	West Lea Animas, Cal., to Santa Fe, N. M.	7 trips	334	50,555 00	Aug. 12, 1876	(S)	17,227 00	Sept. 1, 1876
37105	Green River City to Camp Brown, Wyo.	3 trips on 120 m.; 1 on 50.	170	11,008 00	Aug. 3, 1876		1,342 44	Aug. 16, 1876
42108	Silver City to Fairview, Idaho	2 trips	3	300 00	Aug. 10, 1876		300 00	Mar. 1, 1875
42112	Lewiston to Elk City, Idaho	1 trip	125	3,100 00	July 25, 1876		1,612 00	Aug. 16, 1876
44137	Jacksonville to Brownborough, Ore.	1 trip	27	540 00	Aug. 31, 1876		540 00	Jan. 16, 1877
44185	Roseburg to Empire City, Ore.	3 trips	80	2,864 00	Aug. 4, 1876		2,864 00	Sept. 1, 1876
34153	Niodram to Paduack, Neb.	1 trip	34	235 00	Sept. 19, 1876		235 00	Aug. 16, 1876
29203	Lisbon to Lewisville, Ark.	3 trips on 40 1/2 m.; 1 on 30.	70 1/2	1,784 43	Oct. 21, 1876		1,184 53	Nov. 1, 1876
29142	Searcy to Clinton, Ark.	1 trip	71	608 67	Oct. 20, 1876		608 67	Nov. 1, 1876
29234	Harrisburgh to Jacksonport, Ark.	do	45	1,900 00	Oct. 6, 1876		1,480 00	Nov. 1, 1876
29115	Little Rock to Pine Bluff, Ark.	6 trips	50	1,906 00	Aug. 18, 1876	(H)	1,730 00	Aug. 20, 1876
29226	Greenborough to Walnut Ridge, Ark.	3 trips	34	1,351 50	Oct. 6, 1876		560 94	Oct. 20, 1876
29160	Charkville to Greenwood, Ark.	3 trips	157	1,728 00	July 17, 1876		1,128 14	July 17, 1876
31185	Austin to Lampasas, Tex.	do	64 1/2	5,868 00	May 29, 1876		2,984 00	June 1, 1877
31198	San Antonio to Engle Pass, Tex.	2 trips	178 1/2	1,668 00	Aug. 21, 1876		1,668 00	Sept. 1, 1876
31183	Austin to Harwood, Tex.	3 trips	50	1,400 00	Aug. 16, 1876		1,400 00	Sept. 1, 1876
31207	Belton to Waco, Tex.	do	43	697 00	Aug. 14, 1876		620 77	Aug. 20, 1876
31430	Waco to Crossville, Tex.	1 trip	**64	277 50	Aug. 10, 1876		277 50	Sept. 1, 1876
31369	Jasper to Crossville, Tex.	do	23	925 00	Aug. 10, 1876		925 00	Sept. 1, 1876
31400	Fort Worth to Decatur, Tex.	3 trips	39	398 00	Aug. 5, 1876		388 00	Aug. 20, 1876
31171	La Grange to Jeddito, Tex.	1 trip	30	383 00	July 26, 1876		383 00	Aug. 7, 1876
31432	Waco to Towash, Tex.	do	36	468 32	July 15, 1876		383 00	Aug. 1, 1876
31335	Crockett to Palestine, Tex.	do	47	211 00	July 15, 1876		211 00	Aug. 1, 1876
31352	Englewood to Headsville, Tex.	do	18	792 00	July 14, 1876		386 00	Aug. 1, 1876
31384	Montague to Henrietta, Tex.	2 trips	33	681 00	July 13, 1876		340 50	Aug. 1, 1876
31189	San Saba to Lampasas, Tex.	do	40	416 00	June 23, 1876		416 00	July 10, 1876
31189	Burnet to Plano, Tex.	1 trip	34	283,500 26			102,442 56	
Total								

\*\*Curtail 7 miles; deduct \$76.23.

|| Schedule reduced to 10 hours.

|| Curtail 1/4 miles; deduct \$151.68.

\*Curtail 100 miles; deduct \$16,100.63.

† During suspension of railroad service.

\*Curtail 22 miles; deduct \$225.96.

† Schedule reduced from 34 to 40 hours.

EXHIBIT B—Continued.

Report of all allowances made to contractors in the States of Arkansas, California, Colorado, Louisiana, Kansas, Nevada, Nebraska, Missouri, and the Territories of Arizona, Dakota, Idaho, New Mexico, Montana, Utah, Washington, Wyoming, and Indian Territory, from January 1, 1877, to June 30, 1877, above the sums originally stipulated in their respective contracts and the reasons for the same, and of all orders whereby additional expense is incurred on any route beyond the original contract prices.

No. of route.	Termini of route.	Contractor.	Original service.		Contract price.	Date of order of additional allowance.	Additional service required.			Commencement of additional serv-ice.
			Trips per week.	Length of route.			Miles.	Trips.	Speed.	
30158	Farmersville to Homer, La.	F. P. Benjamin	1 trip	46	\$564 00	Jan. 12, 1877	1	on 13 m.	\$130 39	Feb. 1, 1877
30126	Red River Landing to Shreveport, La.	B. H. Peterson	3 trips	201	15, 135 87	Feb. 23, 1877	3	on 99 m.	5,741 19	Mar. 13, 1877
30296	Assumption to Tubboeaux, La.	G. F. Brott	do	18	700 00	Apr. 26, 1877	3	trips	7,000 00	May 13, 1877
31496	Lake Charles, La., to Orange, Tex.	W. P. Farquar	1 trip	649	588 00	June 5, 1877	1	on 34 m.	408 00	June 17, 1877
31140	Stephensville to Eastland, Tex.	Sawyers & Elliott	do	50	432 00	Jan. 5, 1877	1	trip	432 00	Feb. 1, 1877
31470	Fort Concho to El Paso, Tex.	D. A. Coffin	2 trips	475	30,903 00	Jan. 15, 1877	2	do	15,451 50	Feb. 1, 1877
31343	Fort Worth to Fort Concho, Tex.	J. T. Blake	do	220	6,700 00	Jan. 15, 1877	do	do	3,350 00	Feb. 1, 1877
31457	Huntsville to Cincinnati, Tex.	J. C. Kinzey	1 trip	14	179 31	Jan. 19, 1877	1	trip	179 31	Feb. 1, 1877
31503	Atlanta to Wheelock, Tex.	Sawyers & Elliott	do	394	323 00	Jan. 24, 1877	do	do	323 00	Feb. 5, 1877
31605	San Felipe to East Bernard, Tex.	G. K. Heater	do	24	324 23	Feb. 8, 1877	13	1 trip	175 68	Feb. 18, 1877
31345	Wharton to Eagle Rock, Tex.	J. B. Colgrove	do	31	250 00	Feb. 8, 1877	do	do	250 00	Feb. 18, 1877
31345	Trinity to Moscow, Tex.	J. C. Kinzey	do	36	444 00	Jan. 23, 1877	2	trips	888 00	Mar. 12, 1877
31271	La Grange to Joddo, Tex.	do	2 trips	30	796 00	Jan. 27, 1877	2	trips	53 07	Mar. 12, 1877
31396	Palo Pinto to Fort Griffin, Tex.	J. B. Colgrove	1 trip	66	590 00	Mar. 15, 1877	2	trips	1,180 00	Apr. 1, 1877
31341	Laveland to Homer, Tex.	J. C. Kinzey	3 on 14 m.; 2 on 42	56	1,348 88	Mar. 19, 1877	1	on 42 m.	449 62	Apr. 1, 1877
31328	Nechaville to Fincaeste, Tex.	do	1 trip	32	328 53	Apr. 10, 1877	1	trip	328 53	May 1, 1877
31468	Comanche to Townsend Mills, Tex.	M. W. Carroll	do	52	436 50	Apr. 10, 1877	164	3 trips	3,333 00	May 1, 1877
31330	San Antonio to Fredericksburgh, Tex.	M. Draper	3 trips	72	333 00	Apr. 11, 1877	do	do	3,333 00	May 1, 1877
31317	Overton to Monro, Tex.	J. C. Kinzey	1 trip	16	787 00	Apr. 17, 1877	1	trip	393 00	May 1, 1877
31498	San Antonio to Bandera, Tex.	R. H. Barney	2 trips	51	248 00	Apr. 17, 1877	2	trips	496 00	May 1, 1877
31498	Texas to Victoria, Tex.	J. B. Colgrove	1 trip	30	623 00	Apr. 25, 1877	2	trips	124 83	May 1, 1877
31270	Mount Pleasant to Quitman, Tex.	M. Draper	do	47	536 00	Apr. 25, 1877	1	trip	268 83	May 1, 1877
29252	Hamburg to Warren, Ark.	R. C. Kerns	do	424	225 00	Jan. 16, 1877	2	trips	450 00	Jan. 21, 1877
29252	Lockburg to Conroe Point, Ark.	D. A. Coffin	do	94	1,841 48	Jan. 16, 1877	2	trips	920 74	Feb. 10, 1877
29295	Malvern to Conroe Point, Ark.	J. E. Hodgens	2 trips	704	2,078 96	Jan. 24, 1877	2	on 15 m.	1,039 48	Feb. 10, 1877
29295	Lisbon to Linn, Ark.	do	6 on 36.2 m.; 2 on 30	104	1,091 60	Jan. 27, 1877	2	on 15 m.	450 00	Feb. 10, 1877
29243	Pine Bluff to Pine Bluff, Ark.	J. C. Rotsford	2 trips	604	1,317 27	Jan. 27, 1877	2	on 15 m.	661 64	Feb. 10, 1877
29190	Warren to Hog Springs, Ark.	do	6 trips	100	1,317 27	Mar. 10, 1877	3	trips	268 84	Mar. 21, 1877
29249	Warren to Greenwood, Ark.	J. G. Bolsford	2 on 38 m.; 1 on 51	100	1,722 00	Mar. 13, 1877	3	trips	1,722 00	Mar. 21, 1877
29114	Cherokee to Harrison, Ark.	R. C. Kerns	3 trips	684	1,722 00	Mar. 13, 1877	do	do	1,722 00	Mar. 21, 1877
29114	Port Smith, Ark., to Pierce City, Mo.	U. E. Fisher	6 on 167 m.; 3 on 81; 2 on 6.	203	12,013 90	Mar. 27, 1877	3	on 9 m.	280 35	Apr. 1, 1877

32928	Clarksville to Tomlinson, Ark	J. E. Hodgson	3 trips	3, 1877	3 trips	2, 900 00	Apr. 11, 1877
32929	Candora, Ark. to Monroe, La.	B. H. Peterson	3 trips	Apr. 26, 1877	14	419 38	July 1, 1875
32930	Madison to Haver, Ark.	do	1 trip	Apr. 20, 1877	1	113 00	May 16, 1877
32931	Clarksville to Mount Judson, Ark.	L. R. James	do	Apr. 30, 1877	8	32 00	Jan. 1, 1877
32932	Mayview to Camden, Ark.	J. T. Chidester	3 on 33 m.; 1 on 32	June 8, 1877	1	8 84	June 16, 1877
32161	Clarksville to Harts Falls, Ark.	R. C. Kerens	6 trips	June 8, 1877	(c)	5, 965 50	June 20, 1877
32308	Larverne to Saxe Falls, Minn.	D. Shell	9 trips	Mar. 23, 1877	4 trips	1, 207 50	Apr. 1, 1877
32309	La Saucro to Waterville, Minn.	E. Wright	do	Apr. 10, 1877	1 trip	305 00	Apr. 16, 1877
32310	Winnebago City to Saxe Falls, Minn.	M. V. Nichols	3 trips	May 1, 1877	do	325 00	May 16, 1877
34085	Red Cloud to Handings, Neb.	W. H. Ball	3 trips	Feb. 6, 1877	3 on 61 m.	1, 238 80	Feb. 15, 1877
34086	Edward to Grand Island, Neb.	W. H. Morris	9 on 41 m.; 1 on 31	Feb. 21, 1877	3 on 37 m.	2, 099 32	Mar. 1, 1877
34131	Farmout to Seward, Neb.	S. P. Wheeler	1 on 36 m.; 3 on 15	Mar. 13, 1877	3 on 15 m.	99 87	Apr. 1, 1877
34128	Fomer to Waver, Neb.	B. H. Ball	1 trip	Mar. 14, 1877	1 trip	317 41	Apr. 1, 1877
34150	Kesee to Nelvone, Neb.	M. P. Wheeler	do	Mar. 14, 1877	do	317 41	Apr. 1, 1877
34164	Lowell to Keosau, Neb.	M. P. Wheeler	do	Mar. 14, 1877	do	317 41	Apr. 1, 1877
34182	Columbus to Stanton, Neb.	M. P. Wheeler	3 on 24 m.; 2 on 18	Apr. 6, 1877	7	148 66	Apr. 1, 1877
34059	Ashland to David City, Neb.	S. P. Wheeler	3 trips	Apr. 20, 1877	2	15 30	May 1, 1877
34180	Waboo to Seward City, Neb.	J. B. Colgrover	3 trips	Apr. 30, 1877	14	19 41	Sept. 1, 1876
34097	Republican City to Norton, Neb.	J. Deery	2 trips	May 30, 1877	14	258 61	May 16, 1877
34100	Columbus to Norfolk, Neb.	J. G. Tomlinson	2 on 31 m.; 6 on 15	May 3, 1877	3	23 97	Apr. 1, 1877
34096	North Platte to Stockton, Neb.	S. P. Wheeler	1 trip	May 14, 1877	3	203 47	Apr. 1, 1877
34108	Norfolk to Pierce, Neb.	do	3 on 12 m.; 2 on 23	May 21, 1877	3 on 12 m.	23 97	Apr. 1, 1877
34098	Southland to Saxe Helena	do	1 trip	Jan. 2, 1877	4	28 00	Nov. 16, 1876
33068	Manhattan to Spring Side, Kans.	A. Y. Hanson	do	Jan. 2, 1877	5 1/2	56 00	Jan. 15, 1877
33264	Ellis to Dodge City, Kans.	A. E. Bradbury	3 trips	Jan. 3, 1877	3 on 9 m.	146 50	Jan. 15, 1877
33112	Ellsworth to Sterling, Kans.	J. M. Coomba	2 trips	Jan. 12, 1877	1 trip	211 83	Jan. 22, 1877
33211	Neosho Falls to Burdalo, Kans.	G. W. Shannon	3 on 21 m.; 1 on 32	Jan. 12, 1877	3 on 21 m.; 2 on 32 1/2	948 90	Feb. 1, 1877
33094	Jewell to Red Cloud, Kans.	L. A. Sawin	2 trips	Jan. 20, 1877	1	17 01	July 1, 1876
33138	Blendale to Skidny, Kans.	J. B. Morris	do	Jan. 20, 1877	1	276 64	Feb. 12, 1877
33300	Coffeyville to Caldwell, Kans.	M. Draper	do	Jan. 20, 1877	1 on 33 m.	35 11	Jan. 1, 1877
33196	Columbus to Parsons, Kans.	E. Beale	do	Feb. 2, 1877	24	532 17	Feb. 12, 1877
33240	Owango to Caldwell, Kans.	J. W. Parker	1 trip	Feb. 6, 1877	2 trips	42 85	Apr. 15, 1876
33201	Leighton to Coffeyville, Kans.	E. Hammer	3 trips	Feb. 6, 1877	6	118 03	Mar. 1, 1877
33085	Minneapolis to Waterville, Kans.	Frazel & McVay	do	Feb. 14, 1877	6	79 59	Feb. 13, 1877
33160	Agrietta to Eclipse, Kans.	W. Huff	1 trip	Feb. 14, 1877	Service re- stored; 3 1/2 m. on 47 m.	335 71	Mar. 1, 1877
33095	Jewell to Norton, Kans.	J. W. George	2 trips	Feb. 20, 1877	1 on 37 m.	393 00	Nov. 1, 1875
33099	Stockton to Blooming, Kans.	S. P. Wheeler	1 trip	Feb. 20, 1877	9	112 96	Nov. 16, 1875
33324	Eureka to Elk Falls, Kans.	J. R. Dunlop	3 on 30 m.; 6 on 9	Feb. 26, 1877	3 trips	917 75	Mar. 12, 1877
33065	Greenleaf to Clay Centre, Kans.	H. M. Vail	3 trips	Mar. 3, 1877	1	2, 039 44	Mar. 19, 1877
33063	do	do	6 trips	Mar. 12, 1877	(g)	450 00	Apr. 1, 1877
33114	Sterling to Kingman, Kans.	H. E. McKee	1 trip	Mar. 13, 1877	1 trip	214 86	Apr. 1, 1877
33258	Meredith to Clay Centre, Kans.	W. K. Kaly	do	Mar. 13, 1877	do	406 27	Apr. 1, 1877
33061	Concordia to Lincoln Centre, Kans.	R. Marrs	do	Mar. 14, 1877	do	427 10	Apr. 1, 1877
33076	Hanover to Coon, Kans.	S. P. Wheeler	6 on 62 m.; 2 on 5 1/2	Mar. 15, 1877	1 on 5 1/2 m.	576 45	Apr. 1, 1877
33242	Scandia to Kirwin, Kans.	J. W. Parker	1 trip	Mar. 15, 1877	1 trip	877 38	Apr. 16, 1877
33144	Reading to Quenemo, Kans.	T. Jones	1 on 6 m.; 2 on 25	Mar. 20, 1877	4 on 25 m.	51 56	Feb. 1, 1877
33197	Baxter Springs, Kans. to Oranogo, Mo	E. Hammer	6 trips	Mar. 20, 1877	1 1/2	51 56	Feb. 1, 1877

a Schedule reduced to 30 hours. c Schedule reduced to 6 hours.  
 b Under order of May 28, 1875, deduct \$37.18 instead of \$56.50 per annum.  
 c Curtail 15 miles; Red Cloud to Hastings, 39 1/2 miles; Red Cloud to Hastings, 68 1/2 miles. e Curtail 4 miles. f Service discontinued on 38 miles. g Schedule reduced to 6 hours.

EXHIBIT B. — Report of all allowances made to contractors in the States of Arkansas, California, Colorado, &c. — Continued.

No. of route.	Termini of route.	Contractor.	Original services.			Contract price.	Date of order of additional allowance.	Additional service required.			Commencement of additional service.
			Trips per week.	Length of route.	Miles.			Miles.	Trips.	Speed.	
33040	High Prairie to Hogo, Kans.	O. B. Lattin	2 trips	11	292 00	Mar. 23 1877	1		18 38	Feb. 1, 1877	
33160	Princeton to Eclipse, Kans.	W. Huff	3 on 3 m.; 1 on 13.	164	\$178 13	Mar. 23 1877	3	on 1 m.	\$23 74	Feb. 15, 1877	
33119	Salina to McPherson, Kans.	S. P. Wheeler	do	554	474 83	Mar. 27 1877	1	on 28 m.	299 55	Apr. 1, 1877	
33125	Roxbury to Peabody, Kans.	W. T. Green	do	461	297 23	Mar. 27 1877	1	trip	297 23	Apr. 1, 1877	
33065	Jewell to Norton, Kans.	J. W. George	3 on 47 m.; 2 on 67 1/2	1144	1,071 42	Apr. 5 1877	2		42 85	May 19, 1877	
33240	London to Caldwell, Kans.	do	2 trips	46	800 17	Apr. 13 1877	2		154 81	June 1, 1877	
33124	Stone Corral to Roxbury, Kans.	S. F. Tolle	1 trip	41	253 81	May 14 1877	1		340 47	June 1, 1877	
33117	Lindsborg to Hutchinson, Kans.	E. Forsee	2 trips	50	1,000 00	May 16 1877	12		240 00	Jan. 15, 1877	
33186	Rockford to Marmiton, Kans.	G. W. Thorp	1 trip	12	149 00	May 21 1877	1		12 42	Jan. 15, 1877	
33098	Albion to Areado, Kans.	S. P. Wheeler	do	33	238 48	June 23 1877	2		14 48	June 1, 1877	
33190	Aurora to Columbus, Kans.	J. Silket	3 trips	22	300 00	June 23 1877	12		27 27	Feb. 1, 1877	
45107	Aurora to Mountain City, Nev.	O. Tuller	do	75	4,500 00	Jan. 19 1877	3	trips	4,500 00	Mar. 1, 1877	
45129	Elko to Mountain City, Nev.	J. W. Parker	2 trips	146	7,400 00	Feb. 1 1877	1	on 36 m	9,731 50	Feb. 1, 1877	
45103	Carson City to Aurora, Nev.	do	6 trips	1194	12,800 00	Mar. 8 1877	1	trip	12,633 33	Mar. 16, 1877	
45107	Aurora to Columbus, Nev.	O. Tuller	do	75	9,000 00	Mar. 8 1877			9,000 00	Mar. 16, 1877	
45114	Winnemucca to Paradise Valley, Nev.	W. I. Egan	2 trips	46	1,440 00	Mar. 8 1877			9,730 00	Mar. 16, 1877	
45115	Battle Mountain to Belmont, Nev.	J. W. Parker	6 trips	186	26,000 00	Mar. 8 1877			4,487 33	Mar. 16, 1877	
45129	Elko to Mountain City, Nev.	do	6 on 36 m.; 2 on 50.	146	17,131 50	Mar. 10 1877	1	on 36 m	1,267 12	Apr. 1, 1877	
46120	Soleno to San Bernardino, Cal.	B. Flint	7 trips	266 1/2	32,094 70	Jan. 25 1877	14		1,680 00	Oct. 1 to 31, '75	
46138	Calliente to Lone Pine, Cal.	W. Huckleby	6 on 25 m.; 3 on 145	173	15,471 02	Jan. 25 1877	25		1,972 07	Feb. 1, 1877	
46230	Williams to Bartlett Springs, Cal.	S. W. Hooker	do	52	646 15	Jan. 26 1877	3	on 25 m	767 25	Feb. 10, 1877	
46276	San Jose to New Almond, Cal.	L. W. Miller	do	266 1/2	200 00	Jan. 26 1877	6	on 10 m	409 00	Feb. 15, 1877	
46120	Soleno to San Bernardino, Cal.	B. Flint	7 trips	266 1/2	32,094 70	Jan. 26 1877	2	trips	3,922 59	Feb. 15, 1877	
46125	San Luis Obispo to Cambria, Cal.	E. M. Day	3 trips	34	1,350 00	Mar. 10 1877	70	on 76 m	1,350 00	Mar. 16, 1877	
46295	Colfax to Loma City, Cal.	M. V. Nichols	1 trip	10	1,186 00	Mar. 20 1877	2	trips	372 00	Apr. 1, 1877	
46240	Princeton to Nevada, Cal.	W. I. Hancock	do	54	1,069 60	Apr. 7 1877	do		2,139 38	Apr. 16, 1877	
46245	Tahoe to Nevada, Cal.	J. B. Eades	do	33	647 00	Apr. 7 1877	do		1,204 00	Apr. 16, 1877	
46254	Red Bluff to Millville, Cal.	do	do	22	8,770 00	Apr. 7 1877	do		1,404 00	Apr. 16, 1877	
46254	Red Bluff to Lake City, Cal.	do	do	205	8,770 00	Apr. 7 1877	do		4,385 00	Apr. 20, 1877	
46133	Oakland to Gardiner, Ore.	J. H. Warren	2 trips	665	1,630 00	Mar. 13 1877	1	trip	2,13 15	Apr. 1, 1877	
44139	Ashland to Lake City, Ore.	Hobson & Garrett	3 on 63 m.; 1 on 170 1/2	253 1/2	5,031 25	Mar. 13 1877	do		2,790 23	Apr. 1, 1877	
44141	The Dalles to Upper Ochocho, Ore.	W. S. & T. Chapman	do	128	1,790 00	Mar. 16 1877	1	trip	3,500 00	Apr. 1, 1877	
44146	Union to Willow, Ore.	L. B. Church	do	99	1,750 00	Mar. 16 1877	2	trips	3,400 00	Apr. 1, 1877	
44129	Albany to Sweet Home, Ore.	W. B. Donnan	3 on 14 m.; 1 on 19.	140	3,600 00	Mar. 31 1877	1	on 14 m	2,809 23	Apr. 1, 1877	
44108	Seattle to Selmon, Wash.	S. Coulter	1 trip	120	2,600 00	Jan. 15 1877	1	on 109 m	2,809 23	Apr. 1, 1877	
42110	Leviston to Pine Grove, Idaho	C. W. Foster	do	120	2,802 92	Mar. 16 1877	1	trip	2,802 92	Mar. 1, 1877	
36126	Camp Barker to White Sulphur Springs, Mont.	J. O'Connor	do	18	250 00	Jan. 19 1877	2	trips	543 32	Feb. 16, 1877	

Line No.	Route	Trips	Days	Revenue	Cost	Profit	Remarks
36103	Virginia City to Bozeman, Mont.	3 trips	Feb. 26, 1877	4,959 00	1,400 00	3,559 00	
36127	Missoula to Skutumpah, Mont.	1 trip	Mar. 8, 1877	1,400 00	400 00	1,000 00	
36128	Virginia City to Bozeman, Mont.	7 trips	Mar. 8, 1877	11,604 33	3,600 00	8,004 33	
36142	Watson to Hamock City, Mont.	3 trips	Apr. 13, 1877	1,170 00	300 00	870 00	
36143	C. O. Trask	3 trips	Apr. 13, 1877	1,480 00	400 00	1,080 00	
36144	Bozeman to Central Park, Mont.	1 trip	May 23, 1877	7,500 00	1,500 00	6,000 00	
36145	Fort Buford to Bismack, Dak.	do	Jan. 31, 1877	5,600 00	1,100 00	4,500 00	
36146	Fort Buford, Dak. to Tongue River, Mont.	do	Apr. 28, 1877	2,920 00	800 00	2,120 00	
35023	Fort Randall to Fort Sully, Dak.	1 trip	May 8, 1877	700 00	200 00	500 00	
37110	Laramie City to Fort Chance, Wyo.	1 trip	Jan. 23, 1877	9,286 57	2,800 00	6,486 57	
37109	Cheyenne City, Wyo., to Spotted Tail, Nebr.	3 on 100 m.; 2 on 118	Feb. 15, 1877	12,350 44	3,500 00	8,850 44	
37105	Green River City to Camp Brown, Wyo.	3 on 130 m.; 2 on 50.	Mar. 2, 1877	184,700 00	174 00	184,526 00	
41131	Kelton, Utah, to The Dalles, Oreg.	7 trips	Jan. 4, 1877	1,500 00	400 00	1,100 00	
41132	Boole to Grantsville, Utah	1 trip	Jan. 11, 1877	13,691 78	3,800 00	9,891 78	
41133	Provo City, Utah, to Elkto, Nev.	1 trip	Jan. 30, 1877	38,973 57	7,500 00	31,473 57	
41108	Evansworth, Wyo., to Tonia Bar, Idaho	2 on 160 m.; 2 on 65	Mar. 28, 1877	3,489 75	900 00	2,589 75	
41109	York, Utah, to Pioche, Nev.	6 trips	Apr. 28, 1877	3,489 75	900 00	2,589 75	
41116	Beaver to Shosh. George, Utah.	3 trips	Apr. 28, 1877	18,610 28	2,923 94	15,686 34	
38101	Boulder to Sun Shino, Colo.	do	Jan. 28, 1877	661 00	150 00	511 00	
38134	Saguache to Silverton, Colo.	3 on 95 m.; 1 on 45	Feb. 28, 1877	2,400 00	600 00	1,800 00	
38135	Franktown to Kiowa, Colo.	1 trip	Feb. 28, 1877	3,113 83	700 00	2,413 83	
38141	Canon City to Lake City, Colo.	3 trips	Mar. 2, 1877	11,700 00	2,800 00	8,900 00	
38153	La Veta to Del Norte, Colo.	do	Mar. 2, 1877	2,400 00	600 00	1,800 00	
38101	Greeley to Livermore, Colo.	1 on 16 m.; 3 on 31.	Mar. 10, 1877	2,400 00	600 00	1,800 00	
38151	Antelope Springs to Silverton, Colo.	1 trip	Mar. 13, 1877	3,113 83	700 00	2,413 83	
38129	Butte Valley, Colo., to Santa Fe, N. Mex.	2 on 17 m.; 1 on 183	Mar. 20, 1877	11,700 00	2,800 00	8,900 00	
32001	Caldwell to Fort Hill, Ind. T.	3 trips	Feb. 1, 1877	1,290 00	300 00	990 00	
32011	Caddo to Uthma Thale, Ind. T.	1 trip	Mar. 14, 1877	100,000 00	35,000 00	65,000 00	
39104	Las Vegas to Mesilla, N. Mex.	do	Feb. 28, 1877	425 00	110 00	315 00	
39110	Mesilla, N. Mex., to San Diego, Cal.	3 trips	Mar. 26, 1877	1,687 00	425 00	1,262 00	
40102	Prescott, Ariz., to San Bernardino, Cal.	do	Mar. 26, 1877	250 00	120 00	130 00	
40106	Wickenburg to Florence, Ariz.	2 trips	Mar. 22, 1877	250 00	120 00	130 00	
29170	Fayetteville, Ark., to Fort Gibson, Ind. T.	3 trips	Mar. 22, 1877	12,013 90	3,000 00	9,013 90	
29164	Huntville, Ark., to Pierce City, Mo.	1 trip	Mar. 26, 1877	927 10	200 00	727 10	
29174	Fort Smith, Ark., to Pierce City, Mo.	6 on 167 m.; 3 on 31; 2 on 5.	Mar. 27, 1877	696 89	150 00	546 89	
29109	Helena to Forest City, Ark.	3 on 24 m.; 2 on 21.	Mar. 30, 1877	45 00	10 00	35 00	
29128	Gadsdenville to West Prairie, Ark.	2 trips	Apr. 5, 1877	24 00	5 00	19 00	

a Time reduced from 55 to 24 hours.  
 b Time reduced from 52 to 16 hours.  
 c Curial 16 miles; amount of deduction not stated.  
 d Schedule reduced to 18 hours on 83 miles.  
 e Time reduced from 44 to 2 days.  
 f Time reduced from 60 to 36 hours.  
 g One trip a week under order May 10, 1875, to be  
 h Time reduced from 6 to 4 days.  
 i Time reduced from 37 to 19 hours.  
 j Time reduced to 18 hours.  
 k Time reduced from 48 hours each way.  
 l Time reduced from 60 to 30 hours.  
 m Time reduced from 60 to 4 days.  
 n Time reduced from 60 to 30 hours.

EXHIBIT B.—Report of all allowances made to contractors in the States of Arkansas, California, Colorado, &c.—Continued.

No. of route.	Termini of route.	Contractor.	Original service.			Contract price.	Date of order of additional allowance.	Additional service required.			Commencement of additional service.
			Trips per week.	Length of route.	Miles.			Miles.	Trips.	Speed.	
20191	Arkadelphia to Big Bend, Ark.	J. E. Hodgens	1 trip	Miles. 80	Apr. 19, 1877	\$720 00	1 on 34 m		\$308 00	May 1, 1877	
24895	Lamar to Cherokee, Mo.	J. B. Colegrove	1 do.	44	Jan. 8, 1877	310 38	1 trip		310 58	Jan. 16, 1877	
24851	Stockton to Shell City, Mo.	do.	1 trip	32	Jan. 18, 1877	229 00	2 trips		440 00	Feb. 1, 1877	
24102	Quincy to Steffenville, Mo.	L. Van	3 trips	40 1/2	Jan. 22, 1877	680 74	7		117 65	Feb. 10, 1877	
24141	Point Joseph to Albany, Mo.	H. W. Galt	5 trips	51 1/2	Feb. 10, 1877	1,000 00			1,900 00	Feb. 15, 1877	
24271	Holtvar to Nevada, Mo.	J. B. Colegrove	2 trips	62 1/2	Feb. 28, 1877	850 00	1 on 22 m	(*)	149 60	Mar. 16, 1877	
24289	Neosho to Nevada, Mo.	W. M. Shelby	1 trip	37	Apr. 6, 1877	325 00	1 trip		325 00	Apr. 16, 1877	
24295	Point Louis to McPhee, Mo.	A. Arnold	3 trips	44	Apr. 12, 1877	598 00	3 trips		599 00	May 1, 1877	
24225	Warsaw to Black Oak, Mo.	T. E. Wright	1 trip	32	Apr. 21, 1877	209 00	1 trip		209 00	May 1, 1877	
24374	Mansfield to Mountain Home, Mo.	T. J. Hicks	2 trips	103	Apr. 23, 1877	1,317 62	do		658 81	May 1, 1877	
24356	Liberty to Paradise, Mo.	G. M. Farnsworth	do	24	Apr. 25, 1877	293 00	do		158 50	May 1, 1877	
24199	Charondelet to Hillsboro, Mo.	J. B. Colegrove	1 trip	28 1/2	May 1, 1877	280 00	do		230 00	May 16, 1877	
24800	West Plains to Poplar Bluff, Mo.	W. W. Green	3 trips	105	May 16, 1877	1,623 19	3 trips		1,623 19	May 20, 1877	
24895	West Plains to Mountain Home, Mo.	G. G. Taylor	1 trip	48	June 4, 1877	295 00	1 trip		295 00	June 16, 1877	
Allowances made during the first half of the fiscal year 1877, as shown in the preceding tables						\$67,000 76			501,883 53		
						283,500 26			102,442 56		
						1,090,621 02			604,336 06		

\* Time reduced from 41 to 16 hours.

EXHIBIT C.—Table showing the contract price and the increase on fifty-one star routes west of the Mississippi River for the fiscal year ended June 30, 1878.

No. of route.	Termini of route.	Contractor.	Original service.	Miles.	Contract price.	Date of order of additional allowance.	Additional service required.			Commencement of additional service.
							Miles.	Trips.	Speed.	
31470	Fort Worth to Fort Concho, Tex	J. T. Blake	3 trips a week	220	\$10,050 00	June 15, 1877	3			July 1, 1877
36116	Helena to Missoula, Mont	O. J. Sallsbury	6 times on 60 m.; 3 trips a week	142	1,500 00	July 7, 1877	3	on 82 m.		June 1, 1877
31470	Fort Worth to Fort Concho, Tex	J. T. Blake	3 trips a week	231	10,187 04	Dec. 27, 1877	4	trips		Jan. 1, 1878
43121	Belmont to Eatoka, Nev	O. J. Sallsbury	do	121	9,700 00	Mar. 9, 1878	2	trips		Apr. 1, 1878
43121	do	do	1 trip a week	121	2,000 00	June 4, 1877	2	trips		July 1, 1877
29008	Gainesville to Dexter City, Ark	U. E. Fisher	do	68	541 00	Aug. 2, 1877	1	trip		Sept. 1, 1877
28631	Washington to Spring Bluff, Mo.	U. E. Fisher	do	21	57 00	Nov. 27, 1877	11			Dec. 1, 1877
34090	Kearney, Neb., to Hayes City, Kans.	U. E. Fisher	1 trip on 113 m.; 3 on 43.	156	3,356 77	Feb. 9, 1878	1	on 113 m		Feb. 13, 1878
28513	Stockton to Schell City, Mo.	J. E. Colegrove	3 trips a week	32	600 00	Nov. 30, 1877	5			Dec. 16, 1877
28271	Bolivar to Nevada, Mo.	do	3 trips on 22 m.; 2 on 49.	62½	900 00	Jan. 22, 1878	7	trips		Feb. 1, 1878
29281	Loeksburgh to Ultima Thule, Ark.	do	3 trips a week	30	763 12	Feb. 28, 1878	2			Mar. 11, 1878
33309	Fort Larned to Hodgeman, Kans.	do	1 trip a week	30	207 00	Feb. 5, 1878	3			Jan. 1, 1878
28271	Bolivar to Nevada, Mo	do	3 trips on 23 m.; 2 on 47.	60½	1,093 94	Mar. 15, 1878	1	on 47½ m		Apr. 1, 1878
28513	Stockton to Schell City, Mo	do	3 trips a week	39	804 37	Mar. 18, 1878				Apr. 1, 1878
28491	Salem to West Plains, Mo.	do	1 trip a week	80	649 79	Mar. 20, 1878	1	trip	(*)	Apr. 1, 1878
28501	Nettleton to Knoxville, Mo	do	do	294	539 00	Mar. 26, 1878				Apr. 11, 1878
29281	Loeksburgh to Ultima Thule, Ark.	do	do	27	270 00	Feb. 16, 1878				Mar. 1, 1878
35025	Fort Randall to Fort Sully, Dak	J. H. Warren	3 trips a week	216	7,179 00	June 28, 1877	0			June 16, 1877
35018	Yankton to Springfield, Dak	do	1 trip a week	33	343 00	July 2, 1877	8			July 16, 1877
34151	Gonzo to Lindsay, Neb	do	do	204	177 00	Jan. 3, 1878	1	trip		Jan. 16, 1878
33246	Great Bend to Ness, Kans	J. W. Parker	2 trips a week	71	1,268 00	July 17, 1877	5			Jan. 16, 1878
32942	Scandia to Kerwin, Kans	do	do	29	1,152 90	Dec. 17, 1877				Jan. 1, 1878
29120	Little Rock to Tulip, Ark.	R. H. Peterson	1 trip a week	73	728 00	Sept. 11, 1877	2½			Aug. 1, 1877
30182	Bertrand to Colfax, La.	do	2 trips a week	25	500 00	Dec. 21, 1877	1	trip		Jan. 1, 1878
26120	Little Rock to Tulip, Ark	do	1 trip a week	75½	752 93	Dec. 31, 1877	2	on 44½ m		Jan. 11, 1878
33242	Scandia to Kerwin, Kans.	J. W. Parker	3 times on 54 m.; 2 on 25.	79	1,543 93	Jan. 14, 1878				Feb. 1, 1878
46212	San Rafael to Petaluma, Cal.	do	1 trip a week	22	274 00	Jan. 10, 1878				Feb. 1, 1878
28630	Mayville to Savannah, Mo	E. W. Parker	do	304	242 00	Mar. 28, 1878				Apr. 11, 1878
33242	Scandia to Kerwin, Kans.	J. W. Parker	3 trips a week	79	1,729 37	Mar. 11, 1878	3			Feb. 1, 1878
31544	Howe to Kentucky Town, Tex	Z. McDonald	1 trip a week	10	133 00	Apr. 11, 1878				May 1, 1878
36117	Helena to Fort Benton, Mont	D. T. Parker	3 trips a week	148	9,700 00	Apr. 5, 1878				Apr. 15, 1878
31109	Victoria to Redfuge, Tex	J. C. Kinzey	do	50	997 00	July 5, 1877				July 16, 1877

\* 1 trip, omitting Clintonville.

† Red Lake and Fort Piere to be embraced.

EXHIBIT C.—Table showing the contract price and the increase on fifty-one star routes west of the Mississippi River, &amp;c.—Continued.

No. of route.	Termini of route.	Contractor.	Original service.	Miles.	Contract price.	Date of order of additional allowance.	Additional service required.		Additional allowance per annum.	Commencement of additional service.
							Miles.	Trips.		
31138	San Antonio to Eagle Pass, Tex.	J. C. Kimzey	3 trips a week.	178½	\$8,982 00	July 7, 1877	3 trips	88,982 00	July 15, 1877	
31139	do	do	do	178½	8,982 00	July 7, 1877	(*)	23,173 00	July 15, 1877	
31187	Anstin to Frederickburgh, Tex.	do	do	90	5,000 00	July 17, 1877	3 trips	6,000 00	July 20, 1877	
31436	Fredrickburgh to Fort Concho, Tex.	do	do	157	15,100 00	July 17, 1877	do	16,100 00	July 17, 1877	
29115	Little Rock to Pine Bluff, Ark.	do	6 trips a week.	33	3,650 00	July 7, 1877	1 trip	6,698 33	July 7, 1877	
31144	Del Rio to Brackettville, Tex.	do	1 trip a week.	34	400 00	Oct. 10, 1877	do	400 00	Nov. 1, 1877	
29208	Self's Bluff to Brackley, Ark.	R. C. Kerans	2 trips a week.	24½	978 00	Dec. 17, 1877	do	488 00	Jan. 1, 1878	
31323	McPherson to Newton, Kans.	H. E. McKee	3 trips a week.	37	600 00	Dec. 18, 1877	4 trips	1,496 00	Jan. 1, 1878	
31303	Paineville to Newton, Kans.	J. C. Kimzey	3 trips a week.	37	853 24	Feb. 28, 1878	3 on 12 m.	1,495 82	Mar. 17, 1878	
31304	Las Vegas to Mesilla, N. Mex.	K. W. Foster	do	45½	27,000 00	June 3, 1878	3	191 81	Feb. 23, 1878	
31159	Burlington to Jonesville, Ky.	H. M. Valle	do	36	1,050 00	June 20, 1877	3	87 50	July 1, 1877	
28326	Greenfield to Murphysboro, Mo.	do	1 trip a week.	50½	500 00	Dec. 7, 1877	2 trips bet. Sarexle and Murphysboro.	225 66	Jan. 1, 1878	
28326	Kerig's Point to Joplin, Mo.	do	1 trip on 21 m.; 2 on 2½.	46½	716 80	Apr. 3, 1878	1 on 13 m.	44 25	Feb. 21, 1878	
43142	Colfax to Palouse, Wyo.	S. S. Huntley	1 trip a week.	20	266 00	Sept. 13, 1877	1½	19 85	Sept. 23, 1877	
36146	Bozeman to Tongue River, Mont.	do	2 trips a week.	240	17,760 00	Sept. 17, 1877	1 trip	8,850 00	Oct. 7, 1877	
36146	do	do	3 trips a week.	326	23,530 00	Dec. 28, 1877	35	2,850 46	Jan. 7, 1878	
37104	Kawlus to Ferris, Wyo.	do	1 trip a week.	50	1,337 00	Jan. 12, 1878	Service to be resumed.	1,357 00	Feb. 1, 1878	
42112	Lewiston to Elk City, Idaho.	C. W. Foster	2 trips on 65 m.; 1 on 60.	125	4,712 00	Dec. 18, 1877	1 on 65 m.	1,612 00	Jan. 1, 1878	
38159	Parrott City to Silverton, Colo.	H. Thisdale	1 trip a week.	69	915 00	Jan. 17, 1878	10	132 60	Feb. 1, 1878	
31512	Indianola to Cuero, Tex.	do	3 trips a week.	68½	2,620 00	Apr. 5, 1878	3 on 2¾ m.	1,079 93	May 1, 1878	
	Total footing				198,745 80			119,929 39		

\* Not to exceed 48 hours.



## EXHIBIT D.

## RETROACTIVE ORDERS.

Route 42108. Idaho. Aug. 19, '76-March 1, '75. Order 4583.  
 Route 42106. Idaho. Oct. 27, '76-July 25, '76. Order 6017.  
 Route 46120. California. Jan. 4, '77-Oct. 1, '75. Order 74.  
 Route 46129. California. Oct. 30, '77-Feb. 1, '76. Order 6043.  
 Route 46129. California. Oct. 20, '76-Feb. 20, '76. Order 5865.  
 Route 37110. Wyoming. Jan. 22, '77-Aug. 1, '75. Order 378.  
 Route 29279. Arkansas. Dec. 14, '76-Nov. 1, '76. Order 6659.  
 Route 29120. Arkansas. Sept. 11, '77-Aug. 1, '77. Order 5073.  
 Route 29128. Arkansas. April 5, '77-June 1, '76. Order 1580.  
 Route 29202. Arkansas. April 25, '77-July 1, '75. Order 1997.  
 Route 29112. Arkansas. Jan. 27, '77-Oct. 1, '76. Order 493.  
 Route 11372. Virginia. April 22, '78-April 1, '78. Order 337.  
 Route 27509. Iowa. Dec. 6, '77-April 5, '77. Order 6978.  
 Route 27521. Iowa. Jan. 18, '78-Dec. 1, '77. Order 506.  
 Route 23463. Illinois. Jan. 2, '78-Oct. 17, '77. Order 38.  
 Route 26385. Minnesota. April 9, '78-Nov. 19, '77. Order 2544.  
 Route 21451. Ohio. Oct. 29, '77-July 1, '76. Order 6118.  
 Route 21366. Ohio. Jan. 7, '78-Feb. 5, '77. Order 151.  
 Route 32012. Indian Territory. Dec. 21, '76-Nov. 1, '76. Order 6792.  
 Route 33190. Kansas. June 23, '77-Feb. 1, '77. Order 3266.  
 Route 33040. Kansas. March 23, '77-Feb. 1, '77. Order 1360.  
 Route 33201. Kansas. Feb. 9, '77-Aug. 15, '76. Order 689.  
 Route 33195. Kansas. Feb. 2, '77-Jan. 1, '77. Order 582.  
 Route 33139. Kansas. Jan. 26, '77-July 1, '76. Order 469.  
 Route 33068. Kansas. Jan. 2, '77-Nov. 16, '76. Order 18.  
 Route 33284. Kansas. Dec. 20, '76-Oct. 17, '76. Order 6767.  
 Route 33275. Kansas. Dec. 9, '76-Sept. 1, '76. Order 6571.  
 Route 33111. Kansas. Nov. 14, '76-June 1, '76. Order 6165.  
 Route 33212. Kansas. Sept. 19, '76-July 18, '76. Order 5048.  
 Route 33208. Kansas. Sept. 19, '76-July 14, '76. Order 5047.  
 Route 34095. Nebraska. May 14, '77-April 1, '77. Order 2315.  
 Route 34059. Nebraska. April 13, '77-April 1, '77. Order 1756.  
 Route 34164. Nebraska. Dec. 15, '76-Oct. 1, '76. Order 6675.  
 Route 35053. Dakota. Dec. 28, '76-Oct. 1, '76. Order 6887.  
 Route 35029. Dakota. Sept. 20, '76-Aug. 1, '76. Order 5059.

EXHIBIT E.—Table of ninety-three "star routes," showing the original contract price and trips, distance, and speed, from

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Terminal.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
30162	1877. Nov. 1	1878. July 1	B. H. Peterson ..	L. McGinnis ...	Shreveport to Red River Landing, La.	Mls. 261	60	4 <sup>5</sup> / <sub>10</sub>	3
30133	do	do	J. B. Price .....	.....	New Iberia to Orange, La.	161	45	3 <sup>2</sup> / <sub>10</sub>	3
30183	do	do	do .....	J. D. Emerson ..	Monroe to Shreveport, La.	122 <sup>1</sup> / <sub>2</sub>	36	3 <sup>2</sup> / <sub>10</sub>	7
31141	do	do	F. C. Armstrong ..	.....	Collins to Laredo, Tex...	120	40	3	3
31146	do	do	do .....	.....	Rio Grande City to La- redo, Tex.	121	48	2 <sup>1</sup> / <sub>10</sub>	2
31148	do	do	J. B. Price .....	J. J. Ellis .....	San Antonio to Corpus Christi, Tex.	148	40	3 <sup>7</sup> / <sub>10</sub>	2
31150	do	do	Charles Bain .....	Perry Ellis .....	San Antonio to Laredo, Tex.	183	60	3 <sup>1</sup> / <sub>10</sub>	2
31153	do	do	H. Tisdale .....	.....	San Antonio to Eagle Pass, Tex.	182 <sup>1</sup> / <sub>2</sub>	48	3 <sup>1</sup> / <sub>10</sub>	6
31155	do	do	F. C. Taylor .....	.....	San Antonio to Freder- icksburg, Tex.	74	18	4 <sup>1</sup> / <sub>10</sub>	6
31168	do	do	do .....	.....	Austin to Fort Concho, Tex.	249	60	4 <sup>5</sup> / <sub>10</sub>	6
31454	do	do	J. T. Chideester ..	.....	Ft. Worth, Tex., to Yuma, Ariz.	1,560	408	3 <sup>1</sup> / <sub>10</sub>	7
31542	1878. Sept. 2	1879. Jan. 1	Chase Andrews ..	.....	Priortown to Eagle Pass, Tex.	90	54	1 <sup>1</sup> / <sub>10</sub>	1
32018	1877. Nov. 1	1878. July 1	John M. Peck ...	H. M. Valle .....	Caldwell to Fort Sill, Ind. Ter.	190	48	3.95	3
32020	do	do	John R. Miner .....	do .....	Camp Supply to Dodge City, Ind. Ter.	91	36	2.52	2
32021	do	do	do .....	do .....	Camp Supply to Fort Elliott, Ind. Ter.	100	36	2.77	1
32024	1878. May 10	Oct. 1	V. W. Parker ...	J. W. Parker ...	Vinita to Las Vegas, N. Mex.	638	240	2 <sup>7</sup> / <sub>10</sub>	1
33272	1877. Nov. 1	July 1	H. N. Warren .....	.....	Hutchinson to Medicine Lodge, Kans.	84	36	2 <sup>1</sup> / <sub>10</sub>	3
34149	do	do	John M. Peck ...	H. M. Valle .....	Kearney to Kent, Nebr..	125	60	2.08	1
34156	1878. May 10	Oct. 1	Thomas A. Mc- Devitt.	M. Salisbury ...	Sidney to Deadwood, Nebr.	284	80	3 <sup>1</sup> / <sub>10</sub>	7

*the increase made upon the orders of Second Assistant Postmaster-General Brady for increased July 1, 1873, to January 1, 1880.*

original contract.		Modification of contracts.										Total.			
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtailment.				Increased service.				Miles.*	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
		1879.	1879.												
\$11,700 00	\$9,000 00	July 15	Aug. 1									3	\$11,700 00		
		do	do					48	3 1/2				28,561 00	261	\$51,961 00
5,200 00		Jan. 9	Jan. 16					35	4 1/4				12,042 10	161	17,242 10
9,380 00		July 8						29	4 1/2				12,987 00	123 1/2	22,367 00
1,890 00		Apr. 26	May 15					22	5 1/4			3	1,890 00		
		do	do										3,780 00		
1,270 50		Sept. 25	Oct. 15	15			8045 00							105	6,615 00
		Apr. 26	May 15									1	635 25		
		do	do					22	5 1/2				2,314 00		
		July 15	Aug. 1									3	4,219 75	121	8,439 50
2,733 00		1878.	1878.												
		Aug. 26	Sept. 1									4	5,466 00		
		1879.													
		July 18	Aug. 1					29	5.50				20,204 00	148	28,403 00
2,765 00		1878.													
		June 28	July 15									1	1,382 50		
		Oct. 23	Nov. 1					48	2 1/4				2,052 50		
		do	do									3	6,200 00	183	12,400 00
8,440 00		1879.													
		Feb. 20	Mar. 1					36	5 1/2				13,504 00		
		do	do									1	3,057 33	182 1/2	25,601 33
3,670 00		Jan. 17	Feb. 1					14	5 1/2				1,630 00	74	5,300 00
16,397 00		June 17	July 1					48	5 1/2				8,696 98		
		do	do									1	3,006 02	249	28,600 00
134,000 00		1878.	1878.												
		Aug. 5	Aug. 15					312	4 1/2				165,000 00	1,560	299,000 00
830 00		1879.	1879.												
		Jan. 27	Jan. 1									2	1,260 00		
		do	do					30	3				3,990 00	90	5,880 00
7,600 00		1878.	1878.												
		Oct. 14	Oct. 21					36	5.27				19,000 00		
761 00		May 31	July 1									1	7,600 00	190	34,200 00
		July 29	Aug. 16										380 50		
		Oct. 4	Oct. 7					20	4.5				1,712 25		
		1879.	1879.												
		Apr. 5	May 1									4	2,853 75	91	5,707 50
820 00		1878.	1878.												
		July 30	Aug. 16									2	1,640 00		
		Oct. 4	Oct. 7					24	4.16				3,690 00		
		1879.	1879.												
		Apr. 5	May 1									4	6,150 00	100	12,300 00
6,330 00		1878.	1878.												
		Mar. 19	Oct. 1					85					843 34		
		do	Nov. 1					69					684 59		
		do	Dec. 1									2	15,715 86		
		do	Jan. 1					18					535 77		
		do	do										40,429 88		
		June 25	July 1									4	86,052 59	810	150,592 03
947 00		1878.	1878.												
		June 2	do										947 00		
		1879.	1879.												
		May 6	May 15					18	4 1/2				6,060 80	84	7,054 80
868 00		1878.	1878.												
		Apr. 4	July 1					15					112 24		
		1879.	1879.												
		July 10	Aug. 1					47	2.65				2,200 00		
		do	do									*	1,122 41	140	4,302 65
		1878.	1878.												
9,775 00		Nov. 26	Dec. 1					57 1/2	4 1/2				19,550 00	284	29,325 00

\* On 75 miles.

## EXHIBIT E.—Table of ninety-three "star routes,"

Number of route.	Date of advertisement.		Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
							Length of route.	Hours.	Miles per hour.	Trips per week.
35015	1877. Nov. 1	1878. July 1	John W. Dorsey.	H. M. Vaile . . . .	Vermillion to Sioux Falls, Dak.	Mls. 50	14	3.57	1	
35021	..do ..	..do ..	A. S. Patrick . . . .	J. Brinkerhoff . . . .	Yankton to Fire Steel, Dak.	74	28½	....	3	
35040	..do ..	..do ..	Luke Voorhees . . . . .	.....	Fargo to Pembina, Dak.	156½	79	1½	6	
35050	..do ..	..do ..	Thomas A. Mc- Devitt.	M. Salisbury . . . .	Bismarck to Deadwood, Dak.	240	72	3½	7	
35051	..do ..	..do ..	John R. Miner . . . . .	H. M. Vaile . . . . .	Bismarck to Tongue River, Dak.	250	84	2.97	1	
35068	1878. May 10	Oct. 1	J. W. Parker . . . . .	R. L. Pease . . . . .	Springfield to Deadwood, Dak.	416	127	....	3	
35071	..do ..	..do ..	V. W. Parker . . . . .	J. W. Parker . . . . .	Fort Pierre to Fort Sally, Dak.	25	9	2½	3	
36107	1877. Nov. 1	July 1	George H. Platt . . . . .	M. Salisbury . . . . .	Bolton to Miles City, Mont.	326	132	2½	3	
36115	..do ..	..do ..	Thomas A. Mc- Devitt.	..do ..	Helena to Missoula, Mont.	151	36**	4½	6	
36124	..do ..	..do ..	..do ..	..do ..	Watson to Deer Lodge, Mont.	116	36	3½	6	
36128	..do ..	..do ..	O. J. Salisbury . . . . .	..do ..	Silver Bow to New Chi- cago, Mont.	85	30	2½	3	
37110	..do ..	..do ..	M. T. Patrick & A. H. Brown.	.....	Rock Creek to Etchetah, Wyo.	331	180	1½	3	
38113	..do ..	..do ..	John W. Dorsey . . . . .	J. A. Wright . . . . .	Rawlins to White River, Colo.	180	108	1.66	1	
38118	..do ..	..do ..	A. H. Brown . . . . .	.....	Monument to River Bend, Colo.	72	33	2¼	2	
38126†	..do ..	..do ..	John W. Dorsey . . . . .	J. L. Sanderson . . . . .	Fair Play to Poncho Springs, Colo.	60	34	2.72	1	
38127	..do ..	..do ..	H. W. Brofaski . . . . .	A. H. Brown . . . . .	Helena to Oro City, Colo.	45	12	3½	3	
38131	..do ..	..do ..	C. W. Foster . . . . .	.....	Canon City to Del Norte, Colo.	144	43	3½	3	
38134	..do ..	..do ..	John R. Miner . . . . .	Eli Hanson . . . . .	Pueblo to Rosita, Colo.	49	15	3.02	1	
38135	..do ..	..do ..	..do ..	E. M. Ames . . . . .	Saint Charles to Green- horn, Colo.	35	16	2.18	2	

\*Schedule: 30 hours in summer, 45 hours in winter. †From 12 to 6 hours on 21 miles.

\*\*36 hours in summer, 59 hours in winter.

showing the original contract price, &c.—Continued.

original contract.		Modification of contracts.								Total.					
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtailment.				Increased service.				Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
\$398 00		1878. Dec. 23	1879. Jan. 1	1								1	\$408 90		
		1878. Oct. 5	1878. July 1					2					10 90		
		1879. Jan. 10	1879. Aug. 1					10	5			4	3,680 10		
1,900 00		1878. Mar. 13	1878. Mar. 17					15	4.93				1,035 60	\$6,133 50	
17,000 00		1878. July 30	1878. Aug. 1					46½	3½				1,900 00	3,800 00	
		1878. Oct. 11	1878. Oct. 21									1	8,500 00		
19,000 00		1878. Oct. 11	1878. Oct. 21			1	\$4,250 00						4,250 00	156½	
		1879. Nov. 26	1879. Dec. 1			1	2,000 00							25,500 00	
2,350 00		1879. Dec. 23	1879. Jan. 1					55	4½				16,285 00	240	
		1879. do	1879. do					65	3.84				27,950 00		
11,730 00	10,376 54	1879. Aug. 2	1878. Aug. 11									3	35,000 00	250	
		1879. Sept. 16	1879. Oct. 1	1.48			1,353 46							70,000 00	
830 00		1879. July 10	1879. Nov. 1					100					8,556 10	4	
16,500 00		1878. Dec. 5	1878. Dec. 16					84	3½				1,245 00	25	
		1879. June 9	1879. Feb. 8					35					10,500 00		
8,425 00		1878. Dec. 24	1878. Jan. 1										3,542 02		
4,921 00		1878. Dec. 21	1878. Jan. 1										48,723 89	361	
2,500 00		1879. Dec. 24	1879. Jan. 1					23	3½				85,266 81		
		1879. June 11	1879. July 1										9,637 50		
		1879. May 1	1879. May 12					75	4½				2,677 08	151	
1,700 00		1878. Mar. 24	1878. Apr. 1					45	4				7,586 00		
1,200 00		1878. do	1878. do										2,084 50	110	
1,788 00		1879. Sept. 30	1879. Oct. 1					23	3½				2,500 00		
		1879. do	1879. do										6,666 66	85	
10,507 25		1879. June 11	1879. July 1										14,009 66		
		1879. do	1879. do					75	4½				64,251 21	331	
1,700 00		1879. May 1	1879. May 12					45	4				8,608 25		
		1879. do	1879. do										3,400 00	180	
1,200 00		1878. Mar. 24	1878. Apr. 1										3,000 00		
		1878. do	1878. do					17	4½				7,000 00	72	
1,788 00		1879. Sept. 30	1879. Oct. 1										1,825 25		
		1879. do	1879. do										834 40		
		1879. Dec. 21	1879. Jan. 1					12	5				4,261 40		
		1879. do	1879. do										1,549 60		
		1878. Oct. 20	1878. Aug. 1					1					170 97	61	
1,477 00		1878. Sept. 30	1878. Oct. 1										1,969 33		
		1878. do	1878. do					7	6½				4,307 91	45	
5,500 00		1879. June 24	1879. July 1										3,156 73		
		1879. Sept. 20	1879. Oct. 1										4,176 59		
		1879. do	1879. do					30	4½				18,361 54	144	
388 00		1879. July 8	1879. July 14										2,328 00	49	
		1879. do	1879. do					10	4.9				5,432 00	49	
548 00		1879. June 6	1879. July 14										438 40		
		1879. do	1879. do					7	5				2,630 40		
		1879. Aug. 30	1879. Sept. 10					12					328 80	47	

† On 21 miles.

‡ On 65 miles.

§ On 86 miles.

EXHIBIT E.—Table of ninety-three "star routes,"

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
38140	1877. Nov. 1	1878. July 1	John R. Miner ..	S. W. Dorsey ...	Trinidad to Madison, Colo.	Mls. 45	18	3.36	1
38144	..do ..do	..do ..do	C. W. Foster .....	.....	Fort Garland, Colo. to Santa Fé, N. Mex.	148	60	2½	3
38145	..do ..do	..do ..do	John W. Dorsey ..	J. H. Watts ....	Garland to Parrott City, Colo.	172	90	1.71	1
38146	..do ..do	..do ..do	Luke Voorhees ..	Barlow and Sand- erson.	Garland to Ouray, Colo ..	196	84	2½	7
38150	..do ..do	..do ..do	John R. Miner ..	J. L. Sanderson ..	Saguache to Lake City, Colo.	95	36	2.64	3
38155	..do ..do	..do ..do	J. B. Price .....	M. Salisbury ...	Antelope Springs to Sil- verton, Colo.	60	34	1½	3
38156	..do ..do	..do ..do	John W. Dorsey ..	S. W. Dorsey ...	Silverton to Parrott City, Colo.	60	36	1.9	2
38161	1878. May 10	1878. Oct. 1	M. V. Nichols ..	.....	Fair Play to Leadville, Colo.	40	14	2½	3
39103	1877. Nov. 1	1877. July 1	J. B. Price .....	.....	Santa Fé to Mesilla, N. Mex.	316	72	4½	7
39104	..do ..do	..do ..do	John R. Miner ..	Wm. Poole .....	Santa Fé to Fort Stan- ton, N. Mex.	197	72	2.81	1
39109	..do ..do	..do ..do	C. Cosgrove .....	M. Cosgrove ...	Las Vegas to Las Cruces, N. Mex.	442½	180	2½	3
39114	1878. May 10	1878. Oct. 1	W. W. Giddings ..	M. Salisbury ...	Fort Stanton to Fort Davis, N. Mex.	400	275	1½	1
39116	..do ..do	..do ..do	..do .....	..do .....	Fort Bascom to Trin- idad, N. Mex.	185	120	1½	1
40101	..do ..do	..do ..do	John A. Walsh ..	.....	Prescott, Ariz., to Santa Fé, N. Mex.	520½	150	3½	3
40103	1877. Nov. 1	1877. July 1	A. H. Brown ....	M. Salisbury ...	Prescott to Mohave City, Ariz.	191	48	3½	2
40104	..do ..do	..do ..do	John W. Dorsey ..	H. M. Valle ....	Mineral Park, Ariz., to Pioche, Nev.	232	84	2.73	1
40105	..do ..do	..do ..do	John M. Peck ...	M. Salisbury ...	Ehrenbergh to Mineral Park, Ariz.	206	60	3.43	2
40103	..do ..do	..do ..do	J. B. Price .....	R. C. Kerens ...	Wickenburgh to Pres- cott, Ariz.	100	58	1½	3

showing the original contract price, &c.—Continued.

original contract.		Modification of contracts.										Total.			
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtailment.				Increased service.				Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
\$338 00		1878. Nov. 13	1878. July 1	1						17			\$172 75		
		1879. Apr. 22	1879. May 1	1								2	1,021 50		
		1879. May 9	1878. May 19	1						12	5 2		2,758 05	\$4,290 30	
940 00		1878. June 25	1878. July 1	1								4	4,397 11		
		1879. June 26	1879. do	1						30	4 1/2		9,500 05	14,837 16	
1,639 34	\$1,075 00	1879. Jan. 23	1878. Feb. 10	18				\$171 50							
		1879. Apr. 24	1879. July 1	1						20			190 62		
		1879. Apr. 29	1879. May 12	12								2	3,316 80		
		1878. do	1878. do							50	3 44		8,457 84	13,433 04	
19,000 00		1878. Jan. 23	1878. Oct. 1	10			969 39								
		1878. do	1878. do				1,994 16								
		1878. do	1878. do							100			10,663 26	26,699 71	
3,426 00		1878. Sept. 30	1878. do									4	4,568 12		
		1878. Oct. 1	1878. do	21						24	3 2		15,437 00		
		1879. July 18	1879. Aug. 1	1			5,179 51						74	18,251 61	
2,840 00		1879. Feb. 14	1879. Feb. 17	17						21	2 1/2		5,680 00		
		1879. Jan. 23	1879. Feb. 16	16						10			1,893 33	13,233 33	
1,488 00		1879. June 12	1879. July 1	1								4	4,259 12		
		1878. Sept. 13	1878. Oct. 1	1								4	10,549 51	16,512 28	
830 00		1879. Dec. 28	1879. Jan. 1	1						10	4		2,000 00	3,036 66	
26,200 00		1878. Nov. 25	1878. Dec. 16	16						59	5 1/2		40,841 17	67,041 17	
1,748 00		1879. Nov. 2	1879. Nov. 16	16								2	3,496 00		
14,900 00		1879. Oct. 24	1879. July 1	1						62	4 10		7,866 00	13,110 00	
		1879. Oct. 25	1879. Nov. 1	5			202 99						2,517 16		
		1879. Oct. 29	1879. Nov. 15	15						120	3 1/2		21,876 55		
3,500 00	3,500 00	1879. July 1	1879. July 1	1								2	52,120 96	91,231 68	
		1879. do	1879. do							100	4		7,090 00		
1,760 00	1,760 00	1879. July 11	1879. July 15	15								2	21,090 00	31,500 00	
		1879. do	1879. do							40	4 1/2		3,520 00		
18,500 00		1879. July 10	1879. Aug. 1	1						96	5 1/2		10,560 00	185	
		1879. do	1879. do									4	39,775 00	15,840 00	
7,440 00	7,440 00	1879. Apr. 7	1879. Apr. 15	15						36	5 1/2		77,700 00	135,975 00	
		1880. May 3	1880. Aug. 15	15								1	3,720 00		
		1878. Dec. 24	1878. Jan. 16	16								4	17,537 14		
2,982 00		1879. July 23	1879. Aug. 1	1						16			38,262 00		
		1879. do	1879. do									2	3,590 00	207	
		1878. Dec. 24	1878. Jan. 16	16						60	3 86		10,818 00	70,459 14	
4,942 00		1879. July 23	1879. Aug. 1	1								4	29,733 23	232	
		1878. Dec. 24	1878. Jan. 16	16						48	4 29		29,733 23	52,033 33	
1,717 00		1879. Aug. 17	1879. Aug. 11	11								1	13,658 00	206	
		1879. do	1879. do							20	5		858 50	18,600 00	
													5,472 93	8,048 42	

\* Curtail four trips on 36 miles.

## EXHIBIT E.—Table of ninety-three "star routes,"

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
40107	1877. Nov. 1	1878. July 1	A. L. Seeley.....	.....	Wickenburg to Florence, Ariz.	Mls. 120	54	2 $\frac{1}{2}$	3
40109	1878. May 10	1878. Oct. 1	V. W. Parker ...	J. W. Parker ...	Florence to McMillan, Ariz.	115	38	3 $\frac{1}{2}$	3
40113	1877. Nov. 1	1877. July 1	J. W. Dorsey....	S. W. Dorsey....	Tres Alamos to Clifton, Ariz.	197	84	2.34	1
40116	1878. May 10	1878. Oct. 1	W. M. Griffith....	.....	Phoenix to Prescott, Ariz.	140	96	1 $\frac{1}{2}$	1
41112	1877. Nov. 1	1877. July 1	O. J. Salisbury ..	M. Salisbury ..	York, Utah, to Pioche, Nev.	320	72	4 $\frac{1}{2}$	6
41119	..do ..	..do ..	John M. Peck....	H. M. Vaile ....	Toquerville to Adair- ville, Utah.	132	60	2.22	1
41122	..do ..	..do ..	F. W. Gilmer....	M. Salisbury ..	Mount Carmel to Kanab, Utah.	205	60	3 $\frac{1}{2}$	3
42121	..do ..	..do ..	Thos. A. McDev- itt.	..do ..	Eagle Rock to Salmon City, Idaho.	165	60	2 $\frac{1}{2}$	3
44140	..do ..	..do ..	John M. Peck....	P. J. Wycoff ...	Engene City to Bridge Creek, Oreg.	207	121	1.72	1
44149	..do ..	..do ..	J. H. Warren ..	.....	Roseburgh to Empire City, Oreg.	72	32	2 $\frac{1}{2}$	6
44154	..do ..	..do ..	John W. Dorsey ..	H. M. Vaile ....	The Dalles to Lakeview, Oreg.	297	108	2.75	1
44155	..do ..	..do ..	John M. Peck....	..do ..	The Dalles to Baker City, Oreg.	275	120	2.29	2
44160	..do ..	..do ..	..do ..	..do ..	Cañon City to Camp Mc- Dermott, Oreg.	243	130	1.86	1
45101	..do ..	..do ..	V. H. Pease ..	J. W. Parker....	Reno to Susanville, Nev.	92	54	1 $\frac{1}{2}$	6
45103	..do ..	..do ..	..do ..	..do ..	Carson City to Aurora, Nev.	117	24	4 $\frac{1}{2}$	7
45115	..do ..	..do ..	Hugh White ..	..do ..	Battle Mountain to Aus- tin, Nev.	96	28	3 $\frac{1}{2}$	7
45124	..do ..	..do ..	..do ..	..do ..	Eureka to Pioche, Nev.	210	60	3 $\frac{1}{2}$	6
45131	..do ..	..do ..	V. H. Pease ..	..do ..	Elko to Mountain City, Nev.	136	32	4 $\frac{1}{2}$	6
45132	..do ..	..do ..	O. J. Salisbury ..	M. Salisbury ..	Wells to Hamilton, Nev.	206	108	1 $\frac{1}{2}$	3

\* On 36 miles.

† On 118 miles.





## EXHIBIT E.—Table of ninety-three "star routes,"

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
46120	1877. Nov. 1	1878 July 1	Salisbury & Nichols.		Soledad to Newhall, Cal.	304	67	4 $\frac{3}{4}$	7
46132	..do ..do	..do ..do	John M. Peck	J. C. Hughes	Julien to Colton, Cal.	120	54	2.23	1
46202	..do ..do	..do ..do	M. V. Nichols		Oroville to Susanville, Cal.	125	58	2 $\frac{3}{4}$	3
46207	..do ..do	..do ..do	O. J. Salisbury	M. Salisbury	Susanville to Lake View, Cal.	155	60	2 $\frac{7}{8}$	3
46219	1878. May 1	Oct. 1	M. V. Nichols	H. C. Duncan	Madison to Lower Lake, Cal.	60	32	1 $\frac{1}{2}$	1
46245	1877. Nov. 1	July 1	C. W. Foster		Redding to Weaverville, Cal.	44	14	3 $\frac{1}{2}$	6
46246*	..do ..do	..do ..do	..do		Redding to Roseburg, Cal.*	280	60	4 $\frac{5}{8}$	7
46247	..do ..do	..do ..do	John M. Peck	Major & Culverhousae.	Redding to Alturas, Cal.	179	108	1.65	2
46263	..do ..do	..do ..do	C. W. Foster		Yreka to Shasta, Cal.	122	36	3 $\frac{1}{8}$	3
46267	..do ..do	..do ..do	O. J. Salisbury	M. Salisbury	Willow Ranch to Reno, Cal.	215	84	2 $\frac{1}{2}$	1
46213	..do ..do	..do ..do	William H. Forse		Cloverdale to Eureka, Cal.	200	72	2 $\frac{7}{8}$	6
46136	..do ..do	..do ..do	Wm. Hamilton		Calienteto Independence, Cal.	236 $\frac{1}{2}$	54	4.12	3
38157	..do ..do	..do ..do	G. V. Meserole		Gardner to Rosita, Colo.	31	12	2 $\frac{7}{8}$	1
42110	1878. May 10	Oct. 1	S. S. Huntley		Placerville to Folks Store, Idaho.	50	38	1 $\frac{7}{8}$	1
45105	1877. Nov. 1	July 1	J. M. Benton	Parker & Clug-gage.	Aurora, Nev., to Bodie, Cal.	12	3	4	3
45114	..do ..do	..do ..do	W. L. Hill	S. S. Huntley	Winnemucca to Paradise Valley, Nev.	45	12	3 $\frac{1}{2}$	3
33099	..do ..do	..do ..do	J. W. Hughes		Cawker City to Norton, Kans.	108	36	3	5
33253	..do ..do	..do ..do	H. Tisdale		Eldorado to Winfield, Kans.	46	21	2 $\frac{1}{2}$	6

\* W. H. Williams, failing contractor, \$54,985; service commenced by Foster December 17, 1878, at \$39,000—† On 9 miles.



EXHIBIT F.—Table showing the service on 93 routes (see

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Termini, term 1874 to 1878.	Number—term 1878 to 1882.	Termini, term 1878 to 1882.	Specifica	
							Length of route.	Miles, D. C.
30126	1874. Oct. 1	1875. July 1	B. H. Peterson ..	Red River Landing to Shreveport.	30162	Red River Landing to Shreveport, La.	278½	261
30200	..do ..	..do ..	Webb & Duson..	New Iberia to Lake Charles.	30133	New Iberia to Orange, La.	107	107
30195	..do ..	..do ..	W. P. Farquahar	Lake Charles to Orange.	30133	..do ..	46	49
30142	..do ..	..do ..	J. D. Emerson...	Monroe to Shreveport	30183	Monroe to Shreveport, La.	117½	121
31131	..do ..	..do ..	Pat'k Laughlin (failed).	San Antonio to Corpus Christi.	31148	San Antonio to Corpus Christi, Tex.	157	150½
31132	..do ..	..do ..	James B. Price..	San Antonio to Laredo.	31150	San Antonio to Laredo, Tex.	176	179
31138	..do ..	..do ..	J. C. Kimzey ...	San Antonio to Eagle Pass.	31153	San Antonio to Eagle Pass, Tex.	178	178
31159	..do ..	..do ..	M. Draper.....	San Antonio to Fredericksburgh.	31155	San Antonio to Fredericksburgh, Tex.	72	74½
31122	..do ..	..do ..	F. Barnard.....	Corpus Christi to Laredo.	31141	Collins to Laredo, Tex.	148	160
31120	..do ..	..do ..	R. Martin.....	Rio Grande City to Laredo.	31146	Rio Grande City to Laredo, Tex.	140	127
31187	..do ..	..do ..	J. C. Kimzey ...	Austin to Fredericksburgh.	.....	Austin to Fort Concho, Tex.	90	.....
31430	..do ..	..do ..	..do ..	Fredericksburgh to Fort Concho.	31168	..do ..	157	166
31470	1876. May 20	1876. Oct. 1	John T. Blake...	Fort Worth to Fort Concho, Tex.			220	231
31140	1874. Oct. 1	1875. July 1	D. A. Coughlin ..	Fort Concho to El Paso, Tex.	31454	Fort Worth, Tex., to Yuma, Ariz.	473	483
39106	1873. Oct. 1	1874. July 1	W. T. Strackhan	Mesilla to El Paso, N. Mex.			53	53
39110	..do ..	..do ..	Kerens & Mitchell	San Diego to Yuma, Cal.			180	180
32001	..do ..	..do ..	Valle, Kerens & Mitchell.	Caldwell to Fort Sill.	32018	Caldwell to Fort Sill, Ind. Ter.	180	190
33103	..do ..	..do ..	James Call.....	Dodge City to Camp Supply.	32020	Camp Supply to Dodge City, Ind. T.	80	91
32013	1875. Mar. 31	1875. July 1	J. B. Colegrove..	Omulkee to Darlington.			140	135
32018	1877. Apr. 10	1877. Sept. 1	J. M. Peck .....	Fort Elliott to Fort Bascom.	32024	Vinita, Ind. T., to Las Vegas, N. Mex.	290	290
39112	1874. Mar. 31	1874. July 1	Benj. Schuster ..	Las Vegas to Fort Bascom.			65	117
32018	1877. Apr. 10	1877. Sept. 1	J. M. Peck .....	Camp Supply to Fort Elliott.	32021	Camp Supply to Fort Elliott, Ind. T.	100	100

Part of



EXHIBIT F.—Table showing the service on 93 routes (see Exhibit

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Terminals, term 1874 to 1878.	Number—term 1878 to 1882.	Terminals, term 1878 to 1882.	Specifica	
							Length of route.	Miles, D. C.
33091	1873. Oct. 1	1874. July 1	H. Tisdale	Cawker City to Graham.	33099	Cawker City to Norton, Kans.	76	100
33131	do	do	do	El Dorado to Winfield.	33253	El Dorado to Winfield, Kans.	44	45
33126	do	do	James Call	Hutchinson to Medicine Lodge.	33272	Hutchinson to Medicine Lodge, Kans.	75	90
84137	do	do	Thos. A. McCoy (failed). A. E. Bradbury	Crowellton to Loup City.	34149	Kearney to Kent, Nebr.	50	51
84188	1877. Apr. 10	1877. Sept. 1	S. P. Wheeler	Sidney to Deadwood.	34156	Sidney to Deadwood, Nebr.	270	286
35020	1873. Oct. 1	1874. July 1	Edgar & Corliss	Springfield to White Swan.	35068	Springfield to Rapid City, Dak.	35	45
35025	do	do	do	White Swan to Fort Pierre.			164	181
35066	1877. Apr. 10	do	Not let.	Fort Pierre to Rapid City.			167	
35017	1873. Oct. 1	1874. July 1	Jno. G. Edgar	Yankton to Firesteel.	34021	Yankton to Firesteel, Dak.	76	74
35034	do	do	E. D. Putney (failed). A. Allen	Pembina to Fargo.	35040	Pembina to Fargo, Dak.	156	158½
85065	1877. Apr. 10	1877. Oct. 10	N. W. Ex. Stage and Trans. Co.	Bismarck to Deadwood.	35050	Bismarck to Deadwood, Dak.	250	240
35025	1873. Oct. 1	1874. July 1	Edgar & Corliss	Fort Pierre to Fort Sully.	35071	Fort Pierre to Fort Sully, Dak.	35	
35029	do	do	J. H. Warren	Vermillion to Glenwood.	35015	Vermillion to Sioux Falls, Dak.	26	
35056	1877. Apr. 10	1877. Sept. 1	T. R. Negus	Glenwood to Kidder.			12	
35064	do	do	Not let.	Bismarck to Tongue River.	35051	Bismarck to Tongue River, Dak.	250	
36146	do	do	S. S. Huntley	Bozeman to Fort Keogh.	36107	Bozeman to Fort Keogh, Mont.	340	328
36116	1873. Oct. 1	1874. July 1	H. C. Kennedy (failed).	Helena to Missoula.	36115	Helena to Missoula, Mont.	138	144
36113	do	do	O. J. Salisbury	do	36115	do		
			E. C. Corbin (failed). D. T. Parker	Watson to Deer Lodge.	36124	Watson to Deer Lodge, Mont.	100	108
36125	do	do	Hugh White	Cable City to New Chicago.	36128	New Chicago to Silver Bow, Mont.	46	2

<sup>1</sup> Part of.

E) during the term July 1, 1874, to June 30, 1878—Continued.

tions of original contract.				Modification of contracts.										Total pay per annum.		
Hours.	Miles per hour.	Trips per week.	Contract price.	Date of order.	To take effect—	Curtailment.				Increased service.						
						Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.		Trips per week.	Increased pay.
36	2 11 1		\$683 00	1874. May 7	1874. July 1									1	\$683 00	
				1875. June 20	1875. do									1	396 00	
				1875. May 25	1875. July 10				\$204 88							
				1876. Jan. 7	1876. Jan. 17									3	983 44	
				1877. Dec. 11	1877. Jan. 1									3	286 84	\$2,827 40
13	3 1/2 6		2,139 84	1874. May 9	1874. July 1									4	1,331 00	2,139 84
54	1.38 1		1,422 75	1874. Oct. 16	1875. do									1	1,331 00	4,084 75
29	1.72 1		475 00	1875. Nov. 25	1875. Jan. 1					26					249 80	
			490 00	1875. Mar. 13	1876. Apr. 16				45 1/2						437 15	
				1876. Jan. 11	1876. Feb. 1					3 1/2					33 63	1,210 58
80	3.37 6		15,823 00													15,823 00
12	3.75 3		475 00													475 00
66 1/2	2.75 1		1,197 20	1874. Sept. 25	1874. Oct. 15									1	1,197 20	
44 1/2	3.75 2		\$7,723 00 \$8,900 00	1877. May 8	1877. May 9									1	1,197 20	3,591 60
28	2.70 3		1,200 00	1875. Mar. 22	1875. Apr. 1									3	950 00	2,150 00
36	4.27 3		4,620 00	1874. Dec. 26	1874. Jan. 15									3	8,903 60	
			8,903 60	1875. May 3	1875. Jan. 1					2 1/2					216 88	18,024 08
96	2.09 3		12,090 00	1878. May 7	1878. May 15									4	6,010 00	
				1874. May 31	1874. June 1					48	5.20				4,750 00	23,750 00
12 1/2	2.75 1		255 50	1874. Sept. 25	1874. Oct. 15									1	255 50	
				1877. May 8	1877. May 9									1	255 50	766 50
15	1.72 1		362 44	1875. Apr. 2	1874. July 1					3					24 44	
				1876. Sept. 20	1876. Aug. 1					1					8 14	395 02
3	4 1		98 67												98 67	
111	2.25 1		76,153 85	1877. Sept. 17	1877. Oct. 1									1	8,850 00	26,550 00
144	2.43 2		17,700 00													
74	1.86 6		2,500 00													
			15,000 00	1875. July 7	1875. June 1									3	6,089 11	21,089 11
36	2.77 6		3,000 00													
			17,750 00													17,750 00
27 1/2	1.67 2		2,242 50	1875. Feb. 22	1875. Apr. 1										1,244 53	3,487 03

\* On 58 miles.  
\* On 58 miles.

\* On 42 miles.  
\* On 90 miles.

\* Bids range from.  
\* Bids range to.

\* Lowest bid.  
\* On 82 miles.

EXHIBIT F.—Table showing the service on 93 routes (see Exhibit

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Termini, term 1874 to 1878.	Number—term 1878 to 1882.	Termini, term 1878 to 1882.	Specifica	
							Length of route.	Miles, D. C.
38138	1873. Oct. 1	1874. July 1	U. M. Curtis	White River to Rawlins.	38113	Rawlins to White River, Colo.	180	180
38154	1876. May 20	1876. Oct. 1	William E. Holbrook.	Monument to River Bend.	38118	Monument to River Bend, Colo.	70	50 <sup>1</sup>
38113	1873. Oct. 1	1874. July 1	James Brady	Fair Play to Poncho Springs.	38126	Fair Play to Poncho Springs, Colo.	109	107
38141	do do	do do	William D. Richards.	Cañon City to South Arkansas.	38131	Cañon City to Del Norte, Colo.	70	
38156	1876. May 20	1876. Oct. 1	A. Arnot (failed)	Puebla to Rosita	38134	Pueblo to Rosita, Colo.	49	49
			Jos. E. Hayes	do do		do do		
38163	1877. Apr. 10	1877. Sept. 1	J. B. Colegrove	Pueblo to Greenhorn	38135	Pueblo to Greenhorn, Colo.	44	
38129	1873. Oct. 1	1874. July 1	A. T. Seabring	Fort Garland to Santa Fé.	38144	Fort Garland, Colo., to Santa Fé, N. Mex.	148	148
38165	1877. Apr. 10	1877. Sept. 1	Not let	Garland to Parrott City.	38145	Garland to Parrott City, Colo.	288	
38155	1876. May 20	1876. Oct. 1	C. M. Bishop	Fort Garland to Del Norte.			57	64
38141	1873. Oct. 1	1874. July 1	William B. Richards.	Del Norte to Lake City.	38146	Fort Garland to Ouray, Colo.	95	95
38134	do do	do do	Otto Mears	Sherman to Animas Forks.			20	20
38167	1877. Apr. 10	1877. Sept. 1	do do	Animas Forks to Ouray.			30	17
38134	1873. Oct. 1	1874. July 1	do do	Saguache to Lake City.	38150	Saguache to Lake City, Colo.	95	96
38158	1876. May 20	1876. Oct. 1	John T. Blake (failed).	Antelope Springs to Silverton.	38155	Antelope Springs to Silverton, Colo.	55	60
			William Moore	do do		do do		
38159	1877. Sept. 1	1877. Jan. 1	H. Tisdale	Parrott City to Silverton.	38156	Silverton to Parrott City, Colo.	61	69
39106	1873. Oct. 1	1874. July 1	W. T. Strachan	Santa Fé to Mesilla.	39103	Santa Fé to Mesilla, N. Mex.	305	316
39119	1876. Sept. 1	1877. Jan. 1	J. B. Colegrove	Santa Fé to Fort Stanton.	39104	Santa Fé to Fort Stanton, N. Mex.	180	197
39104	1873. Oct. 1	1874. July 1	Kerens & Mitchell	Las Vegas to Las Cruces.	39109	Las Vegas to Las Cruces, N. Mex.	358 <sup>2</sup>	444
39129	1877. Apr. 10	1877. Sept. 1	Not let	Fort Stanton to Fort Davis.	39114	Fort Stanton to Fort Davis, N. Mex.	400	
39126	Temp'y service.	Jan. 1 to Sept. 30	J. M. Peck	Fort Bascom to Trinidad.	39116	Fort Bascom to Trinidad, N. Mex.	184	229
40101	1873. Oct. 1	1874. July 1	F. P. Forster	Prescott to Santa Fé	40101	Prescott to Santa Fé, Ariz.	485	347 <sup>3</sup>
40103	do do	do do	Jos. L. Darrol (failed).	Hardyville to Prescott.	40103	Prescott to Mohave City, Ariz.	200	181
			J. J. Hinds	do do	40103	do do		
40104	do do	do do	William C. Clark (failed).	Hardyville to Ploche	40104	Mineral Park to Ploche, Ariz.	275	240
			J. J. Hinds	do do	40104	do do		

<sup>1</sup> Part of.  
<sup>2</sup> A month.

<sup>3</sup> On 80 miles.  
<sup>4</sup> A week.

<sup>5</sup> On 70 miles.  
<sup>6</sup> On 39 miles.





EXHIBIT F.—Table showing the service on 93 routes (see Exhibit

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Terminal, term 1874 to 1878.	Number—term 1878 to 1882.	Terminal, term 1878 to 1882.	Specifica	
							Length of route.	Miles, D. C.
40105	1873. Oct. 1	1874. July 1	Abraham Frank	Hardyville to Ynma.	40105	Mineral Park to Ehrenburg, Ariz.	247	250
40106	..do..	..do..	J. J. Hinds	Wickenburg to Florence.	40105 40107	Wickenburg to Florence, Ariz.	110	.....
40113	..do..	..do..	W. K. Ferris	Bradshaw to Wickenburg.	40106	Wickenburg to Prescott, Ariz.	40	51
40125	1877. Apr. 10	1877. Sept. 1	J. B. Colegrove	Florence to Camp Goodwin.	40109	Florence to McMillan, Ariz.	130	160
40116	1875. Mar. 31	1875. July 1	R. C. Kerens	Tucson to Clifton	40113	Tres Alamos to Clifton, Ariz.	195	239
40119	1877. Apr. 10	1877. Sept. 1	Not let.	Phoenix to Prescott, Ariz.	40110	Phoenix to Prescott, Ariz.	140	.....
*41108	Oct. 1	July 1	Owen Fuller	York to Beaver		York to Pioche, Utah.	140	.....
*41116	..do..	..do..	D. M. Robbins (failed).	Beaver to New Harmony.			78	79
*41117	..do..	..do..	Hugh White (failed).	do	41112	Pinto to Panaca.	83	.....
	..do..	..do..	Jos. L. Darrah (failed).	do				
*41108	..do..	..do..	O. J. Salisbury	do	41122	Panaca to Pioche.	12	.....
*41113	..do..	..do..	Owen Fuller	Richfield to Marys- dale.			28	28
*41114	..do..	..do..	L. I. Smith	Richfield to Marys- dale.	41122	Richfield to Kanab, Utah.	125	120
	..do..	..do..	Jos. L. Darrah	Marys- dale to Kanab.				
41118	..do..	..do..	Nephi Johnson	Toquerville to John- son.	41119	Toquerville to Adair- ville, Utah.	111	.....
42104	..do..	..do..	J. C. Shepard	Placerville to Folke- store.	42110	Placerville to Folks Store, Idaho.	55	52
42126	1877. Apr. 10	1877. Sept. 1	Not let.	Eagle Rock to Junc- tion, Idaho.	42121	Eagle Rock to Sal- mon City, Idaho.	120	.....
44135	1873. Oct. 1	1874. July 1	C. C. Huntley	Roseburg to Empire City.	44149	Roseburg to Empire City, Oreg.	80	72
44152	Oct. 4	..do..	J. J. Hinds (fail- ed).	Cañon City to Camp McDermott,	44160	Cañon City to Camp McDermott, Oreg.	245	243
44152	1877. Apr. 10	1877. Sept. 1	S. S. Huntley	do	44160	do	.....	.....
44159	1873. Oct. 1	1874. July 1	A. S. Powers	Eugene City to Up- per Ohecco.	44140	Eugene City to Bridge Creek, Oreg.	160	162
44170	1876. May 20	1874. Oct. 1	A. Arnot	Bridge Creek to Up- per Ohecco.			42	45
*44141	1873. Oct. 1	1874. July 1	W. S. & T. Chap- man.	The Dalles to Prine- ville.	44154	The Dalles to Lake View, Oreg.	120	118
44172	1875. Mar. 31	1875. July 1	Jno. McCurdy	Hot Springs to Silver Lake.			109	.....
44140	1873. Oct. 1	1874. July 1	Wm. De Lacy (fail- ed)	The Dalles to Cañon City.	44155	The Dalles to Baker City, Oreg.	200	200
	..do..	..do..	Jas. M. Gorman	do			125	99
44153	..do..	..do..	Chas. M. Kellogg	Cañon City to Baker City.	45101	Reno to Susanville, Nev.	92	.....
45101	..do..	..do..	A. E. Smith	Reno to Susanville				

\*Lowest bid.

\*Part of.

E) during the term July 1, 1874, to June 30, 1878.—Continued.

tions of original contract.				Modification of contracts,											Total pay per annum.	
Hours.	Miles per hour.	Trips per week.	Contract price.	Date of order.	To take effect—	Curtallment.				Increased service.						
						Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.	Trips per week.		Increased pay.
132	1.87 2		\$7,000 00	1875. Oct. 16	1875. Aug. 16						15				\$457 53	
60	1½ 2		4,490 00	1877. July 30	1877. Aug. 16	90			\$2,745 17				1	2,240 50		\$5,612 36
28	1½ 1		744 00	do 1874. Nov. 18	do 1875. Jan. 1						40		30 3½	6,078 65	744 00	12,822 15
96	1.34 1		2,275 00	1877. July 18	1877. Aug. 1						40				588 53	1,927 53
84	2.33 1		2,800 00	1876. Jan. 22	1875. July 1	42			492 05		30				754 69	1,279 69
96	1.45 1		1,275 00	1877. Apr. 26	1877. May 1								1	3,773 40		29,219 40
52	2½ 6		25,446 00	1877. Apr. 26	1877. May 1											
23	3 3		2,340 00													
44	1.86 1		4,680 00	1877. Apr. 26	1877. May 1								4	6,240 00		10,920 00
44	2½ 6		1,514 38													1,514 38
7½	3.69 3		2,216 52													2,216 52
60	2 1		1,400 00	1875. July 22	1875. July 15								1	1,400 00		2,800 00
42	2.61 1		1,449 00	1876. Nov. 18	1876. May 1	12			156 65							1,292 35
36	1.52 1		970 00													970 00
96	1.25		14,633 00													
36	2.22 1		998 00	1874. Oct. 27	1874. Nov. 10								2	1,996 00		
130	1.88 1		4,900 00	1876. Aug. 4	1876. Sept. 1								3	2,994 00		5,988 00
	1		5,990 00	1877. July 12	1877. Aug. 1	10			170 01							5,990 00
130	1.23 1		2,000 00	1877. July 12	1877. Aug. 1	10			170 01							2,720 99
27	1.55 1		698 00													698 00
55½	2.18 1		1,652 31	1875. Mar. 13	1875. Apr. 1								1	1,652 31		3,304 62
60	1.81 1		2,000 00	1875. May 5	1875. May 16	6			110 09							1,889 91
84	2.38 1		4,250 00	1875. May 7	1875. June 1								1	5,250 00		10,500 00
60	2.08 1		2,000 00	1874. Nov. 9	1874. Dec. 1								1	2,000 00		4,000 00
54	1.70 6		4,965 00													4,965 00

EXHIBIT F.—Table showing the service on 93 routes (see Exhibit

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Termini, term 1874 to 1878.	Number—term 1878 to 1882.	Termini, term 1878 to 1882.	Specifics	
							Length of route.	Miles, D. C.
45103	1873. Oct. 1	1874. July 1	H. G. & R. Gelatt (failed). J. W. Parker	Carson City to Aurora. do	45103	Carson City to Aurora, Nev. do	118	119 <sup>1</sup>
45144	1877. Apr. 10	1877. Sept. 1	do	Aurora to Bodie	45105	Aurora to Bodie, Nev.	12	
45114	1873. Oct. 1	1874. July 1	Wm. L. Hill	Winnemucca to Paradise Valley.	45114	Winnemucca to Paradise Valley, Nev.	43	46
45115	do	do	E. E. Corbin (failed). J. W. Parker	Battle Mountain to Austin. do	45115	Battle Mountain to Austin, Nev. do	95	45
45128	do	do	L. McDaniel (failed). Woodruff & Ennor.	Eureka to Hamilton. do	45115	do	95	45
45123	do	do	James Remson (failed). D. T. Parker	Hamilton to Pioche. do	45124	Eureka to Pioche, Nev.	175	165
45129	do	do	L. McDaniel (failed). J. W. Parker	Elko to Mountain City. do	45131	Elko to Mountain City, Nev. do	125	146
45134	do	do	Owen Fuller	Wells to Hamilton	45132	Wells to Hamilton, Nev.	182	225
46120	do	do	Benjamin Flint	Soledad to San Buena Ventura.	46120	Soledad to Newhall, Cal.	244	256
46129	do	do	C. H. Colter	Newhall to San Buena Ventura.			52	
46133	do	do	R. Ashcroft	Julian to San Bernardino.	46132	Julian to Colton, Cal.	120	
46138	do	do	Wm. Buckley	Caliente to Lone Pine	46136	Caliente to Independence, Cal.	158	163
46146	do	do	Owen Fuller	Independence to Lone Pine.			18	
46199	do	do	J. J. Hinds (failed).	Oroville to Susanville.	46202	Oroville to Susanville, Cal.	105	115
	May 20 1873.	1874. Oct. 1	A. Arnot (failed)	do		do		
46209	Oct. 1	July 1	S. P. Wheeler J. J. Hinds	Susanville to Willow Ranch.	46207	Susanville to Lakeview, Cal.	170	145
46250	do	do	J. L. Sanderson	Shaasta to Redding	46245	Redding to Weaver-ville, Cal.	6	7
46251	do	do	G. I. Taggart	Shaasta to Weaver-ville.	46245	Redding to Weaver-ville, Cal.	43	41
46253	do	do	J. P. Goddard (failed).	Redding to Roseburg	46216	Redding to Roseburg, Cal.	260	279
	do	do	C. W. Foster	do	46246	do		
46254	do	do	G. I. Taggart (failed).	Redding to Alturas	46247	Redding to Alturas, Cal.	196	
	1875. Sept. 1		J. H. Warren	do	46247	do		

<sup>1</sup> On 16 miles.

<sup>2</sup> On 14 miles.

<sup>3</sup> On 102 miles.

<sup>4</sup> Part of.



EXHIBIT F.—Table showing the service on 93 routes (see Exhibit

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Termini, term 1874 to 1878.	Number—term 1878 to 1882.	Termini, term 1878 to 1882.	Specifica	
							Length of route.	Miles, D. C.
46266	1873. Oct. 1	1874. July 1	G. I. Taggart ...	Yreka to Shasta ....	46263	Yreka to Shasta, Cal.	115	123
46269	...do ...	...do ...	(Not let.) .....	Fort Bidwell to Reno	46267	Willow Ranch to Reno, Cal.	(1)	(1)
46219	...do ...	...do ...	Wm. H. Forse...	Cloverdale to Eureka	46213	Cloverdale to Eureka, Cal.	200	200

<sup>1</sup>Distance and schedule not given.

E) during the term July 1, 1874, to June 30, 1878—Continued.

tions of original contract.				Modification of contracts.										Total pay per annum.		
Hours.	Miles per hour.	Trips per week.	Contract price.	Date of order.	To take effect—	Curtailment. *				Increased service.						
						Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.		Trips per week.	Increased pay.
60	1.91	3	\$3,900 00	1874. July 1	1874. July 1									3	\$4,327 30	
				1875. Feb. 13	1875. Mar. 1									1	1,371 22	
(1)			\$3,940 00	1874. Nov. 16	1874. Nov. 1									36	10,900 00	\$20,498 52
22	1.63	<sup>6</sup> <sub>3</sub>	9,671 36	1874. Sept. 4	1874. Oct. 1									<sup>3</sup>	6,233 50	15,904 86

<sup>2</sup> Lowest bid.

<sup>3</sup> Part of.

<sup>4</sup> On 169 miles.

<sup>5</sup> On 31 miles.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases made upon the same, for increased trips, distance, and speed, the routes belonging to the Dorsey

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
	1877.	1878.				Miles.			
45132	Nov. 1	July 1	O. J. Salisbury	M. Salisbury	Wells to Hamilton, Nev	206	108	1 $\frac{1}{2}$	3
46207 <sup>1</sup>	do	do	do	do	Susanville to Lake View, Cal.	155	60	2 $\frac{1}{2}$	3
46267 <sup>2</sup>	do	do	do	do	Willow Ranch to Reno, Cal.	215	84	2 $\frac{1}{2}$	1
36121	do	do	do		Silver City to McClellan's Gulch, Mont.	58	34	1 $\frac{1}{2}$	1
36128	do	do	do		Silver Bow to New Chicago, Mont.	85	30	2 $\frac{1}{2}$	3
				M. Salisbury	do				
36185	1878. May 10	1877. Oct. 1	do	do	Salisbury to Darling, Mont.	26 $\frac{1}{2}$	6	4 $\frac{1}{2}$	3
40102 <sup>3</sup>	Nov. 1	July 1	do	do	Prescott to Dos Palmas, Ariz.	294	60	4 $\frac{1}{2}$	6
				do	do				
41112 <sup>4</sup>	do	do	do	do	York, Utah, to Pioche, Nev.	320	72	4 $\frac{1}{2}$	6
41131	do	do	do	do	Kelton, Utah, to The Dalles, Oreg.	652 $\frac{1}{2}$	144	4 $\frac{1}{2}$	7
36119	do	do	do	do	Fort Shaw to Camp Baker, Mont.	80	36	2 $\frac{1}{2}$	1
46120	do	do	O. J. Salisbury & M. V. Nichols		Soledad to Newhall, Cal.	304	67	4 $\frac{1}{2}$	7
						2,396			
46109	do	do	M. V. Nichols		Santa Clara to Saratoga, Cal.	8	2	4	6
46202 <sup>7</sup>	do	do	do		Oroville to Susanville, Cal.	125	58	2 $\frac{1}{2}$	3
				C. H. Cotter					
46219	1878. May 1	1877. Oct. 1	do	H. C. Duncan	Madison to Lower Lake, Cal.	60	32	1 $\frac{1}{2}$	1
35012 <sup>8</sup>	1877. Nov. 1	1877. July 1	do		Portlandville to Sioux Falls, Dak.	61	14	4 $\frac{1}{2}$	6
31173	do	do	do		Austin to Harwood, Tex.	46	14	3 $\frac{1}{2}$	6
38154	do	do	do		Animas Forks to Howardsville, Colo.	9	4	2 $\frac{1}{2}$	1

<sup>1</sup> Reduce to 3 trips on 81 miles.<sup>2</sup> Schedule: 48 hours in summer 60 hours in winter.<sup>3</sup> Discontinued between Wickenburg and Ehrenberg.<sup>4</sup> Curtail 4 trips between Ehrenberg and Yuma.



upon the orders of Second Assistant Postmaster-General Brady, after commencement of service combination being grouped together and the rest separated under different contractors' names.

original contract.		Modification of contract.										Total.			
Contract price.	Subcontract price.	Date of order.	To take effect.	Curtailments.				Increased service.				Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
\$10,700 00	\$10,700 00	1879. July 23	1879. Aug. 1							60	41½	3	\$15,000 00	206	\$25,700 00
6,975 00	13,950 00	1878. July 10	1878. Aug. 1							42	31½	3	6,975 00		
		1879. July 25	1879. Aug. 15									3	3,950 00		
		1880. Sept. 18	1880. Oct. 15	14			3	\$9,810 00						141	18,090 00
3,425 00	20,550 00	1878. July 10	1878. Aug. 1									2	6,850 00		
		1879. July 25	1879. Aug. 15							60	3½	4	10,275 00		
		1880. Apr. 17	1880. May 1				1	6,850 00						215	41,100 00
600 00		1879. Feb. 27	1879. Mar. 10									2	1,200 00	58	1,800 00
2,500 00		1878. Dec. 24	1878. Jan. 11							23	31½	4	2,500 00		
		1880. Jan. 6	1880. Jan. 1							7			960 78	92	12,627 44
500 00	11,066 00	1878. Sept. 26	1878. Oct. 1									4	666 66	26½	1,166 66
29,900 60		1879. June 22	1879. July 1							7			805 00		
35,822 52		1879. July 29	1879. Aug. 1									1	5,117 50		
		1879. Apr. 9	1879. May 1	125				14,876 45							
		1880. May 20	1880. June 1				4	7,004 08						176	13,941 37
49,000 00	57,166 66	1880. May 8	1880. May 19									1	8,106 66		
		1878. Aug. 6	1878. Sept. 1	28				5,002 08						292	52,164 58
84,900 00	87,415 55	1878. June 7	1878. July 2							20			2,515 55	672½	87,415 55
1,200 00	345 00	1879. Oct. 4	1879. Nov. 1	57				855 00						23	345 00
29,000 00		1879. do	1879. Oct. 15							25	53	5½	21,750 00		
		1879. do	1879. do										4,173 51		
		1879. Nov. 1	1879. Mar. 17							3			500 82	332	55,424 33
218,700 00		1879. do	1879. do							224			44,398 21	62	
		1879. do	1879. do										135,473 14	2,234	309,774 93
491 00		1879. Jan. 4	1879. Jan. 16									4	245 50	8	736 50
2,270 00		1879. May 16	1879. June 1									3	2,270 00		
	4,000 00	1878. do	1878. do							38	31½	1	3,666 92	125	8,206 92
623 00	800 00	1879. Nov. 16	1879. Dec. 1									1	623 00		
		1879. May 16	1879. June 1							16	3½		2,336 25		
		1879. do	1879. do									1	623 00		
		1879. July 15	1879. Aug. 1							12			841 05	72	5,046 30
1,420 00		1878. Feb. 20	1878. Feb. 20	38				884 50						23	335 41
1,421 00		1880. May 2	1880. July 1	5				142 10						41	1,278 90
371 00		1880. Apr. 22	1880. May 1									2	742 00	9	1,113 00

\* J. W. Travis, failing cont. Original contract \$22,000. Salisbury commenced service Feb. 11, 1879.

† Schedule in summer, 120 hours; in winter, 168 hours.

‡ From May 1 to October 1 increased 3 trips on 113 miles.

§ Discontinued January 31, 1880.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
46272	1878. May 10	1878. Oct. 1	M. V. Nichols	Wm. Cunningham	Nevada City to Graniteville, Cal. Fair Play to Leadville, Colo.	Miles. 81	10	3 <sup>1</sup> / <sub>2</sub>	3
38161	do	do	do	do	do	40	14	2 <sup>1</sup> / <sub>2</sub>	3
						380			
38111	1877. Nov. 1	1877. July 1	J. B. Price	C. H. Hook	Georgetown to Hayden, Colo. Webster to Breckinridge, Colo.	185	132	1 <sup>1</sup> / <sub>2</sub>	3
38123	do	do	do	do	do	39	25	1 <sup>1</sup> / <sub>2</sub>	2
39103	do	do	do	do	Dona Ana to Mesilla, N. Mex.	316	72	4 <sup>1</sup> / <sub>2</sub>	7
28329	1878. Nov. 1	1879. July 1	do	Wm. W. Canada	Harrisonville to Clinton, Mo.	44	12	3 <sup>1</sup> / <sub>2</sub>	2
30102	1877. Nov. 1	1878. July 1	do	C. D. Armstrong	New Orleans to Saint Bernard, La.	15	4	3 <sup>1</sup> / <sub>2</sub>	2
30129	do	do	do	Ambrose Eagle	Plaquemine to Charonton, La.	67	22	3 <sup>1</sup> / <sub>2</sub>	1
30133	do	do	do	do	New Iberia to Orange, La.	161	45	3 <sup>1</sup> / <sub>2</sub>	3
30137	do	do	do	do	Lake Charles to Hickory Flat, La.	39	13	3	1
31120	do	do	do	do	Indianola to Corpus Christi, Tex.	111	30	3 <sup>1</sup> / <sub>2</sub>	3
31142	do	do	do	F. M. Thomason	Corpus Christi to Rio Grande City, Tex.	160	59	2 <sup>1</sup> / <sub>2</sub>	2
31148	do	do	do	J. J. Ellis	San Antonio to Corpus Christi, Tex.	148	40	3 <sup>1</sup> / <sub>2</sub>	2
30163	do	do	do	J. D. Emerson	Shreveport to Coushatta Chute, La.	69	30	2 <sup>1</sup> / <sub>2</sub>	1
30164	do	do	do	do	Shreveport to Collinsburgh, La.	28	9	3 <sup>1</sup> / <sub>2</sub>	2
30183	do	do	do	do	Monroe to Shreveport, La.	122 <sup>1</sup> / <sub>2</sub>	36	3 <sup>1</sup> / <sub>2</sub>	7
31167	do	do	do	Lewis Schoedfeger	New Braunfels to Selma, Tex.	14	5	2 <sup>1</sup> / <sub>2</sub>	1
31222	do	do	do	do	Brownwood to Cahaban, Tex.	58	30	1 <sup>1</sup> / <sub>2</sub>	1
31232	do	do	do	J. M. Smith	Rockdale to Davilla, Tex.	23	7	3 <sup>1</sup> / <sub>2</sub>	2
31270	do	do	do	do	Corsicana to Spring Hill, Tex.	22	7	3 <sup>1</sup> / <sub>2</sub>	3
31278	do	do	do	J. Rodrigues	Ennis to Bristol, Tex.	10	3	3 <sup>1</sup> / <sub>2</sub>	2
31282	do	do	do	J. Wiley	Waxahachie to Mansfield, Tex.	30	10	3	1
31292	do	do	do	do	McKinney to Blue Ridge, Tex.	18 <sup>1</sup> / <sub>2</sub>	6	3 <sup>1</sup> / <sub>2</sub>	1

<sup>1</sup>Discontinued June 14, 1880.

<sup>2</sup>Discontinued October 31, 1880.

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.					
Contract price.	Subcontract price.	Date of order.	To take effect.	Curtailments.					Increased service.					Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.	Trips per week.	Increased pay.				
\$1,271 00	\$1,271 00	1880. Apr. 26	1880. May 12											3	\$1,271 00	31	\$2,542 00
830 00		1878. Sept. 13	1878. Oct. 1											4	1,106 66		
		1879. Dec. 28	1879. Jan. 1							10	4				2,000 00		
		1881. Jan. 24	1881. Feb. 1	24				\$2,361 99									
		1879. Feb. 11	1879. Feb. 20				5	1,124 77								16	440 90
8,697 00				67				4,513 45	12					15,725 38	325	19,908 93	
9,330 00	5,667 44	1879. Jan. 27	1878. July 1						4					201 72	189	9,531 72	
1,139 00		1878. Aug. 24	1880. Sept. 1									1		569 50			
		1880. Dec. 13	1878. Dec. 10						3					131 42	42	1,839 92	
26,200 00		1878. Nov. 25	1880. Dec. 10	72				15,275 20		59	51			40,841 17			
		1880. May 17	1880. May 20														
437 00	400 00	1880. Oct. 4	1880. Oct. 16	79				16,760 29							185	35,065 68	
		1881. Feb. 17	1881. Feb. 25	2				19 86									
		1881. Dec. 15	1881. Jan. 1	30				272 04				4		290 48	12	435 58	
337 00	234 00	1878. July 17	1878. Aug. 11									1		168 50			
		1880. Apr. 2	1880. May 1									3		505 50	15	1,011 00	
618 00	480 00	1880. Sept. 9	1880. Sept. 20	7				64 57							67	618 00	
		1879. Nov. 13	1879. Dec. 1						7					64 57			
5,200 00		1879. Jan. 9	1879. Jan. 16							35	43			12,042 10			
		1880. Mar. 22	1880. Apr. 1	20				4,283 75				3		17,242 10	141	30,200 45	
267 00		1880. Feb. 24	1880. Mar. 1	10				68 47									
		1880. May 26	1880. June 7						10					68 47	39	267 00	
5,616 00		1878. Nov. 16	1878. Dec. 1				1	1,872 00							111	3,744 00	
		1878. Aug. 1	1878. Sept. 1	35				423 72									
1,937 00	1,562 50	1879. Aug. 1	1879. Sept. 1	80				968 49							45	544 79	
		1878. May 19	1878. June 1														
2,733 00	8,109 00	1878. Aug. 26	1878. Sept. 1									4		5,466 00			
		1879. July 18	1879. Aug. 1						29	5	4			20,204 00	148	28,403 00	
869 00	800 00	1878. Apr. 16	1878. May 1	56				705 28							13	163 72	
		1879. Dec. 31	1879. Jan. 1									1		243 50	28	730 50	
9,380 00	8,000 00	1879. July 18	1879. Aug. 1						29	4	1			12,987 00	122	22,367 00	
		1878. May 22	1878. July 1									1		137 00			
		1879. Mar. 4	1879. Apr. 1	6				117 43							8	156 57	
437 00		1878. Jan. 2	1878. Jan. 20									1		437 00	58	874 00	
		1878. May 2	1878. July 1									1		193 50	23	580 50	
387 00	400 00	1879. Mar. 21	1879. Apr. 15									3		543 00	32	1,086 00	
543 00		1879. Mar. 4	1879. Mar. 17									1		72 10	10	216 10	
144 00	104 00	1879. Sept. 1	1879. Oct. 1	8				48 84									
235 00	200 00	1879. Sept. 22	1879. do	19				115 97				1		70 19	3	140 38	
144 00		1879. Jan. 27	1879. Feb. 10									1		144 00	18	288 00	

\* Discontinued April 10, 1880.

\* From May 1 to December 1 each year.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
31304	1877. Nov. 1	1878. July 1	J. B. Price.....	J. W. Batsell.....	Sherman to Gainesville, Tex.	45	9 5	6	
31418	..do	..do	..do	H. W. Bandy.....	Wies Bluff to Jasper, Tex.	53	29 1½	2	
31425	..do	..do	..do	.....	Liberty to Anahuac, Tex.	36	27 1½	2	
31439	..do	..do	..do	.....	Decatur to Archer, Tex.	72	36 2	1	
31479	..do	..do	..do	.....	Stephensonville to Slep Springs, Tex.	40½	14 2½	1	
31484	..do	..do	..do	.....	Comanche to Camp Colorado, Tex.	45	28 1½	1	
31492	..do	..do	..do	Chas. M. Reed...	Eagle Springs to Beverly, Tex.	30	10 3	2	
40106	..do	..do	..do	R. C. Kerens.....	Antelope Valley to Prescott, Ariz.	100	58 1½	2	
31427	..do	..do	..do	C. W. Batsell.....	Gainesville to Rosston, Tex.	21	6 3½	1	
38121 <sup>1</sup>	1877. Nov. 1	1878. July 1	J. B. Price.....	Thomas C. Morrison.	Morrison to Brookvale, Colo.	20	6 3½	3	
38124	..do	..do	..do	R. J. Spottswood	Hamilton to Breckenridge, Colo.	15	6 2½	3	
38125	..do	..do	..do	.....	Fair Play to Dudley, Colo.	7	2 3½	6	
38155 ( <sup>2</sup> )	..do	..do	..do	M. Salisbury.....	Antelope Springs to Silverton, Colo.	60	34 1½	3	
28300	1878. Nov. 1	1879. July 1	..do	.....	Bunceton to Pilot Grove, Mo.	14	5 2½	3	
31414	1877. Nov. 1	1878. July 1	..do	.....	Jasper to West Bevelport, Tex.	10	3 3½	1	
						2,248½	.....	.....	.....
21187	1878. Nov. 1	1879. July 1	Chase Andrews..	.....	Warrenton to New Haven, Mo.	21½	7 3½	2	
31542	Sept. 2	July 1	..do	.....	Friotown, Mo., to Eagle Pass, Tex.	90	54 1½	1	
32011 <sup>1</sup>	1877. Nov. 1	1878. July 1	A. H. Brown and Chase Andrews.	.....	Caddo to Fort Sill, Ind. Ter.	184	38 4½	...	
38240 ( <sup>4</sup> )	1878. Nov. 1	1879. July 1	..do	Noble Brelsford.	Lawson to Kingston, Mo.	25	6 4½	2	
28279 ( <sup>5</sup> )	..do	..do	..do	William Daggett	Rockport to College Springs, Mo.	26	10 2½	2	
28479	..do	..do	..do	.....	Farmington to Saint Genevieve, Mo.	28	10 2½	1	
						3,742	.....	.....	.....

<sup>1</sup> Increase 3 months in each year.

<sup>2</sup> Reduced to 18 hours in summer; 24 hours in winter.

<sup>3</sup> Service commenced May 3, 1880; Fisher, failing contractor at \$3,666.

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.				
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtailments.					Increased service.					Miles.	Pay per annum.	
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.	Trips per week.	Increased pay.			
\$1,333 00	\$963 00	1879. Dec. 16	1880. Jan. 1	34				\$1,007 16							11	\$325 84
787 00	590 00	1878. Sept. 30	1878. Oct. 13									1	\$393 50		53	1,180 50
687 00		1879. Feb. 1	1879. Feb. 17									1	343 50			
633 00		1879. June 3	1880. June 16							3			85 87	39		1,116 37
275 00		1879. Feb. 4	1880. Feb. 17									1	633 00	72		1,266 00
323 00		1880. Apr. 24	1880. May 10	24½				166 36				1	108 64	16		217 28
448 00	360 00	1879. Aug. 6	1880. Aug. 18									1	129 20			
1,717 00		1879. Dec. 1	1880. Dec. 20	8½				61 02						36½		391 18
8,048 43		1879. Jan. 3	1879. Feb. 17									1	221 50	30		664 50
		1880. Aug. 2	1880. Aug. 11									1	858 50			
		1880. do	1880. do							20	5		5,472 93			
133 00	100 00	1879. Sept. 2	1879. Sept. 3							12			500 00	112		8,548 43
269 00	225 00	1879. Feb. 25	1878. Mar. 10									1	133 00	21		266 00
700 00	1,400 00	1880. June 4	1880. July 1									2	134 50	20		403 50
463 00		1881. Jan. 14	1881. Jan. 29	1				66 14						6		396 86
2,840 00	5,680 00	1879. July 18	1879. Aug. 1									3	2,840 00			
167 00		1879. Feb. 11	1879. Feb. 17									21	5,680 00			
93 00		1879. do	1879. do									1	1,893 33	60		13,253 83
		1879. June 7	1879. July 1	7½				89 46				3	77 53	6½		155 07
		1879. Feb. 4	1879. Feb. 14									1	93 00	10		186 00
77,440 00				499½				42,386 05		39			132,926 82	1,788		167,974 77
296 00		1879. Nov. 20	1879. Dec. 1									1	148 00	21½		444 00
630 00		1880. June 27	1880. July 1									2	1,260 00			
		1880. do	1880. do							30	3		3,900 00			
10,000 00		1880. Aug. 1	1880. Aug. 15									3	5,880 00	90		11,760 00
262 00	200 00	1879. Nov. 25	1879. Dec. 1	9½				99 56				1	81 22			
278 44	265 00	1880. Apr. 14	1879. Apr. 21									3	243 66	15½		487 32
		1880. Dec. 17	1880. Aug. 15							1			10 71			
173 00		1881. Aug. 31	1881. Sept. 1	7½				81 41								
		1880. Jan. 4	1880. Jan. 18	6				66 72						13½		141 02
		1881. Apr. 17	1881. May 1									1	173 00			
		1881. Jan. 29	1881. Feb. 6							1½			18 53			
		1881. Feb. 24	1881. Mar. 1									4	729 06	20½		1,063 59
11,639 44				23				247 69		2½			12,534 18	354		23,925 93

<sup>4</sup> Service commenced August 1, 1879; Hawkins Taylor, failing contractor.

<sup>5</sup> Service commenced August 15, 1879; Hawkins Taylor, failing contractor.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Terminl.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
38118	1877. 1878. Nov. 1 July 1	1878.	A. H. Brown.....		Monument to River Bend, Colo.	Miles. 73	33	2 $\frac{1}{2}$	2
38136	do do do	do	do		Beulah to Green Horn, Colo.	12	5	2 $\frac{1}{2}$	2
40103	do do do	do	do	M. Salisbury	Prescott to Mohave City, Ariz.	191	48	3 $\frac{1}{2}$	2
35037	do do do	do	do	J. R. Brown	Sisseton Agency to Fort Sisseton, Dak.	28	6	4 $\frac{1}{2}$	2
39120 <sup>1</sup>	1879. 1879. May 10 Oct. 1	1879.	do	J. B. Price	Las Cruces to Hillsboro', N. Mex.	82	20	4 $\frac{1}{2}$	1
41110 <sup>2</sup>	1877. 1878. Nov. 1 July 1	1878.	F. W. Gilmer.....	M. Salisbury	Provo City to Coalville, Utah.	80	25	2 $\frac{1}{2}$	3
41122 ( <sup>4</sup> )	do do do	do	do	do	Mount Carmel to Kanab, Utah.	205	60	3 $\frac{1}{2}$	3
36144	1879. 1879. May 10 Oct. 1	1879.	J. T. Gilmer.....		Martinsdale to Fort Benton, Mont.	120	80	4	1
36152	do do do	do	do		Sun River to South Vale, Mont.	32	8	4	2
39116	1878. 1878. May 10 Oct. 1	1878.	W. W. Giddings.	M. Salisbury	Fort Bascom to Trinidad, N. Mex.	185	120	1 $\frac{1}{2}$	1
35065	do do do	do	do	do	Deadwood, Dak., to Hat Creek, Wyo.	158	36	4 $\frac{1}{2}$	3
39114	do do do	do	do	do	Fort Stanton to Fort Davis, N. Mex.	400	275	1 $\frac{1}{2}$	1
40116	do do do	do	W. M. Griffith		Phoenix to Prescott, Ariz.	140	96	1 $\frac{1}{2}$	1
40117	1879. 1879. May 10 Oct. 1	1879.	do		Tucson to Tombstone, Ariz.	96	20	4 $\frac{1}{2}$	3
36124	1877. 1878. Nov. 1 July 1	1878.	Thos. A. McDevitt.		Watson to Deer Lodge, Mont.	116	36	3 $\frac{1}{2}$	3
				M. Salisbury	do				

<sup>1</sup> Service commenced October 1, 1880; Joseph Funk, falling contractor. <sup>2</sup> Increase trips on 8 miles.

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.				
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtailments.					Increased service.					Miles.	Pay per annum.	
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.	Trips per week.	Increased pay.			
\$1,200 00		1879.	1879.													
		Mar. 24	Apr. 1								5	\$3,000 00				
320 00		do	do							17	4 <sup>1</sup> / <sub>2</sub>	7,000 00	72	\$11,200 00		
		Jan. 31	Feb. 15									1	160 00	12	480 00	
7,440 00	\$7,440 00	Apr. 7	Apr. 15									1	3,720 00			
		do	do							36	5 <sup>3</sup> / <sub>8</sub>	17,537 14				
		July 16	Aug. 1									4	38,262 00			
		1880.														
		May 3	Oct. 20							16			3,500 00	207	70,459 14	
487 00	650 00	1878.														
		Dec. 23	Jan. 1									1	243 50	28	730 50	
		1881.	1881.													
900 00	900 00	Mar. 3	Mar. 20	62				\$797 14						20	192 86	
10,437 00				62				797 14	16			73,422 64	339	83,062 50		
1,880 00	1,880 00	1878.	1878.													
		Oct. 30	Nov. 15									3	214 85			
		1879.	1879.													
		Aug. 13	Sept. 1	8				429 70						72	1,665 15	
2,390 00		1878.	1878.													
		Aug. 19	Sept. 1									4	4,780 00			
		14,340 00	Sept. 25	Oct. 1						42	4 <sup>1</sup> / <sub>2</sub>	7,170 00				
		1880.	1880.													
		July 20	Aug. 1			3		7,170 00								
		Aug. 14	Sept. 1									3	7,170 00	205	14,340 00	
4,270 00				8				7,599 70					19,334 85	277	16,005 15	
1,760 00		June 19	July 1									2	3,520 00			
		do	do							55			2,420 09	175	7,700 00	
900 00		June 4	July 1	5				140 62						27	759 38	
2,660 00				5				140 62	55			5,940 00	202	8,459 38		
1,760 00	1,760 00	1879.	1879.													
		July 11	July 15									2	3,520 00			
		do	do							40	4 <sup>1</sup> / <sub>2</sub>	10,560 00				
		1880.	1880.													
		Jan. 22	Feb. 15							5			428 10			
		Apr. 24	May 1	27				2,311 78								
		Dec. 8	Nov. 15							5			428 10	168	14,384 42	
2,950 00	2,950 00	1878.	1878.													
		Nov. 26	Dec. 1	90				1,680 38								
		1879.	1879.													
		Mar. 13	Feb. 3							7 <sup>1</sup> / <sub>2</sub>			440 03			
		Apr. 7	Apr. 1							4			74 68			
		Sept. 8	Oct. 1	13 <sup>1</sup> / <sub>2</sub>				252 06						66	1,232 27	
3,500 00	3,500 00	July 1	July 1									2	7,000 00			
		do	do							100	4		21,000 00	400	31,500 00	
8,210 00				130 <sup>1</sup> / <sub>2</sub>				4,244 22	21 <sup>1</sup> / <sub>2</sub>			43,150 91	634	47,116 69		
680 00		1878.	1878.													
		Dec. 2	Dec. 16							48	2 <sup>1</sup> / <sub>2</sub>	8,170 00				
		1879.	1879.													
		June 11	June 6							32	4 <sup>1</sup> / <sub>2</sub>	11,800 00				
		do	do										11,990 32			
		1880.	1880.													
		Apr. 17	May 1			1		4,662 90								
		Aug. 31	Aug. 16									1	4,662 90	140	32,640 32	
860 00		July 17	Aug. 1	50				573 32						46	286 68	
1,540 00				50				5,236 22					36,623 22	186	32,927 00	
4,921 00		1878.	1879.													
		Dec. 21	Jan. 1										7,586 00			
		do	do									1	2,084 50	116	14,591 50	

<sup>2</sup>Schedule 48 hours in winter, 36 hours in summer.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
42121 <sup>1</sup>	1877. Nov. 1	1878. July 1	Thos. A. M'Devitt	.....	Eagle Rock to Salmon City, Idaho.	Miles. 165	60	2 $\frac{2}{3}$	5
				M. Salisbury	do				
35050 <sup>2</sup>	do	do	do		Bismarek to Deadwood, Dak.	240	72	3 $\frac{1}{2}$	7
				Russell Blakely	do				
36115 <sup>3</sup>	do	do	do		Helena to Missoula, Mont.	151	36	4 $\frac{2}{3}$	6
34150 <sup>4</sup>	1878. May 10	1878. Oct. 1	do	M. Salisbury	do				
				do	Sidney, Nebr., to Dead- wood, Dak.	284	80	3 $\frac{1}{2}$	7
						956			
36107	1877. Nov. 1	1877. July 1	Geo. H. Piatt	do	Bozeman to Miles City, Mont.	326	132	2 $\frac{3}{4}$	3
						326			
40107 <sup>5</sup>	do	do	A. L. Sealey		Wickenburg to Flor- ence, Ariz.	120	54	2 $\frac{1}{2}$	3
				M. Salisbury	do				
46126	do	do	do		Anneheim to San Diego, Cal.	117	24	4 $\frac{1}{2}$	7
						237			
42130	1879. May 10	1879. Oct. 1	E. J. Travis		Atlanta to Challis, Idaho.	150	50	3	2
38146 (6)	1877. Nov. 1	1878. July 1	Luke Voorhees	Barlow & Sander- son.	Garland to Ouray, Colo.	196	84	2 $\frac{1}{2}$	7
(7)	do	do	do		Fargo to Pembina, Dak.	156 $\frac{1}{2}$	79	1 $\frac{1}{2}$	6
35069 <sup>9</sup>	1878. May 10	1879. Oct. 1	do		Fort Randall to White Swan, Dak.	1	1	1	3
35096	1879. May 10	1879. Oct. 1	do		Forest River to Walsh- ville, Dak.	16	4	4	1
						369 $\frac{1}{2}$			

<sup>1</sup> Schedule: 35 hours in summer, 48 hours in winter.<sup>2</sup> Schedule: 50 hours in summer, 60 hours in winter.<sup>3</sup> Schedule: 30 hours in summer, 45 hours in winter.<sup>4</sup> Schedule: 50 hours in summer, 65 hours in winter.



made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.								Total.					
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtailments.				Increased service.				Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
\$4,750 00		1878. Sept. 24	1878. Oct. 1					41	3 1/2			\$4,750 00			
	\$22,166 66	1879. July 23	1879. Aug. 1							4		12,666 66			
		1880. May 1	1880. Jan. 1	21				\$2,281 21				144	\$19,345 45		
19,000 00		1878. Oct. 11	1878. Oct. 21			1		2,000 00							
	33,285 00	1880. Nov. 26	1880. Dec. 1							55	4 1/2	16,285 00			
		1881. Apr. 19	1881. May 1			3		15,207 50							
		1880. Jan. 8	1880. Jan. 17								1	6,025 83			
		1878. Nov. 26	1879. Dec. 1			1		6,025 83				240	18,077 50		
6,425 00		1878. Dec. 24	1879. Jan. 1							37 1/2		9,637 50			
	18,734 58	do	do								1	2,677 08	151	18,739 58	
9,775 00	9,775 00	Nov. 26	Dec. 1							57 1/2	4 1/2	19,550 00	284	29,325 00	
44,871 00				21				26,054 54				81,262 57	935	100,079 03	
16,500 00	33,000 00	1878. Dec. 5	1878. Dec. 16							84	3 1/2	16,500 00			
		1879. June 9	1879. Feb. 3							35		3,542 92			
		1880. July 15	1880. Aug. 1								4	48,723 89			
		1880. Apr. 9	1880. Apr. 15	35				8,266 86					326	76,999 95	
16,500 00				35				8,266 86	35			08,766 81	326	76,999 95	
4,999 00		1878. Oct. 4	1878. Oct. 16	10				416 58				4	1,999 60		
		1879. Feb. 11	1879. Feb. 17								4	4,110 29			
	32,076 91	do	do							29	5 1/2	21,384 60	110	32,076 91	
6,900 00		1878. June 5	1878. July 1	10				554 21					107	6,345 79	
11,890 09				20				970 79					217	38,422 70	
4,500 00		1880. Apr. 20	1880. May 1	115				3,450 00				4	2,100 00	35	3,150 00
19,000 00	19,000 00	1879. Jan. 23	1878. Oct. 1	10				969 39							
		do	do			4		1,994 16							
		do	do						100				10,663 26		
		1880. May 4	1880. Feb. 1	31				3,005 10		36	3 1/2	15,994 77	255	39,689 38	
17,000 00		1878. July 30	1878. Aug. 1							46 1/2	3 1/2	8,500 00			
		do	do								1	4,250 00			
		1880. Oct. 11	1880. Oct. 21			1		4,250 00							
		1880. July 12	1880. Aug. 1						1			162 94			
300 00		1878. Dec. 6	1878. Nov. 15						1/2			81 47	158	25,744 41	
		1880. Apr. 22	1880. May 1							3		300 00	1	600 00	
95 00		1880. July 8	1880. July 1							4		31 67	20	126 67	
36,395 00				41				10,218 65	105 1/2			39,084 11	434	66,160 46	

<sup>1</sup> Between Phoenix and Maricopa Wells, 36 miles. <sup>2</sup> Curtail 4 trips on 36 miles.  
<sup>3</sup> On 110 additional miles. <sup>4</sup> Schedule: 50 hours in winter, 43 hours in summer.  
<sup>5</sup> Service commenced March 1, 1880; J. W. Reynolds, failing contractor.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
29101	1877. Nov. 1	1878. July 1	J. H. Warren		Gainesville C. H., to Clayville, Ark.	Miles. 22½	8	2 <sup>1</sup> / <sub>15</sub>	1
44149	do	do	do		Roseburg to Empire City, Oreg.	72	32	2½	6
29242	do	do	do	James R. Hutson	Washington to Mineral Springs, Ark.	22	6	3½	3
42127	do	do	do	M. Salisbury	Terminus to Helena, Idaho.	415	75	5 <sup>1</sup> / <sub>15</sub>	7
31305	do	do	do		Sherman to Denton, Tex.	43	13	3 <sup>1</sup> / <sub>15</sub>	6
31473	do	do	do		Towash to Glen Rose, Tex.	38	14	2½	1
31316	do	do	do		Torrell to Greenville, Tex.	33	9	3½	6
44196 <sup>1</sup>	1879. May 10	1879. Oct. 1	do		Hermansville to Fort Orford, Oreg.	40	11	3 <sup>1</sup> / <sub>15</sub>	1
45115	1877. Nov. 1	1878. July 1	Hugh White	J. W. Parker	Battle Mountain to Austin, Nev.	96	28	3½	7
45124	do	do	do	M. Salisbury	Eureka to Pioche Nev.	210	60	3½	6
45130	do	do	do	do	Elko to Eureka, Nev.	105	38	2 <sup>1</sup> / <sub>15</sub>	1
46214	1878. Mar. 10	1879. Oct. 1	do	do	Ferndale to Garberville, Cal.	63	34	1 <sup>1</sup> / <sub>15</sub>	1
46304	1879. May 10	1879. Oct. 1	do	A. M. Rowe	Stockton to Oakdale, Cal.	35	11	3 <sup>1</sup> / <sub>15</sub>	2
42131	do	do	do	M. Salisbury	Black foot to Rock Creek, Idaho.	150	36	4½	2
41116	1877. Nov. 1	1878. July 1	do		Beaver to Frisco, Utah.	49½	12	4 <sup>1</sup> / <sub>15</sub>	3
41117	do	do	do	M. Salisbury	New Harmony to Saint George, Utah.	50	12	4½	3
41125	do	do	do	do	Pollyville to Mayfield, Utah.	5	2	2½	1
41147	1879. May 10	1879. Oct. 1	do		Parley's Park to Heber, Utah.	20	4	5	6
41152	do	do	do	M. L. Burr	Burrville to Fremont, Utah.	25	8	3½	1
43168	1877. Nov. 1	1878. July 1	do	J. W. Parker	Loda to Columbus, Nev.	59	32	1 <sup>1</sup> / <sub>15</sub>	1
44106	1877. May 10	1878. Oct. 1	do	M. Salisbury	Portland to La Fayette, Oreg.	32	12	2½	1
42116	1877. Nov. 1	1877. July 1	John Hailey		Lewiston to Mount Idaho, Idaho.	55	17	3 <sup>1</sup> / <sub>15</sub>	3
37162	1877. May 10	1879. Oct. 1	J. E. Kemp	M. Salisbury	Cheyenne to Horse Heads, Wyo.	214	50	4 <sup>1</sup> / <sub>15</sub>	7
31561	1879. May 10	1879. Oct. 1	Joseph Blackman	J. E. Labalt	Atacosa to Laredo, Tex.	135	58	2½	1
						899½	....	....	....
						135	....	....	....

<sup>1</sup> Discontinued January 31, 1881.

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.			
Contract price.	Subcontract price.	Date of order.	To take effect.	Curtailments.					Increased service.					Miles.	Pay per annum.
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.	Trips per week.	Increased pay.		
\$179 00		1878. Dec. 21	1879. Jan. 1									1	\$179 00	22½	\$358 00
5,800 00		1879. Aug. 15	1880. May 1							24	3		7,975 00	72	13,775 00
423 00	\$585 00	1880. Apr. 23	1880. May 1									3	423 00	22	846 00
55,000 00	55,000 00	1880. Dec. 30	1880. Jan. 1	194				\$25,710 84							
		1881. May 7	1881. June 1	30				3,975 90							
1,393 00		1881. Feb. 3	1881. Feb. 15	45				5,963 85					146		19,349 41
		1879. June 6	1879. June 20	36				1,166 23					7		226 77
373 00		1880. Feb. 27	1880. Mar. 10	19				186 50			1	186 50			
		1880. Mar. 6	1881. Mar. 15	1				19 64							
		1881. Dec. 22	1881. Jan. 1								1	176 68			
743 00		1881. Jan. 19	1880. Feb. 1	11				323 92					7	206 12	
		1880. Jan. 10	1880. Jan. 17				3	371 50					33	371 50	
594 00		1880. Mar. 8	1880. Apr. 1	25				371 25					15	222 75	
64,505 00				361				38,089 63				8,940 18	324½	35,355 55	
7,300 00	7,300 00	1878. Oct. 15	1878. Oct. 16							16	6	7,300 00	96	14,600 00	
15,300 00		1879. June 26	1879. July 1							36	5½	13,150 00			
	31,000 00	1879. do	1879. do								1	2,550 00			
1,433 00	1,433 00	1879. Apr. 21	1879. Jan. 11							57		8,295 76	267	39,295 76	
		1879. June 29	1879. July 1							20		272 95	125	1,705 95	
830 00	830 00	1880. Nov. 12	1880. Dec. 1	7				92 22					56	737 78	
710 00	900 00	1880. Apr. 26	1880. May 15								1	355 00	35	1,065 00	
3,100 00	3,100 00	1878. Feb. 18	1878. Mar. 1	13				268 06					137	2,831 34	
1,143 00		1878. Dec. 1	1878. Dec. 15	30				685 50					19½	457 50	
1,393 00	3,110 33	1879. June 29	1879. July 1								4	1,777 33	50	3,110 33	
93 00	93 00	1879. May 6	1879. May 19								2	186 00	5	279 00	
680 00		1880. Oct. 6	1880. Oct. 16	6				204 00					14	476 00	
190 00	174 72	1878. June 26	1878. July 10							3		22 80	28	212 80	
1,100 00	2,200 00	1878. Dec. 24	1879. Jan. 16								1	1,100 00	59	2,200 00	
440 00	440 00	1879. June 4	1879. July 1								2	890 00	32	1,320 00	
33,652 00				50				1,250 38	80			35,889 84	923½	68,291 46	
1,990 00		1878. Aug. 24	1878. Oct. 1								3	1,990 00	55	3,980 00	
16,800 00	14,380 80	1881. Nov. 26	1881. Nov. 30	36				2,419 20					178	14,380 80	
900 00	900 00	1881. Feb. 7	1881. Mar. 1							34	3½	450 00			
		1881. do	1881. do								5	6,750 00	135	8,100 00	
900 00	900 00											7,200 00	135	8,100 00	

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
46213 <sup>1</sup>	1877. Nov. 1	1878. July 1	William H. Forse		Cloverdale to Eureka, Cal.	Miles. 200	72	2 $\frac{1}{2}$	6
29149	do	do	E. W. Parker	J. W. Parker	Walnut Ridge to Harrison, Ark.	200	161 $\frac{1}{2}$	80	2 $\frac{1}{5}$
29246 <sup>2</sup>	do	do	do	do	Little Rock to Monticello, Ark.	103 $\frac{1}{2}$	36	2 $\frac{1}{2}$	6
28256 <sup>3</sup>	1878. Nov. 1	1879. July 1	do	John Yeater	Albany to Pattonburg, Mo.	25	7	3 $\frac{1}{2}$	6
31338	1878. May 10	1878. Oct. 1	do	John W. Parker	Linden to Kildara, Tex.	15	4	3 $\frac{1}{2}$	3
30115	1877. Nov. 1	1877. July 1	do	do	Cypré Mort to Glencoe, La.	7	3	2 $\frac{1}{2}$	1
81237	do	do	do	do	Independence to Brenham, Tex.	12	4	3	3
31430	1879. May 10	1879. Oct. 1	do	do	Montague to Spanish Fort, Tex.	33	10	3 $\frac{1}{5}$	1
44178	1877. Nov. 1	1878. July 1	V. W. Parker	do	Express Rancho to Humboldt Basin, Oreg.	357	18	6	3
46278	1878. May 10	1878. Oct. 1	do	do	San Diego, Cal., to Yuma, Ariz.	192	42	4 $\frac{1}{2}$	6
40287	1879. May 10	1879. Oct. 1	do	do	Bodie to Bridgeport, Cal.	25	6	4 $\frac{1}{2}$	3
46289	do	do	do	E. S. Gray	Downey to Ranchito, Cal.	10	2	5	2
36145 <sup>4</sup>	do	do	do	do	Martinsdale to Fort Custer, Mont.	160	38	4 $\frac{1}{4}$	2
28172	1878. Nov. 1	1878. July 1	do	do	Schluersburg to Labaddie, Mo.	10	3	3 $\frac{1}{2}$	3
28276	do	do	do	do	Quitman to College Springs, Mo.	20	6	3 $\frac{1}{2}$	6
28280	do	do	do	do	Rockport to Phelps City, Mo.	5	2	2 $\frac{1}{2}$	6
28303	do	do	do	do	Boonville to Marshall, Mo.	37	12	3 $\frac{1}{4}$	6
28305	do	do	do	do	Glasgow to Miami, Mo.	35	9	3 $\frac{1}{2}$	3
33035	1877. Nov. 1	1878. July 1	do	J. W. Parker	Atchison to Easton, Kans.	24	6	4	2
33039	do	do	do	do	Wyandotte to Tonganoxie, Kans.	31 $\frac{1}{2}$	10	3 $\frac{1}{5}$	2
33148	do	do	do	do	Solomon City to Cawker City, Kans.	91	30	3 $\frac{1}{5}$	6
83334	1879. May 10	1879. Oct. 1	do	W. H. Morris	Inka to Hutchinson, Kans.	63	13	4 $\frac{1}{2}$	3

<sup>1</sup> Schedule, 70 hours in winter, 36 hours in summer.<sup>2</sup> Schedule on 50 miles between Little Rock and Pine Bluffa

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.		
Contract price.	Subcontract price.	Date of order.	To take effect.	Curtailments.				Increased service.				Miles.	Pay per annum.	
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.
\$11,000 00		1879. Sept. 17	1879. Oct. 1									1	\$1,833 33	
		do	do									53	30,581 55	200
														\$43,414 88
11,000 00													32,414 88	43,414 88
6,730 00		1878. Oct. 4	1878. Oct. 1					6					42 33	
		1879. Feb. 20	1879. Mar. 1					40	4 1/2			1	13,086 11	
		do	do										1,141 07	
		1880. Jan. 3	1880. Jan. 1	6				\$42 33					161 1/2	20,937 78
4,730 00		1878. Oct. 23	1878. Nov. 1						12	4 1/2			4,379 62	103 1/2
		1881. Jan. 15	1880. Jan. 21	15				297 60					10	198 40
496 00	\$480 00	1878. Oct. 6	1878. Oct. 20										280 00	15
280 00	560 00													560 00
120 00	120 00	May 1	July 1									1	120 00	
		July 13	Aug. 1									1	120 00	
		1880. Apr. 1	1880. May 1									3	360 00	7
280 00	280 00	1879. Mar. 8	1879. Mar. 17									3	280 00	12
270 00	270 00	June 25	July 13									1	270 00	33
12,906 00				21				339 93	6				20,059 73	342
		1880. Aug. 11	1880. Sept. 1									2	540 00	
270 00		1881. Mar. 3	1881. Mar. 15	10				405 00					8	405 00
18,730 00	18,730 00	1878. Oct. 30	1878. Nov. 16	137				13,364 63					55	5,365 37
730 00		1880. Aug. 3	1880. Aug. 16									4	973 33	25
260 00	150 00	1879. Oct. 9	1879. Oct. 20	3				78 00						
		1880. Feb. 11	1880. Feb. 20						3				78 00	10
3,840 00		1879. Apr. 21	1879. Oct. 1	43				1,032 00					117	2,808 00
180 00		1879. July 10	1879. July 21						4				72 00	14
540 00		Dec. 8	Dec. 20	10				270 00						
		1880. Apr. 10	1880. Apr. 16	6				140 87					4	129 13
170 00		May 21	June 1									6	170 00	5
1,130 00		May 21	June 1						3				91 62	40
		1879. June 6	1879. July 1	25				530 20				3	109 71	10
430 00	430 00	1878. Nov. 11	1878. Dec. 1									3	430 00	24
570 00	1,140 00	Sept. 17	Oct. 1									3	570 00	31 1/2
3,420 00		Sept. 19	Oct. 1	24				954 42						
		1879. June 2	1879. June 15	24				954 38						
		Nov. 15	Nov. 15	12				477 21					31	1,033 99
830 00	720 00	Nov. 3	Oct. 1	19				249 37	10				249 37	63

\*Service commenced August 15, 1879; Sawyer and White, falling contractors.  
 †Discontinued May 18, 1880.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
44187	1879. May 10	1879. Oct. 1	V. W. Parker	Abner Drumm	Union to Lewiston, Oreg.	Miles. 123	28	4½	3
28161 <sup>1</sup>	1878. Nov. 1	1879. July 1	do	Wm. R. Steele	Clarkville to Chain of Rocks, Mo.	42	8	5½	3
32010 <sup>1</sup>	1877. Nov. 1	1878. July 1	do	J. W. Parker	Fort Washita to Cad- do, Ind. T.	20	4	5	3
32024	1878. May 10	1879. Oct. 1	do	do	Vieita, Ind. T., to Las Vegas, N. Mex.	638	240	2½	1
40109	do	do	do	do	Florence to McMillan- ville, Dak.	115	38	3½	
35080	do	do	do	do	Worms to Odessa, Dak	7½	1½	5	1
35071	do	do	do	do	Fort Pierre to Fort Sully, Dak.	25	9	2½	3
35089	1879. May 10	1879. Oct. 1	do	do	Watertown to Fort Pierre, Dak.	180	72	2½	3
35098 <sup>1</sup>	do	do	do	John Padden	Pembina to Valley City Dak.	186	78	2½	1
35100	do	do	do	do	Fire Steel to James- town, Dak.	238	78	3½	2
35102	do	do	do	do	Bijou Hill to Camp Robinson, Dak.	297	73	4½	3
						2,296	.....	.....	.....
37109	1877. Nov. 1	1878. July 1	J. W. Parker	R. L. Pease	Green River City to Camp Brown, Wyo.	154	36	4½	6
35068	1878. May 10	1879. Oct. 1	do	do	Springfield to Dead- wood, Dak.	416	.....	.....	3
						570	.....	.....	.....
38128	1877. Nov. 1	1878. July 1	D. T. Parker	J. W. Parker	Centreville to Alpine, Colo.	12	4	3	1
38137	do	do	do	do	Booneville to Huerfano, Colo.	19	5	3½	1
43104	do	do	do	do	Kokomo to Port Gam- ble, Wash.	48	12	4	1
43114	do	do	do	do	Seattle to Snoqualmie, Wash.	40	13	3½	1
41102	do	do	do	do	Stockton to Jacob City, Utah.	11	3	3½	3
						130	.....	.....	.....

<sup>1</sup> William B. McNeer, falling contractor, service commenced August 15, 1879.

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.			
Contract price.	Subcontract price.	Date of order.	To take effect.	Curtailments.				Increased service.				Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
\$3,820 00	\$700 00	1880. Jan. 19	1880. Jan. 31	90						\$2,802 43			33	\$1,027 57	
620 00	137 15	1879. Nov. 11	1879. Nov. 24	34						501 00			8	118 10	
470 00	470 00	1880. Dec. 2	1880. Jan. 1				2			313 33			20	156 67	
6,330 00	6,330 00	1878. Mar. 19	1878. Oct. 1							85		\$843 34			
		do	1879. Nov. 1							69		684 50			
		do	1879. Dec. 1									15,615 86			
		do	1879. Jan. 1							18		535 77			
		do	1879. do							216 31		40,429 88			
		do	1880. June 25	1880. July 1								80,052 50			
		do	1880. Apr. 19	1880. May 1			1	21,513 15							
		do	1878. July 20	1878. Aug. 1			3	64,530 44					810	64,530 44	
2,070 00		1878. Oct. 18	1878. Nov. 1							10		232 17			
		do	1879. July 10	1879. July 21								3,869 56			
		do	1880. do	1880. do						30 4 1/2		10,798 16	125	17,560 89	
80 00	80 00	1880. June 16	1880. July 1							1 1/2		16 00	9	96 00	
830 00	830 00	1879. July 10	1879. Aug. 1							6 4 1/2		1,245 00	25	2,075 00	
3,460 00		1880. Mar. 19	1880. Oct. 1							10		192 22			
		do	1880. Dec. 1							4 1/2		86 49			
		do	1880. Apr. 1	117				2,248 90					77 1/2	1,489 72	
1,320 00	1,200 00	do	1879. Apr. 1							8		56 77	194	1,376 77	
3,460 00		do	1879. Oct. 1							19 1/2		283 40			
		do	1880. Sept. 25	1880. June 1						1		14 54			
		do	1880. July 1	1						12		174 45			
		do	1881. Dec. 7	1881. Dec. 16								1,966 24			
7,380 00		1881. Jan. 13	1881. Jan. 1							2		43 61	272 1/2	5,942 33	
54,810 00										554		110,375 41	269 1/2	166,524 76	
14,430 00	14,430 00	1878. Oct. 15	1878. Nov. 1									1	2,405 00	154	16,835 00
11,730 00	10,376 54	1879. Sept. 16	1879. Oct. 1	48				1,353 46							
		do	1879. July 10	1879. Nov. 1								8,556 10			
		do	1880. Nov. 20	1880. Dec. 1								3	8,025 79	368	26,958 43
26,160 00								1,353 46				18,986 89	522	43,793 43	
230 00	230 00	1879. May 31	1879. June 9									2	460 00	12	690 00
230 00	230 00	1878. July 8	1878. Aug. 1							5		60 52			
		do	1879. Feb. 4	1879. Feb. 1						1 1/2		18 15	25 1/2	308 67	
1,130 00	2,260 00	1878. Aug. 28	1878. Sept. 10									1	1,130 00	48	2,260 00
570 00	755 26	1878. Aug. 15	1878. Sept. 1	13 1/2								192 37			
370 00	740 00	1878. Nov. 13	1878. Dec. 1									1	377 63	20 1/2	755 26
		do	1878. July 9	1878. Aug. 16								3	370 00	11	740 00
2,530 00										13 1/2		192 37	6 1/2	2,416 30	

Discontinued May 31, 1890. \*Discontinued June 30, 1881.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
45103	1877. Nov. 1	1878. July 1	V. H. Peuse.....	J. W. Parker....	Canon City to Aurora, Nev.	Miles. 117	24	4½	7
45131	do	do	do	do	Elko to Mountain City, Nev.	136	32	4½	6
45101	do	do	do	do	Reno to Susanville, Nev.	92	54	1½	6
						345	....	....	....
32011	do	do	E. L. Fisher.....	J. W. Parker....	Caddo to Fort Sill, Ind. T.	184	88	4½	3
31141	do	do	F. C. Armstrong	do	Collins to Laredo, Tex.	120	40	3	3
4									
31146	do	do	do	do	Rio Grande City to Laredo, Tex.	121	48	2½	2
5									
30222	1879. May 10	1879. Oct. 1	do	do	Franklin to Grand Cote, La.	30	10	3	1
31608	do	do	do	do	Laredo to Eagle Pass, Tex.	115	35	3½	2
						368	....	....	....
46279	1877. Nov. 1	1878. July 1	H. M. Norton.....	do	Petaluma to Valley Forge, Cal.	20	6	3½	3
38168*	1879. May 10	1879. Oct. 1	R. C. Kerens.....	do	Lake City to Rose's Cabin, Colo.	14	10	1½	1
31446	1877. Nov. 1	1878. July 1	Wm. M. Boles....	John D. Adams..	Weatherford to Fort Griffin, Tex.	102	36	2½	3
r									
5									
31565	1879. May 10	1879. Oct. 1	do	do	Belknap to Throckmorton, Tex.	85	11	3½	2
						137	....	....	....
31454	1877. Nov. 1	1878. July 1	John T. Chidester.	do	Fort Worth, Tex., to Yuma, Ariz.	1,560	408	3½	7
						1,560	....	....	....

<sup>1</sup>Increase on 50 miles.

<sup>2</sup>Schedule, 18 hours in summer, 36 hours in winter.

<sup>3</sup>Failed May 1, 1880.

<sup>4</sup>Hugh C. Dunbar, failing contractor, service commenced April 1, 1879.



made upon the order of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.			
Contract price.	Subcontract price.	Date of order.	To take effect.	Curtailments.				Increased service.				Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
\$7,340 00		1878. Dec. 23	1879. Jan. 1								18 6½	\$10,539 49	117	\$17,879 49	
7,840 00	\$8,293 55	June 3	July 1							7		453 55			
		Dec. 27	Jan. 1									3 1,619 82			
		do	do									1 1,652 22	143	11,563 59	
4,330 00		Sept. 12	Oct. 1								27 3¼	7,422 85	92	11,752 85	
19,510 00										7		21,687 93	352	41,197 93	
3,666 00	7,332 00	May 27	July 1									3 3,666 00	184		
		Sept. 29	Oct. 15				3	\$3,666 00						3,666 00	
1,890 00		Apr. 26	May 15									3 1,890 00			
		do	do									22 5¼		3,780 00	
		Sept. 25	Oct. 15	15				945 00							
		Apr. 9	Apr. 10						2			126 00	107	6,741 00	
1,270 50		Apr. 26	May 15									1 635 25			
		do	do									22 5¼		2,314 00	
		July 15	Aug. 1									3 4,219 75			
		May 19	June 1	15				1,046 22					106	7,393 28	
225 60		Feb. 2	Feb. 14	15				112 50					15	112 50	
1,100 00		May 4	June 1									4 2,200 00			
		Aug. 24	Sept. 1				3	1,650 00							
		Jan. 15	Feb. 1									27		581 08	
		do	do									36½ 4¼		921 84	
4,485 50				45				3,753 72	42½			10,861 61	383½	17,593 39	
490 00		July 12	Aug. 1									3 490 00	20	980 00	
340 00		May 17	June 1									6 1,020 00	14	1,360 00	
1,850 00		July 3	July 15						2			35 58			
		Sept. 28	Oct. 10									3 1,885 58			
		Aug. 7	Aug. 16									24 4¼		1,885 58	
	6,599 53	do	do									1 942 79			
		Dec. 15	Jan. 1				3	2,846 86							
		Jan. 14	Feb. 1	37				1,025 98					67	2,726 69	
394 00	591 00	Aug. 25	Sept. 1									1 197 00	35	591 00	
2,244 00				37				3,872 84	2			4,946 53	102	3,317 69	
134,000 00		Aug. 5	Aug. 15									312 4¼		165,060 00	
		Aug. 31	Sept. 20	293				61,435 40							
		Dec. 15	Jan. 1	126				26,419 35					1,007	211,145 16	
134,000 00				419				87,854 84				165,000 00	1,007	211,145 16	

\* A. D. Pape, failing contractor, commenced service May 1, 1879.  
 † Increase from April 1 to September 30.  
 ‡ Service reduced on 77 miles.  
 § 37 miles on 3 times a week service.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Terminal.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
13483 <sup>1</sup> 2	1877. Nov. 1	1878. July 1	Thos. P. Brown..	Chidester and Adams.	Comanche to Easton, Tex.	Miles. 47	30	1½	1
						47	....	....	....
45106	Nov. 1	July 1	George Allman..	J. W. Parker ...	Aurora to Independ- ence, Nev.	127	28	4½	3
45109	..do ..	..do ..	..do ..	..do ..	Dayton to Belleville, Nev.	135	60	2½	1
46106 <sup>3</sup>	..do ..	..do ..	..do ..	..do ..	Sacramento to Cosum- ne, Cal.	....	....	....	....
46172	..do ..	..do ..	..do ..	..do ..	Shingle Springs to Placerville, Cal.	10½	2½	3½	7
46210	..do ..	..do ..	..do ..	Thomas Beacon.	Duncea Mills to Men- docino City, Cal.	90	36	2½	6
46211	..do ..	..do ..	..do ..	..do ..	Cloverdale to Navarro Ridge, Cal.	59	34	1½	1
46224 <sup>4</sup>	..do ..	..do ..	..do ..	..do ..	Calistoga to Lakeport, Cal.	56	9	6½	4
46227	..do ..	..do ..	..do ..	..do ..	Ukiah to Covelo, Cal.	64	36	1½	1
						54½	....	....	....
38127 5	..do .. 1878.	..do ..	H. W. Brolaski ..	A. H. Brown ...	Helena to Oro City, Colo.	45	12	3½	3
31517	May 10 1877.	Oct. 1	..do ..	Thos. P. Mullen	Granbury to Weather- ford, Tex.	25	8	3½	1
29232	Nov. 1	July 1	..do ..	J. C. Ray .....	Arkadelphia to Big Bend, Ark.	79	35	2½	1
29308	1878. May 10	Oct. 1	..do ..	T. B. Hammond	Magnolia to Haynes- ville, Ark.	25	7	3½	1
31529	..do ..	..do ..	..do ..	J. C. Smith .....	Pittsburgh to Gillman, Tex.	25	7	3½	3
						199	....	....	....
29309	May 10 1877.	Oct. 1	James B. Cole- grove.	J. U. Baxter .....	Peach Orchard to Elm Store, Ark.	42	29	1½	1
38153	Nov. 1 1878.	July 1	..do ..	A. F. Poff .....	Oray to San Miguel, Colo.	47	14	3½	1
28295	Nov. 1	July 1	..do ..	..do ..	Pratheraville to Mis- souri City, Mo.	6	2	3	2
28339	..do ..	..do ..	..do ..	..do ..	Butler to Appleton City, Mo.	20	6	3½	3
28384	..do ..	..do ..	..do ..	..do ..	White Hare to Golden City, Mo.	23	8	2½	1
33114	Nov. 1 1877.	July 1	..do ..	Jerry Brisbin ..	Stockton to Blooming- ton, Kans.	63	15	4½	2
33123	..do ..	..do ..	..do ..	S. T. Pell .....	Graham to Ellis, Kans.	48	13	3½	1

<sup>1</sup>Increase on 22 miles.<sup>2</sup>Increase on remainder of route.<sup>3</sup>Erroneously entered.

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.									Total.				
Contract price.	Subcontract price.	Date of order.	To take effect.	Curtailments.				Increased service.					Miles.	Pay per annum.	
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.	Trips per week.			Increased pay.
\$350 00		1879. Mar. 14	1879. Apr. 1									1	\$163 82		
	\$700 00	1880. May 9	1881. June 1									1	186 18		
		1880. Dec. 15	1881. Jan. 1									5	1,750 00	47	\$2,450 00
350 00													2,100 00	47	2,450 00
5,999 00		1879. July 25	1879. Aug. 15									4	7,998 66	127	13,997 66
1,700 00		1878. Oct. 25	1878. Nov. 1									1	1,700 00		
		1879. Feb. 3	1879. Feb. 17	65				\$1,700 00				1	850 00		
		1879. Apr. 22	1879. Feb. 1						12				470 77	82	3,020 77
590 00		1878. June 3	1878. July 1			1	84 28							10½	505 72
4,490 00	3,000 00	1881. Feb. 21	1881. Feb. 22									1	748 33		
		do	do						28	3½			2,619 16	90	7,857 49
899 00		1878. Nov. 16	1878. Dec. 1									1	699 00		
		1880. Dec. 13	1881. Jan. 1									1	699 00		
		1881. Feb. 25	1879. Mar. 1									4	2,796 00		
		do	do						18	3½			2,446 50	59	7,339 56
949 00		1879. Apr. 7	1879. May 1	30				395 41						26	553 59
649 00		1878. June 3	1878. July 1									2	1,298 00	64	1,947 00
15,076 00						05		2,179 69	12				22,325 42	458½	35,221 73
1,477 00	7,754 24	1880. Sept. 30	1881. Oct. 1									4	1,969 33		
		do	do									7	4,307 91	45	7,754 24
170 00	150 00	1880. Dec. 5	1880. Jan. 1									6	1,020 00	25	1,190 00
577 00	577 00	1880. Aug. 19	1881. Sept. 1	37				270 24							
		1881. Jan. 8	1879. Jan. 21						10				73 04	52	379 80
177 00	140 00	1879. Apr. 25	1880. May 1									2	354 00	25	531 00
468 00	600 00	1880. Sept. 18	1880. Oct. 1	15				280 80						10	187 20
2,869 00						52		551 04	10				7,724 28	157	10,042 24
320 00	300 00	1879. Aug. 19	1879. Sept. 1						2				35 50	44	355 56
590 00	572 00	1879. June 11	1879. July 1									1	44 00	6	132 00
88 00		1879. May 3	do									3	197 00	20	394 50
136 00		1879. Aug. 7	1880. Aug. 16									2	272 00	23	408 00
760 00	610 00	1880. Apr. 26	1880. May 1									1	380 00	63	1,140 00
364 00	270 00	1880. Sept. 4	1880. Oct. 1									1	364 00		
		1880. Sept. 8	1880. Oct. 1						3				42 82	51	770 82

\* Discontinued September 30, 1879.

• Discontinued July 11, 1880.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Terminal.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
33265	1877. Nov. 1	1878. July 1	James B. Colegrove.	.....	Wichita to Kingman, Kans.	57	12	4½	2
33283	1878. May 10	1878. Oct. 1	do	.....	Haynesville to Larned, Kans.	68	29	2½	1
33284	do	do	do	.....	Palo to Winfield, Kans.	20	5	4	1
33288	do	do	do	.....	Butler to Greenleaf, Kans.	13	3	4½	2
33290	do	do	do	H. M. Valle	Milan to Caldwell, Kans.	20	5	4	1
33335	1879. May 10	1879. Oct. 1	do	.....	Iuka to Sterling, Kans.	73	36	2½	2
34085	1878. May 10	1878. Oct. 1	do	.....	Hastings to Nelson, Nebr.	40	10	4	1
34101	do	do	do	O. F. Persons	Central City to Sutton, Nebr.	48	12	4	1
34106	1879. May 10	1879. Oct. 1	do	A. J. Eddy	Custer to Douglas Grove, Nebr.	48	12	4	1
34200	do	do	do	Geo. W. Ashburn	Culbertson to Arakari, Nebr.	70	30	2½	1
37115	1878. May 10	1878. Oct. 1	do	L. H. Roots	Green River City to Dodge's Ranch, Wyo.	160	100	1½	1
29203	do	do	do	E. J. Atkinson	Star City to Collins, Ark.	38	13	2½	2
28286 <sup>1</sup>	1879. Nov. 1	1879. July 1	do	.....	Oregon to Forest City, Mo.	3	3	4	6
30212	1879. May 10	1879. Oct. 1	do	S. B. Foster	Mansfield to Mamey, La.	52	13	4	1
31551	1879. May 10	1879. Oct. 1	do	W. A. Ivin	Buffalo Gap to Sweet Water, Tex.	45	14	3½	1
33075	1878. May 10	1878. Oct. 1	do	do	Clyde to Belleville, Kans.	29	6	4½	3
30213	do	do	do	S. B. Foster	Mansfield to Rose Hill, La.	39	11	3½	1
30236	1879. May 10	1879. Oct. 1	do	do	Tallulah to Saint Joseph, La.	57	13	4½	1
30239	do	do	do	P. A. Routon	Waterproof to Harrisonburg, La.	40	13	3½	1
31223	1877. Nov. 1	1878. July 1	do	J. C. Kountz	Junction City to Fort McKavet, Tex.	85	10	8½	1
32027	1877. May 10	1878. Oct. 1	do	Henry Donnally	Pawhuska to Vinita, Ind. Ter.	62	36	2½	1
31474	1877. Nov. 1	1878. July 1	do	do	Glen Rose to Stephenville, Tex.	32	11	2½	1

<sup>1</sup>E. Cornell, failing contractor; service commenced August 1, 1879.

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.			
Contract price.	Subcontract price.	Date of order.	To take effect.	Curtailments.				Increased service.				Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
\$640 00		1878. June 1	1878. July 1	1								1	\$153 04		
		..do ..do	..do ..do										5 06		
		July 24	do					4					54 11		
371 00		Sept. 21	Oct. 1	1								1	426 10 61	\$1,278 31	
		Aug. 28	do										84 32		
		1879. Jan. 27	1879. Feb. 1	1								1	455 32		
		Apr. 15	May 1	1								1	455 32		
		May 15	June 1	1					1				16 88		
		Sept. 3	Oct. 21	21					\$354 14				68	1,028 68	
119 00		Dec. 23	Jan. 1	1								1	119 00		
		1879. Dec. 24	1880. Jan. 1	5					50 95				15	179 85	
176 00		1878. Nov. 11	1878. Dec. 1	1								1	88 00 13	264 00	
123 99	\$123 99	1879. May 8	1879. June 1	1						5			31 00		
		Dec. 1	Jan. 1	7					43 40				18	111 59	
678 00		1880. Apr. 21	1879. May 1	1								1	339 00 73	1,017 00	
224 00		1879. July 14	1879. Aug. 1	1	6				28 00				34	196 00	
277 00	260 00	1878. Dec. 23	1880. Jan. 1	1								1	277 00		
		1880. June 29	1880. July 5	5						9½			114 41 57½	668 41	
264 00	208 00	1879. May 6	1880. Dec. 1	1						2			9 96		
		..do ..do	..do ..do	3					14 94						
388 00	350 00	1880. Jan. 4	1880. Jan. 14	1								1	250 02 47	518 04	
		Mar. 16	Apr. 1	27					156 36						
		Oct. 15	Nov. 1	1								2	463 28 43	694 02	
1,800 00	1,700 00	1879. June 24	1879. July 1	1								2	3,600 00 160	5,400 00	
479 00		1880. Apr. 18	1880. May 1	1								1	239 50		
		1879. June 15	1879. July 1	1								3	56 72 41	775 22	
156 00		1879. Aug. 5	1880. Aug. 1	1								6	156 00 3	312 00	
320 00	300 00	1880. July 24	1880. Aug. 1	1								2	12 30 54	332 30	
254 00	345 00	1879. Oct. 15	1879. Nov. 1	1								2	508 00 45	762 00	
339 00		1880. Jan. 28	1880. Feb. 16	8					93 52						
296 00	250 00	1879. Feb. 29	1879. Mar. 1	6					70 14				15	175 34	
		Apr. 21	May 1	1								1	296 00 39	592 00	
344 00		..do ..do	..do ..do									2	688 00 57	1,032 00	
284 00	300 00	1879. Apr. 13	1879. do	21					152 93			1	121 07 19	262 14	
280 00	260 00	1879. May 29	1879. June 16	1								1	250 00		
		1880. Sept. 1	1880. Oct. 1	1			1		280 00				35	280 00	
488 00	468 00	1879. Dec. 16	1879. May 1	1								13	77 37 95	565 37	
257 00		1879. Jan. 18	1879. Feb. 1	1								1	257 00 32	514 00	

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
31191	1878. May 10	1878. Oct. 1	James B. Colegrove.	John Schloat....	Bastrop to Red Rock, Tex.	18	6	3	2
31310	..do ..do	..do ..do	..do ..do	.....	Paris to Klomatia, Tex.	31	11	2 $\frac{1}{2}$	1
31499	..do ..do	..do ..do	..do ..do	.....	Brady to Brownwood, Tex.	57	28	2 $\frac{1}{2}$	1
31500	..do ..do	..do ..do	..do ..do	S. N. House .....	Breckenridge to Albany, Tex.	27	9	3	1
31501	..do ..do	..do ..do	..do ..do	J. N. Day .....	Breckenridge to Graham, Tex.	42	11	3 $\frac{1}{2}$	1
31502	..do ..do	..do ..do	..do ..do	.....	Brenham to Columbus, Tex.	42 $\frac{1}{2}$	11	3 $\frac{1}{2}$	3
31503	..do ..do	..do ..do	..do ..do	.....	Brenham to Caldwell, Tex.	35 $\frac{1}{2}$	11	3 $\frac{1}{2}$	2
31504	..do ..do	..do ..do	..do ..do	.....	Brenham to Belleville, Tex.	19 $\frac{1}{2}$	6	3 $\frac{1}{2}$	2
31505	..do ..do	..do ..do	..do ..do	.....	Brownwood to Sinterfelt, Tex.	61	30	2 $\frac{1}{2}$	2
31509	..do ..do	..do ..do	..do ..do	U. M. Robinson & A. J. Burford.	Cole to Buffalo Gap, Tex.	43	14	3 $\frac{1}{2}$	1
31512	..do ..do	..do ..do	..do ..do	.....	Dresden to Brandon, Tex.	18 $\frac{1}{2}$	6	3 $\frac{1}{2}$	1
31513 <sup>1</sup>	..do ..do	..do ..do	..do ..do	.....	Flatonla to Winton, Tex.	.....	.....	.....	.....
31514	..do ..do	..do ..do	..do ..do	.....	Fort Worth to Jackaboro, Tex.	77	36	2 $\frac{1}{2}$	1
31523	..do ..do	..do ..do	..do ..do	.....	Ladonia to Blue Ridge, Tex.	33	12	2 $\frac{1}{2}$	1
31524	..do ..do	..do ..do	..do ..do	.....	Llano to Brady, Tex.	54	30	1 $\frac{1}{2}$	1
31527	..do ..do	..do ..do	..do ..do	.....	Palo Pinto to Eastland, Tex.	44	29	1 $\frac{1}{2}$	1
31530	..do ..do	..do ..do	..do ..do	.....	San Saba to Coleman, Tex.	67	85	1 $\frac{1}{2}$	1
31533	..do ..do	..do ..do	..do ..do	Lorenzo Belz .....	Yorktown to Oakville, Tex.	59	30	1 $\frac{1}{2}$	1
31534 <sup>2</sup>	..do ..do	..do ..do	..do ..do	..do ..do	Yorktown to Stockdale, Tex.	32 $\frac{1}{2}$	10	3 $\frac{1}{2}$	1
31539	..do ..do	..do ..do	..do ..do	.....	Paris to Ragsdale, Tex.	32	9	3 $\frac{1}{2}$	1
31543	Sept. 12 1879.	1879. Jan. 1	..do ..do	J. C. Miller.....	Rockwall to Farmersville, Tex.	18	7	2 $\frac{1}{2}$	1
31549	May 10	Oct. 1	..do ..do	.....	Waco to Hazel Dell, Tex.	79	24	3 $\frac{1}{2}$	2
31558	..do ..do	..do ..do	..do ..do	.....	Anderson's Mills to Liberty Hill, Tex.	24	7	3 $\frac{1}{2}$	1
31587	..do ..do	..do ..do	..do ..do	James Bonds, jr.	East Hamilton to Mansfield, Tex.	43	12	3 $\frac{1}{2}$	1

<sup>1</sup>Erroneously entered; not modified.<sup>2</sup>Discontinued June 30, 1881.

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.			
Contract price.	Subcontract price.	Date of order.	To take effect.	Curtailments.				Increased service.				Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
\$236 00	\$225 00	1880. May 7	1880. June 1									1	\$118 00		
		1881. July 20	1881. Aug. 1	6				\$118 00							
		1879. Feb. 23	1879. Mar. 7						6				118 00	18	\$354 00
208 50		1879. Feb. 1	1879. Feb. 17									1	208 50	31	417 00
308 50		1880. Apr. 17	1880. May 1						2				10 82		
		1878. Dec. 17	1878. Jan. 1	2				10 82						57	308 50
190 00	480 00	1879. Oct. 26	1879. Nov. 10									2	380 00		
		1878. May 9	1878. June 1									3	570 00	27	1,140 00
215 00	180 00	1880. Dec. 7	1880. Dec. 15						2				10 23		
		1878. Oct. 23	1878. Oct. 25						8				40 95	52	256 18
720 00		1879. Dec. 23	1879. Jan. 1									3	720 00	42½	1,440 00
410 00		1880. Dec. 19	1880. do									1	205 00		
		1881. Dec. 18	1881. Jan. 1	25				436 17						10½	178 83
190 00		1879. Dec. 1	1879. Dec. 20	15				146 16						4½	43 84
640 00		1881. June 11	1881. July 1									4	1,280 00	61	1,920 00
249 00	1,200 00	1879. Apr. 5	1879. Apr. 18									5	1,245 00	43	1,494 00
124 00		1879. Feb. 26	1879. Mar. 10	7½				50 27							
		1878. June 10	1878. July 1						7½				50 27	18½	124 00
432 00		1879. Dec. 24	1879. Jan. 15									1	432 00	77	864 00
224 00		1879. May 5	1879. June 1									1	224 00	33	448 00
308 50		1880. Aug. 6	1880. Sept. 1									1	308 50	54	617 00
358 00		1880. Apr. 17	1880. May 1	8				61 46				1	276 54	36	553 08
440 00		1880. Aug. 30	1880. Sept. 15	16				105 08							
		1879. Oct. 14	1879. Nov. 1									1	334 92	51	669 84
348 00	300 00	1879. Apr. 14	1879. May 4						4				23 59		
		1878. June 27	1878. July 1									1	371 59		
		1878. Aug. 2	1878. Aug. 15	4				47 18						59	696 00
224 00	600 00	1880. Oct. 1	1880. Oct. 20									2	448 00		
		1879. Mar. 1	1879. Mar. 10	12½				258 47						20	413 53
208 50		1880. Apr. 17	1880. May 1									1	208 50		
		1879. Jan. 12	1879. Jan. 18	5				65 16						27	351 84
138 00	110 00	1879. Apr. 15	1879. May 1						5				38 33	23	176 33
930 00		1880. Feb. 16	1880. Mar. 1	12				141 27						67	788 73
134 00		1880. July 28	1880. Aug. 15	12				67 00						12	67 00
320 00	250 00	1880. June 15	1880. July 1	16				119 07						27	200 93

<sup>1</sup>Erroneously entered in route register 1880.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
31593	1879. May 10	1879. Oct. 1	Jas. B. Colegrove	L. M. McCaughan	Friertown to Pleasanton, Tex.	60	30	3	1
31611	do do	do do	do do	T. J. Clark	Marlin to Keosau, Tex.	18	6	3	1
31615	do do	do do	do do	W. Hepner	Meridian to Brazos Point, Tex.	20	8	2½	1
31616	do do	do do	do do		Oakwood to Guy's Store, Tex.	85	11	3½	1
31624	do do	do do	do do		Seymour to Camp Augur, Tex.	40	12	3½	1
31687	do do	do do	do do		Valley View to Greenwood, Tex.	21½	7	3½	1
35059	1878. May 10	1878. Oct. 1	do do		Yankton to Maxwell, Dak.	30	6	5	2
35067	do do	do do	do do	Logan H. Roots	Deadwood to Sand Creek, Dak.	34	12	2½	2
35070	do do	do do	do do		Brule City to Red Lake, Dak.	15	4	3½	1
				H. G. Stout	do do				
35077	1879. May 10	1879. Oct. 1	do do		Canton to Portlandville, Dak.	40	10	4	1
35079	do do	do do	do do		Sioux Falls to Rockport, Dak.	59½	30	1½	1
35090	do do	do do	do do		Julian to Watertown, Dak.	36½	10½	3½	1
35091	do do	do do	do do	Geo. Conrad and Chas. E. Gurley	Inkpa City to Sisseton Agency, Dak.	42	9	4½	1
35092	do do	do do	do do		Norman to Wheatland, Dak.	32	10	3½	1
35095	do do	do do	do do	Paul E. Sanden	Dahl to Grand Forks, Dak.	20	4	5	1
35097	do do	do do	do do	W. J. Anderson	Sweden to Kelley's Point, Dak.	25	6	4½	1
38169	do do	do do	do do	Geo. V. Meserole	Florence to Walsenburg, Colo.	70	39	1½	3
38174	do do	do do	do do	Wm. Rboades	Animas City to Farmington, Colo.	40	12	3½	2
31557	do do	do do	do do		Anderson to Iola, Tex.	21	7	3	1
						2934½			
31150	1877. Nov. 1	1878. July 1	Chas. Bain	Perry Ellis	San Antonio to Laredo, Tex.	183	60	3½	2
						183			
31482	do do	do do	B. W. Beedy	J. D. Chidester and Jno. D. Adams	Eastland to Breckenridge, Tex.	29	11	2½	1
31487	do do	do do	do do	W. T. Cropper	Hamilton to Comanche, Tex.	32	11	2½	1
						61			

<sup>1</sup> Discontinued.

<sup>2</sup> Restored.

<sup>3</sup> Discontinued November 30, 1879.



made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.			
Contract price.	Subcontract price.	Date of order.	To take effect.	Curtailments.				Increased service.				Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
\$350 00		1880. Dec. 13	1881. Jan. 1	1	30					\$194 50			30	\$194 50	
104 00	\$90 00	1879. Dec. 8	1880. Jan. 1	1	12					69 34	1	\$34 66	6	69 32	
139 00	100 00	1880. Nov. 9	1880. Dec. 1	1	7					48 65	1	90 35	13	180 70	
249 00		1879. Nov. 19	1879. do	15						106 72	1	142 28	20	284 56	
264 00		1879. Oct. 9	1879. Feb. 1	1						10		52 80			
130 00		1879. Nov. 24	1879. Dec. 6	6						2½		15 20	52½	330 00	
286 00		1879. June 16	1879. July 1	14						84 66			7½	45 34	
1,100 00	1,055 00	1881. May 3	1881. Apr. 1	1						1½		14 30	31½	300 30	
139 00		1879. Jan. 20	1879. Jan. 30												
	300 00	1880. May 31	1880. June 14							5		46 33			
		1879. July 1	1879. July 15								1	185 33	20	370 00	
244 00		1880. Apr. 19	1880. May 1	1								244 00	40	488 00	
356 00		1879. Nov. 1	1879. Oct. 1	1						3		17 95	62½	373 95	
269 00		1880. Nov. 17	1880. Sept. 8	16½						121 60			20	147 40	
240 00	225 00	1880. Apr. 9	1880. Oct. 1	1						5		26 80			
240 00		1880. do	1880. Feb. 1	1						1		5 71	48	272 51	
130 00	124 00	1880. Apr. 8	1880. May 1	20						60 00	1		12	180 00	
179 00	165 00	1880. Sept. 8	1880. Oct. 1	1						6		39 00	26	169 00	
1,760 00	1,575 00	1879. May 8	1879. May 19	24								179 00	25	358 00	
590 00	1,100 00	1879. June 21	1879. July 1							594 92	8	202 62	54	1,367 70	
		1880. Oct. 30	1880. Nov. 16									118 00			
144 00		1880. Apr. 19	1880. Oct. 1	1						23		339 25	71	1,047 25	
		1880. Oct. 22	1880. Nov. 1	12						82 28			9	61 72	
25,502 39				396½						4,274 51	167	21,538 36	2,705	42,761 24	
2,765 00		1878. June 28	1878. July 15									1,382 50			
	9,200 00	1879. Oct. 23	1879. Nov. 1	1						48	3½	2,052 50			
		1880. do	1880. do								3	6,200 00			
		1880. July 10	1880. Aug. 1	7						434 32					
2,765 00		1881. Feb. 7	1881. Mar. 1	58						3,930 05			118	8,035 63	
				65						4,364 37		9,635 00	118	8,035 63	
272 80	400 00	1879. Aug. 5	1879. Aug. 18									272 80			
		1880. Dec. 15	1881. Jan. 1	1								1,364 00	29	1,909 60	
273 80	222 50	1879. Feb. 5	1879. Mar. 1	1								547 60			
		1879. Apr. 25	1879. May 1	1								821 40			
		1879. Aug. 2	1879. Sept. 1	1						6½	5½	3,434 00	32	5,076 80	
546 60												6,439 80	61	8,086 40	

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Terminal.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
31589 <sup>1</sup>	1879. May 10	1879. Oct. 1	G. H. Giddings	E. M. Parker	Fort Ellis to Wichita Falls, Tex.	Miles. 230	90	3½	1
31592 <sup>2</sup>	do	do	do	do	Fort Griffin to Fort Elliott, Tex.	315	72	4½	1
						545	---	---	---
31489	1877. Nov. 1	1878. July 1	N. C. Howard	Samuel Black and Anderson Powers.	Gatesville to Hamilton, Tex.	34	11	3½	3
						34	---	---	---
29192	do	do	Geo. L. McDonough.	Chase Andrews.	Fayetteville to Pierce City, Ark.	85	27.2	3½	6
				J. W. Parker.					
40101 <sup>3</sup>	1878. May 10	Oct. 1	do	Jno. A. Walsh	Prescott, Ariz., to Santa Fé, N. Mex.	529½	150	3½	3
						614½	---	---	---
40101	do	do	Jno. A. Walsh <sup>4</sup>	do	do	529½	150	3½	3
						529½	---	---	---
31153	1877. Nov. 1	July 1	H. Tisdale		San Antonio to Eagle Pass, Tex.	182½	48	3½	6
						182½	---	---	---
39109	do	do	Cornelius Cosgrove.	M. Cosgrove	Las Vegas to Las Cruces, N. Mex.	442½	180	2½	3
						442½	---	---	---
46245	do	do	C. W. Foster		Redding to Weaver-ville, Cal.	44	14	3½	6
46246 <sup>5</sup>	do	do	do		Redding to Roseburgh, Cal.	280	69	4½	7
38141	do	do	do		Elmoro, Colo., to Santa Fé, N. Mex.	224	38	5½	7

<sup>1</sup> Jos. Blackman, failing contractor, at \$1,690; service commenced February 15, 1880.

<sup>2</sup> Jos. Funk, failing contractor, \$1,680; service commenced.

<sup>3</sup> McDonough failed March 11, 1879.

<sup>4</sup> Commenced service April 14, 1879.

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.								Total.			
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtailments.				Increased service.				Miles.	Pay per annum.
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.		
\$2,960 00	\$2,960 00	1880.	1880.									230	\$2,960 00
2,460 00	7,380 00	Apr. 30	May 16						2	\$4,920 00	15		7,380 00
5,420 00		1879.	1879.							4,920 00	545		10,340 00
793 00		Apr. 11	May 1						3	793 00			
793 00		Aug. 2	Sept. 1						61	3,316 00	34		4,902 00
		1878.	1878.							4,109 00	34		4,902 00
3,091 00	7,212 33	Aug. 3	Aug. 16						17	3,091 00			
		Nov. 1	Nov. 16							1,030 33			
	7,212 33	1879.	1879.										
		Mar. 21	Apr. 1										
		1880.	1880.										
		Oct. 1	Oct. 15	37½		\$3,278 33							
		1881.											
		Feb. 3	Nov. 17	2		174 84						45½	3,759 16
13,313 00	74,550	1878.	1878.										
		Oct. 3	Nov. 1						4	17,750 66			
		do	do						90	43,486 34			
		1879.	1879.										
		Mar. 11	Mar. 11		4	17,750 66							
		do	do		150	43,486 34						529½	13,313 00
16,404 00				39½		64,690 17				65,358 33	575		17,072 16
18,500 00		July 10	Aug. 1						96	39,775 00			
		do	do							77,700 00			
		1880.	1880.										
		Apr. 17	May 1		1	19,678 36							
		July 13	Aug. 1						6	1,773 58			
		July 23	do	50		12,668 47						485½	105,401 75
18,500 00				50		32,346 83			6			119,248 58	485½
8,440 00		1879.	1879.										
		Feb. 20	Mar. 1						36	13,504 00	182½		21,944 00
										13,504 00			
8,440 00		Feb. 20	Mar. 1							3,657 33			
												17,161 33	182½
14,900 00		1878.	1878.										
		Oct. 24	July 1						62	2,517 16			
		Oct. 25	Nov. 1	5		202 99							
		Oct. 29	Nov. 15						120	21,876 55			
		do	do							52,120 96			
		1880.	1880.										
		Sept. 26	Oct. 15		3	52,120 96						499½	39,090 72
14,900 00				5		52,323 95	62			76,514 67	409½		30,090 72
2,000 00		1878.	1878.										
		Sept. 25	Oct. —						1	333 23			
		do	do						9	3,733 33	44		6,066 66
		1880.	1880.										
89,000 00		July 19	Aug. 1		3½	29,666 66							
		Aug. 24	Aug. 24									3½	29,666 66
22,400 00		1879.										280	89,000 00
		Jan. 27	Jan. 19	33		3,300 00							
		1880.											
		Aug. 12	Sept. 1	75		7,500 00						116	11,600 00

\* Schedule: 8 hours in summer, 10 hours in winter.  
 † One month's extra pay allowed on the service dispensed with.  
 ‡ Rec'ds order July 19, 1880.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
38144	1877. Nov. 1	1878. July 1	C. W. Foster.....		Fort Garland, Colo., to Santa Fé, N. Mex.	<i>Miles.</i> 148	60	2½	3
46263	do	do	do		Yreka to Shasta, Cal.	122	36	3½	3
38131	do	do	do		Cañon City to Del Norte, Colo.	144	43	3½	3
31155	do	do	F. C. Taylor.....		San Antonio to Fred- ericksburg, Tex.	960 74	18	4½	26
31168	do	do	do. <sup>5</sup>		Austin to Fort Concho, Tex.	249 323	60	4½	6
30162	do	do	B. H. Peterson	L. McGinnis	Shreveport to Red Riv- er Landing, La.	261	60	4½	3
37110	do	do <sup>5</sup>	M. T. Patrick and A. H. Brown.		Rock Creek to Etche- tah, Wyo.	261 331	180	1½	3
44163	do	do	Andrew Bacon	S. S. Huntley	Union to Prairie Creek, Oreg.	34½	36	2½	2
34190	1879. May 10	1879. Oct. 1	Geo. Berry.....		O'Neill City to Mc- Cann's, Nebr.	94½ 170	48	3½	1
						170			

<sup>1</sup> Increase on 65 miles.<sup>2</sup> Increase on 86 miles.<sup>3</sup> 3 trips per week via Comfort; 3 trips per week via Bonton.<sup>4</sup> Equal to 45 miles once a week.<sup>5</sup> F. C. Taylor, died July 22, 1880. Chas. Bain and Jas. Spear; continued service.<sup>6</sup> Awarded to Patrick & Brown upon failure of McDonough, original contractor.

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.			
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtailments.				Increased service.				Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
3940 00		1878. June 25	1878. July 1								4	\$4,397 11			
		1881. June 26	1881. do					30	4½			9,500 05			
		1878. Jan. 13	1878. Jan. 15	121									25	\$3,415 74	
4,000 00		1878. June 25	1878. July 1								4	5,333 33			
		1880. do	1880. do					27	4½			13,253 33			
		1878. Apr. 17	1878. May 1		1		3,226 66						132	19,359 90	
5,500 00		1878. June 24	1878. July 1								4 <sup>1</sup>	3,156 73			
		1880. Sept. 20	1880. Oct. 1								4 <sup>2</sup>	4,176 59			
		1880. do	1880. do					30	4½			18,351 64			
		1878. July 7	1878. July 12	65			13,423 09								
		1878. Aug. 19	1878. Sept. 1	2			413 04						77	17,347 93	
121,840 00				296			68,951 77					91,902 09	664	146,790 32	
3,670 00		1879. Jan. 17	1879. Feb. 1					14	5½			1,630 00			
		1880. Dec. 31	1880. Jan. 12								4 <sup>4</sup>	482 79			
		1879. May 3	1879. May 16	9			675 91						65	5,106 88	
16,897 00		1879. June 17						48	5½		1	8,696 98			
												3,006 02	249	28,600 00	
20,567 00				9			675 91					13,815 79	314	33,706 88	
11,700 00	39,000 00	1879. July 15	1879. Aug. 1								3	11,700 00			
		1880. do	1880. do					48	5½			28,561 00			
		1880. Mar. 17	1880. Apr. 1		3		25,980 00								
		1879. Oct. 18	1879. Oct. 22								4	223,491 94	261	49,472 94	
11,700 00	9,000 00						25,980 00					63,752 94	261	49,472 94	
10,507 25		1879. June 11	1879. July 1								4	14,009 66			
		1880. do	1880. do					75	4¾			64,251 21			
		1880. Apr. 8	1880. Apr. 15					40				10,727 26			
		1879. July 3	1879. Feb. 10					2½				670 45	373½	100,165 83	
10,507 25								42½				89,658 58	373½	100,165 83	
2,200 00		1878. Oct. 21	1878. Nov. 1								1	1,100 00			
		1879. May 29	1879. June 16								4	4,400 00			
		1879. Sept. 10	1879. Oct. 1	18			1,155 00						76½	6,545 00	
2,200 00				18			1,155 00					5,500 00	76½	6,545 00	
692 00		1880. Apr. 20	1880. May 1								2	\$179 10			
		1881. Aug. 18	1881. June 1					26				105 83			
		1881. do	1881. Sept. 1								2	\$1,009 49			
		1881. Dec. 6	1881. Jan. 1								3	\$1,782 88			
		1881. Dec. 8	1881. do					24	6¼			1,782 88	170 <sup>11</sup>	5,552 18	
692 00								20				4,860 18	196	5,552 18	

<sup>1</sup> Increase on 177 miles.  
<sup>2</sup> Increase on 22 miles.  
<sup>3</sup> Increase on 124 miles.  
<sup>4</sup> Increase on 148 miles.  
<sup>11</sup> Schedule on 146 miles.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of advertisement.	Commencement of service.	Contractor.	Subcontractor.	Terminal.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
29227	1877. Nov. 1	1878. July 1	Robert Boyd	Geo. H. Speer and W. F. Honsly.	Dallas to Hot Springs, Ark.	Miles. 89	79	1 1/4	3
						89			
29260	do	do	Jno. M. Miller and Joel Abbott.	Joe L. Butler	Texarkana to Rich- mond, Ark.	25	8 3/4		1
						25			
44152	do	do	S. E. Huntley	S. S. Huntley	Barron to Lake View, Oreg.	168 1/2	60	2 1/2	3
						168 1/2			
30195	do	do	V. K. Hines	T. M. Brady	Monroe to Vidalia, La.	113	48		3
31137	do	do	B. Magoffin		Luling to Helena, Tex.	55	36	1 1/2	3
						55			
35021	do	do	A. S. Patrick	Jacob Brinker- hoff.	Yankton to Fire Steel, Dak.	74	28 1/2		3
						74			
42118	do	do	C. C. McCoy and B. Stanton.		Lewiston to Pine Grove, Idaho.	120	60	2	1
				J. W. Parker	do	120			
36113	do	do	Wm. Rowe		Helena to Fort Benton, Mont.	149			3
31466	do	do	J. M. Tarver		Waco to Gatesville, Tex.	42	12	3 1/2	3
						42			
33272	do	do	H. N. Warren		Hutchinson to Medi- cine Lodge, Kans.	84	36	2 1/4	3
						84			
30210*	1878. May 10	Oct. 1	B. H. Peterson	Gaspard Pierre	Covington to Chap- peau Pella, La.	25	8		1
30085*	Steam boat service.	do	do	do	Donaldsonville to Ba- ton Rouge, La.	50	5 1/2		6

\* On 3 trips a week.

\* On 3-trip service.

\* On 45 miles.

\* Not modified (see other sheets.)

made upon the orders of Second Assistant Postmaster-General Brady, *fo.*—Continued.

original contract.		Modification of contract.										Total.			
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtailments.				Increased service.				Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
\$1,297 00	\$1,050 00	1878.	1879.												
		Dec. 28	Jan. 1							1	\$648 50				
		1880.	1880.												
		Mar. 8	Apr. 1	5		\$109 29	12		(1)	87 44					
		Aug. 14	Aug. 14								874 39				
		Aug. 19	Sept. 1	20		\$437 19									
		Sept. 17	do	9		\$159 27				546 49					
		do	do							465 58	95	\$2,813 6			
1,297 00				34		705 75	40			2,222 40	95	2,813 65			
219 00	700 00	1879.	1879.												
		Jan. 2	Jan. 11							3	438 00				
		do	do							12	\$315 36				
		1880.	1881.												
		Dec. 14	Jan. 1							3	657 00				
		do	do							6	\$157 68	43	1,787 04		
219 00										18	1,568 04	43	1,787 04		
7,440 00	7,564 00	1878.	1878.												
		June 3	July 1							3	124 00				
		Nov. 25	Dec. 16							3	7,564 00	171½	15,128 00		
7,440 00										3	7,688 00	171½	15,128 00		
2,939 00	2,500 00	1880.	1880.												
		Apr. 21	May 1							3	2,939 00		5,878 00		
773 00		1878.	1878.												
		Aug. 13	Sept. 1							1	386 50				
		1879.	1879.												
		Mar. 31	May 1							3	1,159 50		2,319 00		
773 00											1,546 00		2,319 00		
1,900 00	2,086 50	1878.	1878.												
		Mar. 13	Mar. 17							15	1,900 00				
		1880.	1880.												
		Jan. 24	Feb. 1							1	51 35				
		June 16	June 7							4	221 28	79	4,072 63		
1,900 00										5	2,172 63	79	4,072 63		
3,320 00		1879.	1879.												
		Feb. 1	Feb. 17							1	1,060 00				
		1878.	1878.												
		May 15	July 1							3	92 22				
	5,118 33	do	Feb. 17								46 11	123	5,118 33		
3,320 00										3	1,798 33	123	5,118 33		
3,999 00		1878.	1878.												
		Oct. 1	Nov. 1							3	3,999 00		7,998 00		
687 00		June 13	July 1							3	627 00				
		1879.	1879.												
		Apr. 11	May 1			1	229 00			1	229 00				
		Aug. 2	Sept. 1						7½	1,068 00	42	2,442 00			
687 00											229 00		2,442 00		
947 00		1878.	1878.												
		June 12	July 1							3	947 00				
		1879.	1879.												
		May 6	May 15							18 4½	6,060 80				
		Sept. 25	Oct. 11			13	\$2,130 75					84	5,824 05		
947 00							2,130 75				7,007 80	84	5,824 05		
225 00	120 00												120 00		
18,740 00													18,740 00		

1 Once a week.  
 2 Add 3 trips on 32 miles; add 2 trips on 12 miles.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of subcontract.	Date subcontract filed.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
	1878.	1878.				Miles.			
31103	Oct. 1	Nov. 2	John W. Dorsey.	C. Albrecht....	Columbia to Brazonia, Tex.	9	2	4½	3
31208	July 1	Sept. 13	do	D. T. Gwin.....	Burnet to Lampasses, Tex.	23	8	2.87	1
31337	Oct. 1	Nov. 2	do	S. D. Williams...	Jefferson to Old Monterey, Tex.	22	8	2.75	1
31368	July 1	Sept. 9	do	M. A. Diamuke..	Doerton to Jamestown, Tex.	6	2	3	2
31488	do	Sept. 13	do	D. T. Gwin.....	Gatesville to Lampasses, Tex.	37	12	3.8	1
31485	do	Sept. 9	do	J. C. Yarbrough.	Comanche to San Sabe, Tex.	60	30	2	1
32018	Oct. 1	Oct. 7	John M. Peck...	H. M. Vaile.....	Caldwell to Fort Sill, Ind. T.	190	48	3.95	3
32020	July 1		John R. Miner...	do	Camp Supply to Dodge City, Ind. T.	91	36	2.52	2
32021	do		do	do	Camp Supply to Fort Elliott, Ind. T.	100	36	2.77	1
	1879.	1879.							
33077	Jan. 1	Mar. 1	John W. Dorsey.	do	Kimeo to Junction City, Kans.	51	12	4.25	3
33127	do	do	do	do	Dario to Johnsonville, Kans.	30	10	3	1
	1878.	1878.							
33101	July 1	Sept. 1	John R. Miner...	C. C. Watson...	Cottonwood Falls to El Dorado, Kans.	47	12	3.96	3
33235	do	do	do	Thos. B. Wood...	New Albany to Matfield Green, Kans.	61	19	3.21	†
	1879.	1879.							
33251	Jan. 1	Mar. 31	John M. Peck...	H. M. Vaile.....	El Dorado to El Dorado, Kans.	60	10	6	2
33259 <sup>2</sup>	July 1		John R. Miner...	Padney, Babcock & Co.	Oxford to Medicine Lodge, Kans.	90	36½	2.44	2
	1878.	1878.							
33264	Aug. 1		John W. Dorsey.	H. M. Vaile.....	Wichita to Milan, Kans.	50	12	4.16	**
	1878.	1878.							
33375	July 1	Oct. 1	John R. Miner...	Padney, Babcock & Co.	Medicine Lodge to Kinsley, Kans.	85	20	4.25	1
	1879.	1879.							
33250	July 1	Oct. 1	John W. Dorsey.	Thos. B. Wood }	Eureka to Arkansas City, Kans. }	70	30	2.09	1
	1879.	1879.							
34042	Apr. 1	Mar. 31	do	H. M. Vaile... }					
	1878.	1878.							
34042	Jan. 1	Mar. 8	John M. Peck...	H. M. Vaile.....	Papillon to Papillon, Nebr.	38	10	3.8	3
	1878.	1878.							
34062	do	do	do	do	Crete to Columbus, Nebr.	70	30	2.09	2
	1878.	1878.							
34063	July 1	Oct. 1	John R. Miner...	T. R. Adams...	Pleasant Hill to Edgar, Nebr.	75			1
	1879.	1879.							
34065	Jan. 1	Mar. 1	John W. Dorsey.	H. M. Vaile.....	Friend to Seward, Nebr.	36	9	4	3
	1879.	1879.							
34075	do	Mar. 31	do	do	Fairmont to Belvidere, Nebr.	30	7½	4	22

\* 1 on 23 miles.

<sup>1</sup> Subcontract price from October 1, 1878, \$641.98.  
 † 2 on 31 miles; 1 on 30 miles.      † 1 on 31 miles.  
 ‡ 6 on 8 miles; 3 on 22 miles.

§ 3 on 31 miles.



made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.								Total.					
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtailments.				Increased service.				Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
\$219 96	*** \$156 00											9	\$219 96		
219 96	175 00											23	219 96		
218 96												23	218 96		
118 96												6	118 96		
282 96	250 00	1879.	1879.									2	\$565 92	37	848 88
416 96	375 00	May 21	June 1									1	416 96	60	833 92
7,600 00		1878.	1878.												
		Oct. 14	Oct. 21									36 5.27	19,000 00		
		May 31	July 1									1	7,600 00	190	34,200 00
761 00		July 29	Aug. 16									1	380 50		
		Oct. 4	Oct. 7									20 4.5	1,712 25		
		1879.	1879.												
		Apr. 5	May 1									4	2,853 75	91	5,707 50
		1878.	1878.												
820 00		July 30	Aug. 16									2	1,640 00		
		Oct. 4	Oct. 7									24 4.16	3,690 00		
		1879.	1879.												
		Apr. 5	May 1									4	6,150 00	100	12,300 00
		1878.	1878.												
748 00		Dec. 23	Jan. 1									1	748 00	51	1,496 00
			1878.												
238 00		May 1	July 1									1	238 00		
		Oct. 18	Nov. 1									*	182 47		
		do	July 1									5½	87 27		
		Oct. 21	do									1	15 87	36½	761 61
838 00	740 00												47		838 00
588 00	500 00	Sept. 20	Oct. 1									†	187 92		
		1879.	1879.												
		Apr. 8	May 1									§	563 75	61	1,339 07
418 00													60		418 00
		1878.	1878.												
838 00		Sept. 21	Oct. 1										671 11		
		1879.	1879.												
		Oct. 27	Nov. 15									¶	575 23		
		1878.	1878.												
568 00		Sept. 20	Aug. 1					\$624 95	12				85 22	102	1,544 61
		Oct. 31	Sept. 1						4				32 46	54	600 46
		1879.	1879.												
884 00		Apr. 7	May 1									††	244 68	85	1,128 68
488 00														70	488 00
338 00		June 24	July 1									3	338 00	38	676 00
			1878.												
798 00		Jan. 6	Nov. 1						1				8 40		
			1879.												
		Feb. 5	Mar. 1	51				428 40							
		Oct. 30	Nov. 15	12				100 80						8	277 20
		1878.	1878.												
588 00	800 00	Nov. 1	July 1						4½				37 80		
		1879.	1879.												
		May 5	July 1	7½				63 00							
		June 3	do									1	562 80	72	1,125 60
638 00													36	36	638 00
		1878.	1878.												
682 00		Oct. 7	Oct. 14									§§	299 41	30	981 41

\*Change in local schedule November 15, 1878. Order of October 20, 1878. See "Decreased pay."  
 || 1 on 62½ miles. ¶ 3 on 13½ miles. \*\* 2 on 29 miles; 1 on 21 miles. † 3 on 31 miles.  
 †† 6 on 9 miles.

\*\*\* When not otherwise indicated the subcontract is for full rate.

EXHIBIT G.—Table of 419 star routes showing the original contract-price and increases

Number of route.	Date of subcontract.	Date subcontract filed.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
34093	1878. July 1	1878. Oct. 1	John R. Miner ..	J. R. Kennedy...	Melrose to Cedar Bluff, Nebr.	Miles. 90	54	1.66	2
34088	1879. Jan. 1	1879. Mar. 8	John M. Peck ...	H. M. Vaile .....	Red Cloud to Hastings, Nebr.	63	13½	4.7	3
34100	..do ..	Mar. 31	John W. Dorsey ..	..do .....	Blair to Decatur, Nebr.	37	12	3.08	1
34105	..do ..	Mar. 8	John M. Peck ...	..do .....	Fairmont to Lincoln, Nebr.	50	11	4.54	3
34115	..do ..	Mar. 31	John W. Dorsey ..	..do .....	Jackson to Logan Grove, Nebr.	30	8	3.33	"
34117 <sup>1</sup>	..do ..	..do ..	..do .....	..do .....	Irona to Logan Valley, Nebr.	24	6	4	2
34121	..do ..	Mar. 8	John M. Peck ...	..do .....	Smithland to Saint Helena, Nebr.	23	5	4.6	2
34124	..do ..	Mar. 31	John W. Dorsey ..	..do .....	Niobrara to Pierce, Nebr.	66	30	2.22	1½
34136	..do ..	..do ..	..do .....	..do .....	Columbus to O'Neill City, Nebr.	119	53	2.24	2
34140	1878. July 1	1878. Oct. 1	John R. Miner ..	O. F. Persons...	Central City to Saint Paul, Nebr.	30	10	3	1
34149	1879. Jan. 1	1879. Mar. 8	John M. Peck ...	H. M. Vaile .....	Kearney to Kent, Nebr	125	60	2.08	1
35013	Jan. 1	Mar. 31	John W. Dorsey	H. M. Vaile .....	Eden to Yankton, Dak.	58	30	1.93	1
35014	..do ..	..do ..	John M. Peck ...	..do .....	Canton to Milltown, Dak.	73	36	2.02	2
35015	..do ..	..do ..	John W. Dorsey ..	..do .....	Vermillion to Sioux Falls, Dak.	50	14	3.57	1
35020	1878. July 1	1878. Oct. 1	John R. Miner ..	Jacob Oreler .....	Yankton to Lost Lake, Dak.	53	15	3.53	1
35022	.....	.....	John M. Peck .....	.....	Yankton to Spring- field, Dak.	40	10	4	1
35042 <sup>2</sup>	Sept. 1	..do ..	John R. Miner ..	A. L. Stevens ...	Bonnerville to Fargo, Dak.	62	30	2.06	1
35043	1879. Jan. 1	1879. Mar. 8	John M. Peck ...	H. M. Vaile .....	Caledonia to New- burgh, Dak.	50	29	1.7	1
35046	1878. July 1	1878. Oct. 1	John R. Miner ..	Ed. Lohues .....	Jamestown to Fort Totten, Dak.	89	36	2.47	1
35053	..do ..	..do ..	John M. Peck ...	H. M. Vaile .....	Fort Buford to Tongue River, Dak.	170	60	2.83	2
35051	..do ..	..do ..	John R. Miner ..	..do .....	Bismarek to Tongue River, Dak.	250	84	2.97	1

<sup>1</sup> Discontinued.

<sup>2</sup> Subcontract withdrawn October 11, 1878.

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.			
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtailments.					Increased service.				Miles.	Pay per annum.	
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.	Trips per week.			Increased pay.
\$1,158 00		1878. May 2	1878. July 1								1	\$598 29			
		1879. Apr. 2	1879. Apr. 14	16							3	1,182 81	74	\$2,639 10	
1,132 00		1878. July 29	1878. Aug. 16	1				\$116 53					62	1,015 47	
288 00													37	288 00	
898 00		1879. July 10	1879. Aug. 1								3	898 00	50	1,796 00	
458 00		1878. Nov. 30	1878. Dec. 16								†	147 21	30	605 21	
334 00			1879. Sept. 6	24	6	4	2	334 00							
318 00													23	318 00	
488 00		1878. Nov. 30	1878. Dec. 16								1	488 00			
			1879. Dec. 23								1½	22 52			
1,398 00		1879. June 4	1879. July 1								1	499 26	67½	1,497 78	
		1880. Apr. 3	1880. Apr. 14								1	699 00	119	2,097 00	
208 00	\$200 00	1880. Jan. 5	1880. Dec. 1								1½	10 76	31½	218 76	
868 00		1878. Sept. 24	1878. July 1								15	112 24			
		1879. July 10	1879. Aug. 1								47 2.65	2,200 00			
		do	do								†	1,122 41	140	4,302 65	
		1878. Dec. 23	1878. Dec. 15								2½	15 90			
438 00		1879. June 24	1879. July 1								1	453 90	60½	907 80	
1,018 00		1878. Nov. 11	1878. Dec. 1								1	509 00	73	1,527 00	
398 00			1879. Jan. 1								1	408 90			
			1878. Oct. 5								2	10 90			
		1879. July 10	1879. Aug. 1								10	5	3,680 10		
		do	do								4	1,635 60	52	6,130 50	
444 00	350 00	1878. Aug. 14	1878. July 1								3	28 34			
		1879. Mar. 26	1879. Oct. 1								2	18 89			
			1879. July 10								1	491 23	58	982 46	
318 00		1878. May 8	1878. June 1	26				175 71					16	142 29	
492 00	450 00	1878. June 24	1878. July 1								1	492 00	62	984 00	
308 00		Apr. 1	From July 1, 1878, to Feb. 20, 1879.								2	17 69			
		May 26	June 1								1	398 00	52	813 60	
888 00		1878. Nov. 11	1878. Dec. 1								1	888 00	89	1,776 00	
4,156 00													170	4,156 00	
2,350 00		1879. Dec. 23	1879. Jan. 1								2	4,700 00			
		do	do								65 3.84	27,950 00			
		1879. Aug. 2	1879. Aug. 11								3	35,000 00	250	70,000 00	

\* 3 on 10 miles; 2 on 20 miles. † 1 on 27 miles. ‡ 2 on 75 miles.

EXHIBIT G.—Table of 419 star routes showing the original contract-price and increases

Number of route.	Date of subcontract.	Date subcontract filed.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
35036	1879. Jan. 1	1879. Mar. 31	John W. Dorsey	H. M. Vaile.....	Gray to Inkpa City, Dak.	42	12	3.5	1
36123	1878. Apr. 1	1879. May 23	John M. Peck...	do .....	Bannock City to Junction, Mont.	50	22	2.27	1
36129	1878. Oct. 1	1878. Oct. 7	John M. Peck...	John Gardiner..	Warm Springs to French Gulch, Mont.	26	12	2.16	1
36132 <sup>1</sup>	1878. Oct. 1	1878. Oct. 12	John W. Dorsey	I. A. Robinson..	Missoula to Forest City, Mont.	98	36	2.71	2
36133 <sup>2</sup>	1879. Oct. 1	1879. Oct. 15	John R. Miner ..	do .....	Missoula to Horse Plains, Mont.	100	36	2.72	1
36134 <sup>3</sup>	1878. Apr. 1	1878. May 20	John M. Peck...	do .....	Frenchtown to Martina, Mont.	30	8	3.75	1
37103	1878. July 1	1878. Oct. 1	John R. Miner..	H. A. Linn.....	Cheyenne to Little Moon, Wyo.	90	.....	.....	1
37105	.....	.....	J. W. Dorsey ..	.....	Sherman to Livermore, Wyo.	31	5	6.2	1
37107 <sup>4</sup>	1879. July 1	1879. Oct. 1	do .....	J. A. Wright....	Laramie City to Hahn's Peak, Wyo.	110	40	2.75	1
38102	1878. Oct. 1	1878. Nov. 1	John R. Miner..	S. W. Dorsey ..	Greeley to Livermore, Colo.	47	15	3.13	2
38103 <sup>5</sup>	1878. July 1	1878. Oct. 1	do .....	S. R. Propst....	Greeley to Julesburgh, Colo.	162	58	2.78	1
38112 <sup>6</sup>	do .....	do .....	do .....	J. A. Wright ..	Windsor to Hahn's Peak, Colo.	68	36	1.88	1
38113 <sup>7</sup>	do .....	do .....	John W. Dorsey	do .....	Rawlins to White River, Colo.	180	108	1.66	1
38118 <sup>8</sup>	do .....	Aug. 27	J. H. Watts.....	A. P. Williams..	Monument to [River Bend, Colo.	50 $\frac{1}{2}$	23	1.80	2
38101	do .....	Sept. 21	J. H. Watts.....	G. W. Foote .....	Greeley to Namaqua, Colo.	25	8	3.12	2
38115 <sup>9</sup>	do .....	Sept. 4	do .....	E. B. Gregg.....	Castle Rock to Kiowa, Colo.	28	8	3.5	3
38119	1879. Oct. 1	1879. Nov. 11	John M. Peck...	S. W. Dorsey ..	Colorado Springs to Easton, Colo.	19	5	3.2	1
38126	1878. July 1	1878. Sept. 30	John W. Dorsey	J. L. Sanderson.	Fair Play to Poncho Springs, Colo.	60	34	2.72	3
38130	1879. do .....	1879. do .....	John M. Peck...	J. L. Sanderson.	Cañon City to Fair Play, Colo.	73	36	2.02	1
38134	1879. Oct. 1	1879. Oct. 22	John R. Miner ..	Eli Hanson.....	Pueblo to Rosita, Colo.	49	15	3.02	1
38135	1878. July 1	1878. Oct. 1	do .....	E. M. Ames.....	Saint Charles to Greenhorn, Colo.	35	16	2.18	2
38133 <sup>10</sup>	do .....	Sept. 21	J. H. Watts.....	P. B. Wilson....	W. Las Animas to Bent Cañon, Colo.	50	13	3.84	1
38139 <sup>11</sup>	.....	.....	John R. Miner ..	.....	Pulaski to Trinidad, Colo.	13	4	3.25	1
38140	1879. Dec. 1	1879. Nov. 11	John R. Miner ..	S. W. Dorsey ...	Trinidad to Madison, Colo.	45	13	3.36	1
38142	1878. July 1	1878. Oct. 1	John W. Dorsey.	W. H. Carryl....	Walsenburgh to Gardner, Colo.	30 $\frac{1}{2}$	10	3.5	3

<sup>1</sup> Subcontract price to December 31, 1878, \$1,887; from April 1, 1879, \$1,987. Withdrawn July 1, 1879.

<sup>2</sup> Discontinued. <sup>3</sup> Subcontract withdrawn July 1, 1879. <sup>4</sup> Subcontract withdrawn October 1, 1878.

<sup>5</sup> Subcontract, April 1, 1879, M. C. Rerdell, \$2,376; July 1, 1879, S. R. Propst, \$2,376.

<sup>6</sup> Subcontract, S. W. Dorsey, October 1, 1879.

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.									Total.			
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtailments.				Increased service.				Miles.	Pay per annum.	
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.
\$334 00		1879. June 24	1879. July 1								1	\$334 00	42	\$668 00
738 00		Jan. 31	Feb. 15								2	1,476 00	50	2,214 00
388 00	\$600 00												26	388 00
1,987 00													98	1,987 00
988 00	900 00	Sept. 10	Sept. 30	100	36	272	1	\$988 00						
348 00	348 00												30	348 00
718 00	700 00	Aug. 1	Oct. 1	61				486 64			1	231 36	29	462 72
296 00													31	296 00
1,310 00		Nov. 21	Dec. 1						50			584 82	160	1,894 82
748 00													47	748 00
1,188 00		1878. Oct. 30	1878. Nov. 16								1	1,188 00	162	2,376 00
988 00	800 00												68	988 00
1,700 00	1,500 00	1879. May 1	1879. May 12							45	4	8,608 25		
948 00		do	do	50½				948 00			2	3,400 00	180	13,708 25
488 00		1878. Sept. 3	1878. Sept. 15	2½				48 80					22½	439 20
788 00	660 00												28	788 00
188 00		1879. June 26	1879. July 14								2	376 00	19	564 00
1,788 00	1,162 20	1878. Sept. 30	1878. Oct. 1									1,825 25		
		do	do									834 40		
		1879. Dec. 21	1879. Jan. 1							12		4,261 40		
		do	do									1,549 60		
490 52		1879. Oct. 20	1879. Aug. 1						1			170 97	61	10,429 62
													73	499 52
388 00		July 8	July 14								6	2,328 00		
		do	do							10	4.9	5,432 00	49	8,148 00
548 00	548 00	June 26	do									438 40		
		do	do								7	2,630 40		
		Aug. 30	Sept. 10						12			328 80	47	3,945 60
388 00	420 00			50				388 00						
98 00		Feb. 24	Mar. 15	13	4	325	1	98 00						
338 00		1878. Nov. 13	1878. July 1						17			172 75		
		1879. Apr. 22	1879. May 1								2	1,021 50		
888 00		May 9	May 19							12	5.2	2,758 05	62	4,290 30
													30½	868 00

<sup>7</sup>C. F. Perkins, January 27, 1879; \$2,500; withdrawn August 16, 1879; subcontract, S. W. Dorsey October 1, 1879, \$13,708.25.  
<sup>8</sup>Failed February 20, 1879. <sup>9</sup>Subcontract from July 1, 1879, \$788. <sup>10</sup>Failed July 1, 1879.  
<sup>\*</sup>From 12 to 6 hours on 21 miles. <sup>†</sup>4 on 21 miles. <sup>‡</sup>4 on 39 miles.

EXHIBIT G.—Table of 419 star routes, showing the original contract-price and increases

Number of route.	Date of subcontract.	Date subcontract filed.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
38145	1878. July 1	1878. Oct. 1	John W. Dorsey.	J. H. Watts .....	Garland to Parrott City, Colo.	Miles. 172	90	1.71	1
38147	..do	Sept. 21	J. H. Watts .....	Joseph Girard...	Conejos to Del Norte, Colo.	52	35	1.48	1
38148	..do	Oct. 1 1879.	John R. Miner ..	F. M. Gallup .....	Del Norte to Summit, Colo.	27	12 2½	2	2
38150	..do	Sept. 18	..do	J. L. Sanderson ..	Saguache to Lake City, Colo.	95	38	2.64	3
38151	1879. Oct. 1	Nov. 11	..do	S. W. Dorsey .....	White Earth to Gunnison, Colo.	20	8	2.5	1
38152	..do	..do	John W. Dorsey ..	..do	Ouray to Los Pinos, Colo.	25	12	2.25	1
38156	Oct. 1	Nov. 11	..do	S. W. Dorsey .....	Silverton to Parrott City, Colo.	69	36	1.9	2
39104	1878. July 1	1878. Oct. 1	John R. Miner ..	William Pool .....	Santa Fé to Fort Stanton, N. Mex.	197	72	2.81	1
39107	..do	..do	John W. Dorsey ..	..do	Silver City to Georgetown, N. Mex.	22	8	2.75	..
39108	..do	..do	..do	..do	San José to Anton Chico, N. Mex.	28	10	2.8	1
39110	July 1	Oct. 1	John R. Miner ..	Fernandez Gallajoa.	Gallinas Springs to Ft. Bascom, N. Mex.	85	36	2.46	1
39113	1879. Jan. 1	..do	J. H. Watts .....	P. F. Herelow .....	Madison to Ft. Union, N. Mex.	100	58	1.72	1
40104	1878. Dec. 1	Dec. 31	John W. Dorsey	H. M. Valle .....	Mineral Park to Ploche, Ariz.	232	84	2.78	1
40103*	..do	..do	J. H. Watts .....	..do	Prescott to Mohave City, Ariz.	190	48	3.95	2
40105	1879. Jan. 16	1879. Jan. 13	John M. Peck .....	M. Salisbury .....	Ehrenbergh to Mineral Park, Ariz.	206	60	3.43	2
40112	1878. Oct. 1	1878. Nov. 29	John R. Miner ..	James Peters .....	Tubac to Greaterville, Ariz.	60	36	1.66	1
40113	1879. Oct. 1	1879. Nov. 11	John W. Dorsey	S. W. Dorsey .....	Tres Alamos to Clifton, Ariz.	197	84	2.34	1
41115	Jan. 1	Mar. 8	John M. Peck .....	H. M. Valle .....	Fillmore to Desert, Utah.	36	10	3.6	1
41119	..do	..do	..do	..do	Toquerville to Adairville, Utah.	132	60	2.22	1
42102	Apr. 1	May 23	..do	W. C. Tatro .....	Boise City to Jordan Valley, Idaho.	82	36	2.27	1
42106	..do	..do	..do	..do	Silver City to South Mountain, Idaho	27	9	3	1
42108	Apr. 1	May 23	John R. Miner ..	W. C. Tatro .....	Rattlesnake to Atlanta, Idaho.	80	36	2.22	3
42114	July 1	Aug. 1	John W. Dorsey	H. M. Valle .....	Mount Idaho to Elk City, Idaho.	60	12	5	1
42115	..do	..do	..do	..do	Mount Idaho to Prince City, Idaho.	56	8	7	1
42120	..do	..do	..do	..do	Salmon City to Jordan Creek, Idaho.	120	60	2	1

\* Watts's subcontract withdrawn December 31, 1878; subcontract, P. J. Jaramillo, Sept. 1, 1879, \$4,200.

\* S. W. Dorsey, subcontractor from October 1, 1879.

‡ 12 summer. † 24 winter.

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.				
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtallments.					Increased service.					Miles.	Pay per annum.	
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.	Trips per week.	Increased pay.			
\$1,639 34	\$1,075 00	1879. Jan. 23	1879. Feb. 16	18					\$171 56							
		1878. Apr. 24	1879. July 1							20			\$190 62			
		1879. Apr. 29	1879. May 12									2	3,316 80			
		1878. .do	1878. .do								50	3,44	8,457 84	174	\$13,433 04	
388 00		1878. Sept. 1	1878. Oct. 1	21					156 09							
		1879. Nov. 30	1879. Dec. 1									2	462 62	31	693 93	
738 00	660 00													27	738 00	
3,426 00		1878. Sept. 20	1878. Oct. 1									4	4,568 12			
		.do	.do							24	3.2		15,437 00			
		1879. Oct. 1	1879. .do	21					5,179 51					74	18,251 61	
268 00		1879. June 30	1879. July 14									2	536 00			
		1879. July 7	.do									4	1,072 00	20	1,876 00	
348 00														25	348 00	
1,488 00		1879. Jan. 23	1879. Feb. 16							10			215 65			
		1879. June 12	1879. July 1									4	4,259 12			
		.do	.do									15	5,26	70	16,512 28	
1,748 00		1878. Nov. 2	1878. Nov. 16									2	3,496 00			
		.do	.do										7,866 00	197	13,110 00	
218 00														22	218 00	
268 00		1879. June 8	1879. July 1									1	268 00	28	536 00	
672 00	660 00													85	672 00	
845 00		1879. Sept. 7	1879. Sept. 16							7			59 15	107	904 15	
2,982 00		1879. Dec. 24	1879. Jan. 16								60	3.86	2,19,318 00			
4,542 00		1879. July 23	1879. Aug. 1	190					4,542 00				4,29,733 33	232	52,033 33	
4,942 60	14,000 00	1878. Dec. 24	1878. Jan. 16								48	4.29	1,13,658 00	206	18,600 00	
588 00														60	588 00	
1,568 00		1879. June 5	1879. June 15									2	3,136 00			
		.do	.do									40	4.02	197	14,112 00	
288 00		1878. June 23	1878. July 1									1	288 00	36	576 00	
1,108 00		1879. Oct. 10	1879. Nov. 1										2,236 00			
		1879. July 8	1879. Aug. 1										4,4,672 00			
		.do	.do										33	4	12,718 20	
1,038 00		1879. July 14	1879. .do	10					1,582 87					122	19,311 33	
		1878. Sept. 25	1878. Sept. 30	27					538 00					82	1,038 00	
538 00																
4,788 00	10,000 00	1879. July 31	1879. Nov. 1										4,6,334 00	80	11,172 00	
818 00														60	818 00	
788 00														56	788 00	
1,288 00		1879. Sept. 10	1879. Oct. 1	45					579 60					75	708 40	

<sup>6</sup> Subcont act, D. H. Montgomery, December 9, 1878, \$7,200; J. R. Wallingford, July 1, 1879, \$8,500.  
<sup>7</sup> Failed January 8, 1879.  
<sup>8</sup> Discontinued.

EXHIBIT G.—Table of 419 Star routes, showing the original contract-price and increases

Number of route.	Date of subcontract.	Date subcontract filed.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
43125	1878. July 1	1878. Oct. 1	John R. Miner ..	L. J. Keach.....	Wallula to Pleasant Grove, Wash.	Miles. 160	59	.....	1
44136	1879. July 1	1879. Aug. 1	do .....	H. M. Vaile .....	Crawfordsville to Eugene City, Oreg.	33	12	2.75	1
44138	Apr. 1	May 24	John M. Peck ..	do .....	Eugene City to Junction City, Oreg.	45	13	3.46	1
44139	Apr. 1	May 24	John W. Dorsey ..	do .....	Eugene City to Cartwright, Oreg.	27	9	3	1
44145	Apr. 1	Oct. 1	do .....	do .....	Oakland to Cottage Grove, Oreg.	35	12	2.91	1
44140	1878. July 1	1878. Oct. 1	John M. Peck ..	P. J. Wycoff.....	Eugene City to Bridge Creek, Oreg.	207	121	1.72	1
44146	Oct. 1	Oct. 7	John R. Miner ..	Peter Burns.....	Oakland to Looking Glass, Oreg.	31½	9	3.46	2
44147	July 1	Oct. 1	do .....	A. A. Finck .....	Looking Glass to Coquille, Oreg.	75½	50	1.5	1
44154	1879. Jan. 1	1879. Dec. 28	John W. Dorsey ..	H. M. Vaile .....	The Dalles to Lakeview, Oreg.	297	108	2.75	1
44155	1878. July 1	1878. Oct. 1	John M. Peck ..	do .....	The Dalles to Baker City, Oreg.	275	120	2.29	2
44156	1879. Apr. 1	1879. May 24	John W. Dorsey ..	do .....	The Dalles, Oreg., to Yakima, Wash.	100	38	2.63	1
44157	July 1	Aug. 1	John R. Miner ..	do .....	Antelope Valley to Heppners, Oreg.	80	37	2.16	1
44158	.....	.....	John M. Peck ..	.....	Pilot Rock to Robinsonville, Oreg.	100	60	1.66	1
44159	Jan. 1	Jan. 14	John R. Miner ..	M. Salisbury .....	Pendleton to Umatilla, Oreg.	35	9	3.88	1
44160	1878. July 1	1878. Dec. 28	John M. Peck ..	H. M. Vaile .....	Cañon City to Camp McDermott, Oreg.	243	130	1.86	1
45110	.....	.....	John W. Dorsey ..	.....	Wadsworth to Mason Valley, Nev.	52	30	1.73	1
45111	1879. Jan. 1	1879. Mar. 8	John M. Peck ..	H. M. Vaile .....	Wadsworth to Still Water, Nev.	60	36	1.66	1
45117	do ..	do ..	do ..	do ..	Anstin to Ellsworth, Nev.	61	44	1.38	1
45118	1878. July 1	1878. Oct. 1	John R. Miner ..	R. Hunt.....	Anstin to Belmont, Nev.	100	36	2.77	2
45120	1879. Jan. 1	1879. Mar. 8	John M. Peck ..	H. M. Vaile .....	Bellefont to Belleville, Nev.	95	36	2.67	1
45129	do ..	do ..	do ..	do ..	Elko to Bullion, Nev.	27	9	3	1
45134	1878. July 1	1878. Oct. 1	John R. Miner ..	Norman Wines..	Ruby Valley to Spencemont, Nev.	40	11	3.63	1
46119	1879. Apr. 1	1879. May 1	John M. Peck ..	H. M. Vaile .....	San Marcos to Cholome, Cal.	30	10	3	1
46121	do ..	May 24	do ..	do ..	Paso Robles to San Simeon, Cal.	41	38	1.07	1
46128	July 1	Aug. 1	John R. Miner ..	do ..	Elcajon to Desconso, Cal.	25	8	3.12	1
46131	Apr. 1	May 24	John W. Dorsey ..	do ..	San Luis Rey to Temecula, Cal.	25	8	3.12	1
46132	1878. July 1	1878. Oct. 1	J. M. Peck .....	J. C. Hughes .....	Julien to Colton, Cal.	120	54	2.22	1
46154	Oct. 1	Oct. 24	John R. Miner ..	L. D. Currie .....	Chinese Camp to Groveland, Cal.	14	5	2.8	1

¹ Discontinued.

\* On 18 miles.



made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.									Total.				
Contract price.	Subcontract price.	Date of order.	To take effect—	Curtailments.				Increased service.				Miles.	Pay per annum.		
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.			Trips per week.	Increased pay.
\$1,650 00	\$1,400 00	1879. Aug 15	1879. Sept. 30	160				\$1,650 00							
472 00		1878. Oct. 9	1878. Oct. 16	12				171 64							
		1879. Dec. 9	1879. Feb. 15					9					\$128 72		
		1879. do	1879. July 14								1		429 08	30	\$856 16
698 00		1879. Mar. 6	1879. Apr. 1	9				139 60						36	558 40
318 00														27	318 00
448 00														35	448 00
2,468 00	2,700 00	1879. Apr 21	1879. July 14	12				143 07							
		do	do						50	4 14			4,649 86	195	21,460 89
788 00	675 00												14,486 10	31½	788 00
888 00	1,000 00	1878. Apr. 9	1878. May 1	1							1		888 00	75½	1,776 00
3,088 00		1878. Nov. 25	1878. Dec. 16								25		6,134 41		
		1879. Dec. 23	1879. Jan. 1	1					733	31½			11,077 59	297	20,300 00
8,288 00		1878. Oct. 29	1878. Nov. 15								1		4,144 00		
		do	do						72	3 82			18,648 00		
		1879. June 27	1879. July 15								4		41,440 00	275	72,520 00
988 00		1878. Aug. 16	1878. Sept. 10	62				612 56							
		1879. Oct. 22	1879. Nov. 1								2		750 88		
1,118 00		1879. Nov. 11	1879. Dec. 1	1					62				1,837 68	100	2,964 00
		1879. Sept. 10	1879. Sept. 30	100				988 00							
418 00	1,000 00	1878. June 3	1878. July 19								2		836 00	35	1,254 00
2,888 00		1879. Dec. 23	1879. Jan. 16						96	2 53	2		18,612 00	243	21,500 00
618 00		1878. Sept. 4	1878. Sept. 30	52				618 00							
768 00		1879. Sept. 10	1879. Sept. 30	60				768 00							
588 00		do	do	1				500 23						4	87 77
2,988 00	4,800 00	1878. July 19	1878. Aug. 1								1		1,494 00	100	4,462 00
1,388 00		1879. Sept. 10	1879. Sept. 30	95				1,388 00							
488 00														27	488 00
472 00														40	472 00
348 00		1878. Oct. 9	1878. Nov. 1								1		348 00	30	696 00
588 00		1879. Mar. 22	1879. Apr. 1								2		1,176 00	41	1,764 00
288 00														25	288 00
296 00		June 24	July 14								2		596 00	25	894 00
1,188 00		do	do								2		2,376 00		
		do	do						26	4 7			5,346 00	120	8,910 00
268 00	250 00	1878. June 3	1878. July 1								2		536 00	14	804 00

\*H. M. Valle subcontractor April 1, 1879.

EXHIBIT G.—Table of 419 star routes showing the original contract-price and increases

Number of route.	Date of subcontract.	Date subcontract filed.	Contractor.	Subcontractor.	Termini.	Specifications of			
						Length of route.	Hours.	Miles per hour.	Trips per week.
46173	1879.	1879.	John M. Peck		Placerville to Grizzly Flat, Cal.	49	34	1.44	1
46174	July 1	Aug. 1	John R. Miner	H. M. Valle	Placerville to Rowlands, Cal.	64	31	2.06	1
46239	do	do	do	do	Tehama to Moon's Ranch, Cal.	12	4	3	1
46242	Apr. 1	May 24	John W. Dorsey	do	Red Bluff to Mellville, Cal.	32	11	2.9	1
46243	July 1	Aug. 1	John R. Miner	do	Cottonwood to Shaeta, Cal.	36	12	3	1
46247 <sup>1</sup>	do	Oct. 1	John M. Peck	Major & Culverhouse.	Redding to Alturas, Cal.	179	108	1.65	2
46250 <sup>2</sup>	July 1	Oct. 1	John R. Miner	J. C. How	Weaverville to Altoona, Cal.	58	30	1.93	1
46255 <sup>2</sup>	do	do	do	J. J. Hopkins	Trinidad to Sawyer's Bay, Cal.	107	54	1.98	1
46258	Oct. 1	Oct. 16	John M. Peck	J. F. Tuce	Happy Camp to Waldo, Cal.	32	11	2.9	1
46259	do	do	John W. Dorsey	P. Humphreys	Happy Camp to Orleana, Cal.	60	32	1.87	1
46262	Apr. 1	May 24	John M. Peck	H. M. Valle	Black Bear to Yocumville, Cal.	8	2	4	1
46265	Oct. 1	Nov. 14	John W. Dorsey	Charles Roth	Yreka to Oak Bar, Cal.	28	12	2.33	1
						9873			

<sup>1</sup> Subcontract pay from August 1, 1879, \$21,000.<sup>2</sup> Subcontract with

made upon the orders of Second Assistant Postmaster-General Brady, &c.—Continued.

original contract.		Modification of contract.										Total.			
Contract price.	Subcontract price.	Date of order.	To take effect.	Curtailments.					Increased service.					Miles.	Pay per annum.
				Miles.	Hours.	Miles per hour.	Trips per week.	Decreased pay.	Miles.	Hours.	Miles per hour.	Trips per week.	Increased pay.		
588 00		1878.	1878.											49	588 00
748 00		June 3	July 1								1	748 00		64	1,496 00
188 00														12	188 00
518 00		June 26	July 1								2	1,036 00		32	1,554 00
468 00														36	468 00
5,988 00	7,500 00	June 3	July 1								1	2,094 00			
988 00	1,250 00	Dec. 3	Dec. 16							72	2,483	26,946 00		179	35,928 00
														58	988 00
1,688 00	2,000 00													107	1,688 00
588 00	600 00	1879. June 2	1879. July 1								1	588 00		32	1,176 00
888 00														60	888 00
168 00														8	168 00
338 00														28	338 00
143,169 62				1372½				24,530 16	245½			504,168 95	8745½	622,808 41	

drawn October 1, 1878.

\*Subcontract withdrawn July 1, 1879.

Summary of the 419 routes contained in the foregoing Exhibit G, showing the length of routes and contract price, with the changes made.

Contractor.	Miles.	Length of route.	Contract price.	Decreased miles.	Decreased pay.	Increased miles.	Increased pay.	Total miles.	Total pay.
*O. J. Salisbury	2,306	2,306	\$218,700 00	224	\$44,398 21	62	\$135,473 14	2,234	\$309,774 93
*M. V. Nichols	8,697 00	8,697 00	8,697 00	67	4,513 45	12	15,725 38	825	19,008 93
J. E. Price	2,244	2,244	77,440 00	499	42,386 05	39	132,920 82	1,788	167,974 77
Chase Andrews	374	374	11,639 44	23	247 69	24	23,925 93	354	33,925 93
A. H. Brown	385	385	10,437 00	62	797 14	16	73,422 64	339	83,062 50
*F. W. Gilmer	285	8	4,270 00	5	140 62	55	5,940 00	277	16,005 15
*J. T. Gilmer	152	152	2,680 00	8	140 62	24	43,150 91	207	8,439 38
*W. W. Giddings	743	130	8,210 00	24	4,244 22	24	36,623 22	634	47,116 69
*W. W. Griffith	236	50	1,540 00	50	5,236 54	186	32,927 00	186	32,927 00
*Thomas A. McDevitt	956	21	44,871 00	21	26,954 54	81	292 57	935	100,079 03
*George H. Platt	326	35	16,500 00	35	8,266 86	35	68,766 81	326	76,999 95
A. L. Seelye	237	29	11,899 00	29	970 79	27	494 49	217	28,422 70
*E. J. Travis	150	115	4,500 00	115	3,450 00	35	2,100 00	35	3,150 00
*Lake Voorhees	369	41	36,335 00	41	16,218 65	106	39,984 11	434	66,100 46
*J. H. Warren	685	361	64,565 00	361	38,089 63	80	8,940 18	324	35,335 55
*Hugh W. White	899	56	33,652 00	56	1,250 38	80	35,889 84	923	68,291 46
*John Hailey	55	1,980 00	1,980 00	36	2,410 20	178	14,380 80	178	14,380 80
*J. E. Kemp	214	16,800 00	16,800 00	36	2,410 20	424	80,658 58	373	100,105 83
*M. T. Patrick and A. H. Brown	331	16,800 25	16,800 25	21	339 93	6	20,059 73	342	32,625 80
E. W. Parker	357	12,906 00	12,906 00	21	339 93	290	166,524 76	2,111	110,959 35
V. W. Parker	554	54,810 00	54,810 00	48	11,353 46	64	18,986 89	523	43,793 43
J. W. Parker	130	26,160 00	26,160 00	134	192 37	7	2,416 30	123	4,753 93
D. T. Parker	345	19,510 00	19,510 00	45	3,666 00	184	3,666 00	352	41,197 93
V. H. Pease	184	3,666 00	3,666 00	45	3,666 00	184	3,666 00	184	3,666 00
Engene L. Fisher	386	4,485 50	4,485 50	45	3,753 72	423	16,801 61	383	17,593 39
*F. C. Armstrong	14	340 00	340 00	14	340 00	14	1,050 00	14	1,860 00
R. C. Kerevas	20	490 00	490 00	14	340 00	20	4,946 53	20	980 00
H. M. Norton	137	2,244 00	2,244 00	37	3,872 84	2	4,946 53	102	3,317 69
W. (Bam) M. Roles	1,660	134,050 00	134,050 00	419	87,854 84	47	3,109 00	1,077	211,145 16
*John T. Childesler	47	350 00	350 00	47	87,854 84	47	3,109 00	1,077	211,145 16
Thomas P. Brown	541	15,076 00	15,076 00	95	2,179 69	12	22,325 42	458	35,231 73
*George Allman	109	2,809 00	2,809 00	52	551 04	10	7,734 23	137	10,042 24
H. H. Hrolshald	2,934	25,942 39	25,942 39	396	4,274 51	167	21,533 36	2,705	42,761 24
James B. Colegrove	84	507 00	507 00	84	2,130 75	84	7,007 80	84	8,624 05
H. N. Warren	183	2,765 00	2,765 00	65	4,269 37	118	9,625 00	118	8,025 63
Charles Bath	61	546 00	546 00	61	4,269 37	61	9,625 00	61	8,025 63
T. W. Beatty	545	8,420 00	8,420 00	61	4,269 37	61	9,625 00	61	8,025 63
G. H. Giddings	545	8,420 00	8,420 00	61	4,269 37	61	9,625 00	61	8,025 63



EXHIBIT H.—Table showing the temporary service on star routes given without competition to

No. of route.	Termini.	Contractor.	Subcontractor.	Contract period.	
				Commencement.	Expiration.
41141	Fillmore to Frisco, Utah	M. Salisbury		Oct. 15, 1878	Apr. 15, 1879
41155	Milford to Cedar City, Utah	do		Aug. 16, 1880	June 30, 1881
42128	Malad City to Oneida, Idaho	do		Apr. 1, 1879	June 30, 1879
42141	Goose Creek to Bellevue, Idaho	do		Mar. 1, 1881	Dec. 31, 1881
39158 <sup>1</sup>	Red Rock to Mammoth, Mont.	do		July 1, 1880	Dec. 31, 1880
37102	Cheyenne to Deadwood, Wyo.	do		July 1, 1878	Sept. 30, 1878
35111	Custer to Stockade, Dak.	do		May 16, 1880	May 15, 1881
35112	Custer to Buffalo Gap, Dak.	do		May 17, 1880	May 16, 1881
45152	Saint Thomas to Eldorado Canyon, Nev.	do		June 14, 1880	June 13, 1881
	Total				
29772 <sup>2</sup>	Harrison to Washburne, Ark.	Chase Andrews	Samuel S. Jones	May 1, 1880	Apr. 30, 1881
29374	Washington to Nashville, Ark.	do	do	do	do
29378	Lacrosse to Batesville, Ark.	do	do	June 1, 1880	May 31, 1881
29481 <sup>3</sup>	Fayetteville to Eureka Springs, Ark.	do	do	July 1, 1880	June 30, 1881
23387	Downs to Free Will, Kans.	do	do	Sept. 1, 1880	do
28653	Bishop's Store to Quiney, Mo.	do	do	Sept. 1, 1879	June 30, 1880
	do	do	do	Jan. 1, 1881	June 30, 1881
28653 <sup>4</sup>	A.	do	do	do	do
28657	Oxford to Stanbury, Mo.	do	John Elgin	Apr. 21, 1880	Apr. 20, 1881
28658	Grant City to Denver, Mo.	do	C. Harrison	May 1, 1880	Sept. 30, 1880
28658	do	do	do	Jan. 1, 1881	June 30, 1881
28659	Springfield to Buffalo, Mo.	do	do	May 1, 1880	Apr. 30, 1881
28660	Springfield to Ava, Mo.	do	do	May 11, 1880	do
28662	Rolla to Dixon Springs, Mo.	do	do	June 1, 1880	May 21, 1881
28663	Spring Creek to Edgar Springs, Mo.	do	do	June 10, 1880	Dec. 31, 1880
28667	Springfield to Eau de vie Springs, Mo.	do	do	Aug. 15, 1880	June 30, 1881
28671	Sweet Home to Clyde, Mo.	do	John W. Frost	Oct. 16, 1880	do
28672	Oacar to Houston, Mo.	do	do	do	do
28713	Bigliti to Liberty, Mo.	do	do	Mar. 1, 1881	Dec. 31, 1881
	Total				
40129 <sup>5</sup>	Tucson to Benson, Ariz.	A. H. Brown		Oct. 15, 1880	June 30, 1881
40130	Charleston to Bisbee, Ariz.	do		Dec. 1, 1880	do
41153 <sup>6</sup>	Mainfield, Utah, to Dolores, Colo.	do		Oct. 1, 1879	June 30, 1880
38160	Florance to Heulah, Colo.	do		Jan. 1, 1879	June 30, 1879
38171	Leadville to Carbonateville, Colo.	do		Mar. 1, 1879	do
38164 <sup>7</sup>	Ouray, Colo., to Salina, Utah	do		Apr. 1, 1879	Sept. 30, 1879
38185	Gunnison to Crested Butte, Colo.	do		July 14, 1879	June 30, 1880
38186 <sup>8</sup>	Alperie to Hooville, Colo.	do		do	do
3-191 <sup>9</sup>	Ophir to Rico, Colo.	do		Sept. 15, 1879	do
38194 <sup>10</sup>	Placerville to Rico, Colo.	do		Apr. 15, 1880	Apr. 14, 1881
38195	Pencha Springs to Chanfee, Colo.	do		Apr. 21, 1880	Apr. 20, 1881
46311 <sup>11</sup>	Hodie to Mammoth, Cal.	do		Oct. 1, 1879	June 30, 1880
46354	Guernville to Fort Ross, Cal.	do		Mar. 1, 1881	Dec. 31, 1881
37124	Fort Fetterman to Casper, Wyo.	do		Sept. 1, 1879	June 30, 1880
32039	Tulsa to Muskogee, Ind. T.	do	A. Blackmar	Dec. 1, 1880	June 30, 1881
32040	Pawhuska, Ind. T., to Arkansas City, Kans.	do	do	Sept. 30, 1880	do
32042	Sao and Fox Agency to Shawneetown, Ind. T.	do	do	Dec. 1, 1880	do
35114	Herman to Forestburgh, Dak.	do	J. H. Hutchins	June 1, 1880	May 30, 1881
35116 <sup>12</sup>	Vulga to Huron, Dak.	do	do	July 1, 1880	Dec. 31, 1880

<sup>1</sup> Deduct from annual pay \$23,333.34; January 17, 1881, reduced to 1 trip per week; discontinued May 15, 1881.

<sup>2</sup> Curtail 5 miles January 1, 1881; deduct \$325.

<sup>3</sup> Curtail 4 miles.

<sup>4</sup> Discontinued February 28, 1881; 1 month extra pay.

<sup>5</sup> Discontinued March 17, 1881; 1 month extra pay.

<sup>6</sup> Discontinued November 14, 1879; 1 month extra pay.

certain contractors from July 1, 1878, to January 1, 1881, and the total cost of the same.

Contract period.	Contract price.	Subcontract price.	Miles.			No. of trips.			Increased pay.			Total pay per annum.	Average annual pay per mile.
			Original.	Increase.	Total.	Original.	Increase.	Total.	For trips.	For distance.	Total.		
Sept. 30, 1879	\$5,400 00		72		72	3		3				\$5,400 00	\$75 00
	13,500 00		65		65	7		7				13,500 00	207 69
Sept. 30, 1879	3,600 00		30		30	6		6				3,600 00	120 00
	12,000 00		80		80	6		6				12,000 00	150 00
June 30, 1881	28,000 00		140		140	6		6				28,000 00	200 00
	67,891 48		286		286	7		7				67,891 48	237 38
June 30, 1881	750 00		35		35	1		1				750 00	21 43
do	2,900 00		32		32	3		3				2,900 00	90 63
do	9,000 00		100		100	3		3				9,000 00	90 00
	143,041 48		840		840	42		42				143,041 48	
June 30, 1881	7,245 00	\$1,250 00	60		60	7		7				7,245 00	120 75
do	950 00		21		21	3		3				950 00	45 24
do	1,800 00		30		30	3		3				1,800 00	60 00
do	8,690 00		55	4	59	6		6	\$480 00	\$480 00		7,080 00	120 00
	312 00		36		36	1		1				312 00	8 67
Sept. 1, 1880	150 00		7		7	2		2				150 00	21 43
Dec. 31, 1880	150 00		7		7	2		2				150 00	21 43
June 30, 1881	1,350 00	500 00	17 $\frac{1}{2}$		17 $\frac{1}{2}$	6		6				1,350 00	77 14
Dec. 31, 1880	600 00	471 60	19		19	6		6				600 00	60 00
do	600 00		10		10	6		6				600 00	60 00
June 30, 1881	945 00		35		35	3		3				945 00	27 00
do	1,500 00		51		51	3		3				1,500 00	29 41
do	14,580 00		108		108	6		6				14,580 00	135 00
do	72 00		12		12	1		1				72 00	6 00
	2,100 00		29		29	6		6				2,100 00	72 41
	156 00	100 00	6 $\frac{1}{2}$		6 $\frac{1}{2}$	2		2				156 00	24 00
	500 00		9		9	6		6				500 00	55 55
	1,260 00		14		14	6		6				1,260 00	90 00
	40,870 00		518	4	522	75		75	480 00	480 00		41,350 00	
	7,500 00		47		47	7		7				7,500 00	159 57
	2,625 00		35		35	3		3				2,625 00	75 00
	3,100 00		124		124	1		1				3,100 00	25 00
Sept. 30, 1879	1,800 00		30		30	3		3				1,800 00	60 00
do	1,800 00		18		18	3	4	7	\$2,400 00	1,260 00	3,660 00	5,460 00	303 33
June 30, 1880	10,000 00		347		347	1		1	2,190 20	2,190 20		12,190 20	35 14
Dec. 31, 1880	1,960 00		33		33	3	3	6	1,960 00	1,960 00		3,920 00	118 79
June 30, 1881	2,875 00		44		44	3		3				2,875 00	65 34
Dec. 31, 1880	1,250 00		25		25	2		2				1,250 00	50 00
do	4,275 00		52		52	3		3				4,275 00	82 21
June 30, 1881	1,500 00		17		17	3	4	7	2,000 00	2,000 00		3,500 00	205 88
Dec. 31, 1880	10,800 00		65		65	3		3				10,800 00	166 15
do	3,500 00		20		20	7		7				3,500 00	175 00
do	2,400 00		60		60	2		2				2,400 00	40 00
June 30, 1881	800 00	480 00	58		58	1		1				800 00	14 83
do	800 00		60		60	1		1				800 00	13 33
	1,200 00		35		35	2		2				1,200 00	34 29
June 30, 1881	900 00	500 00	50		50	1		1				900 00	18 00
do	3,500 00		69		69	3		3				3,500 00	50 73

<sup>7</sup> Curtail 28 miles; deduct \$1,285.30; June 30, 1880; July 1, 1879, increase 38 miles of route to 3 times per week.

<sup>8</sup> Discontinued September 30, 1880; 1 month extra pay.

<sup>9</sup> Discontinued April 14, 1880.

<sup>10</sup> Discontinued June 13, 1880.

<sup>11</sup> Deduct \$3,171.40, August 25, 1880; 1 month extra pay; discontinued December 10, 1880; 1 month extra pay.

<sup>12</sup> Discontinued August 31, 1880; 1 month extra pay.

EXHIBIT H.—Table showing the temporary service on star routes

No. of route.	Termini.	Contractor.	Subcontractor.	Contract period.	
				Commencement.	Expiration.
35121	Olivet to Oak Hollow, Dak	A. H. Brown	Luther Jones	July 1, 1880	June 30, 1881
35122	Big Stone City to Brown's Valley, Dak.	do	do	do	do
35123	Tower City to Lisbon, Dak.	do	Henry Cramer	July 1, 1881	do
35125	Bonnerville to Fort Ransom, Dak.	do	do	Sept. 1, 1880	do
35129	Swan Lake to Parker, Dak.	do	do	Oct. 1, 1881	do
35130	Lennox to Antioch, Dak	do	do	do	do
35132	Plankinton to Mitchell, Dak.	do	R. F. Allerton	Jan. 1, 1881	do
32356	Grinnell to Cimarron, Kans.	do	T. H. Reeve	Oct. 1, 1879	June 30, 1880
32356	do	do	do	Oct. 1, 1880	June 30, 1881
32361	Grinnell to Atwood, Kans	do	do	June 1, 1880	May 31, 1881
32363	Lacrosse to Sidney, Kans	do	do	June 16, 1880	June 15, 1881
32364	Collyer to Saint Sophia, Kans.	do	do	do	do
32365	Buffalo Park to Ashland, Kans.	do	do	do	do
32366	Alexander to Cyrus, Kans	do	do	do	do
32367	Mason to Garden City, Kans.	do	do	do	do
32368	Dighton to Scott, Kans.	do	do	do	do
32369	Georgetown to Melville, Kans.	do	J. S. Badger	do	do
32370 <sup>a</sup>	Wagner to Silver Lake, Kans.	do	do	July 1, 1880	Dec. 31, 1880
32371	Marshall to Sego, Kans.	do	do	do	do
32372	Stafford to Macksville, Kans.	do	Frank Parker	do	do
32373	Kinsley to Iuka, Kans	do	do	do	do
32376	Oberlin to Lenore, Kans.	do	H. O. Douglas	Sept. 1, 1880	June 30, 1881
32379	Sulphur Springs to Meredith, Kans.	do	do	do	do
32384	Elmond to Buffalo Park, Kans.	do	do	do	do
32385	Atwood to Wano, Kans	do	do	do	do
32401	Wakeeney to Kenneth, Kans.	do	do	Oct. 1, 1880	do
32402	Anthony to Bross, Kans.	do	do	do	do
32405	Minneapolis to Shady Bend, Kans.	do	J. S. Badger	Dec. 1, 1880	June 30, 1881
31655	Frio Town to Castroville, Tex	do	do	May 1, 1880	Apr. 30, 1881
31657	Weatherford to Graham, Tex.	do	do	May 16, 1880	May 15, 1881
31658	Kerrville to Boerne, Tex.	do	G. R. Parsons	do	do
31756	Carrizo Springs to Valenzuela, Tex.	do	do	Nov. 1, 1880	June 30, 1881
31553	Oakville to Uvalde, Tex	do	do	May 1, 1879	Sept. 30, 1879
31561	Atascosa to Hamlin, Tex.	do	do	June 1, 1879	do
34162	O'Neill to McCann's, Nebr.	do	do	Apr. 1, 1879	do
34188	O'Neill City to Niobrara, Nebr.	do	do	June 20, 1879	do
34201	North Platte to Carpenter, Nebr.	do	do	July 1, 1879	do
34175	Genoa to Saint Paul, Nebr	do	do	do	do
34176	Albion to Central City, Nebr	do	do	July 1, 1879	do
34204	Culbertson to Atwood, Nebr.	do	do	May 16, 1880	May 15, 1881
34205	O'Neill City to Koya Paha, Nebr.	do	do	do	do
34212 <sup>b</sup>	Willow Springs to Fort Niobrara, Nebr.	do	do	June 1, 1880	May 31, 1881
34214	Georgetown to Cedarville, Nebr.	do	do	June 16, 1880	June 15, 1881
34215 <sup>c</sup>	Neligh to Brewer, Nebr	do	do	do	do
34221	Hastings to Alvin, Nebr	do	do	July 1, 1880	Dec. 31, 1880
34221	A. Wilhelmshoe to Loup City, Nebr.	do	J. W. Walls	Sept. 1, 1880	June 30, 1881
34229	Plum Creek to Cottonwood Springs, Nebr.	do	do	Dec. 1, 1880	do
35067	Deadwood to Forest City, Dak	Geo. M. Brown, (care A. H. B.)	do	July 1, 1878	Sept. 30, 1878
35074	Deadwood to Lead City, Dak.	do	do	Dec. 1, 1878	May 31, 1879
	Total				
31641	Will's Point to Emory, Tex	G. H. Giddings	C. P. Deane	July 14, 1879	June 30, 1880
31642	Will's Point to Goshen, Tex.	do	W. L. Haynes	do	do
31643	Dangerfield to Wheatville, Tex.	do	do	do	do
31656	Paria to Charleston, Tex	do	Brame & Gresham	May 1, 1880	Apr. 30, 1881

<sup>a</sup> Discontinued October 31, 1880; 1 month extra pay.<sup>b</sup> Discontinued July 15, 1880; 1 month extra pay.



given without competition to certain contractors, &c.—Continued.

Contract period.	Contract price.	Sub contract price.	Miles.			No. of trips.			Increased pay.			Total pay per annum.	Average annual pay per ton.	
			Original.	Increase.	Total.	Original.	Increase.	Total.	For trips.	For dis- tance.	Total.			
.....	\$360 00	\$200 00	24	..	24	1	..	1	.....	.....	.....	\$360 00	\$15 00	
.....	700 00	.....	38	..	38	1	2	3	\$1,190 00	.....	\$1,190 00	1,890 00	49 74	
.....	600 00	400 00	33	..	33	1	..	1	.....	.....	.....	600 00	20 00	
.....	500 00	.....	28	..	28	1	..	1	.....	.....	.....	500 00	17 86	
.....	800 00	.....	13	..	13	6	..	6	.....	.....	.....	800 00	61 54	
.....	200 00	.....	17	..	17	1	..	1	.....	.....	.....	200 00	17 60	
.....	1,200 00	720 00	24	..	24	3	..	3	.....	.....	.....	1,200 00	50 00	
Sept. 30, 1880	1,575 00	925 00	105	30	135	1	1	2	2,025 00	\$450 00	2,475 00	4,050 00	39 00	
.....	4,050 00	925 00	105	30	135	2	1	3	2,025 00	.....	2,025 00	6,075 00	45 00	
June 30, 1881	1,080 00	.....	65	5	70	3	..	3	.....	.....	.....	3,489 23	49 85	
do	800 00	.....	57	..	57	1	..	1	.....	.....	.....	800 00	14 04	
do	800 00	.....	36	11	47	1	..	1	.....	210 81	210 81	810 81	22 52	
do	1,000 00	.....	75	2	77	1	..	1	.....	26 67	26 67	1,026 67	13 33	
do	532 00	.....	34½	..	34½	1	..	1	.....	.....	.....	532 00	15 42	
do	600 00	.....	40	..	40	1	..	1	.....	.....	.....	600 00	15 00	
do	400 00	.....	24	..	24	1	..	1	.....	.....	.....	400 00	16 67	
June 30, 1881	750 00	114 13	23	7	30	2	2	2	.....	228 26	228 26	978 26	25 00	
do	175 00	375 00	7	..	7	2	..	2	.....	.....	.....	175 00	25 00	
do	750 00	.....	36	..	36	2	..	2	.....	.....	.....	750 00	29 83	
do	650 00	136 00	26	..	26	2	..	2	.....	.....	.....	650 00	25 00	
do	625 00	.....	48	..	48	1	..	1	.....	.....	.....	625 00	13 02	
do	568 00	336 00	44	..	44	1	..	1	.....	.....	.....	568 00	12 91	
do	300 00	.....	12	..	12	2	..	2	.....	.....	.....	300 00	25 00	
.....	800 00	.....	67	..	67	1	..	1	.....	.....	.....	800 00	11 94	
.....	725 00	.....	64½	..	64½	1	..	1	.....	.....	.....	725 00	11 24	
.....	700 00	.....	48	..	48	1	..	1	.....	.....	.....	700 00	14 58	
.....	450 00	.....	42	..	42	1	..	1	.....	.....	.....	450 00	10 71	
.....	1,200 00	600 00	22	..	22	3	..	3	.....	.....	.....	1,200 00	54 56	
June 30, 1881	3,000 00	.....	40	..	40	3	..	3	.....	.....	.....	3,000 00	75 00	
do	8,000 00	.....	56	..	56	6	..	6	.....	.....	.....	8,000 00	142 86	
do	5,850 00	2,400 00	39	..	39	6	..	6	.....	.....	.....	5,850 00	150 00	
do	1,500 00	.....	30	..	30	2	..	2	.....	.....	.....	1,500 00	50 00	
.....	3,600 00	.....	155	..	155	1	..	1	.....	.....	.....	3,600 00	23 22	
.....	1,200 00	.....	45	..	45	1	..	1	.....	.....	.....	1,200 00	26 67	
.....	3,750 00	.....	170	..	170	1	..	1	.....	.....	.....	3,750 00	22 06	
.....	940 00	.....	47	..	47	1	..	1	.....	.....	.....	940 00	29 00	
.....	5,000 00	.....	200	..	200	1	..	1	.....	.....	.....	5,000 00	25 00	
.....	940 00	.....	47	..	47	1	..	1	.....	.....	.....	940 00	20 00	
.....	880 00	.....	44	..	44	1	..	1	.....	.....	.....	880 00	20 00	
June 30, 1881	1,200 00	.....	41	..	41	2	..	2	.....	.....	.....	1,200 00	29 26	
do	1,500 00	.....	47	2	49	2	..	2	.....	61 23	61 23	1,561 23	31 86	
.....	7,000 00	.....	115	..	115	3	..	3	.....	.....	.....	7,000 00	60 87	
June 30, 1881	500 00	.....	33	..	33	1	..	1	.....	.....	.....	500 00	15 15	
do	700 00	.....	39	..	39	1	..	1	.....	.....	.....	700 00	17 96	
do	300 00	.....	32	..	32	1	..	1	.....	.....	.....	360 00	11 25	
.....	330 00	150 00	11	..	11	2	..	2	.....	.....	.....	330 00	30 00	
.....	1,800 00	.....	58	3	61	2	..	2	.....	93 10	93 10	1,893 10	31 03	
.....	2,250 00	.....	45	..	45	2	..	2	.....	.....	.....	2,250 00	50 00	
Sept. 30, 1879	2,500 00	.....	9	..	9	7	..	7	.....	.....	.....	2,500 00	277 78	
.....	138,195 00	.....	2,950	90	3,040	144	15	159	13,790	20	4,739	30	18,529	50
Dec. 31, 1880	950 00	600 00	30	..	30	3	..	3	.....	.....	.....	950 00	31 67	
do	350 00	300 00	28	..	28	1	..	1	.....	.....	.....	350 00	12 50	
do	800 00	.....	25	..	25	3	..	3	.....	.....	.....	800 00	32 00	
June 30, 1881	750 00	600 00	21	..	21	3	..	3	.....	.....	.....	750 00	35 71	

\* Discontinued December 31, 1880; 1 month extra pay.  
 \* From 10, 1881, curtailed 6 miles; deduct \$93.33, with 1 month extra pay.

EXHIBIT H.—Table showing the temporary service on star routes

No. of route.	Terminal.	Contractor.	Subcontractor.	Contract period.	
				Commencement.	Expiration.
31548 <sup>1</sup>	Winnborough to Mount Vernon, Tex.	G. H. Giddings		Apr. 1, 1879	Sept. 30, 1879
39124	Fort Wingate to Fort Apache, N. Mex.	do		May 10, 1880	May 9, 1881
31549	Waco to Hazel Dell, Tex.	do		May 1, 1879	Sept. 30, 1879
31554	Fort Concho to William's Ranch, Tex.	do		May 12, 1879	do
31559	Atlanta to Black Bayou, Tex.	do		do	do
31560	Atlanta to Frog Level, Tex.	do		do	do
	Total				
40134	Tucson to Riverside, Ariz.	Wm. M. Griffith		Mar. 1, 1881	Dec. 31, 1881
40122	Tombstone to Camp Hnachca, Ariz.	do		May 12, 1881	May 11, 1880
40124 <sup>2</sup>	Tucson to Geoda, Ariz.	do		July 1, 1880	June 30, 1881
	Total				
42142	Mountain Home to Bellevue, Idaho.	F. H. Myers		Mar. 15, 1881	Dec. 31, 1881
42137 <sup>3</sup>	Arco to Ketchum, Idaho	do		May 15, 1880	May 14, 1881
42130	Ross Fork to Challis, Idaho	do		June 16, 1879	Sept. 30, 1879
42136	Black Foot to Challis, Idaho.	do		Oct. 1, 1879	June 30, 1880
42136	do	do		Jan. 1, 1881	June 30, 1881
42140	Ketchum to Saw Tooth, Idaho	do		Oct. 1, 1880	do
	Total				
46358	Lower Lake to East Lake, Cal.	M. V. Nichols		Feb. 20, 1881	June 30, 1881
35117	Brookings to Gary, Dak.	do		July 1, 1880	do
34216	Minden to Vaughan, Nebr.	do		do	do
34219	Saint Paul to O'Connor, Nebr.	do		do	do
34241	Cummingsville to Gamer, Nebr.	do		Feb. 5, 1881	do
34242	Keyapaha to Brewer, Nebr.	do		Mar. 1, 1881	Dec. 31, 1881
	Total				
39121 <sup>4</sup>	Santa Fé to Carbonateville, N. Mex.	James B. Price		Sept. 15, 1879	June 30, 1880
39122 <sup>5</sup>	Las Vegas to Albuquerque, N. Mex.	do		Sept. 25, 1879	do
39126 <sup>6</sup>	Socorro to Silver City, N. Mex.	do		Aug. 1, 1880	June 30, 1881
33343	Dodge City to Tascasa, Kans.	do		Aug. 1, 1879	Sept. 30, 1879
30250 <sup>7</sup>	New Light to Saint Joseph, La.	do		Oct. 1, 1879	June 30, 1880
30251 <sup>8</sup>	Winnborough to Columbus, La.	do		do	do
30252 <sup>9</sup>	Bayou Chicot to Babb's Bridge, La.	do	Samuel Haas	Nov. 1, 1879	do
	Total				
34206	Glencoe to West Point, Nebr.	J. H. Warren		June 1, 1880	May 31, 1881
34207	Loup City to Custer, Nebr.	do		do	do
34208	Ovid to West Union, Nebr.	do		do	do
34209	The Forks to Taylor, Nebr.	do		do	do
34210	Saint Bernard to Humphrey, Nebr.	do		do	do
34211	Pierce to Willow Dale, Nebr.	do		do	do
34213	Bazille Mills to O'Neill City, Nebr.	do		do	do
	Total				
29324	Rocky Comfort to De Kalk, Ark.	R. C. Kerens		Sept. 30, 1878	Dec. 31, 1878
29358	Ozark to Mountainburgh, Ark.	do		July 1, 1879	June 30, 1880
29358	do	do		Jan. 1, 1881	June 30, 1881

<sup>1</sup> April 2, 1879, reduce to \$1,920.<sup>2</sup> Discontinued October 15, 1880; 1 month extra pay.<sup>3</sup> Original distance increased 30 miles without change of termini.<sup>4</sup> Discontinued March 20, 1880; 1 month extra pay.<sup>5</sup> Discontinued March 31, 1880; 1 month extra pay.

given without competition to certain contractors, &c.—Continued.

Contract period.	Contract price.	Sub contract price.	Miles.			No. of trips.			Increased pay.			Total pay per annum.	Average annual pay per mile.
			Original.	Increase.	Total.	Original.	Increase.	Total.	For trips.	For distance.	Total.		
	\$3,000 00		25		25	6		6				\$3,000 00	\$120 00
June 30, 1881	4,200 00		175		175	1		1				4,200 00	24 00
	2,300 00		74		74	2		2				2,300 00	31 08
	2,500 00		115		115	1		1				2,500 00	21 74
	1,000 00		28		28	2		2				1,000 00	35 71
	1,000 00		17½		17½	3		3				1,000 00	57 14
	16,850 00		538½		538½	25		25				16,850 00	
June 30, 1881	6,300 00		70		70	3		3				6,300 00	90 00
	400 00		28		28	3		3				400 00	14 28
	22,500 00		125		125	6		6				22,500 00	180 00
	20,200 00		223		223	12		12				20,200 00	
	15,000 00		100		100	6		6				15,000 00	150 00
June 30, 1881	4,500 00		60	30	90	3	3	6	\$0,750 00	\$2,250 00	\$9,000 00	13,500 00	150 00
	11,700 00		136		136	3		3				11,700 00	86 03
Dec. 31, 1880	11,700 00		156		156	3		6	11,700 00		11,700 00	23,400 00	150 00
	27,300 00		156		156	6		6				27,300 00	175 00
	3,750 00		50		50	3	3	6	3,750 00		3,750 00	7,500 00	150 00
	73,950 00		658	30	688	24	9	33	22,200 00	2,250 00	24,450 00	98,400 00	
	1,100 00		16		16	3		3				1,100 00	68 75
	861 00		47		47	1		1				861 00	18 32
	600 00		61	11	62½	1		1		14 76	14 76	614 76	9 84
	739 00		27		27	2		2				739 00	27 37
	383 33		30		30	1		1				383 33	12 78
	600 00		36		36	1		1				600 00	16 67
	4,283 33		217	1½	218½	9		9		14 76	14 76	4,298 09	
	1,445 00		22		22	7		7				1,445 00	65 68
	23,074 31		130		130	7		7				23,074 31	177 49
	41,582 00		196		196	7		7				41,582 00	212 15
	3,600 00		220		220	1		1				3,600 00	16 36
Dec. 31, 1880	932 00		50		50	2		2				932 00	18 64
June 30, 1881	411 00		30		30	2		2				411 00	13 70
Dec. 31, 1880	227 00	\$210 00	26		26	1		1				227 00	8 74
	71,271 31		674		674	27		27				71,271 31	
June 30, 1881	470 00		21		21	2	1	3	235 00		235 00	705 00	22 38
do	647 00		48		48	1		1				647 00	13 48
do	493 00		35		35	1		1				493 00	14 09
do	244 00		16½		16½	1		1				244 00	14 79
do	175 00		19		19	2		2				175 00	17 50
do	225 00		20		20	1		1				225 00	11 25
do	590 00		40		40	1		1				590 00	14 75
	2,844 00		190½		190½	9	1	10	235 00		235 00	3,079 00	
June 30, 1879	1,290 00		24		24	3	3	6	1,290 00		1,290 00	2,580 00	107 50
Sept. 30, 1879	600 00		35		35	1		1				600 00	16 67
Sept. 30, 1880	600 00		35		35	1		1				600 00	16 67
Dec. 31, 1880	600 00		35		35	1		1				600 00	15 67

March 20, 1881, distance decreased 93 miles; deduct \$19,730.29; add 1 month extra pay.

May 10, 1880, curtailed 21 miles; deduct \$425.48.

\* Order extending service to December 31, 1880, rescinded.

• Discontinued April 30, 1880; 1 month extra pay.

EXHIBIT H.—Table showing the temporary service on star routes

No. of route.	Termini.	Contractor.	Subcontractor.	Contract period.	
				Commencement.	Expiration.
29859	Mineral Springs to Ultima Thule, Ark.	R. C. Kerens.....		Oct. 1, 1879	June 30, 1880
29859	.....do.....	.....do.....		Jan. 1, 1881	June 30, 1881
29362	Danville to Sugar Grove, Ark	.....do.....		Oct. 1, 1879	June 30, 1880
29362	Danville to Riley, Ark.....	.....do.....		Jan. 1, 1881	June 30, 1881
29380	Dickson to Southwest City, Ark.	.....do.....		July 1, 1880	.....do.....
29382	Locksburgh to Rocky Comfort, Ark.	.....do.....		.....do.....	.....do.....
29383	Dallas to Vintia Grove, Ark.	.....do.....		.....do.....	.....do.....
29384	Central Point to Galena, Ark.	.....do.....		.....do.....	.....do.....
29385	Monticello to Florence, Ark.	.....do.....		.....do.....	.....do.....
29386	Monticello to Tyro, Ark.....	.....do.....		.....do.....	.....do.....
29397	Pinerville, Ark., to West Plains, Mo.	.....do.....		Oct. 16, 1880	.....do.....
29402	South Bend to Varners, Ark.	.....do.....		Mar. 1, 1881	Dec. 31, 1881
39118	Fort Wingate to Manzano, N. Mex.	.....do.....		Jan. 16, 1879	June 30, 1879
40117	Tucson to Tombstone, Ariz.	.....do.....		Jan. 1, 1879	.....do.....
40127	Casa Grande to Florence, Ariz.	.....do.....		Sept. 20, 1880	June 30, 1881
40131	Gillette to Tip Top, Ariz.....	.....do.....		Jan. 1, 1881	.....do.....
40132	Tucson to Stone Cabin, Ariz.	.....do.....		Jan. 20, 1881	.....do.....
31764	Brackettville to Fort Davis, Tex.	.....do.....		Feb. 1, 1881	.....do.....
	Total.....				
31654	Gainesville to Decatur, Tex.	John D. Adams..		May 1, 1880	Apr. 30, 1881
31661 <sup>1</sup>	Thorp's Springs to Bluff Dale, Tex.	.....do.....		June 1, 1880	May 31, 1881
32034	Fort Sill, Ind. Ter., to Mobeetie, Tex.	.....do.....		June 15, 1880	June 14, 1881
31710	Henrietta to Seymour, Tex...	.....do.....		Dec. 1, 1880	June 30, 1881
31759	Weatherford to Bear Creek, Tex.	.....do.....		Jan. 1, 1881	.....do.....
31760	Stephensville to Granbury, Tex.	.....do.....	C. W. Huxford	.....do.....	.....do.....
31761	Stephensville to Comanche, Tex.	.....do.....	.....do.....	.....do.....	.....do.....
31762	Brownwood to Comanche, Tex	.....do.....	W. C. Burns.....	.....do.....	.....do.....
31763	Brownwood to Coleman, Tex.	.....do.....	J. F. Hall and W. T. Fowler.	.....do.....	.....do.....
31766	Weatherford to Lotta, Tex...	.....do.....		Feb. 1, 1881	.....do.....
	Total.....				
31652	Uvalde to Eagle Pass, Tex....	Frank C. Armstrong.		May 1, 1880	Apr. 30, 1881
31660	San Diego to Rio Grande City, Tex.	.....do.....		June 1, 1880	May 31, 1881
31662 <sup>2</sup>	Rossville to Fort Ewell, Tex.	.....do.....		June 15, 1880	June 14, 1881
31670 <sup>3</sup>	San Diego to Fort Ewell, Tex	.....do.....		Aug. 1, 1880	June 30, 1881
316714	San Diego to Tilden, Tex.....	.....do.....		.....do.....	.....do.....
31672 <sup>3</sup>	Castroville to Pecosanton, Tex	.....do.....		.....do.....	.....do.....
31667	San Antonio to Rossville, Tex	.....do.....		Sept. 1, 1880	June 14, 1881
31768	Fort Ewell to Carrizo Springs, Tex.	.....do.....		Mar. 1, 1881	Dec. 1881
	Total.....				
29363	Ozark to Euroka Springs, Ark.	John Cross.....		Apr. 16, 1880	Apr. 15, 1881
29364	Monticello to Planteraville, Ark.	.....do.....		.....do.....	Sept. 13, 1880
29367	Lee's Creek to West Fork, Ark.	.....do.....		Apr. 21, 1880	Sept. 30, 1880
29369	Hamburg to Onachita City, Ark.	.....do.....		May 1, 1880	Apr. 30, 1881
29376	Benton to Pine Bluff, Ark.....	.....do.....		June 1, 1880	June 30, 1881
29387	Sulphar Rock to Hazel Grove, Ark.	.....do.....		July 20, 1880	.....do.....

<sup>1</sup> December 31, 1880, discontinued.

<sup>2</sup> Discontinued February 28, 1881; 1 month extra pay.

<sup>3</sup> March 1, 1881, reduced \$4,200; 1 month extra pay.

given without competition to certain contractors, &c.—Continued.

Contract period.	Contract price.	Subcontract price.	Miles.			No. of trips.		Increased pay.			Total pay per annum.	Average annual pay per mile.
			Original.	Increase.	Total.	Original.	Total.	Fortrips.	For distance.	Total.		
Sept. 30, 1880	\$2,640 00		55	3	58	3	3		\$144 00	\$144 00	\$2,784 00	\$48 00
Dec. 31, 1880	2,640 00		55	3	58	3	3		144 00	144 00	2,784 00	48 00
Sept. 30, 1880	1,440 00		30		30	3	3				1,440 00	48 00
Dec. 31, 1880	1,872 00		39		39	3	3				1,872 00	48 00
	680 00		22		22	2	2				680 00	30 91
	1,900 00		33		33	3	3				1,900 00	57 58
	1,620 00		30		30	3	3				1,620 00	54 00
	1,620 00		30		30	3	3				1,620 00	54 00
	1,530 00		14		14	2	2				530 00	37 86
	590 00		17		17	2	2				590 00	34 70
	2,300 00		62		62	3	3				2,300 00	37 10
	720 00		12		12	3	3				720 00	60 00
Sept. 30, 1879	13,983 00		170		170	3	3				13,983 00	82 25
do	6,571 00		80		80	3	3				6,571 00	82 14
	8,386 00		40		40	7	7				8,386 00	209 65
	1,600 00		9 $\frac{1}{2}$		9 $\frac{1}{2}$	7	7				1,600 00	168 42
	3,500 00		50		50	3	3				3,500 00	70 00
	22,000 00		271		271	3	3				22,000 00	81 18
	77,082 00		1,113 $\frac{1}{2}$	6	1,119 $\frac{1}{2}$	60	3 63	\$1,290 00	288 00	1,578 00	78,660 00	
June 30, 1881	5,600 00		40		40	7	7				5,600 00	140 00
	1,200 00		16		16	7	7				1,200 00	75 00
June 30, 1881	14,000 00		156		156	3	3				14,000 00	89 74
	4,500 00		75		75	3	3				4,500 00	60 00
	1,500 00		20		20	3	3				1,500 00	75 00
	2,550 00	\$700 00	34		34	3	3				2,550 00	75 00
	2,700 00	800 00	36		36	3	3				2,700 00	75 00
	2,250 00	600 00	30		30	3	3				2,250 00	75 00
	3,150 00	700 00	42		42	3	3				3,150 00	75 00
	450 00		6		6	3	3				450 00	75 00
	37,900 00		455		455	38	38				37,900 00	
June 30, 1881	8,000 00		65		65	7	7				8,000 00	123 08
June 30, 1881	17,250 00		115	40	155	6	6	6,000 00	6,000 00	6,000 00	23,250 00	150 00
	5,100 00		85		85	3 3	6	5,100 00		5,100 00	10,200 00	120 00
	4,200 00		70		70	3 3	6	4,200 00		4,200 00	8,400 00	120 00
	3,600 00		51		51	3 3	6				3,600 00	60 00
	4,000 00		46 $\frac{1}{2}$		46 $\frac{1}{2}$	6	6				4,000 00	86 02
June 30, 1881	1,500 00		25		25	3 3	6	1,500 00		1,500 00	3,000 00	120 00
	4,200 00		85		85	2	2				4,200 00	49 41
	47,310 00		542	40	582	33 9	42	10,800 00	6,000 00	16,800 00	64,110 00	
June 30, 1881	14,400 00		80	2	82	6	6		360 00	360 00	14,760 00	184 50
do	360 00		12		12	2	2				360 00	30 00
Dec. 31, 1880	800 00		27		27	2	2				800 00	29 63
June 30, 1881	2,400 00		60		66	2	2		270 92	270 92	2,676 92	44 61
do	3,000 00		60		69	2	2				3,000 00	43 48
	450 00		20		20	2	2				450 00	22 50

<sup>4</sup> November 30, 1880, discontinued; 1 month extra pay.

<sup>5</sup> December 1, 1880, deduct \$2,000; reduced to 3 trips.

EXHIBIT H.—Table showing the temporary service on star routes

No. of route.	Terminal.	Contractor.	Subcontractor.	Contract period.	
				Commencement.	Expiration.
29388	Lonoke to Plum Bayou, Ark.	John Cross		July 20, 1880	June 30, 1881
29389	Van Buren to Leonardsville, Ark.	do		do	do
29390 <sup>1</sup>	Hackett City to Waldron, Ark	do		do	do
29391 <sup>2</sup>	Dobysville to Holly Springs, Ark.	do		do	do
29392	Walnut Ridge to Raven's Den, Ark.	do		do	do
29393	Paris to Roseville, Ark	do		Aug. 20, 1880	do
29394	Charleston to Chismville, Ark	do		do	do
29396	Van Buren to Arkloe, Ark	do		Oct. 1, 1880	do
A 29367	Indian Bay to Holly Grove, Ark.	do		Dec. 1, 1880	do
A 29368 <sup>3</sup>	Lonoke to Jacksonville, Ark.	do		do	do
A 29396 <sup>1</sup>	Arkloe to Flint, Ark	do		do	do
29400	Osceola to Marion, Ark	do		do	do
	Total				
29360	Crowley to Herndon, Ark	Wm. P. Davison		Oct. 1, 1879	June 30, 1880
29360	Crowley to Herndon, Ark	do		Jan. 1, 1881	June 30, 1881
29334	Warren to Kenston, Ark	do	E. P. Marks	Apr. 1, 1879	June 30, 1879
29335	Rally Hill to Dover, Ark	do		Mar. 28, 1879	do
	Total				
29361	Limestone Valley to Mount Parthenon, Ark.	H. M. Norton		Oct. 1, 1879	June 30, 1880
29361	Limestone Valley to Mount Parthenon, Ark.	do		Jan. 1, 1881	June 30, 1881
29336	Monticello to Troy, Ark	do		Apr. 1, 1879	Sept. 30, 1879
29365	Hamburg to Lina Grove, Ark	do		Apr. 16, 1880	Sept. 30, 1880
29365	Hamburg to Lina Grove, Ark	do		Jan. 1, 1880	June 30, 1881
29330	Little Rock to Mount Vernon, Ark.	do		Dec. 13, 1878	June 30, 1879
29366	Hamburg to Monticello, Ark	do		Apr. 21, 1880	Apr. 20, 1881
29331	Conway to Green Brier, Ark.	do		Jan. 15, 1879	June 30, 1879
29368	Eldorado to Calhoun, Ark	do		Apr. 21, 1880	Apr. 20, 1881
29333	Devall's Bluff to Des Arc, Ark.	do		Mar. 1, 1879	June 30, 1879
29370	Dermott to Slemans, Ark	do		Apr. 21, 1880	Apr. 20, 1881
A 29324	Clarkeville to Saint Paul, Ark.	do		July 1, 1879	Sept. 30, 1879
29403	Searcy to Des Arc, Ark	do		Mar. 1, 1881	Dec. 31, 1881
	Total				
39132	Chama, N. Mex., to Pagosa Springs, Colo.	J. L. Sanderson		Jan. 15, 1881	June 30, 1881
38162 <sup>5</sup>	Cleora to Ora City, Colo	do		July 1, 1878	Dec. 31, 1878
38166 <sup>6</sup>	Barnum to Orray, Colo	do		Oct. 1, 1878	Mar. 31, 1879
	Total				
31078	Baudera to Weight, Tex.	J. B. Colegrove		Nov. 1, 1880	June 30, 1881
29371	Jonesborough to Jonesborough, Ark.	do	F. D. Culberhouse	May 1, 1880	Apr. 30, 1881
29377	Powhatan to Ash Flat, Ark.	do		June 1, 1880	May 31, 1881
29395	Gainesville to Greensborough, Ark.	do		Sept. 1, 1880	June 30, 1881
35072 <sup>7</sup>	Red Cloud to Bijou Hill, Dak	do		Nov. 4, 1878	Apr. 30, 1879
35073	Camp Robinson to Spotted Tail, Dak.	do		Dec. 1, 1878	May 31, 1879
35075	Bijou Hill, Dak., to Camp Robinson, Nebr.	do		June 1, 1879	Sept. 30, 1879
35109	Watertown to Big Stone City, Dak.	do		Nov. 1, 1879	June 30, 1880

<sup>1</sup> Deduct \$960; curtail 13 miles.

<sup>2</sup> Deduct \$300; curtail 15 miles.

<sup>3</sup> Discontinued April 20, 1881; 1 month extra pay.

<sup>4</sup> Discontinued April 6, 1881; 1 month extra pay.

given without competition to certain contractors, &c.—Continued.

Contract period.	Contract price.	Sub contract price.	Miles.			No. of trips.			Increased pay.			Total pay per annum.	Average annual pay per mile.
			Original.	Increase.	Total.	Original.	Increase.	Total.	For trips.	For dis-tance.	Total.		
	\$390 00		37		37	1		1				\$390 00	\$10 54
	480 00		7		7	3		3				480 00	68 57
	2,880 00		48		48	3		3				2,880 00	60 00
	1,200 00		60		60	1		1				1,200 00	20 00
	3,920 00		31½		31½	7		7				3,920 00	124 44
	875 00		7		7	6		6				875 00	125 00
	500 00		12		12	3		3				500 00	41 67
	450 00		10		10	2		2				450 00	45 00
	540 00		19		19	1		1				540 00	28 42
	300 00		13		13	1		1				300 00	23 08
	640 00		32		32	1		1				640 00	20 00
	1,200 00		55		55	1		1				1,200 00	21 82
	34,785 00		599½	8	607½	46		46	\$636 92	\$636 92		35,421 92	
Sept. 30, 1880	720 00		15		15	3		3				720 00	48 00
Dec. 31, 1880	720 00		15		15	3		3				720 00	48 00
Sept. 30, 1879	2,400 00	1,140 00	50		50	3		3				2,400 00	48 00
do	6,000 00		80		80	3		3				6,000 00	75 00
	9,840 00		160		160	12		12				9,840 00	
Sept. 30, 1880	1,056 00		22		22	3		3				1,056 00	48 00
Dec. 31, 1880	1,056 00		22		22	3		3				1,056 00	48 00
	475 00		24		24	1		1				475 00	19 79
Dec. 31, 1880	1,000 00		30		30	2		2				1,000 00	33 33
	1,000 00		30		30	2		2				1,000 00	33 33
Sept. 30, 1879	3,300 00		50		50	3		3				3,300 00	66 00
June 30, 1881	1,250 00		40	2	42	2		2	62 50	62 50		1,312 50	32 81
Sept. 30, 1879	525 00		15		15	2		2				525 00	35 00
June 30, 1881	1,620 00		45		45	2		2				1,620 00	36 00
Sept. 30, 1879	1,620 00		15		15	6		6				1,620 00	108 00
June 30, 1881	1,000 00		30		30	2		2				1,000 00	33 33
	900 00		46		46	1		1				900 00	19 56
	1,140 00		30		30	2		2				1,140 00	38 00
	15,942 00		399	2	401	31		31	62 50	62 50		16,004 50	
Dec. 31, 1881	5,250 00		25		25	7		7				5,250 00	210 00
	12,250 00		70		70	7		7				12,250 00	175 00
	6,750 00		90		90	3		3				6,750 00	75 00
	24,250 00		185		185	17		17				24,250 00	
June 30, 1881	7,800 00		137		137	2		2				7,800 00	56 94
	775 00	280 00	16		16	1		1				775 00	48 44
do	585 00		39		39	1		1				585 00	15 00
	720 00		20		20	3		3				720 00	36 00
	5,000 00		165		165	3		3				5,000 00	30 30
	7,500 00		195		195	3		3				7,500 00	38 46
	10,000 00		300		300	3		3				10,000 00	33 33
June 30, 1881	450 00		40	7	47	1		1	64 28	64 28		514 28	10 94

\* Discontinued September 30, 1878; 1 month extra pay.

\* Service never commenced.

\* Discontinued November 30, 1878; one month extra pay. Deduct \$2,372.72, November 4, 1878.

EXHIBIT H.—Table showing the temporary service on star routes

No. of route.	Termini.	Contractor.	Subcontractor.	Contract period.	
				Commencement.	Expiration.
35110	Allentown to Cameron, Dak	J. B. Colegrove		Mar. 1, 1880	June 30, 1880
35113	Sioux Falls to Taopi, Dak	do	J. H. Hutchins	June 1, 1880	May 31, 1881
35115 <sup>1</sup>	Newburgh to Durham, Dak	do		July 1, 1880	June 30, 1881
35118 <sup>2</sup>	Cameron to Melas, Dak	do	W. H. Sheldon	do	do
35119	Armenia to Caselton, Dak	do		do	do
35120	Enterprise to Brookfield, Dak	do		do	do
35124	Deadwood to Fourche, Dak	do		do	do
35126	Long Creek to Lenox, Dak	do		Sept. 15, 1880	do
35127	Spring Valley to Parker, Dak	do		Sept. 16, 1880	do
35128	Wolf Creek to Milltown, Dak	do		do	do
35133	Sweden to Kensington, Dak	do		Oct. 1, 1880	do
38187	Georgetown to Kokomo, Colo	do	S. W. Noll	July 8, 1879	Sept. 30, 1879
38193	do	do		Nov. 1, 1879	Apr. 30, 1880
39182	Parker to Hoover, Mont	do		Oct. 1, 1880	June 30, 1881
39183	Poplar Grove Agency to Fort Beauford, Mont.	do		Dec. 1, 1880	Nov. 30, 1881
33291	Emporia to Bazaar, Kans	do		Aug. 1, 1878	Jan. 31, 1879
33291	do	do		July 1, 1879	Sept. 30, 1879
33359	Ada to Minneapolis, Kans	do		Nov. 1, 1879	June 30, 1880
33359	do	do		Oct. 1, 1880	June 30, 1881
33360	Alta to Christian, Kans	do		Nov. 1, 1879	June 30, 1880
33360	do	do		Oct. 1, 1880	June 30, 1881
33375	Lyons to Wildwood, Kans	do	Levi Jay	July 1, 1880	Dec. 31, 1880
33380	Plympton to Newberne, Kans	do		Sept. 1, 1880	June 30, 1881
33381	Savonburgh to Elsinore, Kans	do		do	do
33383	Logan to Nicodemus, Kans	do		do	do
33388	Central City to Mount Ida, Kans.	do		do	do
28651	Cassville to El Paso, Mo	do		July 16, 1879	June 30, 1880
28651	do	do		Jan. 1, 1881	June 30, 1881
28654	Rochester to Avenue City, Mo.	do		Aug. 16, 1879	June 30, 1880
28654	do	do		Jan. 1, 1881	June 30, 1881
28661	Springfield to Galena, Mo.	do		June 1, 1880	May 31, 1881
28668	Tuscumbia to Saverne, Mo.	do		Sept. 16, 1880	June 30, 1881
28669	Corsicana to Winslow Station, Mo.	do	John A. Shaw	Oct. 15, 1880	do
28670	Cassville to Barry, Mo	do		do	do
28711	Adalaide to Tuscumbia, Mo.	do		Jan. 1, 1881	Dec. 31, 1881
	Total				
37119	Centennial to La Plata, Wyo.	J. W. Parker		June 1, 1879	Sept. 30, 1879
45138	Battle Mountain to Lewis, Nev.	do		Oct. 16, 1878	Apr. 15, 1879
45138	do	do		July 1, 1879	Sept. 30, 1879
45142	Wadsworth to Grantville, Nev.	do		Mar. 1, 1879	June 30, 1879
45150	Mason Valley to Aurora, Nev	do		Oct. 15, 1879	June 30, 1880
46283	Melton to Murpby, Cal	do		Nov. 1, 1878	Apr. 30, 1879
46287	Bodie to Bridgeport, Cal.	do		Jan. 16, 1879	June 30, 1879
46307	Sonora to Bodie, Cal.	do		July 10, 1879	Sept. 30, 1879
36156 <sup>3</sup>	Fort Cuatar to White Sulphur Springs, Mont.	do		May 19, 1880	May 18, 1881
	Total				
31765 <sup>4</sup>	Whitesborough to Dexter, Tex	W. C. Duxbury		Feb. 1, 1881	June 30, 1881
31653	Gainesville to Fort Sill, Tex	do		May 1, 1880	Apr. 30, 1881
	Total				
30254 <sup>5</sup>	Vermillionville to Alexandria, La.	A. J. Sypher		May 1, 1880	Apr. 30, 1881
31758	Corpus Christi to Saint Mary, Tex.	J. P. Horback	A. E. Boone	Dec. 20, 1880	Dec. 19, 1881

<sup>1</sup> Discontinued March 31, 1881; 1 month extra pay.

<sup>2</sup> Discontinued January 19, 1881; 1 month extra pay.

<sup>3</sup> From August 1, 1880, reduce service to once a week, deduct \$33,291.43, and allow 1 month extra pay. October 15, 1880, increase to 6 trips, and allow \$33,291.43. May 20, 1881, curtail 50 miles; deduct \$10,062.17; 1 month extra.



given without competition to certain contractors, &c.—Continued.

Contract period.	Contract price.	Sub contract price.	Miles.			No. of trips.			Increased pay.			Total pay per annum.	Average annual pay per mile.
			Original.	Increase.	Total.	Original.	Increase.	Total.	For trips.	For dis-tance.	Total.		
Sept. 30, 1880	\$400 00		17		17	2		2				\$400 00	\$23 53
June 30, 1881	480 00	\$400 00	29		29	2		2				480 00	16 55
.....	350 00		28		28	1		1				350 00	12 50
.....	240 00	156 00	20		20	1		1				240 00	12 00
.....	200 00		16		16	1		1				200 00	12 50
.....	94 00		5		5	1		1				94 00	18 80
.....	380 00		20		20	1		1				380 00	19 00
.....	150 00		9		9	1		1				150 00	16 67
.....	275 00	208 00	15 $\frac{1}{2}$		15 $\frac{1}{2}$	2		2				275 00	17 74
.....	150 00		12		12	1		1				150 00	12 50
.....	340 00		17		17	2		2				340 00	20 00
.....	4,320 00	3,000 00	44		44	7		7				4,320 00	98 13
.....	14,760 00		44		44	7		7				14,760 00	335 45
.....	4,250 00		85		85	2		2				4,250 00	50 00
.....	1,608 33		65		65	1		1				1,608 33	24 74
.....	150 00		25		25	1		1				150 00	6 00
.....	150 00		25		25	1		1				150 00	6 00
Sept. 30, 1880	120 00		12		12	1		1				120 00	10 00
.....	120 00		12		12	1		1				120 00	10 00
Sept. 30, 1880	100 00		8 $\frac{1}{2}$		8 $\frac{1}{2}$	1		1				100 00	11 76
.....	100 00		8 $\frac{1}{2}$		8 $\frac{1}{2}$	1		1				100 00	11 76
June 30, 1881	140 00	104 00	7		7	2		2				140 00	20 00
.....	160 00		5		5	2		2				160 00	32 00
.....	175 00		7		7	2		2				175 00	25 00
.....	300 00		25		25	1		1				300 00	12 00
.....	220 00		4 $\frac{1}{2}$		4 $\frac{1}{2}$	6		6				220 00	51 76
Sept. 30, 1880	150 00		7		7	2		2				150 00	21 43
Dec. 31, 1880	150 00		7		7	2		2				150 00	21 43
Sept. 1, 1880	220 00		7		7	3		3				220 00	31 43
Dec. 31, 1880	220 00		7		7	3		3				220 00	31 43
June 30, 1881	500 00		38		38	1		1				500 00	13 16
.....	356 00		24		24	1		1				356 00	14 83
.....	630 00	273 75	5		5	7		7				630 00	126 00
.....	567 00		4.2		4.2	7		7				567 00	126 00
.....	432 00		12		12	3		3				432 00	30 00
.....	65,787 33		1,589 $\frac{1}{2}$	7	1,596.2	97		97		\$64 28	\$34 28	65,851 61	
.....	720 00		12		12	3		3				720 00	
.....	1,000 00		18		18	3		3				1,000 00	55 55
.....	1,000 00		18		18	3		3				1,000 00	55 55
Sept. 30, 1879	1,960 00		110		110	1		1				1,960 00	17 82
.....	2,788 40		60		60	3		3				2,788 40	46 47
do	2,000 00		32		32	6		6				2,000 00	62 50
June 30, 1879	1,790 00		25		25	3		3				1,790 00	71 60
Sept. 30, 1879	5,450 00		123		123	3		3				5,450 00	44 31
June 30, 1881	38,840 00		193		193	7		7				38,840 00	201 54
.....	55,548 40		591		591	32		32				55,548 40	
.....	2,000 00		14		14	6		6				2,000 00	142 87
June 30, 1881	24,360 00		113		113	7		7				24,360 00	215 55
.....	26,360 00		127		127	13		13				26,360 00	
June 30, 1881	20,300 00		116		116	7		7				20,300 00	175 00
.....	11,700 00	11,700 00	63		63	6		6				11,700 00	185 71

<sup>4</sup>Address Gainesville, Texas.

May 2, 1881, curtail 6 miles; deduct \$1,050. December 8, 1880, curtail 27 miles; deduct \$4,725.

EXHIBIT H.—Table showing the temporary service on star routes

No. of route.	Termini.	Contractor.	Subcontractor.	Contract period.	
				Commencement.	Expiration.
35100	Fire Steel to Jamestown, Dak.	M. T. Patrick		July 1, 1879	Sept. 30, 1879
40135 <sup>1</sup>	Prescott to Brigham City, Ariz.	D. C. Stevens		Mar. 1, 1881	Dec. 31, 1881
38202	Leadville to Red Cliff, Colo.	J. B. Colegrove		May 1, 1880	Apr. 30, 1881
38203	Del Norte to Pagosa Springs, Colo.	do		do	do
38207 <sup>2</sup>	Leadville to Roaring Fork, Colo.	do		June 1, 1880	May 31, 1881
38234	Hot Sulphur Springs to Grand Lake, Colo.	do		Jan. 1, 1881	do
38235	Leadville to Soda Springs, Colo.	do		do	Dec. 31, 1881
38241	Marshalltown to Tomichi, Colo.	A. H. Brown		June 5, 1881	do
38238	Ourray to Mount Saffles, Colo.	M. V. Nichols		Feb. 1, 1891	June 30, 1881
38232	Villa Grove to Bonanza, Colo.	J. L. Sanderson		Oct. 16, 1880	do
38231	Lulu to Grand Lake, Colo.	M. V. Nichols		Oct. 1, 1880	Sept. 30, 1881
38230	Quebec to Santa Clara, Colo.	A. H. Brown		do	June 30, 1881
38215	Alamosa to Cornwall, Colo.	M. Salisbury	George L. Blackmore.	Aug. 20, 1880	do
38216	Salida to Gunnison, Colo.	J. L. Sanderson		Sept. 1, 1880	Aug. 31, 1881
38212	Rico to Cascade, Colo.	A. H. Brown		July 1, 1880	June 30, 1881
38211 <sup>1</sup>	Crested Butte to Gothic, Colo.	do		do	Dec. 31, 1880
38208	Leadville to Henry, Colo.	M. V. Nichols		June 14, 1880	June 13, 1881
38209	Ourray to Rico, Colo.	A. H. Brown		do	do
38205	Alamosa to Silver Cliff, Colo.	do		June 1, 1880	May 31, 1881
38204	Ourray to Mineral Point, Colo.	do		do	do
38196	Buena Vista to Gunnison, Colo.	do		May 15, 1880	May 14, 1881
38198	Crested Butte to Irwin, Colo.	do		do	do

<sup>1</sup>Care James A. Churchill, Saint Louis, Mo.<sup>2</sup>Discontinued August 15, 1880.

given without competition to certain contractors, &c.—Continued.

Contract period.	Contract price.	Sub contract price.	Miles.			No. of trips.			Increased pay.			Total pay per annum.	Average annual pay per mile.
			Original.	Increase.	Total.	Original.	Increase.	Total.	For trips.	For distance.	Total.		
Sept. 20, 1880	\$8,800 00	.....	250	..	250	2	..	2	.....	.....	.....	\$8,800 00	\$35 20
.....	12,750 00	.....	170	..	170	3	..	3	.....	.....	.....	12,750 00	75 00
June 30, 1881	2,500 00	.....	30	..	30	6	..	6	.....	.....	.....	2,500 00	83 33
do	5,950 00	.....	62	..	62	3	..	3	.....	.....	.....	5,950 00	95 16
.....	4,000 00	.....	50	..	50	3	..	3	.....	.....	.....	4,000 00	80 00
.....	1,680 00	.....	25	..	25	2	..	2	.....	.....	.....	1,680 00	67 20
.....	453 00	.....	5	..	5	3	..	3	.....	.....	.....	453 00	90 60
.....	950 00	.....	19	..	19	3	..	3	.....	.....	.....	950 00	50 00
.....	630 00	.....	7	..	7	3	..	3	.....	.....	.....	630 00	90 00
.....	2,800 00	.....	16	..	16	7	..	7	.....	.....	.....	2,800 00	175 00
.....	750 00	.....	19	..	19	2	..	2	.....	.....	.....	750 00	39 47
.....	600 00	.....	13	..	13	2	..	2	.....	.....	.....	600 00	46 15
.....	2,750 00	\$1,200 00	38	..	38	3	..	3	.....	.....	.....	2,750 00	72 37
.....	18,000 00	.....	67	..	67	7	..	7	.....	.....	.....	18,000 00	268 66
.....	4,860 00	.....	27	..	27	6	..	6	.....	.....	.....	4,860 00	180 00
June 30, 1881	900 00	.....	8	..	8	3	3	6	\$900 00	.....	\$900 00	1,800 00	225 00
do	720 00	.....	4	..	4	6	..	6	.....	.....	.....	720 00	180 00
do	17,640 00	.....	90	..	90	7	..	7	.....	.....	.....	17,640 00	196 00
do	4,800 00	.....	71	..	71	3	..	3	.....	.....	.....	4,800 00	67 61
do	1,000 00	.....	10	..	10	3	..	3	.....	.....	.....	1,000 00	100 00
do	17,000 00	.....	72	..	72	7	..	7	.....	.....	.....	17,000 00	236 11
do	630 00	.....	7	..	7	3	..	3	.....	.....	.....	630 00	90 00

<sup>a</sup>June 28, 1881, suspend pay of contractor.

Summary of temporary service in exhibit II, showing the number of routes obtained by each contractor and details of contracts and also who the contractors represent.

Name of contractor.	Total number of contracts.	Aggregate com- municat pay.		Length of routes.		Number of trips per week.			Aggregate increase pay.			Aggregate total pay per annum.
		Original.	Increase.	Total.	Original.	Increase.	Total.	For dis- tance.	Total in- crease.	Total in- crease.		
* M. Salisbury.	10	\$145,791 48	878	878	45	45	45				\$145,791 48	
† Chase Andrews	18	40,870 00	518	518	75	75	75	\$480 00	\$480 00		41,350 00	
† A. H. Brown	78	186,575 00	3,267	3,337	181	18	199	4,739 30	19,429 50		206,004 50	
† G. J. Giddings	10	16,830 00	538 ½	538 ½	25	25	25				16,850 00	
† William M. Griffith	3	29,200 00	223	223	12	12	12				29,200 00	
† F. A. Myers	6	73,550 00	658	688	24	9	33	2,250 00	24,450 00		98,000 00	
* M. V. Nichols	9	6,383 33	247	248 ½	20	20	20	14 76			6,398 09	
James B. Price	7	71,271 31	674	674	27	27	27				71,271 31	
† J. H. Warren	7	2,844 00	1,904	1,904	9	1	10	235 00	235 00		3,079 00	
† R. C. Kerens	21	77,082 00	1,113 ½	1,119 ½	60	3	63	288 00	1,578 00		78,660 00	
† John D. Adams	10	37,960 00	455	455	38	38	38				37,960 00	
† Frank C. Armstrong	8	47,310 00	542	582	33	9	42	6,000 00	16,800 00		64,110 00	
† John Cross	4	34,785 00	598 ½	607 ½	46	46	46	638 92	638 92		35,423 92	
† William P. Davison	4	9,840 00	160	160	12	12	12				9,840 00	
† J. M. Norton	13	45,942 00	339	339	31	31	31	62 50	62 50		46,004 50	
† J. L. Sanderson	5	45,050 00	268	268	31	31	31	64 28	64 28		45,050 00	
† J. B. Colgrove	48	89,370 33	1,761 ½	1,768 ½	114	114	114	64 28	64 28		90,434 01	
† J. W. Parker	9	55,518 40	591	591	32	32	32				55,548 40	
† W. C. Duxbury	2	26,360 00	127	127	13	13	13				26,360 00	
† A. J. Sypher	1	20,300 00	116	116	7	7	7				20,300 00	
** J. P. Horback	1	11,700 00	63	63	6	6	6				11,700 00	
† M. T. Patrick	1	8,800 00	250	250	2	2	2				8,800 00	
† D. C. Stevens	1	12,750 00	170	170	3	3	3				12,750 00	
	290	1,057,472 85	13,809 ½	13,994	840	40	886	14,538 76	63,750 96		1,121,223 81	

\* M. Salisbury. † A. H. Brown. ‡ J. W. Parker. § R. C. Kerens. ¶ John D. Adams. \*\* J. Hale Sypher. †† A. E. Boone.

## EXHIBIT I.

## RETROACTIVE ORDERS.

Route 46120.	California.	Nov. 10, '79-Mar. 17, '79.	Order 11444.
Route 38111.	Colorado.	Jan. 27, '79-July 1, '78.	Order 815.
Route 38146.	Colorado.	Jan. 23, '79-Oct. 1, '78.	Order 710.
Route 38137.	Colorado.	Feb. 4, '79-Feb. 1, '79.	Order 1077.
Route 38145.	Colorado.	April 24, '79-July 11, '78.	Order 3746.
Route 45109.	Nevada.	April 22, '79-Feb. 1, '79.	Order 3680.
Route 40103.	Arizona.	May 3, '80-Oct. 20, '79.	Order 4337.
Route 36128.	Montana.	Jan. 6, '80-Jan. 1, '80.	Order 186.
Route 39116.	New Mexico.	Dec. 8, '80-Nov. 15, '80.	Order 13340.
Route 39109.	New Mexico.	Oct. 24, '78-July 1, '78.	Order 9444.
Route 37110.	Wyoming.	July 3, '80-Feb. 10, '80.	Order 7688.
Route 35043.	Dakota.	April 29, '79-July 1, '78.	Order 3901.
Route 35020.	Dakota.	Nov. 14, '78-July 1, '78.	Order 10055.
Route 35020.	Dakota.	March 26, '79-Oct. 1, '78.	Order 2444.
Route 35015.	Dakota.	Oct. 5, '78-July 1, '78.	Order 8800.
Route 35013.	Dakota.	Dec. 23, '78-Dec. 15, '78.	Order 11258.
Route 35065.	Dakota.	March 13, '79-Feb. 3, '79.	Order 1991.
Route 35065.	Dakota.	April 7, '79-April 1, '79.	Order 3100.
Route 35040.	Dakota.	Dec. 6, '80-Nov. 15, '80.	Order 13266.
Route 35096.	Dakota.	July 8, '80-July 1, '80.	Order 7889.
Route 35099.	Dakota.	March 19, '80-Oct. 1, '79.	Order 2175.
Route 35100.	Dakota.	March 19, '80-Oct. 1, '79.	Order 2179.
Route 35100.	Dakota.	Sept. 25, '80-June 1, '80.	Order 2179.
Route 35100.	Dakota.	Sept. 25, '80-July 1, '80.	Order 2179.
Route 35100.	Dakota.	Jan. 13, '81-Jan. 1, '81.	Order 2179.
Route 35059.	Dakota.	May 3, '79-April 1, '79.	Order 4050.
Route 35079.	Dakota.	Nov. 1, '79-Oct. 1, '79.	Order 11240.
Route 35090.	Dakota.	Nov. 17, '79-Sept. 8, '79.	Order 11696.
Route 35091.	Dakota.	April 9, '80-Oct. 1, '79.	Order 3022.
Route 35091.	Dakota.	April 9, '80-Feb. 1, '80.	Order 3022.
Route 35021.	Dakota.	June 16, '80-June 7, '80.	Order 6365.
Route 33334.	Kansas.	Nov. 3, '79-Oct. 1, '79.	Order 11267.
Route 33265.	Kansas.	July 24, '78-July 1, '78.	Order 5791.
Route 33264.	Kansas.	Oct. 31, '78-Sept. 1, '78.	Order 9663.
Route 33259.	Kansas.	Sept. 20, '78-Aug. 1, '78.	Order 8154.
Route 33127.	Kansas.	Oct. 18, '78-July 1, '78.	Order 9238.
Route 33127.	Kansas.	Oct. 21, '78-July 1, 1878.	
Route 34196.	Nebraska.	May 6, '80-Dec. 1, '79.	Order 4474.
Route 34190.	Nebraska.	Aug. 18, '80-June 1, '80.	Order 9535.
Route 34140.	Nebraska.	Jan. 5, '80-Dec. 1, '79.	Order 126.
Route 34063.	Nebraska.	Nov. 1, '78-July 1, '78.	Order 9728.
Route 34062.	Nebraska.	Jan. 6, '79-Nov. 1, '78.	Order 185.
Route 34149.	Nebraska.	Sept. 24, '78-July 1, '78.	Order 8297.
Route 29149.	Arkansas.	Oct. 4, '78-Oct. 1, '78.	Order 8234.
Route 29192.	Arkansas.	February 3, '81-Nov. 17, '80.	Order 1101.
Route 29279.	Missouri.	Dec. 17, '79-Aug. 15, '79.	Order 12710.
Route 32027.	Ind. T.	Dec. 16, '80-May 1, '80.	Order 13753.
Route 31624.	Texas.	Oct. 9, '80-Feb. 1, '80.	Order 11665.

## EXHIBIT J.

COPY OF AN OLD FORM OF SWORN STATEMENT FOR EXPEDITION.

TAMAWA, ILL., January 8, 1876.

DEAR SIR: In compliance with your request for a detail of cost beyond a mere statement of increase of stock and carriers necessary to expedite the schedule on route No. 31187, from Austin to Fredericksburgh, I herewith submit the same.

Respectfully, your obedient servant,

J. C. KIMZEY.

Hon. J. N. TYNER,  
Second Assistant Postmaster-General.

*Estimated cost of carrying the United States mail on route 31187 three times per week from Austin to Fredericksburgh, Tex.*

## ADVERTISED SCHEDULE.

Four two-horse teams, eight horses:		
Feed, \$20 per month .....	\$1,920	
Shoeing, \$1.25 per month .....	120	
		<u>\$2,040</u>
Two drivers:		
Pay at \$35 per month .....	840	
Board at \$20 per month .....	480	
		<u>1,320</u>
One stock tender:		
Pay at \$25 per month .....	300	
Board at \$20 per month .....	240	
		<u>540</u>
Ferriage .....		120
Soap, buckets, &c .....		50

## CAPITAL.

Eight horses, \$125 each .....	\$1,000	
Two hacks .....	400	
Four sets harness .....	100	
		<u>1,500</u>
Interest at 10 per cent .....		150
Wear and tear, 15 per cent .....		225
		<u>4,445</u>

## TWENTY-FOUR HOUR SCHEDULE.

	Per annum.
Five four-horse teams (20 horses), feed .....	\$4,800
Shoeing, \$1.25 per horse per month .....	300
Three drivers:	
Pay, \$35 per month .....	1,260
Board, \$20 per month .....	720
Three stock tenders:	
Pay, \$25 per month .....	900
Board, \$20 per month .....	720
Soap, buckets, candles, &c .....	80
Ferriage .....	200

CAPITAL.

Twenty horses, \$125 each.....	\$2,500	
Three coaches, \$450 each.....	1,350	
Five sets four-horse harness.....	250	
		<hr/>
		\$4,100
Interest at 10 per cent.....		410
Wear and tear, 33 $\frac{1}{4}$ per cent.....		1,366
		<hr/>
		10,756

James C. Kimzey, being first duly sworn, doth state that from expenditures actually made, and other information believed by him to be reliable, the foregoing estimates are true to the best of his knowledge and belief.

J. C. KIMZEY.

Sworn and subscribed to before me this 8th day of January, 1876.

B. G. ROOTS,  
Notary Public.

EXHIBIT K.—Table of star routes obtained at different lettings by Philadelphia dummy pay ordered by Second Assistant Postmaster-General

Number of route.	Termini.	Bidder.	Contractor.	Sureties.	Amount of bond.	Value of real estate.
39120 <sup>1</sup>	Las Cruces to Hillsborough, N. Mex.	Jos. Fupk.....	Jos. Funk.....	Hen'y Arbuckle Wm. R. Cason..	\$1,600 00	\$1,000 00 25,000 00
40108	Phoenix to McDowell, Ariz.	Edw. Gannon.	Edw. Gannon.	T. Gannon..... J. K. Gamble.	1,800 00	20,000 00 20,000 00
40117	Tucson to Tombstone, Ariz.	do	do	do T. Gannon.	5,700 00	20,000 00 20,000 00
40118	Tres Alamos to Riverside, Ariz.	do	Edw. Gannon	do J. K. Gamble.	1,900 00	20,000 00 20,000 00
40119	Date Creek to Signal, Ariz.	do	do	do T. Gannon.	2,400 00	20,000 00 20,000 00
40120	Camp Thomas to Camp Apache, Ariz.	do	do	do J. K. Gamble.	1,300 00	20,000 00 20,000 00
41141	Fillmore to Fresno, Utah.	do	do	do T. Gannon.	9,100 00	20,000 00 20,000 00
41142	Frisco, Utah, to Osceola, Nev.	do	do	do J. K. Gamble.	6,000 00	20,000 00 20,000 00
41150	Adairville, Utah, to Sunset, Ariz.	B. B. Wiley...	B. B. Wiley...	Christian Price Legrand Ensign	5,200 00	35,000 00 12,000 00
42132	Ross Fork to Salmon City, Idaho.	Francis Deal..	Francis Deal..	Christian Price Legrand Ensign	13,000 00	35,000 00 12,000 00
31553	Oakville to Uvalde, Tex.	Jas. Hammell.	do	Wm. L. Price John G. Clark	2,700 00	5,000 00 2,000 00
31554	Fort Concho to Williams Ranch, Tex.	do	do	Wm. L. Price John G. Clark	2,000 00	5,000 00 2,000 00
31501	Fort Griffin to Fort Concho, Tex.	do	Jas. Hammell.	Wm. L. Price John G. Clark	3,000 00	5,000 00 2,000 00
31808	Laredo to Eagle Pass, Tex.	do	do	Wm. L. Price John G. Clark	2,300 00	5,000 00 2,000 00
31613	Mason to Junction City, Tex.	do	do	Wm. L. Price John G. Clark	1,500 00	5,000 00 2,000 00
32029	Arkansas City, Kans., to Okmulkee, Ind. T.	do	do	Wm. L. Price John G. Clark	4,000 00	5,000 00 2,000 00
31561	Atascosato Laredo, Tex	Jos. R. Black	do	Wm. R. Cason. Robt. Campbell.	2,700 00	25,000 00 500 00
31572	Brackettville to Fort Stockton, Tex.	do	do	Wm. R. Cason Robt. Campbell.	5,300 00	25,000 00 500 00
31589	Fort Elliott to Wichita Falls, Tex.	do	do	Wm. R. Cason Robt. Campbell.	4,600 00	25,000 00 500 00
31592	Fort Griffin to Fort Elliott, Tex.	do	do	Wm. R. Cason Robt. Campbell.	4,800 00	25,000 00 500 00
36115	Helena to Missoula, Mont.	T. A. McDevitt.	T. A. McDevitt.	W. H. Crawford. James Kee.....	22,000 00	37,500 00 37,500 00

<sup>1</sup> Contractor failed. Order September 9, 1880, suspending pay of contractor.



*bidders, the character of the bonds given the government, the contract price, the increased Brady, and the routes upon which failures occurred.*

Description and location of real estate.	Original service.				Date of order of additional service.	Commencement of additional service.	Additional service.				Total increase.
	Miles.	Trips.	Hours.	Contract price.			Miles.	Trips.	Hours.	Allowance per annum.	
Improved city lots, Philadelphia, Pa.	77	1	20	\$650 00							
.....do.....											
Cultivated farming lands, Atlantic County, N. J.											
Improved city lots, Philadelphia, Pa.	34	3	7	849 00							
Improved real estate, Philadelphia, Pa.											
.....do.....	95	3	20	690 00							
Improved city lots, Philadelphia, Pa.											
.....do.....	95	1	24	1,139 00		Sept. 16, 1881			\$2 85	\$2 85	
Improved real estate, Philadelphia, Pa.											
.....do.....	60	2	15	1,079 00	(a)						
Improved city lots, Philadelphia, Pa.											
.....do.....	65	1	15	900 00							
Improved real estate, Philadelphia, Pa.											
.....do.....	72	6	12	1,950 00							
Improved city lots, Philadelphia, Pa.											
.....do.....	100	3	25	1,400 00							
Improved real estate, Philadelphia, Pa.											
.....do.....	200	1	80	1,900 00	(a)						
435 1/2 acrea mineral and timber lands, Clinton County, Pa.											
Improved city lots, Philadelphia, Pa.											
.....do.....	216	3	50	2,900 00	(b)						
.....do.....											
.....do.....	135	1	36	991 00							
.....do.....											
.....do.....	100	2	29	1,375 00							
.....do.....											
.....do.....	150	1	50	1,250 00							
.....do.....											
.....do.....	115	2	35	1,100 00							
.....do.....											
.....do.....	50	3	14	740 00							
.....do.....											
.....do.....	190	2	60	2,475 00							
.....do.....											
.....do.....	135	1	58	900 00							
Cultivated farming lands, Atlantic County, N. J.											
Improved city lots, Philadelphia, Pa.											
.....do.....	265	1	70	1,850 00							
.....do.....											
.....do.....	230	1	60	1,690 00							
.....do.....											
.....do.....	240	1	72	1,680 00							
.....do.....											
Cultivated farming lands, dwelling and tenement houses, and well developed granite quarry, Chesterfield County, Virginia; recorded title.	140	6	36	6,425 00	Dec. 24, 1878			*	9,637 50	9,637 50	
Cultivated farming lands, dwelling and tenant houses, and well developed granite quarry, Chesterfield County, Virginia; recorded title.					do	Jan. 1, 1879	1		2,677 08	18,739 58	

a Not let.

b Change schedule and readvertise.

\* Reduce schedule of running time from 36 hours in summer and 59 hours in winter to 30 hours in summer and 45 hours in winter.

EXHIBIT K.—Table of star routes obtained at different

Number of route.	Termini.	Bidder.	Contractor.	Sureties.	Amount of bond.	Value of real estate.
36124	Watson to Deer Lodge, Mont.	T. A. McDevitt	T. A. McDevitt	James Kee.....	\$18,000 00	\$37,500 00
42121	Eagle Rock to Salmon City, Idaho.	do	do	W. H. Crawford James Kee.....	12,000 00	37,500 00
35024	Springfield to Deadwood, Dak.	do	do	W. H. Crawford James Kee.....	15,000 00	37,500 00
35049	Bismarck to Chantier, Dak.	do	do	W. H. Crawford James Kee.....	10,000 00	37,500 00
35050	Bismarck to Deadwood, Dak.	do	T. A. McDevitt	W. H. Crawford James Kee.....	30,000 00	37,500 00
85051	Bismarck to Tongue River, Dak.	do	do	W. H. Crawford James Kee.....	2,500 00	37,500 00
34156	Sidney, Nebr., to Deadwood, Dak.	do	T. A. McDevitt	W. H. Crawford James Kee.....	20,000 00	37,500 00
36113	Helena to Fort Benton, Mont.	do	do	W. H. Crawford James Kee.....	10,000 00	37,500 00
38164	Ourray to Sallna, Colo.	B. B. Wiley	B. B. Wiley	W. H. Crawford Christian Price Legrand Ensign	14,000 00	35,000 00 12,000 00
38179	Alamosa to Pagosa Springs, Colo.	Jas. Hammell	do	Wm. L. Price..	5,100 00	5,000 00
39118	Fort Wingate to Manzano, Ariz.	J. R. Black	do	John G. Clark Wm. R. Cason..	10,200 00	2,000 00 25,000 00
39118	do	do	do	Robt. Campbell.	do	500 00
39118	do	Jos. Funk	do	Wm. R. Cason..	10,200 00	25,000 00
39119	Fort Union, N. Mex., to Trinidad, Colo.	J. R. Black	do	Hen'y Arbuckle Wm. R. Cason..	3,300 00	1,000 00 25,000 00
39119 <sup>1</sup>	do	Jos. Funk	Jos. Funk	Robt. Campbell. Hen'y Arbuckle Wm. R. Cason..	3,300 00	500 00 1,000 00 25,000 00
39120	Las Cruces to Hillsborough, N. Mex.	J. R. Black	do	do Robt. Campbell.	1,600 00	25,000 00 500 00
82030	Darlington to Camp Supply, Ind. T.	do	do	Wm. R. Cason..	1,300 00	25,000 00
32032	Camp Supply, Ind. T., to Otero, N. Mex.	do	do	Robt. Campbell.	do	500 00
32030	Darlington to Camp Supply, Ind. T.	Jos. Blackman	do	Wm. R. Cason..	1,300 00	25,000 00
32032	Camp Supply, Ind. T., to Otero, N. Mex.	do	do	Hen'y Arbuckle Wm. R. Cason..	5,000 00	1,000 00 25,000 00

<sup>1</sup>Contractor failed. Order September 9, 1880, to suspend pay of contractor.

lettings of Philadelphia dummy bidders, &c.—Continued.

Description and location of real estate.	Original service.				Date of order of additional service.	Commencement of additional service.	Additional service.				Total increase.
	Miles.	Trips.	Hours.	Contract price.			Miles.	Trips.	Hours.	Allowance per annum.	
Cultivated farming lands, dwelling and tenant houses, and well developed granite quarry, Chesterfield County, Virginia; recorded title.	116	6	24	\$4,921 00	Dec. 21, 1878	Jan. 1, 1879	...	*	\$7,586 00	.....	
.....do.....	.....	.....	.....	.....	.....do.....	.....do.....	1	..	2,084 50	\$14,591 50	
.....do.....	165	3	60	4,750 00	July 23, 1879	Aug. 1, 1879	4	..	12,666 66	.....	
.....do.....	.....	.....	.....	.....	Sept. 24, 1878	Oct. 1, 1878	.....	†	4,750 00	22,166 66	
.....do.....	380	3	96	9,737 00	(a)	.....	.....	.....	.....	.....	
.....do.....	266	3	.....	6,975 00	.....	.....	.....	.....	.....	.....	
.....do.....	250	7	72	19,000 00	Oct. 11, 1878	Oct. 21, 1878	.....	.....	.....	.....	
.....do.....	250	1	84	2,350 00	Nov. 26, 1878	(‡)	.....	.....	16,285 00	35,285 00	
.....do.....	298	7	80	9,775 00	Nov. 26, 1878	(§)	.....	.....	19,550 00	29,325 00	
.....do.....	148	3	30	3,099 00	.....	.....	.....	.....	.....	.....	
.....do.....	350	1	132	1,935 00	(b)	.....	.....	.....	.....	.....	
435½ acres mineral and timber lands, Clinton County, Pa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Improved city property, Philadelphia, Pa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Improved city lots, Philadelphia, Pa.	85	3	22	2,200 00	.....	.....	.....	.....	.....	.....	
.....do.....	170	3	40	4,250 00	.....	.....	.....	.....	.....	.....	
Cultivated farming lands, Atlantic County, N. J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Improved city lots, Philadelphia, Pa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....do.....	170	3	40	4,250 00	.....	.....	.....	.....	.....	.....	
Cultivated farming lands, Atlantic County, N. J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Improved city lots, Philadelphia, Pa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....do.....	165	1	60	1,250 00	.....	.....	.....	.....	.....	.....	
.....do.....	165	1	60	1,250 00	.....	.....	.....	.....	.....	.....	
.....do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Cultivated farming lands, Atlantic County, N. J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Improved city lots, Philadelphia, Pa.	77	1	20	650 00	.....	.....	.....	.....	.....	.....	
.....do.....	125	1	60	375 00	.....	.....	.....	.....	.....	.....	
Cultivated farming lands, Atlantic County, N. J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Improved city lots, Philadelphia, Pa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....do.....	360	1	108	2,150 00	.....	.....	.....	.....	.....	.....	
.....do.....	125	1	60	375 00	.....	.....	.....	.....	.....	.....	
Improved farming lands, Atlantic County, N. J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Improved city lots, Philadelphia, Pa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....do.....	360	1	108	2,150 00	.....	.....	.....	.....	.....	.....	

a Rescinded and readvertised.

b Change and readvertise.

\* Reduce schedule of running time from 24 hours in summer and 36 hours in winter to 18 hours in summer and 24 hours in winter.

† From January 1, 1880. Curtail 40 miles and deduct \$5,373.73 per annum. Amend order of December 9, 1879, so as to decrease distance 21 miles and deduct \$2,821.21. Reduce schedule of running time from 60 hours to 35 hours in summer and 48 hours in winter.

‡ Reduce service to 6 trips and deduct \$2,000 per annum. May 1, 1880, reduce service to 3 trips and deduct \$15,207.50 per annum. December 1, 1880, reduce service to 2 trips and deduct \$6,025.83 per annum. Reduce schedule of running time from June 1 to November 30 to 50 hours; from December 1 to May 31 to 60 hours.

§ Reduce schedule of running time from June 15 to December 15 to 50 hours; from December 16 to June 14 to 65 hours.

EXHIBIT K.—Table of star routes obtained at different

Number of route.	Termini.	Bidder.	Contractor.	Sureties.	Amount of bond.	Value of real estate.
31561	Atascosa to Laredo, Tex	Jos. Blackman	Jos. Blackman	Wm. R. Cason..	\$2,700 00	\$25,000 00
31572 <sup>1</sup>	Brackettsville to Fort Stockton, Tex	do	do	Hen'y Arbuckle	5,300 00	1,000 00
31589 <sup>2</sup>	Fort Elliott to Wichita Falls, Tex.	do	do	Wm. R. Cason..	1,000 00	25,000 00
40117 <sup>3</sup>	Tucson to Tombstone, Ariz.	B. Wiley	B. B. Wiley	Hen'y Arbuckle	4,600 00	1,000 00
				Christian Price..	5,700 00	35,000 00
				Legrand Ensign		12,000 00
41141 <sup>4</sup>	Fillmore to Fresno, Utah.	do	do	Christian Price..	8,700 00	35,000 00
41142 <sup>4</sup>	Frisco, Utah, to Osceola Nev.	do	do	Legrand Ensign		12,000 00
41143 <sup>4</sup>	St. George, Utah, to St. Thomas, Nev.	do	do	Christian Price..	6,000 00	35,000 00
31592 <sup>5</sup>	Fort Griffin to Fort Elliott, Tex.	Jos. Funk	Jos. Funk	Legrand Ensign	4,600 00	35,000 00
				Hen'y Arbuckle	4,800 00	1,000 00
				Wm. R. Cason..		25,000 00

\* Reduce schedule of running time to 34 hours.  
<sup>1</sup> Contractor failed. Pay of contractor suspended January 2, 1880.  
<sup>2</sup> Contractor failed. Pay of contractor suspended December 24, 1879.

SUMMARY OF FORE

Name of bidder.
Edward Gannon .....
B. B. Wiley .....
Francis Deal .....
James Hammell .....
J. R. Black .....
Thomas A. McDevitt .....
Joseph Funk .....
Joseph Blackman .....
Total .....

Lettings of Philadelphia dummy bidders, &c.—Continued.

Description and location of real estate.	Original service.				Date of order of additional service.	Commencement of additional service.	Additional service.				Total increase.
	Miles.	Trips.	Hours.	Contract price.			Miles.	Trips.	Hours.	Allowance per annum.	
Improved city lots, Philadelphia, Pa.	135	1	58	\$900 00	Feb. 7, 1881	Mar. 1, 1881			\$450 00		
do	265	1	70	1,850 00				5	6,750 00	\$8,100 00	
do	230	1	60	1,090 00							
do	95	3	20	690 00							
435½ acres mineral and timber lands, Clinton County, Pa.											
Improved city property, Philadelphia, Pa.	72	6	12	1,950 00							
do	100	3	25	1,400 00							
do	100	2	25	1,000 00							
do	240	1	72	1,680 00							
Improved city lots, Philadelphia, Pa.											
do											
Cultivated farming lands, Atlantic County, N. J.				127,435 00							

<sup>1</sup>Contractor failed. See order March 10, 1880.

<sup>2</sup>Contractor failed. See order January 20, 1880.

<sup>3</sup>Contractor failed. Order September 9, 1880, suspending pay of contractor.

GOING EXHIBIT K.

Total number of bids.	Total amount of contracts.	Total amount of bonds.	Total purported value of real estate.	Number of contracts awarded.	Amount of bonds on contracts awarded.	Purported value of real estate security on contracts awarded.
7	\$8,007 00	\$28,200 00	\$280,000 00	3	\$6,100 00	\$120,000 00
6	8,875 00	43,600 00	282,000 00	6	43,600 00	282,000 00
1	2,900 00	13,000 00	47,000 00	1	13,000 00	47,000 00
7	10,131 00	20,500 00	49,000 00	1	3,000 00	7,000 00
9	14,795 00	38,800 00	229,500 00			
9	143,168 74	139,500 00	675,000 00	6	117,000 00	450,000 00
4	7,830 00	19,900 00	104,000 00	3	9,700 00	78,000 00
5	14,165 00	18,900 00	130,000 00	3	12,600 00	78,000 00
48	209,871 74	322,500 00	1,796,500 00	23	205,000 00	1,062,000 00

EXHIBIT L.

CASE OF J. P. GODDARD, FAILING CONTRACTOR.

Jacket.

(Suit record, p. 42, No. 432.)

CASE FOR SUIT.

Bond inclosed. Balance due U. S., \$53,566.00.  
 J. P. Goddard, failing contractor, Eureka, Siskyou Co., Cala.  
 J. P. Goddard, failing contractor, believed to be in Boston, Mass. **Has an agent at Yreka, Cal.**  
 A. L. Carpenter, surety, believed to be in Black Hills, Dakota Ter.  
 W. S. Stone, surety, resides in San Francisco, Cal.  
 J. H. Roberts, surety, resides in Kansas City, Mo.  
 Goddard's circumstances not known. Sureties believed to be solvent. **Suit recommended to be brought in California.**  
 Respectfully submitted to the Solicitor of the Treasury August 23, 1877.  
 \$646.62.  
 52,919.38.  
 (Signed) F. B. LILLEY,  
Deputy Auditor.

(Across the face:) Deposited March 7, '81, by Nath. Wilson, att'y, in U. S. Treasury.

Paid in compromise .....	500 00	part prin.
Compromise debts .....	146 62	costs.
	646 62	

D. B. E., Mar. 14. 1881.

Certified copies (see list inside) sent in letter to Solicitor of the Treasury. **No statement of P. C. of parties given.**  
 Aug. 29, '77.

Sent to Solicitor of the Treas. for transmission to Atty. John M. Coghlan, Dist. of Col., certified copies of acct. of Goddard for each route separately. **Sureties same on both contracts.**  
 Feb. 16, '78.

\$53,566.00.  
 Compared Led. M. 63, May 11, '78.

Wrote Solicitor offer of compromise, and requested report of condition of case from dist. atty. Same letter endorsed on ap. of W. C. Clark, fail. contr'r, Colorado.  
 July 10, '78.

Wrote Mr. Newman, Sol'r off., asking if now any record of judg't.  
 Nov. 21, '78.

Solicitor's office has "no report of judgment on this case," per Mr. Newman's letter.  
 Nov. 22, '78.

Sent to Sol. of Treas. copies of ap. contracts, and evidence of failure; the latter certified by the P. M. G., the former by Auditor as Sixth Auditor. **Ret'd to Sol. of Treas. letter of atty.**  
 M'ch 31, '79.

Feb. 28, submits for comp. an appli. of Nath. Wilson on payment of \$500.

March 3, '81. Comp. assented to by P. M. G.

March 7. D'p't of 500 and \$146.67 costs with Treas. U. S.

M'ch 5, '81, wrote Sol. Treas. of comp., and to inst. dist. atty. to enter judg. satisfied as to sureties.



[Nathl. Wilson, counsellor-at-law, 635 F street.]

U. S. vs. Goddard, Stone & others.

WASHINGTON, D. C., Jan'y 30, 1877.

SIR: Referring to my letter to you of the 23d inst., I have to state that I have received directions to make to you a proposition to pay to the United States the sum of \$300 in cash and all costs hitherto incurred, in case the United States, in consideration of the payment of these sums, will cause the suit now pending in the U. S. circuit court, San Francisco, to be dismissed and entered as settled.

Your obdt. svt.,

NATHL. WILSON,  
*Atty. for Defts.*

Hon. J. M. MCGREW,  
*6th Auditor of Treasury.*

[Jas. Coey, P. M.]

POST-OFFICE, *San Francisco, Cal., March 2, 1877.*

Hon. J. M. MCGREW,  
*Auditor P. O. Dept., Washington, D. C.:*

SIR: In compliance with your circular No. 49, of Feb'y 13, 77, I, on the 22d Feb'y, made demand on J. P. Goddard, *failing contractor*, for the immediate payment to me at this office of draft \$53,566.00, addressing him at Yreka, Cal. At the same time I wrote to the P. M. at Yreka, making inquiries as to present address of Mr. Goddard; he informed in reply that he does not know where Mr. Goddard is at present, but that he has an agent in Yreka, to whom I have instructed the P. M. to deliver the demand, said agt. having authority to receive all letters addressed to Mr. G.

I am, sir, very respectfully, yours,

JAMES COEY,  
*Postmaster.*

[Post-office, San Francisco, Cal.]

SAN FRANCISCO, *March 2nd, 1877.*

I hereby certify that I made demand for payment of draft No. 1871, for \$53,566.00, on J. P. Goddard, *failing contractor* at Yreka, Cal., by letter mailed on the 22nd day of Feb'y, 1877, addressed to J. P. Goddard, contractor, at Yreka, Cal., that a sufficient has elapsed in the ordinary course of mail for said letter to have reached its destination and a reply to have been received, and that I have not received payment of said draft.

JAMES COEY,  
*Postmaster.*

[Jas. Coey, P. M.]

POST-OFFICE *San Francisco, Cal., Ap'l 10th, 1877.*

Hon. JNO. MCGREW,  
*Auditor P. O. Dep't, Washington, D. C.:*

SIR: I have the honor to transmit herewith a copy of a letter received this day from the ass't P. M., Kansas City, Mo., in relation to dep't draft on J. P. Goddard, *failing contractor*.

I made demand through T. S. Case, on the sureties, on March 27, 1877.

I am, sir, very respectfully, your ob'd't scrv't,

JAMES COEY,  
*Postmaster.*

[Jas. Coey, P. M., post-office, San Francisco, Cal.]

KANSAS CITY, Mo., *April 3d, 1877.*

JAMES CASEY, Esq.,  
*P. M. San Francisco, Cal.:*

SIR Referring to your letter of the 27th, would say that Col. Case's absence from the city will delay action on the matter for a few days; upon his return he will give it his personal attention.

Very respectfully, yours,

GEO. W. LEE,  
*Ass't.*



[Jas. Coey, P. M.]

POST-OFFICE, *San Francisco, Cal., April 14, 1877.*

Hon. J. M. MCGREW,  
*Auditor P. O. Dep't, Washington, D. C. :*

SIR: In accordance with your instructions, on the 27th March I made demand on W. S. Stone, one of the sureties of J. P. Goddard, who makes reply, through his attorney in this city, that he is without means and utterly unable to comply with my demand; he also claims that Mr. Goddard is not indebted to the department in the amount of said draft. His attorney informs me that he will make statement to the department in behalf of Mr. Stone, a copy of which he will furnish me, and on receipt of same will forward to your address.

Have received no reply from Mr. Case, P. M. at Kansas City, Mo. Awaiting instructions.

I am, sir, very respectfully, yours,

JAMES COEY,  
*Postmaster.*

[Jas. Coey, P. M.]

POST-OFFICE, *San Francisco, Cal., April 23d, 1877.*

Hon. J. M. MCGREW,  
*Auditor P. O. Dep't, Washington, D. C. :*

SIR: In accordance with your letter of instructions of date of March 19, 1877, on the 27th March I made demand on J. H. Roberts, W. S. Stone, and A. L. Carpenter, sureties for J. P. Goddard, failing contractor (demand made through T. S. Case, P. M. Kansas City, Mo.). I have this day received a reply from Mr. Case, of which the enclosed is an answer. I have been unable to obtain any information as to the pecuniary responsibilities of the sureties except Mr. Stone; he is reported as being without any means whatever.

Awaiting instruction.

I am, sir, your ob'd't serv't,

\_\_\_\_\_  
*Postmaster.*

KANSAS CITY, Mo., *April 7, 1877.*

Respectfully returned with the information that a demand has been made on Mr. J. H. Roberts, who is the only one of the sureties of Mr. J. P. Goddard who is here, but that he has paid no attention to the matter. Mr. Carpenter is supposed to be in the Black Hills. Mr. Stone's address is not known.

THOS. S. CASE, P. M.

[Jas. Coey, P. M.]

POST-OFFICE, *San Francisco, Cal., April 23d, 1877.*

Hon. J. M. MCGREW,  
*Auditor P. O. Dep't, Washington, D. C. :*

SIR: I have the honor to enclose herewith statements of W. S. Stone, surety of J. P. Goddard, and R. H. Lloyd, his attorney, in reply to my demand for the payment of department drafts on the said J. P. Goddard. Awaiting instructions.

I am, sir, very respectfully, your obed't serv't,

JAMES COEY,  
*Postmaster.*

[Frank G. Newlands, R. H. Lloyd. Law office of Lloyd and Newlands, rooms 9, 10, 11, 12, and 13, second floor, Nevada Block, N. W. cor. Montgomery and Pine sts.]

SAN FRANCISCO, *April 23, 1877.*

Genl. COEY:

DEAR SIR: You made a demand on W. S. Stone for payment of Goddard's contract bond. I enclose you a short statement of the facts which induced Mr. Stone to go on the bond. The government awarded both the Oregon routes to Goddard, giving him contract of the express, passengers, and mails, making it a profitable venture. Goddard

& Stone invested their capital to stock, &c., the road, and then the Post-Office Department took away one route and gave it to a rival company, carrying with it reduction on express and passengers till no profit, but absolute loss, was left them, and of course they were ruined. Now, after accomplishing their bankruptcy, the department wants besides the penalty of the bond. Do you not think, under the circumstances, the demand is inequitable & unjust? At all events, the action of the department has made compliance on their part impossible.

Resp., &c.,

R. LLOYD.

YREKA, CAL., April 18, 1877.

To the POST-OFFICE DEPARTMENT,  
Washington, D. C.:

In the letting of the mail contract in the spring of 1874, mail route No. 46253 & 46266 were awarded to J. P. Goddard. Both of these routes were between Reading, Cal., and Yreka, Cal.; route 46253 running over Sacramento River road, and route 46266 running over Scott Mountain road, both roads running into Yreka. No person could run one of these routes without the other at the then contract price, because divided the passenger and express business. In fact, the passenger and express business between Reading & Yreka over Scott Mountain road is worth double what it is over Sacramento River road between Reading and Yreka. After those two routes had been awarded to J. P. Goddard I was promised the superintendency of both routes, and, believing he could make some money out of it, I was induced to go on his bond. But before the time came to commence service on the above routes, and after I had gone on Goddard's bond for both routes, the Post-Office Department took the Scott Mountain route, No. 46266, from J. P. Goddard and gave it to Grant I. Taggart, and left the heavy mail and non-paying route to Goddard; in fact, the department opened wide the door for competition.

Very respectfully,

W. S. STONE.

[Jas. Coey, P. M.]

POST-OFFICE, San Francisco, Cal., April 24, 1877.

Hon. J. M. MCGREW,  
Auditor P. O. Dep't, Washington, D. C.:

SIR: Acknowledging the receipt of your letter of the 16th inst., initials B. C., I beg to say in reply that your letter of instructions of the 19th of March, to which you allude, was received on the 27th March, and demand made on same day. On the 14th inst. received letter from ass't P. M., Kansas City, and verbal statement of attorney for W. S. Stone, a report of which was made to you on same date. A reply was received from T. S. Case, P. M., Kansas City, and statement from W. S. Stone, also letter from R. H. Lloyd, attorney for Mr. Stone, on 23d inst., copies of which were forwarded to your office same day. I have been unable to obtain any information as to the pecuniary circumstances of any of the sureties.

On the date of your last communication it was not possible for you to have had a reply from me to yours of March 19th, giving the desired information, as it would require 25 days, without loss or delay, for your letter to reach me; I to make demands through the P. M., Kansas City, for his reply to reach me and copies or report of same to reach Washington, and there is of necessity a day lost at each point.

Awaiting instructions.

I am, sir, very resp., your obd. serv't,

JAMES COEY, P. M.

[Theo. S. Case, Postmaster.]

POST-OFFICE DEPARTMENT,  
Kansas City, Mo., April 28, 1877.

SIR: In reply to your communication of the 25th inst., received to-day, I have the honor to state that, first, the letter from the postmaster at San Francisco was received during my absence at Washington City; that as soon as I returned I notified the parties named in it as requested, and that after waiting a reasonable time without any response I answered his letter, and gave him such information as I could obtain. His second letter was promptly answered, i. e., within one or two days after its receipt.

In regard to the present residence and pecuniary circumstances of J. P. Goddard, &

of his securities, J. H. Roberts, A. L. Carpenter, & W. S. Stone, I have the honor to inform you that I know nothing whatever in regard to J. P. Goddard. As to the others, I have taken much pains to ascertain what you desire, and am certain what you desire and am creditably informed that Mr. Roberts is probably insolvent, or has put his property out of his hands. Mr. A. L. Carpenter is reported worth from 10,000.00 to 16,000 in cash, but has no real estate as far as I can find out. Mr. W. S. Stone lives on the Pacific coast, probably in San Francisco, has spent a great part of his time lately in Washington City, & is regarded by my informant as worth from \$40,000 to \$50,000.

At the time the bonds were given, Mr. Roberts was carrying on a large livery stable, and was generally believed to be worth \$10,000 or more. He is now acting as agent for the K. C., W. and N. W. R. R. at this place. Having had a paralytic stroke, his health is poor, and he is not able to do much active business. Mr. Carpenter is a speculator, keeps his means in cash, and has recently left here with a large outfit for the Black Hills.

Mr. Stone was introduced to me by an old and reliable acquaintance, who represented him to be worth \$40,000 to \$50,000, and I have no reason to doubt that at that time he was wealthy, though he may be broken up now.

I will at once write for further information in regard to Mr. Stone, and will report as soon I obtain it.

Very resp., your obdt. servt.,

THEO. S. CASE, P. M.

---

[James Coey, P. M.]

POST-OFFICE, *San Francisco, Cal., April 30, 1877.*

HON. J. M. MCGREW,

*Auditor P. O. Dept., Washington, D. C. :*

SIR: I have the honor to enclose herewith a copy of a communication received this day from P. M., Kansas City, Mo., in relation to the pecuniary circumstances of the sureties of J. P. Goddard, failing contractor.

I am, sir, very respectfully,

JAMES COEY,

*Postmaster.*

---

KANSAS CITY, Mo., *April 23, 1877.*

JAMES COEY, P. M.,

*Post-Office, San Francisco, Cal. :*

Respectfully returned with the information that A. L. Carpenter is regarded as worth about \$10,000, which is principally in money, and that he is now on his way to the Black Hills. J. H. Roberts has been until quite recently carrying on an extensive livery stable, the stock in which was worth from \$15,000 to \$20,000; having had a paralytic stroke, he has sold out and has his means mostly in money; he lives in this city and is connected with R. C., W. & N. W. R. R. W. S. Stone is not known here.

THEO. S. CASE, P. M.

---

[Matt Foster, M. H. Dickson. Matt Foster and Co., booksellers and stationers.]

KANSAS CITY, Mo., *May 5, 1877.*

Col. T. S. CASE :

DEAR SIR: In answer to yours this date, will say that while I was not familiar with Mr. Jas. H. Roberts' private affairs in 1874, I remember that he was carrying on an extensive livery business, and my impression was that he was in prosperous circumstances and worth some ten thousand dollars or more.

I think such was the general opinion among our citizens. Mr. A. L. Carpenter was at that time and is now regarded as worth not less than twelve or fifteen thousand dollars.

Yours, truly,

M. H. DICKINSON.

---

[First National Bank of Independence. Preston Roberts, president; Wm. McCoy, cashier.]

INDEPENDENCE, Mo., *May 8th, 1877.*

THEO. S. CASE, P. M.:

SIR: In answer to yours of yours of the 4th inst., regarding the financial situation of my brother James in 1874, I will say that is my opinion that from 1870 to 1875 he was worth from twenty-five hundred to five thousand dolls. He was in the mail and livery

business most of the this time and had considerable amount of stock, besides living very comfortably. I know it was generally supposed by his acquaintances & the citizens generally that he was worth a great deal more than the am't I have named.

Yours, truly,

P. ROBERTS.

---

[First National Bank. Howard M. Holden, prest.; M. W. St. Clair, cash.; Edward H. Allen, vice-pres.; W. H. Winants, asst. cash. Capital paid in, \$500,000.]

KANSAS CITY, MO., May 8, 1877.

Col. T. S. CASE:

DEAR SIR: You ask me to state what the reputation of James H. Roberts and A. L. Carpenter was in 1874 as to pecuniary worth.

I reply that I then considered Mr. Roberts worth about ten thousand dollars and Mr. Carpenter from \$12,000 to \$15,000. I knew them well and they were regarded as being in thriving circumstances and likely to continue good for above amounts.

I am informed that Mr. Roberts has lost money since 1874, but I believe Mr. Carpenter to be worth at the present time from 12 M to 15 M.

Resp'y,

H. M. HOLDEN, *Prest.*

---

[Theo. S Case, postmaster.]

POST-OFFICE DEPARTMENT,

*Kansas City, Mo., May 10, 1877.*

DEAR SIR: The enclosed statements have not been called for in any way, but knowing how anxious my competitor is to get me into trouble, and having ascertained that he has, through Mr. Winner, who had not been discharged by me when this inquiry was begun, learned of failure of J. P. Goddard & Co., and is very active in trying to find out all the details of the matter to use for my injury, I have procured these statements from business men and desire to place them in your hands, to be used, if necessary, in my defense.

Very respectfully, yours,

THEO. S. CASE.

Hon. J. M. MCGREW,  
*Washington, D. C.*

---

POST-OFFICE DEPARTMENT,

*Kansas City, Mo., May 10, 1877.*

THEO. S. CASE,  
*Postmaster:*

SIR: I have the honor to enclose herewith the statement of several prominent business men relative to the pecuniary standing of A. L. Carpenter and James H. Roberts in 1874 and at the present time.

As I informed you in my last letter, I was assured by a gentleman in whom I had perfect confidence, that Mr. W. S. Stone, who was a co-security with the above-named gentleman on the bond of J. P. Goddard, failing mail contractor in California, was worth from \$40,000 to \$50,000, and I am also informed that the department was satisfied of his sufficiency at the time that the bond was given, from information received in Washington.

I am daily expecting some reliable information relative to Mr. Stone's present financial condition, which, when received, I will promptly communicate to you.

Very respectfully, your obedient serv't,

THEO. S. CASE, *P. M.*

Hon. J. M. MCGREW,  
*6th Auditor, Washington, D. C.*

[Barlow and Sanderson Stage and Express Line.]

PUEBLO, COLO., May 9, 1877.

T. S. CASE, Esq.:

DEAR SIR: Yours of the 6th inst. is at hand. I can truthfully say that when I introduced Mr. W. S. Stoue to you in 1874, it was my belief that he was a man of means, and I have never heard of anything contrary since that.

Yours, truly,

JOHN R. GRIFFIN.

(Eudorsed:)

Respectfully referred to Hon. J. M. McGrew, Auditor P. O. D., Washington, D. C.  
THEO. S. CASE, P. M.

[Jas. Coey, P. M.]

POST-OFFICE, San Francisco, Cal., May 29, 1877.

Hon. J. M. MCGREW,  
Auditor P. O. Dept., Washington, D. C.:

SIR: I beg leave to call your attention to my report of April 23d, 1877, in relation to collection draft 1871, on J. P. Goddard, failing contractor, and to respectfully ask for further instructions.

I am, sir, very respectfully, your obed't serv't,

JAMES COEY,  
Postmaster.

Draft recalled June 7, 1877. Submit  $\frac{1}{2}$  of Goddard for suit as soon as draft returned

[Jas. Coey, P. M.]

POST-OFFICE, San Francisco, Cal., June 9, 1877.

Hon. J. M. MCGREW,  
Auditor P. O. Dept., Washington, D. C.:

SIR: Referring to my letters of April 14th and 23d, and May 29th, in relation to department draft 1871, on J. P. Goddard, failing contractor, I would again request further instructions as to the next steps to be taken.

I am, sir, your obdt. serv't,

JAMES COEY,  
Postmaster.

[Jas. Coey, P. M.]

POST-OFFICE, San Francisco, Cal., June 15th, 1877.

Hon. J. M. MCGREW,  
Auditor P. O. Dept., Washington, D. C.:

SIR: I have the honor to transmit herewith dep't draft 1871, on J. P. Goddard, failing contractor, in accordance with your instructions of 7th inst. (Circular 3).

I am, sir, very respectfully, your obdt serv't.,

JAMES COEY,  
Postmaster.

\$53,566.<sup>00</sup>/<sub>100</sub>.]

POST-OFFICE DEPARTMENT, U. S.

[\$53,566.<sup>00</sup>/<sub>100</sub>.]

To J. P. Goddard, failing contractor, Yreka, Siskyou Co., Cal.

Pay to James Coey, P. M., San Francisco, Cal., or agent, fifty-three thousand five hundred and sixty-six dollars.  
13th February, 1877.

E. W. BARBER,  
3rd Asst. Postmaster-General.

Countersigned:

J. M. MCGREW,  
Auditor, P. O. Dept.

(On the face, in red ink:) Route 46253, 46254; cancelled June 25, '77.

Certified, copies of papers sent to the Solicitor of the Treasury in the case of J. P. Goddard, failing contractor. Route No. 46253, and 46254, California, submitted for \$53,566.

Aug. 29, '77.

Copy of  $\frac{1}{2}$ . Copies of contract 46253 and 54. Letter of Jas. Coey, P. M., San Francisco, Cal., March 2, '77, and certificate of same P. M. same date, that demand was made for payment.

---

DEPARTMENT OF JUSTICE,  
OFFICE OF THE SOLICITOR OF THE TREASURY,  
February 13, 1878.

Respectfully referred to the Auditor of the P. O. Dept. the enclosed letter of John M. Coghlan, U. S. attorney for California, asking for transcripts of the accounts of J. P. Goddard, failing contractor, Route 46253 and 46254.

Please furnish the office with the transcripts requested for transmission to the U. S. attorney and return enclosure.

WEBSTER ELMES,  
Chief Clerk.

CHAMBERS.

Cert. copies of  $\frac{1}{2}$  for each route separately stated sent Sol. of Treas. for transmission to U. S. atty. Feb. 16, '78.

---

[Nath'l Wilson, counsellor at law, 635 F street.]

U. S. vs. Edward Stone *et al.*

WASHINGTON, D. C., July 3d, 1878.

SIR: I have been instructed to offer to pay to the United States the sum of \$500 in cash, and all costs thereto incurred, in full satisfaction & discharge of the claims and demands of the United States, which are now the subject of the suit in the above-entitled cause now pending in the circuit court of the United States at San Francisco, Cal.

Very respectfully,

NATH'L WILSON.

Hon. J. M. McGREW.

---

[Nath'l Wilson, counsellor at law, 635 F street.]

U. S. vs. Goddard, Stone, *et al.*

WASHINGTON, D. C., July 3, 1878.

SIR: I have been instructed to offer to pay to the United States the sum of \$500 in cash, and all costs hitherto incurred, in full satisfaction and discharge of the claims and demands of the United States which are now the subject of the suit in the above-entitled cause, now pending in the circuit court of the United States at San Francisco, Cal.

Very respectfully,

NATH'L WILSON,  
Per N. E. W.

Hon. J. M. McGREW.

---

OFFICE OF SOLICITOR OF THE TREASURY,  
Washington, D. C., November 22, 1878.

SIR: In reply to yours of yesterday's date, I have to say that this office has no report of judg't in case of U. S. vs. J. P. Goddard, failing contractor, Cal. I have written to the U. S. atty. again for report. In case of Clark, failing contractor, it is hardly time yet for return of execution, it only having been issued last month. I will inform you as soon as I get a report of return of execution.

Yours, &c.,

W. H. NEWMAN.

F. B. LILLEY, Esq.,  
Deputy Auditor, P. O. D.

J. P. Goddard, failing contractor. Compromise offer of \$500. Await solvency of sureties and principal, to be furnished by N. Wilson, counselor at law.  
When received see Auditor and recommend acceptance of \$500.  
Feb. 14, '79.

Ret'd to Mr. N. Wilson, affidavit of P. M. at Yreka, Cal., as to insolvency of Stone as insufficient. Endorsement of U. S. atty., and evidence that W. S. Stone referred to is the identical "Stone" required ———.  
Mar. 22, '79.

Wrote C. C. of Sol's Office, asking to be informed whether any return of execution, and nature thereof. If not advise, advise as soon as received.  
Nov. 24, '79.

[Nath'l Wilson, counsellor at law, 635 F street.]

WASHINGTON, D. C., *Feb'y. 17th, 1879.*

Hon. J. M. MCGREW,  
*Sixth Auditor:*

SIR: I have the honor to acknowledge the receipt of your communication of the 10th instant in relation to the compromise offered in the case of W. C. Clark.

I have to ask that you will inform me of the condition of the cases of Goddard, Stone, *et al.*, referred to in my letter of July 3rd, 187<sup>e</sup>, a copy of which I enclose you.

Very respectfully,

NATHANIEL WILSON,  
Per B. F.

[Nath'l Wilson, counsellor at law, 635 F street.]

U. S. *vs.* Stone *et al.*

WASHINGTON, D. C., *March 17, 1877.*

SIR: I enclose herewith the affidavit of A. E. Rogers, postmaster at Yreka, Cal., showing the pecuniary condition of William E. Stone, one of the defendants in the suit of the U. S. concerning which a proposition for settlement is now pending.

Asking your attention thereto,

I remain respectfully, your obd't serv't,

NATH'L WILSON.

To Hon. J. M. MCGREW,  
*Sixth Auditor of the Treasury.*

(W. H. T., enclosures.)

POST-OFFICE DEPARTMENT,  
OFFICE OF THE 2ND ASS'T P. M. GENERAL.

SIR: In reply to your communication of the 25th instant, requesting that you be furnished certified copies of any papers on file in this office, which may serve to establish the fact of the failure of J. P. Goddard on routes No. 46253 and 46254, California, I have the honor to transmit herewith, for your information, certified copies of papers on file in this office, which have a bearing on the case in question.

Very respectfully,

THOS. J. BRADY,  
*Second Ass't P. M. General.*

Chambers.  
Hon. J. M. MCGREW,  
*Auditor of the Treasury for the Post-Office Department.*

J. P. Goddard, *failing bidder.*  
*Report of return of Ex. Compromising offer.*  
*Suspend.*

Feb. 28, '81. Submitted prop. of Nath'l Wilson to compromise claim against Goddard and sureties on payment of \$500 and costs of suit.

DEPARTMENT OF JUSTICE,  
OFFICE OF THE SOLICITOR OF THE TREASURY,  
*Washington, D. C., Dec. 20th, 1879.*

SIR: I have received a letter from the U. S. atty. for California, dated 10th instant, reporting in relation to the execution issued in case of U. S. vs. W. S. Stone, surety of J. P. Goddard, failing mail contractor, in which he says: I have the to inform you that after diligent search and inquiries made, the United States marshal was unable to find any property, of any description whatever, belonging to the defendant Stone, and the execution has been returned this day unsatisfied.

Very respectfully,

K. RAYNER,  
*Solicitor of the Treasury.*

Hon. J. M. MCGREW,  
*Auditor P. O. D.*

\$301.50.] POST-OFFICE DEPARTMENT U. S. [ \$301.50-

To C. C. HUNTLEY,  
*Failing Contractor, Washington, D. C.:*

Pay to D. B. Ainger, P. M., Washington, D. C., or agent, three hundred and one  $\frac{9}{10}$  dollars.

22 March, 1880.

A. D. HAZEN,  
*3rd Asst. Postmaster-General.*

Countersigned.

F. B. LILLEY,  
*Acting Auditor P. O. Dept.*

(Across the face:) Cancelled 3 June, 1880.

THE ARLINGTON,  
*Washington, D. C., Feb. 25, 1881.*

Hon. J. M. MCGREW,  
*Auditor &c.:*

DEAR SIR: If you have not yet taken any action in the case of the U. S. vs. J. R. Goddard, Stone, and others, I have to request that you will (if you can properly do so) delay action for a few days, as I have been absent and only returned yesterday.

Yours, very truly,

WM. H. BELKNAP.

THE ARLINGTON,  
*Washington, D. C., Feby. 28, 1881.*

Hon. J. M. MCGREW,  
*Auditor, &c., Wash., D. C.:*

DEAR SIR: A few days since I requested delay in your action in the matter of the U. S. vs. J. R. Goddard, Stone, and others.

Not having made the arrangements which I anticipated, I write this to say that I do not ask for further delay.

Very respectfully,

WM. H. BELKNAP.

[F. B. L.—In your reply quote above initials.]

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, February 28, 1881.*

SIR: I have the honor to inclose herewith the proposition of Nathaniel Wilson, attorney, to pay the sum of five hundred dollars in compromise of the claim of J. P. Goddard, failing contractor on routes 46253 and 46254 California, and his sureties. A. L. Carpenter, W. S. Stone, and J. H. Roberts.

The actual damage sustained by the department in consequence of Goddard's failure on these routes amounts to \$53,566.

After vainly endeavoring to collect this amount or make some satisfactory settlement, this account was submitted for suit under date of August 29th, 1877. The result of this suit was a judgment against W. S. Stone in California for the full amount



claimed by the United States. No judgment has been obtained against the other parties, but I am satisfied from evidence received, herewith enclosed, that they are persons of no pecuniary responsibility. In fact, strenuous exertions has failed to find them at all.

I enclose herewith a letter from Solicitor of the Treasury, giving an extract from a letter from the United States attorney for California, in which he states that after diligent search and inquiries made the United States marshal was unable to find any property of any description whatever belonging to the defendant Stone, and the execution had been returned unsatisfied.

In view of these circumstances, I am satisfied that the judgment cannot be collected by due process of law, and in compliance with section 295 of the Revised Statutes ask your written consent to compromise said judgment and accept in satisfaction thereof the sum of five hundred dollars and costs of suit, and that on payment of said sums said Goddard and sureties be released from all further liabilities in consequence of his failure on said routes.

Very respectfully,

J. M. MCGREW,  
*Auditor.*

Hon. HORACE MAYNARD,  
*Postmaster-General.*

[Indorsement.]

POST-OFFICE DEPARTMENT,  
*Washington, D. C., March 3d, 1881.*

I hereby consent that the Auditor of the Treasury for the Post-Office Department may accept the sum of five hundred dollars (\$500) in compromise and full satisfaction of the judgment against W. S. Stone, surety for J. P. Goddard, failing contractor on routes 46253 and 46254, in the State of California, and the sureties on his bond.

HORACE MAYNARD,  
*Postmaster-General.*

United States vs. J. P. Goddard and others.

[Nath'l Wilson, counsellor at law, 635 F street.]

WASHINGTON, D. C., *Jan'y 21, 1881.*

SIR: In the suit of the United States vs. J. P. Goddard, William S. Stone, James H. Roberts, and A. S. Carpenter, in the circuit court of the United States for the district of California, I am directed by the defendants to offer to pay to the United States *five hundred dollars* on condition that the judgment obtained in said case be entered satisfied and the liability of all parties thereto discharged.

Respectfully, your ob'd't serv't,

NATH'L WILSON.

Hon. JNO. M. MCGREW.

[Strictly personal.]

SAN FRANCISCO, *July 18, 1881.*

To Hon. THOS. L. JAMES,  
*Postmaster-General, Washington, D. C.:*

SIR: The annexed is a true copy from the records of the United States court for California, at this place, in 1874.

J. P. Goddard became contractor on route 46253, from Redding, Cal., to Roseburg, Oregon, and 46254, from Redding to Lake View, Oregon.

He carried the mail until he received (or at least until Barlow and Sanderson received) the first quarter's pay and then failed. W. S. Stone was one of his bondsmen, and at the time he went on the bond or contract I don't think he was worth \$5,000, and I think if he was put under oath and a critical examination that he cannot show that he was worth \$10,000 at any time since he came to this country; he has never been known to have anything worth mentioning. Barlow and Sanderson were running this Redding and Roseburgh route when Goddard was awarded the contract; this man Stone was at that time their gen'l superintendent, and has continued to be from that date and is at the present time. They, B. and S., continued to run the road and carry the mails all the time. Goddard was *known as contractor*, no change of ownership was ever known of the stock and property engaged in transporting the mails, and if Mr. Goddard was ever on this coast I never heard of it. I am of the belief that

this satisfaction of judgement in this case has been entered without full compensation or without any or but very little consideration. I think this a case worth looking into. It may disclose some very ugly facts. I think Barlow and Sanderson can be made legally liable for this judgement, and I am not sure, but criminally for their connection with the same, and if W. S. Stone was gone after *criminally* I think he could be indicted for false swearing when he went on these contracts. I think if you will examine these contracts that you will find Goddard lived in Vermont, and W. S. Stone went from Oregon to Kansas City, Mo., to go Goddard's security on these contracts, and I have been informed that the other bondsmen went from New Mexico to the same place to sign the contracts, &c. Of these facts (signing the contract at Kansas City, Mo.), I don't know of my own personal knowledge.

If you desire any further information about this case, or any others on this coast, I will give it to you, and give you nothing that I cannot fully substantiate. I sent you a letter of similar purport to this some time towards the end of last June, but as I have received no *reply* I fear it has miscarried, and so send this by registered mail.

Very respectfully, &c.,

J. L. S. JONES.

Co. of Christy & Wise, P. O. box 2221, San Francisco, Cal.

United States Circuit Court for the district of California, San Francisco.

THE UNITED STATES }  
vs. }  
W. S. STONE. }

Judgement for plaintiff in the above court for \$54,815<sup>00</sup>/<sub>100</sub>, and for costs.

Judgement rend. Aug. 14, 1879.

Judgement satisfied Mar. 30, 1881, in the following words:

OFFICE OF THE U. S. ATT'Y, DIST. OF CALIFORNIA,  
San Francisco, M'ch 30, 1881.

THE UNITED STATES }  
vs. }  
W. S. STONE. }

To L. L. B. SAWYER, Esq.,  
Clerk of the United States circuit court:

SIR: Enter satisfaction of record of judgment recorded in the above-entitled cases in favor of the plaintiff in the United States circuit court for the district of California on the 14 of August, 1879.

Very respectfully,

PHILIP TEARE,  
United States Attorney.

#### EXHIBIT M.

CASE OF C. C. HUNTLEY, FAILING CONTRACTOR.

[Nath'l Wilson, counsellor at law, 635 F street.]

WASHINGTON, Nov. 26, 1878.

SIR: Mr. Charles C. Huntley is the contractor for carrying the mails on routes Nos. 44149, 44170, 44177, 44178, and 45135, and is one of the sureties of his nephew, W. H. Williams, on route No. 46246.

I have been Mr. Huntley's counsel during the past ten years, and since he had a very severe attack paralysis three or four years ago, which wholly disabled him from attending to his general business affairs, I have endeavored to exercise a constant supervision over his transactions.

Previous to the last lettings I urged him not to put in any bids, and informed him that I would do all in my power to prevent him from incurring any new obligations. For that reason he concealed from me the fact that he had made proposals, and I knew nothing of his purpose until he told me that he had entered into the contracts above referred to.

I immediately urged him to ask to be released, and I believe he did ask to be released from the most important of the contracts named.

The fact is notorious and painfully apparent that Mr. Huntley is now and has been for the past three years wholly disqualified, physically and mentally, from managing

any business affairs, and from entering into or performing any contract of a serious or important nature.

It is almost impossible for those not acquainted with him to understand his speech. He cannot write, except to sign his name. He walks with the greatest difficulty, and his mental faculties are impaired to as great an extent almost as are his bodily.

No medical man familiar with his case would hesitate to say that he is wholly incapacitated from becoming a party to any valid and binding contract.

His pecuniary resources are nearly exhausted, and if he is held to a strict accountability under his contracts his ruin is inevitable. In six months' time he will be left in absolute poverty, and afflicted bodily and mentally as it is the misfortune of few men to be afflicted.

Under these circumstances, I earnestly ask that you will correct the error that was made in recognizing his competency to enter into contracts, and direct that the order that was given to recognize his bids and make contracts with him to be rescinded, and that for the service already performed he may be paid according to his contract price, which has been less than the cost to him of the service.

Although Mr. Huntley is only the surety for the contractor on route No. 46246, the contractor is acting merely as the representative of Mr. Huntley, who is the real contractor, and the other surety—Mr. Huntley's father—is over seventy years of age, and without sufficient means to meet the liabilities of that contract.

Very respectfully, your obedient servant,

NATHANIEL WILSON.

Hon. D. M. KEY,

*Postmaster-General.*

(Endorsed:) 1878, Dec. 20, 44149, 44170, 44177, 44178, Oregon; 45135, Nevada; 46246, California. Letter of Nathaniel Wilson, esq., att'y for C. C. Huntley, in reference to his (H.'s) inability to execute contracts.

635 F. St.,

Washington, Dec. 1, 1878.

Hon. D. M. KEY,

*Postmaster-General:*

SIR: I am authorized and directed by Charles C. Huntley contractor for carrying the mails on routes Nos. 44149, 44170, 44177, 44178 and 45135, and also one of the sureties and attorney in fact for the contractor on route 46246, to say that he is disabled by disease from executing his contracts on said routes, and that his malady is of so serious a character that he cannot continue the service on said routes.

He therefore asks that the Postmaster-General will take such measures concerning the service on said routes, including said route No. 46246, as he thinks expedient, and relet the same, upon the most advantageous terms the government can obtain.

Respectfully your ob't servt.,

NATH'L WILSON.

I authorize and direct the foregoing letter to be written.

C. C. HUNTLEY,  
WM. H. WILLIAMS,  
by C. C. HUNTLEY,  
*Att'y in fact.*

POST-OFFICE,

Chicago, Ill., July 17, 1879.

I hereby certify that I made demand for payment of draft No. 7081, for \$56,000 on W. H. Williams, failing contractor, at Huntley Grove, Ills., by letter mailed on the 28th day of June, 1879, addressed to W. H. Williams, contractor, at Huntley Grove, Ills.; that a sufficient time has elapsed, in the ordinary course of mail, for said letter to have reached its destination, and a reply to have been received, and that I have not received payment of said draft.

F. W. PALMER,  
*Postmaster.*

CHICAGO, October 16, 1879.

SECOND AUDITOR, U. S.,

Washington, D. C.:

DEAR SIR: I notified you some time since that I was the lawful owner of amount due W. W. Williams by virtue of mail contract, and as evidence of the same herewith inclose to you certified copy of my assignment. Will be represented in Washington on the claim in a few days.

Respectfully,

S. D. LEARY.

Know all men by these presents, that I, William H. Williams, of Pendleton, in the State of Oregon, for a good and valuable consideration, have this day assigned, sold, and transferred all my right, title and interest in and to the sum of eleven thousand five hundred and five dollars and one cent (\$11,505.01) due to me from the United States Government, by virtue of mail contract for route number 46246 for conveying the United States mail from Redding, California, to Roseburg, Oregon, from the month of October 1st, 1878, to the month of December 16th, 1878, to S. D. Leary, to have and to hold, to collect and enforce the collection of the same at her own expense from the United States Government.

Witness my hand and seal this 24th day of July, A. D. 1879.

WILLIAM H. WILLIAMS. [SEAL.]

STATE OF ILLINOIS,

*Cook County, City of Chicago, l. s. :*

I, J. S. Macdonald, a notary public in and for the city of Chicago, county of Cook, Illinois, do hereby certify that I have this day diligently compared the foregoing copy with the original assignment signed and sealed by the said William H. Williams, and that this is a true and correct copy of the same.

Witness my hand and notarial seal at Chicago this 16th day of October, 1879.

J. S. MACDONALD,  
*Notary Public.*

POST-OFFICE, *Chicago, Ill., July 24, 1880.*

I, F. W. Palmer, postmaster at Chicago, employed by the Auditor of the Treasury for the Post-Office Department for that purpose, hereby certify that I made demand for payment of draft No. 1123, for \$56,000, on W. H. Williams, failing contractor, at Huntley Grove, Ill., being a balance due the United States from him on his general postal account as stated, by letter mailed on the 9th day of July, 1880, addressed to the said failing contractor at Washington, D. C., his last usual place of abode; that a sufficient time has elapsed in the ordinary course of mail for said letter to have reached its destination and a reply to have been received; and that payment of said draft for said balance as aforesaid has not been received within the time designated in my instructions from the Auditor of the Treasury for the Post-Office Department, to wit, 15 days.

I further certify that I made demand for payment of said draft for the aforesaid balance upon C. C. Huntley and T. S. Huntley, the sureties of said failing contractor, by letter mailed on the 9th day of July, 1880, addressed to them at Washington, D. C., their last usual place of abode; that a sufficient time has elapsed in the ordinary course of mail for said letters to have reached their destination and replies to have been received; and that payment of said draft for the aforesaid balance has not been received within the time designated in my said instructions from the Auditor of the Treasury for the Post-Office Department.

F. W. PALMER,  
*Postmaster.*

Route 46246.

W. H. Williams, \$56,000 bond.

C. W. Foster, 111,938 due.

W. H. Williams, 54,985.

H. T. Wheeler, 57,763.

W. W. Snyder, 70,000.

T. S. Huntley, 71,000.

O. J. Salisbury, 73,000.

H. M. Morton, 76,000.

C. W. Foster, 89,000.

(Endorsed): 1879, Aug. 7, 46246, W. H. Williams, in reference to failure.

CHICAGO, July 31, 1879.

Hon. T. J. BRADY,

*2nd Asst. P. M. Genl., Washington, D. C. :*

DR. SIR: I rec'd this day notification from P. M. at Chicago demanding \$56,000, on draft No. 7081, on account of failing contractor, route No. 46246, Cal. In reply will state that said failure was not incurred by any act on our part, as shown by dept. record. If the dept. will at once proceed to enforcement of C. C. and T. S. Huntley's bond the U. S. will be protected in any and all losses incurred thereby. There is now

due me on dept. record \$11,505.01 for services rendered, having never had a stop served on me.

Respectfully,

W. H. WILLIAMS,  
54 Reaper Block, Chicago, Ills.

CHICAGO POST-OFFICE, Aug. 8, 1879.

SIR: Referring to your letter of 21st ult., relative to collection of draft on W. H. Williams, failing contractor, of Huntley Grove, Ill., I would inform you that a second demand was made on Mr. Williams on the the 24th ult., and on the 28th ult. upon his sureties, C. C. Huntley and T. S. Huntley, by letters mailed to Huntley Grove, Ills.

Mr. Williams has called at this office, and states that he will make his answer to the department direct. No response has yet been received from either of his sureties.

Very respectfully,

F. W. PALMER, *Postmaster.*

Hon. J. M. MCGREW,  
*Auditor for P. O. Dept., Washington, D. C.*

[E. J. E.—In your reply please quote above initials.]

OFFICE OF AUDITOR OF TREASURY  
FOR P. O. DEPARTMENT,  
Washington, Sep'r 19th, 1879.

SIR: I have the honor to refer to you herewith letter of Nath'l Wilson, esq., relative to the case of W. H. Williams, failing contractor on route 46246, in California, together with copies of letters addressed to the Hon. Postmaster-General, dated respectively, Nov. 26 and Dec. 1, 1878, on the same subject, and to request that information be furnished this office as soon as practicable as to what action, if any, was taken thereon by you.

Very respectfully,

J. M. MCGREW,  
*Auditor.*

Hon. THOS. J. BRADY,  
*Second Asst. P. M. General.*

[Nath'l Wilson, counsellor at law.]

WASHINGTON, D. C., Sept. 17, 1879.

SIR: On behalf of Charles C. Huntley and T. C. Huntley, sureties on the bond of W. H. Williams, failing contractor on route 46246, I respectfully make application that they may be released from the payment of the am't due to the United States as shown by the account stated against them.

The reasons for this application are fully set forth in a communication addressed to the Postmaster-Gen'l on the 26 of November last, and a communication addressed to the same officer on the 1st of December last, copies of which I transmit herewith. Proofs substantiating the statements therein made are on file with the Postmaster-Gen'l.

Respectfully, your ob't se'v't,

NATH'L WILSON.

Hon. JAS. M. MCGREW,  
*Sixth Auditor.*

CHICAGO POST-OFFICE, Sept. 20, 79.

SIR: I return herewith department's draft No. 7081, for \$56,000.00, on W. H. Williams, failing contractor, as requested in your circular letter of the 18th instant.

Respectfully, &c.,

F. W. PALMER, *Postmaster,*  
By C. S. SQUIRES, *Asst P. M.*

Hon. J. M. MCGREW,  
*Auditor for the P. O. Department, Washington, D. C.*

\$56,000.00. \$56,000.00.

7 081.]

POST-OFFICE DEPARTMENT, U. S.

[7081.]

To W. H. WILLIAMS, *failing contractor,*  
*Huntley Grove, Ills. :*

Pay to F. W. Palmer, P. M. Chicago, or agent, fifty-six thousand dollars.  
 25 June, 1881.

W. M. MORTON,  
*Act'g 3rd Ass't Postmaster-General.*

Countersigned.

F. B. LILLEY,  
*Act'g Auditor P. O. Dept.*

(Across the face:) Cancelled 25 Sept'r, 1879.

Whereas there are various matters of controversy between William H. Williams and Charles C. Huntley, in reference to some of which a suit is now pending in the superior court of Cook County, Illinois, in the name of said Williams for the use of D. J. Leary, against said Huntley, and whereas it is mutually desired by all of said parties, including the said D. J. Leary, that a final settlement should be made of all matters in controversy or claims, which the said Williams in his own right, or for the use of said Leary, or the said Leary may have against the said Charles C. Huntley.

It is therefore agreed between the said Williams and Leary of the first part, in consideration of the sum of nine hundred and fifty dollars to them in hand paid, the receipt whereof is hereby acknowledged, that they will dismiss at their own costs the said suit now pending against the said Huntley, in the superior court of Cook County aforesaid, and they have and do hereby release and acquit the said Huntley from all claims or demands which they or either of them may have against said Huntley growing out of the claims which are the subject-matter of said suit or otherwise, it being the intention hereby to finally settle all matters of controversy between the parties hereto of every kind and nature.

It is particularly understood that said Williams, whether in his own behalf or for the use of said Leary, and said Leary for himself, surrender up to said Huntley all claims which they or either of them may have against the said Charles C. Huntley or the Post-Office Department growing out of contract number 46246 for carrying the mail from the State of California through the State of Oregon.

In testimony whereof the parties hereto have set their hands and seals the 24th day of September, A. D. 1879.

The words "one thousand" stricken out and the words "nine hundred and fifty" interlined, and also the words "to said Huntley" interlined before signing,

W. H. WILLIAMS. [SEAL.]  
 D. J. LEARY. [SEAL.]

(Eudorsed:) Huntley, closing settlement with Williams and Leary.

I, William H. Williams, in consideration of the sum of one dollar to me in hand paid, the receipt whereof is hereby acknowledged, and the further consideration of the settlement this day entered into between myself and D. J. Leary, of the one part, and Charles C. Huntley, of the other part, hereby assign and transfer to the said Charles C. Huntley any and all interest which I may have in mail contract of route number 45246, for carrying the mail from the State of California through the State of Oregon, also any claim I may have on account of services performed under said mail contract; and I hereby authorize and empower the said Huntley, at his own expense, and for his own use, either in his own, or my name, as may be necessary, to collect, prosecute, or settle any claim for services performed by me under said mail contract.

Witness my hand and seal this 24th day of September, A. D. 1879.

W. H. WILLIAMS. [SEAL.]

Witness:

ROSE M. HUNTLEY.

STATE OF ILLINOIS,  
*Cook County, l. s.:*

I, Edward O. Brown, a notary public within and for the county of Cook, do hereby certify that W. H. Williams, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person

and acknowledged that he signed, sealed, and delivered the said instrument as his free and voluntary act, for the uses and purposes therein set forth.

Given under my hand and notarial seal this twenty-fourth (24th) day of September, A. D. 1879.

EDWARD O. BROWN,  
*Notary Public.*

(Endorsed:) Power of attorney, Wm. H. Williams to Charles C. Huntley, route 46246.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE SECOND ASSISTANT P. M. GEN'L,  
*Washington, D. C., Aug. 20, 1880.*

Special report 46246. Cal., Redding to Roseburgh, 279 m. by day. C. W. Foster. \$59,333.34.

Rescind order bearing date December 5, 1878 (No. 10626).

THOS. J. BRADY,  
*Second Asst. P. M. Genl.*

TO AUDITOR OF THE TREASURY,  
*For the Post-Office Dept.*

Whereas there are various matters of controversy between William H. Williams and Charles C. Huntley, in reference to some of which a suit is now pending in the superior court of Cook County, Illinois, in the name of said Williams, for the use of D. J. Leary, against said Huntley; and whereas, it is mutually desired by all of said parties, including the said D. J. Leary, that a final settlement should be made of all matters in controversy or claims which the said Williams in his own right, or for the use of said Leary, or the said Leary, may have against the said Charles C. Huntley:

It is therefore agreed between the said Williams and Leary of the first part, in consideration of the sum of nine hundred and fifty dollars to them in hand paid, the receipt whereof is hereby acknowledged, that they will dismiss at their own costs the said suit now pending against the said Huntley in the superior court of Cook County aforesaid, and they have and do hereby release and acquit the said Huntley from all claims or demands which they, or either of them, may have against said Huntley growing out of the claims which are the subject-matter of said suit, or otherwise, it being the intention hereby to finally settle all matters of controversy between the parties hereto of every kind and nature.

It is particularly understood that said Williams, whether in his own behalf or for the use of said Leary, and said Leary for himself, surrender up to said Huntley all the claims which they, or either of them, may have against the said Charles C. Huntley or the Post-Office Department, growing out of contract number 46246, for carrying the mail from the State of California through the State of Oregon.

In testimony whereof, the parties hereto have set their hands and seals the 24th day of September, A. D. 1879.

The words "one thousand" stricken out and "nine hundred and fifty" interlined, and also the words "to said Huntley" interlined before signing.

W. H. WILLIAMS.  
D. J. LEARY.

(Endorsed:) Copy. Agreement settling all dispute between Wm. H. Williams and Charles C. Huntley.

CAPT: Please look into this matter & let me know the facts.

L.

Octo. to Dec. 6, 11,501.01. Dec. 17, new contr. 6th Auditor.

CHICAGO, *Sept. 26th, 1879.*

TO 2ND AUDITOR,  
*U. S. P. O. Dep't:*

You are hereby notified that on the 24th day of July, 1879, I purchased of W. H. Williams all the right he then had in a claim of \$11,501.01 against the U. S. Government for carrying the U. S. mail from Cala. to Roseburg, Oregon, route 46246 (No). I learn that C. C. Huntley, his bondsman, has, by some fraudulent means in a settlement, got an assignment of the same this month. My right will be presented in due time. I learn the department has sued both for failure of contract. Therefore, any payment to Huntley or his assignee is void.

S. D. LEARY.

(Endorsed:) Nevada.

G. J. B.]

POST-OFFICE DEPARTMENT,  
OFFICE OF 2D ASSISTANT POSTMASTER-GEN'L,  
Washington, D. C., 3d Oct., '79.

SIR: The papers relating to the case of W. H. Williams, failing contractor on route 46246, Cal., are herewith returned with the information that no action has been taken by this office in relation thereto.

The statements made by Nath'l Wilson, esq., in relation to the matter are believed to be correct.

Respectfully, &c.,

THOS. J. BRADY,  
Second Asst. P. M. Gen'l.

Hon. J. M. MCGREW,  
Auditor of the Treasury for the P. O. Dep't.

Endorsed:) Brady, 2 Ass't P. M. G., Oct. 3, '79.

---

[Nath'l Wilson, counsellor at law, 635 F st.]

WASHINGTON, D. C., '79.

SIR: I enclose herewith a copy of the settlement between Charles C. Huntley and William H. Williams, showing that Williams has no interest whatever in the route heretofore known as route 46246.

Also a power of attorney from Williams to Huntley, dated Sept. 24, 1879.

Resp'y, your ob't ser't,

NATH'L WILSON.

Hon. J. M. MCGREW,  
Sixth Auditor.

---

[F. B. L.—In your reply please quote the above initials.]

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Washington, Oct. 25th, 1879.

SIR: I have the honor to enclose herewith an application made by Nath. Wilson as attorney of C. C. Huntley and T. C. Huntley, requesting that the penalty against said Huntley, as sureties of W. H. Williams, failing contractor on route 46246, under the advertisement of May 10, 1879, be remitted.

The damages sustained by the department, owing to the failure of Mr. Williams to execute his contract, was \$111,938.05, said damage having been largely increased by the refusal of the five next higher bidders to enter into contract.

While this contract stands in the name of W. H. Williams, it is claimed that Mr. C. C. Huntley was, to all interests and purposes, the person who was to perform the service, being the attorney in fact of Mr. Williams, who was then and is now without the means of executing such a contract. Mr. T. C. Huntley is the father of C. C. Huntley, and is over seventy years of age.

Mr. C. C. Huntley having become mentally incapacitated for business, he, under date of Nov. 26, 1878, through his attorney, requested that the department should rescind his contracts, including this route, his attorney claiming that the department erred in recognizing his bids.

In my letter of this date, recommending that Mr. C. C. Huntley be discharged from all liability caused by his failure under contracts standing in his own name, I enclose the certificate of his physician showing the condition of his mind and body, to which your attention is respectfully referred.

Under these circumstances I have the honor to certify that in my judgment the application of the Messrs. Huntley comes within the scope and provisions of section 409 of the Revised Statutes, and to recommend that W. H. Williams and his sureties be discharged from all liability under said contract without prejudice to any of them.

I am, respectfully, your ob't serv't,

J. M. MCGREW,  
Auditor.

Hon. D. M. KEY,  
Postmaster-General.



[Office of the Sixth Auditor of the Treasury, Pay Division.—Form 646.]

STAR SERVICE.

REPORT FOR PAYMENT FOR TRANSPORTATION OF MAILS.

*The United States, Dr. to William H. Williams.*

For carrying the mails in California on route No. 46246, \$13,746.25 per qr., per contract, from October 1 to December 16, 1878; appropriation authorized by public act No. 122, approved June 16, 1880.....	\$11,505 01
	\$11,505 01
No. 46246. Am't charged per order Feb. 25, '79, 3,004.08 .....	3,004 08
	\$8,500 93

Adjusted and stated by Henry W. Wheeler, pay clerk.

No. 24780.]

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Aug. 10, 1880.

To the POSTMASTER-GENERAL:

I certify that there is payable to C. C. Huntley, att'y, care of Nathaniel Wilson, Washington, D. C., the amount due on the above account, agreeably to contracts, books, and other vouchers filed in this office, and herewith, as far as may be, exhibited. 8721.

J. M. MCGREW,  
*Auditor.*

[Nath'l Wilson, counsellor-at-law, 635 F street, Washington, D. C.]

- 44149, 44170, 44177, 44178. C. C. Huntley, contr. Am't of bond, \$12,700. T. S. Huntley & Williams, sureties.
- 45135. C. C. Huntley, contr. Nevada. Am't of bond, \$14,500. Same sureties as above.
- 44135. C. C. Huntley.
- 46246. Williams, contractor. C. C. and T. S. Huntley, sureties.
- Contractor, 1878 to 1882.

(Indorsed:) Memorandum of Huntley's contracts.

*Compromise debts, Dr. to C. C. Huntley, failing contr., Oregon.*

For this sum close $\frac{3}{4}\%$ see authority filed in $\frac{3}{4}\%$ of Oregon.....	\$82,501 50
Fines and penalties:	DR.
To transportation .....	82,501 50

Mr. EVANS:

I have made reports for D. B. E., transferring balances on Huntley's  $\frac{3}{4}\%$  to his  $\frac{3}{4}\%$  in Oregon.

Resp'y,

HENRY W. WHEELER.

- 44149, 44170, 44177, 44178. Oregon. Am't of bond, \$12,700.
- 45135. Nevada. Am't of bond, \$14,500.
- 44135. Old Oregon, \$301.

(Endorsed:) Memorandum of mail routes. Huntley.

[Nath'l Wilson, counsellor at law, 635 F street.]

WASHINGTON, D. C., Dec. 2, 1879.

SIR: On behalf of Charles C. Huntley, I respectfully ask that in pursuance of sec. 409 of the Revised Stats. you give your written consent to the action recommended

by the Sixth Auditor of the Treasury in respect of the discharge of claims arising under the contracts in which the said Huntley is principal or surety.

In support of this request, I transmit the certificate of Dr. Keyes of New York, one of the most eminent physicians in this country, under whose professional care Mr. Huntley has been for some years past. This certificate and that of Dr. Garnett establishes the fact that at the time the contracts under consideration were entered into Mr. Huntley was *not in a condition to be held responsible for his acts or to make any contract*.

I enclose also a letter from the Acting Second Assistant Postmaster-General, showing that during the year 1878 Mr. Huntley was known by the officers of the department to be in such condition mentally as to render him incompetent to attend to business.

I enclose my own affidavit as to Mr. Huntley's condition mentally and pecuniarily, and as to the circumstances under which the contract was made with Mr. Williams for carrying the mails on route 46246, and showing that Williams has no real interest in the contract, which latter fact is also shown by the release from Williams on file on the Auditor's office.

From the Auditor's report, I understand that the Auditor is satisfied the interest of the department probably require the exercise of the powers granted by the statute in respect of the application now made.

There certainly can be no serious question as to what the interest of the department probably require, if it be true that the department entered into a compact with a person *non compos mentis*, and who was known at the time to be incapable of transacting business. The certificates of the very highest medical authorities procurable in this country certainly prove that was *non compos mentis*, and it cannot be to the interest of the department to prosecute suit against a man whom no jury in christendom would hold responsible for his acts.

Mr. Huntley has neither the money nor the friends requisite to enable him to prosecute successfully an application to Congress, and to refer him to Congress would be a practical denial of all relief.

The statute certainly gives the Postmaster-General the right to give relief in case of disability, and it is respectfully urged that the circumstances of this case make it his duty to exercise his own discretion in determining whether he will give or withhold his consent in reference to the recommendation of the Auditor.

Respectfully, your obd. servt.,

NATH'L WILSON.

Hon. D. M. KEY,  
Postmaster-General.

POST-OFFICE DEPARTMENT,  
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., Dec. 2, 1879.

NATH'L WILSON, Esq.:

DEAR SIR: In reply to your inquiry of this morning, I have to say that during the year 1878 C. C. Huntley was frequently in this office, and that his mental condition was such as to make it manifest that he was incompetent to attend to business.

Very truly,

J. L. FRENCH.

(Endorsed:) Letter J. L. French (2d Ass't P. M. G. Office).

WASHINGTON, D. C., Dec. 16, 1879.

SIR: In May or June, 1878, Charles C. Huntley entered into certain contracts with your Department for carrying the mails.

At that time Mr. Huntley was, and for many months had been, to my personal knowledge, utterly incapacitated from making any contract or attending to any business.

He was hardly able to walk, and could not talk so as to be understood by any person except those who were frequently with him, and his mental condition was bordering on idiocy.

The certificate of eminent physicians who attended him, Dr. Keyes, of New York, and Dr. Garnett, of this city, herewith enclosed, state distinctly that during the whole of the year 1878 he was not in a condition mentally to be responsible for his acts or to make a contract.

Mr. Huntley has been for many years a resident of this city. When the contracts in question were made he was almost a daily visitor at the Post-Office Department,

and his deplorable condition of body and mind was well known to the officers of the Department, as is shown by the statement of Mr. French.

The Postmaster at Washington, to whom Mr. Huntley's condition was well known, refused to certify to the contracts, and it was only by going to a country postmaster at a distance, who was disqualified from acting in that respect, that the necessary certificate was obtained.

When application was made for a rescision of the contracts in 1878, as soon as those having charge of his business knew of the situation in which he had placed himself, I think that the application should have been granted. I am sure that it would now be grossly unjust to hold him in any way responsible for acts which the very appearance and words of the man himself and the statements of the very highest medical authority show that he was incompetent to perform.

I therefore advise and urge that in pursuance of the authority conferred upon you by the 409 section of the Revised Statutes, you give your consent to the recommendation made by the Sixth Auditor of Treasury in his letters of October 25, 1879, that the claim of the Department in respect of the contracts in which Mr. Huntley is principal or surety be remitted and discharged.

Respectfully, your obedient servant,

MARTIN MAGINNIS,  
*Del. in Congress.*  
and H. F. PAGE.

Hon. D. M. KEY,  
*Postmaster-General.*

[F. B. L.—In your reply please quote above initials.]

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, D. C., Oct. 25th, 1879.*

SIR: I have the honor to inclose herewith the application of C. C. Huntley (through his attorney, Nath Wilson), failing contractor on routes 44149, 44170, 44177, 44178, and 45135, under the advertisement of May 10, 1878, to be relieved of his liability for failure to perform the service under said contracts.

The actual damage sustained by the department owing to the failure of Mr. Huntley on these routes was \$27,225.00. The application for the remission of the legal penalty in this case is based on the mental incapacity of Mr. Huntley, which existed at (and before) these contracts were awarded to him. This fact is well known to all who were brought in contact with him, and is fully established by the letter of Mr. Wilson, and the certificate of his physician, Dr. Garnett, both herewith inclosed. Prior to his mental and bodily affliction, Mr. Huntley had been a large contractor for transporting the mails, and had executed them to the entire satisfaction of the department.

Under these circumstances I have no hesitation in certifying that this case comes within the provisions of section 409 of the Revised Statutes, and to recommend that the claim of the department against Mr. Huntley and his sureties be remitted and discharged without prejudice to any of them.

The return of the enclosed papers is requested, with your decision.

I am, respectfully,

J. M. MCGREW,  
*Auditor.*

Hon. D. M. KEY,  
*Postmaster-General.*

\$12,700.00.]

[\$12,700.00.

159.]

POST-OFFICE DEPARTMENT, U. S.

[159.

To C. C. HUNTLEY, *failing contractor, Washington, D. C.:*

Pay to D. B. Ainger, P. M., Washington, D. C., or agent, twelve thousand and seven hundred dollars.

22 March, 1880.

A. D. HAZEN,  
*3rd Asst. Postmaster-General.*

Countersigned.

F. B. LILLEY,  
*Acting Auditor P. O. Dept.*

(Across the face:) Cancelled 3 June, 1880.

(CIRCULAR No. 49.)

Notified March 25, 1880. Notified Auditor April 8, 1880.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
22 March, 1880.

SIR: Inclosed you will receive a draft on C. C. Huntley, failing contractor, at Washington, D. C., for \$12,700, on account of the balance due by him to the United States, which he is required to pay on demand at your office, without risk or expense to the United States.

When paid, the duplicate receipts on the back of the draft should be filled, dated, and signed; that marked "Original" should be returned immediately to this office, and that marked "Duplicate" should be handed to the person from whom the money was received. The money so collected should be included in your next regular payment, taking receipt therefor in your own name.

If your demand for immediate payment be not responded to in due course of mail, you will please to report to this office the cause of delay on the form annexed (retaining this page of circular and draft until further instructions), and, in reply, you will receive such special instructions for your further action in the matter as may be necessary. If the demand on the failing contractor is mailed to some office other than that named on the draft, you will state in the certificate that such place was his last and usual place of abode.

Respectfully,

J. M. MCGREW,  
Auditor.

To D. B. AINGER, Esq.,  
P. M. at Washington, D. C.

In the event of your failure to comply promptly with these instructions, the amount of the draft will be charged to you on your general account, unless a satisfactory explanation is given for such delay.

\$14,500.00.]

[ \$14,500.00.

162.]

POST-OFFICE DEPARTMENT, U. S.

[ 162.

To C. C. HUNTLEY, failing contractor, Washington, D. C. :

Pay to D. B. Ainger, Washington, D. C., or agent, fourteen thousand five hundred dollars.

22d March, 1880.

A. D. HAZEN,  
3rd Ass't Postmaster-General.

Countersigned.

F. B. LILLEY,  
Auditor P. O. Dep't.

(CIRCULAR No. 49.)

Notified March 25, 1880. Notified Auditor April 8, 1880.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
22 March, 1880.

SIR: Inclosed you will receive a draft on C. C. Huntley, failing contractor, Washington, D. C., for \$14,500, on account of the balance due by him to the United States, which he is required to pay on demand at your office, without risk or expense to the United States.

When paid, the duplicate receipts on the back of the draft should be filled, dated, and signed; that marked "Original" should be returned immediately to this office, and that marked "Duplicate" should be handed to the person from whom the money was received. The money so collected should be included in your next regular payment, taking receipt therefor in your own name.

If your demand for immediate payment be not responded to in due course of mail, you will please to report to this office the cause of delay on the form annexed (retaining this page of circular and draft until further instructions), and, in reply, you will receive such special instructions for your further action in the matter as may be necessary. If the demand on the failing contractor is mailed to some office other than that

named on the draft, you will state in the certificate that such place was his last and usual place of abode.

Respectfully,

J. M. MCGREW,  
*Auditor.*

To D. B. AINGER, Esq.,  
*P. M. at Washington D. C.*

In the event of your failure to comply promptly with these instructions, the amount of the draft will be charged to you on your general account, unless a satisfactory explanation is given for such delay.

(CIRCULAR No. 49.)

Notified March 25, 1880. Notified Auditor April 8, 1880.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
*22 March, 1880.*

SIR: Inclosed you will receive a draft on C. C. Huntley, failing contractor, Washington, D. C., for \$310.50, on account of the balance due by him to the United States, which he is required to pay on demand at your office, without risk or expense to the United States.

When paid, the duplicate receipts on the back of the draft should be filed, dated, and signed; that marked "Original" should be returned immediately to this office, and that marked "Duplicate" should be handed to the person from whom the money was received. The money so collected should be included in your next regular payment, taking receipt therefor in your own name.

If your demand for immediate payment be not responded to in due course of mail, you will please to report to this office the cause of delay on the form annexed (retaining this page of circular and draft until further instructions), and in reply, you will receive such special instructions for your further action in the matter as may be necessary. If the demand on the failing contractor is mailed to some office other than that named on the draft, you will state in the certificate that such place was his last and usual place of abode.

Respectfully,

J. M. MCGREW,  
*Auditor.*

To D. B. AINGER, Esq.,  
*P. M. at Washington, D. C.*

In the event of your failure to comply promptly with these instructions, the amount of the draft will be charged to you on your general account, unless a satisfactory explanation is given for such delay.

WASHINGTON, April 8, 1880.

To the Hon. D. M. KEY,  
*Postmaster-General :*

SIR: I have known Charles C. Huntley, now of this city, formerly of Huntley, Kane County, Illinois, for about fifteen years. While in Illinois (where he was raised) he was a constituent of mine and resided in the same county I did, and I know that for more than two years last past he has been disqualified to transact business, *mentally and physically*. The man is a paralytic, bodily and intellectually, and no contract ought to have been made with him by the department, either as principal or surety, since he has been in his present deplorable condition.

His father, an old man now near eighty years of age, resides in Illinois still. I unhesitatingly recommend that you release the said Charles Huntley from all penalties and liabilities he is subject to on account of his contract made with your department in 1878, as you are authorized to do by law.

Very respectfully, &c.,

J. B. FARNSWORTH.

We fully concur in the above recommendation.

JOHN C. SHERWIN, *M. C. 4th Dist., Ill.*  
G. L. FORT, " " *8th " "*  
THOS. J. HENDERSON, *M. C.*  
A. E. STEVENSON, "  
and WM. M. SPRINGER, "

On the foregoing representations of General Farnsworth, I fully concur.

R. W. TOWNSHEND,  
and JAS. H. SINGLETON,

POST-OFFICE, *Washington D. C., April 8, 1880.*

I hereby certify that I made demand for payment of draft No. 162, for \$14,500, on C. C. Huntley, failing contractor, at Washington, D. C., by letter mailed on the 25th day of March, 1880, addressed to C. C. Huntley, at Washington, D. C.; that a sufficient time has elapsed, in the ordinary course of mail, for said letter to have reached its destination and a reply to have been received, and that I have not received payment of said draft.

D. B. AINGER,  
*Postmaster.*

POST-OFFICE, *Washington, D. C., April 8, 1880.*

I hereby certify that I made demand for payment of draft No. 158, for \$301.50, on C. C. Huntley, failing contractor, at Washington, D. C., by letter mailed on the 25th day of March, 1880, addressed to C. C. Huntley, at Washington, D. C.; that a sufficient time has elapsed, in the ordinary course of mail, for said letter to have reached its destination and a reply to have been received, and that I have not received payment of said draft.

\_\_\_\_\_  
*Postmaster.*

Mr. EVANS:

Please suspend all the Huntley cases to wait decision. See paper attached.  
Ap'l 24, 1880.

CHAMBERS.

Col. Giddings requests (on recommendation of Judge Freeman) that case of Huntley \$301.50, route 44,135 (old), Oregon, in which draft is out on Parker, surety, be suspended until decision of Attorney-General is rendered on question of sanity of Huntley.  
Ap'l 25, '80.

[E. J. E.—In your reply, please quote above initials.]

(Notified April 12, 1880.)

OFFICE OF THE AUDITOR OF THE TREAS.  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, April 10, 1880.*

(Notified Auditor May 3.)

SIR: In reply to your report of the 8th inst., of the non-payment of draft No. 162, on C. C. Huntley, failing contractor on route 45,135, Nevada, you are requested to inform his sureties, T. S. Huntley and W. H. Williams, Huntley Grove, Henry Co., Illinois, of their liability for the amount of the bond \$14,500, and to demand of them immediate settlement of the same.

Please report the result of your demand.

Respectfully,

J. M. MCGREW,  
*Auditor.*

D. B. AINGER,  
*P. M., Washington, D. C.*

[E. J. E.—In your reply, please quote above initials.]

(Notified April 10, 1880.)

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, April 9, 1880.*

(Notified May 3d, 1880.)

SIR: In your report of the 8th inst., of the non-payment of draft No. 158, on C. C. Huntley, failing contractor on route 44,135, in Oregon, you are requested to notify his

sureties, Adam E. Smith, Baltimore, Md., and I. W. Parker, Atchison, Kansas, of their liabilities for the amount of his indebtedness, and to demand of them immediate payment thereof.

Please report the result of your demand.

Respectfully,

J. M. MCGREW,  
*Auditor.*

D. B. AINGER,  
*P. M., Washington, D. C.*

---

(Notified April 10, 1880.)

OFFICE OF THE AUDITOR OF THE TREAS.  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, D. C., April 9, 1880.*

(Notified Auditor May 3.)

SIR: In reply to your report of the 8th inst., of the non-payment of draft No. 159, C. C. Huntley, failing contractor on routes 44149, 44170, 44171, and 44178, in Oregon, you are requested to notify his sureties, T. S. Huntley and W. H. Williams, Huntley Grove, Henry Co., Ills., of their liability for the amount of the bonds, \$12,700, and to demand of them immediately.

Please report the result of your demand.

Respectfully,

J. M. MCGREW,  
*Auditor.*

D. B. AINGER,  
*P. M., Washington, D. C.*

---

[Washington City Post-Office, Office of Postmaster.]

WASHINGTON, D. C., *May 3d*, 1880.

Hon. J. M. MCGREW, *Auditor, &c.* :

SIR: I have to inform you that on the 12th ulto., a demand in writing was made on T. S. Huntley and W. H. Williams, Huntley Grove, McHenry Co., Ills., sureties for C. C. Huntley, failing contractor on routes 44149, 44170, 44177, and 44178, in Oregon, and route 45135, Nevada, for the payment of drafts Nos. 159 for \$12,700, and 162 for \$14,500.

No response has been received from either of the parties named.

Very respectfully,

D. B. AINGER,  
*Postmaster.*

---

[Washington City Post Office, Office of the Postmaster.]

WASHINGTON, D. C., *May 3*, 1880.

Hon. J. M. MCGREW, *Auditor, &c.* :

SIR: I have to inform you that on the 10th ult. a demand in writing was made on Adam E. Smith, Baltimore, Md., and I. W. Parker, Atchison, Kansas, sureties for C. C. Huntley, failing contractor on route 44,135, in Oregon, for the payment of draft No. 158 for \$301.50.

No response has been received from either of the parties named.

Very respectfully,

D. B. AINGER,  
*Postmaster.*

---

[46th Congress, 2d Session.]

S. 1777.

[In the Senate of the United States May 19, 1880.]

Mr. DAVIS, of Illinois, asked and by unanimous consent obtained leave to bring in the following bill, which was read twice and referred to the Committee on Post Offices and Post-Roads.

A BILL for the relief of Charles C. Huntley.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That Charles C. Huntley, contractor for carrying the mails upon routes numbered 44149, 44170, 44177, 44178, 44135, and 45135, and surety upon the contract of W. W. Williams for carrying the mail upon route numbered 46246, be, and he is hereby, released from all penalties, liabilities, and forfeitures incurred or suffered in consequence of the failure of the said Huntley or of the said Williams to perform their said contracts made with the government in the year 1878 for the transportation of the mails upon said routes, and the said contracts are hereby annulled.

\$56,000 00.]

[ \$56,000 00.

1123.]

POST OFFICE DEPARTMENT U. S.

[1123.

To W. H. WILLIAMS, *failing contractor, Huntley Grove, Ills. :*

Pay to F. W. Palmer, P. M., Chicago, Ills., or agent, Fifty Six Thousand Dollars.  
3rd July, 1880.

MADISON DAVIS,  
*Acting 3rd Asst. Postmaster-General.*

Countersigned.

J. M. MCGREW,

*Auditor P. O. Dept.*

(Across the face:) Cancelled 28th July, 1880.

(CIRCULAR 58 B.)

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
COLLECTING DIVISION,  
*Washington, D. C., 6 July, 1880.*

SIR: In reply to your letter of the ———, I have to request that you will address C. C. Huntley, failing contractor, route 45,135, Nev., at Washington, D. C., and T. S. Huntley and W. H. William at Washington, D. C., sureties of said failing contractor, demanding payment of draft No. 1,120 for \$14,500, being a balance due the United States from said failing contractor on his general postal account sent you for collection, and notify them that unless they respond to your demand within fifteen days after such notice, suit will be instituted against them, in the United States court, for the recovery of the balance due from the said late postmaster. If suit is brought, interest will be collected from the date of the last charge in his account, together with costs of suit.

If they fail to pay the draft within the time named, you will return it to this office, and report, particularly, the result of your demand, and the present residence and pecuniary circumstances of the late postmaster and his sureties, on the annexed certificate.

Respectfully,

J. M. MCGREW,  
*Auditor.*

D. B. AINGER, Esq.,  
*P. M., Washington, D. C.*

Your attention is particularly called to the following section of Regulations of 1879:

"SEC. 1197. If due diligence be not used in making the collection, or if, being unsuccessful, any postmaster fails to return the draft or demand to the Auditor, or otherwise to give notice of such failure, or fail to give any information required in relation to the same, such neglect and want of fidelity will amount to a breach of the condition of his bond, and the draft will be permanently charged to the general account of the postmaster holding it, and he and his sureties will be held responsible for the amount of the same."

*Report as to the residence and pecuniary circumstances of the late postmaster and his sureties.*

POST-OFFICE, *Washington, D. C., July 24, 1880.*

AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT:

SIR: The residence and pecuniary circumstances of C. C. Huntley, late failing contractor, route 45,132, Nev., and of T. S. Huntley and W. H. Williams, his sureties, are as follows: Washington, D. C., and Huntley Grove, McHenry Co., Ills., respectively.



As to their pecuniary responsibility, this office can give no definite information. Numerous letters have been written from time to time to the above parties, and as yet no answer has been received.

Respectfully,

D. B. AINGER,  
Postmaster.

You will transmit, with this certificate, all letters received by you bearing on the above-required information, and communicate such other facts as you may deem important in the case.

POST-OFFICE, *Washington, D. C., July 24, 1880.*

I, D. B. Ainger, postmaster at Washington, D. C., employed by the Auditor of the Treasury for the Post-Office Department for that purpose, hereby certify that I made demand for payment of draft No. 1,120, for \$14,500, on C. C. Huntley, failing contractor, route No. 45,135, being a balance due the United States from him, failing contractor as stated, by letter mailed on the 8th day of July, 1880, addressed to the said failing contractor at Washington, D. C., his last usual place of abode; that a sufficient time has elapsed in the ordinary course of mail for said letter to have reached its destination and a reply to have been received; and that payment of said draft for said balance as aforesaid has not been received within the time designated in my instructions from the Auditor of the Treasury for the Post-Office Department, to wit: 15 days.

I further certify that I made demand for payment of said draft for the aforesaid balance upon T. S. Huntley and W. H. Williams, the sureties of said failing contractor, by letter mailed on the — day of July, 1880, addressed to them at Washington, D. C., as per instructions first page of this circular; said letters still remain in general delivery of this office, unclaimed, their last usual place of abode; that a sufficient time has elapsed in the ordinary course of mail for said letters to have reached their destination and replies to have been received; and that payment of said draft for the aforesaid balance has not been received within the time designated in my said instructions from the Auditor of the Treasury for the Post-Office Department.

D. B. AINGER,  
Postmaster.

\$14,500 00.]

[\$14,500 00.

1120.]

POST-OFFICE DEPARTMENT U. S.

[1120.

To C. C. HUNTLEY, *failing contractor, Washington, D. C.:*

Pay to D. B. Ainger, P. M. Washington, D. C., or agent, fourteen thousand and five hundred dollars.

3 July, 1880,

MADISON DAVIS,  
*Acting 3rd Asst. Postmaster-General.*

Countersigned:

J. M. MCGREW,  
*Auditor P. O. Dept.*

(Across the face:) Cancelled 28 July, '80.

H.E.W.]

(CIRCULAR 58 B.)

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT  
COLLECTING DIVISION.

*Washington, D. C., 6 July, 1880.*

SIR: In reply to your letter of the — I have to request that you will address C. C. Huntley, failing contractor (Ro. 44135, Oregon), Washington, D. C., and Adam E. Smith, of Balto., Md., and J. W. Parker, of Atchison, Kans., sureties of said failing contr., demanding payment of draft No. 121, for \$301.50, being a balance due the United States from said failing contractor on his general postal account sent you for collection, and notify them that unless they respond to your demand within 15 days after such notice, suit will be instituted against them, in the United States court, for the recovery of the balance due from the said late postmaster. If suit is brought, interest will be collected from the date of the last charge in his account, together with costs of suit.

If they fail to pay the draft within the time named, you will return it to this office, and report, particularly, the result of your demand, and the present residence and pecuniary circumstances of the failing contractor and his sureties, on the annexed certificates.

Respectfully,

J. M. MCGREW,  
*Auditor.*

D. B. AINGER, Esq.,  
*P. M., Washington, D. C.*

Your attention is particularly called to the following section of Regulations of 1879: "SEC. 1197. If due diligence be not used in making the collection, or if, being unsuccessful, any postmaster fails to return the draft or demand to the Auditor, or otherwise to give notice of such failure, or fail to give any information required in relation to the same, such neglect and want of fidelity will amount to a breach of the condition of his bond, and the draft will be permanently charged to the general account of the postmaster holding it, and he and his sureties will be held responsible for the amount of the same."

*Report as to the residence and pecuniary circumstances of the late postmaster and his sureties.*

POST-OFFICE, *Washington, D. C., July 24, 1880.*

AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT:

SIR: The residence and pecuniary circumstances of C. C. Huntley, failing contractor, route No. 44135, Oregon, and of Adam E. Smith and J. W. Parker, his sureties, are as follows: Washington, D. C., Baltimore, Md., and Atchison, Kans., respectively.

As to their pecuniary responsibility, this office can give no definite information. Numerous letters have been written, from time to time, to the above parties, and while not returned, as yet no answers have been received.

Respectfully,

D. B. AINGER,  
*Postmaster.*

You will transmit, with this certificate, all letters received by you bearing on the above-required information, and communicate such other facts as you may deem important in the case.

POST-OFFICE, *Washington, D. C., July 24th, 1880.*

I, D. B. Ainger, postmaster at Washington, D. C., employed by the Auditor of the Treasury for the Post-Office Department for that purpose, hereby certify that I made demand for payment of draft No. 1121, for \$301.50, on C. C. Huntley, failing contractor, route 44135, Oregon, being the balance due from him, failing contractor, as stated, by letter mailed on the 8th day of July, 1880, addressed to the said failing contractor, at Washington, D. C., his last usual place of abode; that a sufficient time has elapsed in the ordinary course of mail for said letter to have reached its destination and a reply to have been received; and that payment of said draft for said balance as aforesaid has not been received within the time designated in my instructions from the Auditor of the Treasury for the Post Office Department, to wit, 15 days.

I further certify that I made demand for payment of said draft for the aforesaid balance upon Adam E. Smith and J. W. Parker, the sureties of said failing contractor, by letter mailed on the 8th day of July, 1880, addressed to them at Baltimore, Md., and Atchison, Kansas, respectively, their last usual place of abode; that a sufficient time has elapsed in the ordinary course of mail for said letters to have reached their destination and replies to have been received; and that payment of said draft for the aforesaid balance has not been received within the time designated in my said instructions from the Auditor of the Treasury for the Post-Office Department.

D. B. AINGER,  
*Postmaster.*

\$301.50.]

[\$301.50.

1121.]

POST-OFFICE DEPARTMENT, U. S.

[1121.

To C. C. HUNTLEY, *failing contractor, Washington, D. C.:*Pay to D. B. Ainger, P. M., Washington, D. C., or agent, three hundred and one  $\frac{5}{10}$  dollars.

3 July, 1880.

MADISON DAVIS,  
*Acting 3rd Asst. Postmaster-General.*

Countersigned:

J. M. MCGREW,  
*Auditor P. O. Dept.*

Not negotiable.

(Across the face:) Cancelled 28 July, '80.

(CIRCULAR 58 B.)

H. E. W.]

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
COLLECTION DIVISION,  
*Washington, D. C., 6 July, 1880.*

SIR: In reply to your letter of the ———, I have to request that you will address C. C. Huntley, failing contractor, routes in Oregon, Washington, D. C., and T. S. Huntley and W. H. Williams, sureties of said failing contr'r, demanding payment of draft No. 1122, for \$12,700, being a balance due the United States from said failing contractor on his general postal account sent you for collection, and notify them that unless they respond to your demand within 15 days after such notice suit will be instituted against them in the United States court for the recovery of the balance due from the said late postmaster. If suit is brought, interest will be collected from the date of the last charge in his account, together with costs of suit.

If they fail to pay the draft within the time named, you will return it to this office, and report, particularly, the result of your demand, and the present residence and pecuniary circumstances of the failing contractor and his sureties on the annexed certificates.

Respectfully,

J. M. MCGREW,  
*Auditor.*D. B. AINGER, Esq.,  
*P. M., Washington, D. C.*

Your attention is particularly called to the following section of Regulations of 1879: "SEC. 1197. If due diligence be not used in making the collection, or if, being unsuccessful, any postmaster fails to return the draft or demand to the Auditor, or otherwise to give notice of such failure, or fail to give any information required in relation to the same, such neglect and want of fidelity will amount to a breach of the condition of his bond, and the draft will be permanently charged to the general account of the postmaster holding it, and he and his sureties will be held responsible for the amount of the same."

*Report as to the residence and pecuniary circumstances of the late postmaster and his sureties.*POST-OFFICE, *Washington, D. C., July 24, 1880.*

AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT:

SIR: The residence and pecuniary circumstances of C. C. Huntley, failing contractor in Oregon, and of T. S. Huntley and W. H. Williams, his sureties, are as follows: Washington, D. C.; Huntley Grove, McHenry Co., Ills., respectively.

As to their pecuniary responsibility, this office can give no definite information. Numerous letters have been written from time to time to the above parties, and while not returned, as yet no answer has been received.

Respectfully,

D. B. AINGER,  
*Postmaster.*

You will transmit, with this certificate, all letters received by you bearing on the above-required information, and communicate such other facts as you may deem important in the case.

POST-OFFICE, *Washington, D. C., July 24, 1880.*

I, D. B. Ainger, postmaster at Washington, D. C., employed by the Auditor of the Treasury for the Post-Office Department for that purpose, hereby certify that I made demand for payment of draft No. 122, for \$12,700, on C. C. Huntley, failing contractor, in Oregon, being a balance due the United States from him as failing contractor as stated, by letter mailed on the 8th day of July, 1880, addressed to the said failing contractor at Washington, D. C., his last usual place of abode; that a sufficient time has elapsed in the ordinary course of mail for said letter to have reached its destination and a reply to have been received; and that payment of said draft for said balance as aforesaid has not been received within the time designated in my instructions from the Auditor of the Treasury for the Post-Office Department, to wit, 15 days.

I further certify that I made demand for payment of said draft for the aforesaid balance upon T. S. Huntley and W. H. Williams, the sureties of said failing contractor, by letter mailed on the 8th day of July, 1880, addressed to them at Huntley Grove, McHenry Co., Ills., their last usual place of abode; that a sufficient time has elapsed in the ordinary course of mail for said letters to have reached their destination and replies to have been received; and that payment of said draft for the aforesaid balance has not been received within the time designated in my said instructions from the Auditor of the Treasury for the Post-Office Department.

D. B. AINGER,  
*Postmaster.*

\$12,700.]

[\$12,700

1122.]

POST-OFFICE DEPARTMENT, U. S.

[1122.

To C. C. HUNTLEY, *failing contractor, Washington, D. C.:*

Pay to D. B. Ainger, P. M., Washington, D. C., or agent, twelve thousand seven hundred dollars.

3 July, 1880.

MADISON DAVIS,  
*Acting 3d Asst. Postmaster-General.*

Countersigned:

J. M. MCGREW,  
*Auditor P. O. Dept.*

Not negotiable.

(Across the face:) Cancelled 28 July, '80.

[F. B. L.—In your reply, please quote above initials.]

OFFICE OF THE AUDITOR OF THE TREAS.,  
FOR THE POST OFFICE DEPT.,  
*Washington, July 28, 1880.*

SIR: I have the honor to inclose herewith the offer of Nathaniel Wilson, as attorney for C. C. Huntley and W. H. Williams, to pay the sum of five hundred dollars in compromise of the claims of the department against said parties as failing contractors.

Under the advertisement of May 10, 1878, the following routes were awarded to C. C. Huntley, viz, 44135, 44149, 44170, 44177, 44178, and 45135.

The actual damage sustained by the department, owing to Huntley's failing on these routes, was \$27,225. Route 46246 was awarded to W. H. Williams, and the damage sustained by the department, owing to his failure, was \$111,938.05. While this contract stands in the name of W. H. Williams, it is claimed that to all intents and purposes C. C. Huntley was the person on whom the performance of the service devolved, he being the attorney for Williams. The sureties are the same on all these routes.

This application for remission of damages is made on the plea that at the time he entered into the contracts he was mentally incapacitated for business, and that his attorney, under date of November 26, 1878, requested the department to rescind his contracts, claiming that the department erred in recognizing his bids. The fact of Mr. Huntley's mental derangement was well known at the time to the officers of the department, and is conclusively established by certificates from eminent physicians herewith inclosed. It also appears that the postmaster at this city, to whom Mr. Huntley was well known, refused to certify to these contracts, and it was only by going to a distant country postmaster, who was disqualified from acting in that re-

spect, that the necessary certificate was obtained. Under these circumstances all of his contracts were annulled, although at the time service was being performed on several of them.

I enclose herewith certificates from Doctors Garnett & Keyes; the original letter to the Postmaster-General, of November 26th, 1878, asking that these contracts be cancelled; a letter from Nathaniel Wilson, esq., also to the Postmaster-General, dated December 2d, 1879; an affidavit from the same gentleman, dated December 3d, 1879; and also the recommendation of many prominent gentlemen that some relief be afforded these parties; to all of which I invite your attention.

From the facts herewith submitted I am of the opinion that the sum offered is greater than can be recovered by suit against these parties, and to certify the case as coming within the intent of the meaning of section 409 of Revised Statutes; and further, to recommend that upon payment of the said sum of five hundred dollars Messrs. C. C. Huntley and W. H. Williams, and their sureties, be released from all liabilities in respect to said contracts, or any of them, and without prejudice to said Huntley and Williams.

Respectfully,

Hon. D. M. KEY,  
*Postmaster-General.*

J. M. MCGREW,  
*Auditor.*

The for'going letter is indorsed as follows:

Respectfully referred to the Second Assistant Postmaster-General for the facts within his knowledge and for his opinion in the cases herein embraced.

D. M. KEY,  
*Postmaster-General.*

Respectfully returned to the Postmaster-General with the information that C. C. Huntley was declared a failing contractor on the routes named within, upon the ground that he was of unsound mind and not capable of transmitting any business whatever.

Under the circumstances it was understood at the time the orders were issued that Huntley would be relieved all responsibility attaching to the failure.

THOS. J. BRADY,  
*Second Asst. P. M. General.*

AUGUST 7, 1880.

I consent to the within recommendation of the Sixth Auditor.

D. M. KEY,  
*Postmaster-General.*

AUG. 9, 1880.

WASHINGTON, D. C., *December 14th, 1879.*

This certifies that Mr. C. C. Huntley was under my medical treatment during the year 1878, and that he was suffering with an organic lesions of the membranes of the brain and spinal canal. That in consequence of structural changes and morbid deposits upon these membranes his physical and mental condition became seriously impaired, rendering him, in my judgment, absolutely unfit to execute any business requiring the exercise of ordinary intelligence and mental coherence.

ALEX. Y. P. GARNETT, M. D.

(Endorsed:) Letter, Dr. Garnett.

WASHINGTON, D. C., *Nov. 27th, 1878.*

This certifies that I have been the attendant physician of Mr. Chas. C. Huntley for the past seven years; that his health during the last four years has been gradually failing in consequence of structural lesions of the brain, & that as a consequence of lesions his physical and mental capacities have been seriously impaired, locomotion accomplished with great difficulty, and his mind bordering on positive imbecility. He cannot, in my judgment, be regarded as a responsible person in any ordinary business transaction, and has not been for the last four years.

ALEX. Y. P. GARNETT, M. D.

The foregoing affidavit is endorsed as follows:

Dr. Garnett. Nov., '78. Huntley. S. 1777. Davis, of Ills. 'P. O. & P. R. to accom. S. 1878, Dec. 20th. 44, 149, 170, 177, 178 Oregon. 45135 Nevada. 46246 California. Certificate of Dr. A. Y. P. Garnett as to inability of C. C. Huntley to transact business. Letter of Dr. Keyes.

No. 1 PARK AVENUE, COR. 34TH ST. EAST, NEW YORK,  
Nov. 18th, 1878.

I have attended Mr. C. C. Huntley for many years past, seeing him at intervals varying from a week to several months.

During the whole of the year 1878 he was not in a sound condition of mind or body, and in my opinion he was not in a condition to be held responsible for his acts, or to make any contract.

ED. KEYES, M. D.

[Nathl. Wilson, counsellor at law, 635 F street.]

WASHINGTON, D. C., July 24, 1880.

SIR: On the 2 of Dec., 1879, I had the honor to transmit to the Postmaster-General conclusive proof the mental incapacity of Charles C. Huntley to enter into contracts as contractor for carrying the mails on routes 44130, 44149, 44170, 44177, 44178, and 45135, and to become surety for the contractor on route No. 46246.

Medical authorities of reputation, as high as any in America, have stated in the most emphatic terms that at the time these contracts were entered into "*Mr. Huntley was not in a condition to be held responsible for his acts.*"

These facts would effectually prevent any judgement being obtained against Mr. Huntley in any suit the department may bring against him. I am advised, however, that the excitement incident to the trial of such suits against him would be extremely injurious if not fatal to him, in the present precarious condition of his health.

Furthermore, as he has not been able to earn a penny for over six years, and as he is in debt and involved in difficulties, he cannot afford to meet the expense that will be required properly to defend the suits of the government.

For these reasons, and not because he does not believe that he has a good defence at law and in equity against the government, I am directed on behalf of the contractors and sureties on the routes described, viz: Nos. 44149, 44170, 44177, 44178, 45135, and route No. 46246, to pay the United States the sum of *five hundred dollars in cash*, a larger sum than can be realized from any suit, on the condition of the remission of all fines, penalties, and forfeitures, the removal of all disabilities, and the release and discharge of all claims against the said Charles C. Huntley, William H. Williams, and T. S. Huntley, in respect of said routes or either of them.

Respectfully,

NATHL. WILSON.

Hon. J. M. MCGREW,  
6th Auditor.

DISTRICT OF COLUMBIA:

Be it remembered that on this 3rd day of November, 1879, before the subscriber, a United States commissioner, in and for the District aforesaid, personally appeared Nathl. Wilson, who, being duly sworn, deposes and says:

That affiant is now and has for many years past been the counsel of Charles C. Huntley.

That during the whole of the year 1878 the said Huntley was physically and mentally disqualified for the conduct of any business, and his imbecile and unsound condition were obvious to any one who saw him.

That during the year 1878 the said Huntley constantly visited the Post-Office Department, and his physical and mental condition were well known to the officers of the department. That during said year, and indeed from the time that he was afflicted by paralysis, I used the most strenuous exertions to prevent him from entering into any new business engagements, and from assuming any new obligations, and the said Huntley carefully concealed from me that he was proffering bids and attempting to obtain mail contracts, and I knew nothing of his proceedings in reference to new contracts until he informed me that he was again a mail contractor. That his desire to be again known as and called a mail contractor was unnatural and insane one, and proceeded from monomania, and that to attain his object to secure a mail contract he was entirely inconsiderate of all the risks and liabilities which he assumed. That he procured his nephew, W. H. Williams, to become a bidder on route No. 46246, and also procured his, the said Huntley's, father to become surety on said route.

That the said Williams was in reality merely the representative of the said Huntley, and all the costs and expenses the service on said route which the mails were carried under the contract with the said Williams now paid by the said Huntley.

That the father of the said Huntley had no interest in the said contract, and no actual knowledge of the busines, but gave the use of his name as a surety merely because his said son requested it, and felt unwilling to deny his son's request, the father at that time being a resident of Illinois and not fully informed of his son's condition; that in my opinion no suit would be successfully prosecuted against the said Huntley or against his father or against said Williams; for when the said Huntley acted as agent, in view of the fact that is made indisputable by the statement of Dr. Keyes and Dr. Garnett, viz, that during the year 1878 the mental condition of the said Huntley was such that he cannot legally be held responsible for any compact entered into by him. That the said Huntley has little property or money, and is wholly unable, by reason of his physical and mental condition, from earning a livelihood, and if payment were exacted of even a portion of the sums proved due to him on a statement of accounts, he would be left penniless and without means of subsistence.

NATHL WILSON.

Subscribed and sworn to before me this third day of December, 1879.

W. E. WILLIAMS,  
U. S. Com'r, Dist. of Col.

(Endorsed:) Affidavit of Nath'l Wilson in the case of C. C. Huntley.

[PAY DIVISION. FORM 682.]

STATEMENT OF ACCOUNT.

*C. C. Huntley, failing contractor, in account with the United States.*

DR.			CR.		
Route.			Route.		
44135 (old.)	To recognized service of A. A. Fink, July 1 to Sept. 30, 1878, at \$7,194.00 pr. an.	1,796 50	44135 (old.)	By transportation, July 1, 1878, to Sept. 30, 1878	1,497 00
		1,798 50		"    balance .....	301 50
	To balance .....	301 50			1,798 50

(Indorsed:) Route 44135 (old), Oregon. C. C. Huntley, failing contractor, Washington, D. C. Sureties, Adam E. Smith, Baltimore, Md.; J. W. Parker, Atchison, Kan. Balance due the U. S., \$201.50. Dft. 158, sent 22 March, 1880.

P. M., Washington, D. C., D. B. Ainger.

Wrote P. M. to notify sureties of their liability, and to demand payment, and report.

April 9, 1880.

(Across the face:) \$2,501.50. Closed by Comp. debts, D. B. E., Feb. 18, 1881. Cancelled June 3, 1880.

Dft. 1621, sent 3 July '80. P. M., Washington, D. B. Ainger.

(Across the face:) Cancelled 28 July, 1880.

(On the back:) Dft. enclosed in Cir. 58 B, July 6, 1880.

[PAY DIVISION. FORM 682.]

STATEMENT OF ACCOUNT.

*C. C. Huntley, failing contractor, in account with the United States.*

DR.			CR.		
Route.			Route.		
46246	To recognized service of J. L. Sanderson, Dec. 2 to 16, 1878, at 73,700.00 per an.	3,004 08	46246	By transportation from Oct. 1, 1878, to Dec. 16, 1878, at \$54,985.00 per an.	11,505 01
	To difference between pay of failing contr'r and that of new contr'r, from Dec. 17, 1878, to June 30, 1882...	120,438 98		By balance .....	111,938 05
		123,443 06			123,443 06
	To balance .....	111,938 05			

(Indorsed:) Route 46256, California. W. H. Williams, failing contractor, Huntley Grove, McHenry Co., Illinois. Sureties, C. C. Huntley, Washington, D. C., T. S. Huntley, Huntley Grove, McHenry Co., Illinois. Balance due U. S., \$111,938.05.

[PAY DIVISION. FORM 682.]

STATEMENT OF ACCOUNT.

*C. C. Huntley, failing contractor, in account with the United States.*

Dr.			Cr.		
Route.		Route.			
44149	Deduction 4th qr. 1878 ....	424 41	44149	By transportation from Oct. 1, 1878, to Jan'y 17, 1879, at \$3,774.00 per annum ...	1,121 72
"	To " " 1st qr. 1879 .....	176 80			
44170	" " " 4th qr. 1878 .....	85 88	44170	" " transportation from Oct. 1, 1878, to Jan'y 31, 1879, at \$700.00 per annum ...	235 28
"	" " " 1st qr. 1879 .....	80 27			
44177	" " " 4th qr. 1878 .....	150 00	44177	" " transportation from Oct. 1, 1878, to Jan'y 31, 1879, at \$800.00 per annum ...	268 89
"	" " " 1st qr. 1879 .....	68 88			
44178	" " " 4th qr. 1878 .....	25 68	44178	" " transportation from Oct. 1, 1878, to Jan'y 15, 1879, at \$891.00 per annum ...	259 87
"	" " " 1st qr. 1879 .....	37 12			
	Balance .....	856 72			
		1,885 76			1,885 76

ACTUAL DAMAGE ACCOUNT.

44149	To difference between pay of failing cont'r and that of new cont'r (J. H. Warren) from Jan. 18, 1870, to June 30, 1882 .....	6,096 33	By balance .....	8,528 57
44170	To difference between pay of failing cont'r and that of new cont'r (F. G. Hihu) from Feb'y 1, 1879, to June 30, 1882 .....	1,024 17		
44177	To difference between pay of failing cont'r and that of new cont'r (V. W. Parker) from Feb. 1, 1879, to June 30, 1882 .....	477 95		
44178	To difference between pay of failing cont'r and that of new cont'r (W. H. Williams) from Jan'y 16, 1879, to June 30, '82 .....	31 12		
		8,528 57		8,528 57
	To balance actual damage account .....	8,528 57	By balance on regular account .....	856 72
	To balance .....	\$7,671 85	Balance .....	7,671 85
				8,528 57

(Indorsed:) Routes 44149, 44170, 44177, 44178, Oregon. C. C. Huntley, failing contractor, Washington, D. C. Sureties, T. S. Huntley, W. H. William, Huntley Grove, McHenry Co., Illinois. Bal. due U. S. on actual damage ac., \$8,528.57. Bal. due cont'r on regular ac., 856.72. Bal. due U. S., 7,671.85.

[PAY DIVISION. FORM 682.]

STATEMENT OF ACCOUNT.

*C. C. Huntley, failing contractor, in account with the United States.*

Dr.			Cr.	
Route.		Route.		
45135	To am't of bond under advertisement of May 10, 1878.	14,500 00	By .....	

(Indorsed:) Route 45135, Nevada. C. C. Huntley, failing contractor, Washington. Sureties, T. S. Huntley, W. H. Williams, Huntley Grove, McHenry Co., Illinois. Amount of bond, \$14,500.00. Dft. 163 sent 22 March, 1880, P. M. Washington, D. C., D. B. Ainger.  
 Wrote P. M. to demand of sureties and report, Apr. 10, '80.  
 (Across the face:) Cancelled 3 June, 1880.  
 Dft. 1120 sent 3 July, '80, P. M. Washington, D. C., D. B. Ainger.  
 (Across the face:) Cancelled 28 July, '80.  
 (In pencil:) D. B. E., transferring balance to Oregon ac., made Dec. 1, 1880.



[PAY DIVISION. FROM 682.]

STATEMENT OF ACCOUNT.

*C. C. Huntley, failing contractor, in account with the United States.*

DR.

CR.

Route.		Route.	
44149	To amount of bond on route 44149 under advertisement of May 20, 1878.....		By balance.....
	9,000 00		12,700 00
44170	To amount of bond under advertisement of May 10, 1878.....		
	1,200 00		
44177	To amount of bond under advertisement of May 10, 1878.....		
	1,200 00		
44178	To amount of bond under advertisement of May 10, 1878.....		
	1,300 00		
	12,700 00		12,700 00
	To balance.....		
	12,700 00		

(Indorsed:) Routes 44149, 44170, 44177, 44178, Oregon. C. C. Huntley, failing contractor, Washington, D. C. Sureties, T. S. Huntley, W. H. Williams, Huntley Grove, McHenry Co., Illinois. Amount of bonds, \$12,700.00. Dft. 159 sent 22 Mar., 1880. P. M., Washington, D. C., D. B. Ainger.

(Across the face:) Cancelled 3 June, 1880.

Wrote P. M. to demand pay of sureties & report Apr. 9, '80.

\$12,700. Dft., 1122, sent 3 July, '80, P. M., Washington, D. C., D. B. Ainger. Dft. sent out in Cir. 5813, 6 July, '80.

(Across the face:) Cancelled 28 July, 1880.

POST-OFFICE, *Washington, D. C., Apr. 8, 1880.*

I hereby certify that I made demand for payment of draft No. 159, for \$12,700, on C. C. Huntley failing contractor, at Washington, D. C., by letter mailed on the 25th day of March, 1880, addressed to C. C. Huntley, at Washington, D. C., that a sufficient time has elapsed in the ordinary course of mail for said letter to have reached its destination and a reply to have been received, and that I have not received payment of said draft.

D. B. AINGER,  
*Postmaster.*

[PAY DIVISION. FORM 683.]

STATEMENT OF ACCOUNT.

*C. C. Huntley, failing contractor, in account with the United States.*

DR.

CR.

Route.		Route.	
45135	To rec. ser. of E. J. Travis, from Nov. 13 to Nov. 29, 1878, at \$8,000.00 per annum.....	45135	By transportation from Oct. 1, 1878, to July 14, 1879, at \$8,000.00 per annum.....
	369 57		6,304 35
	To rec. ser. of E. J. Travis, from Dec. 1, 1878, to Jan'y 31, 1879, at \$16,000.00 per annum.....		Balance.....
	2,725 61		4,021 75
	To rec. ser. of E. J. Travis, from Feb'y 1, 1879, to June 30, 1879, at \$16,000.00 per annum.....		
	6,622 22		
	To rec. ser. of E. J. Travis, from July 1 to July 14, 1879, at \$16,000.00 per annum.....		
	608 70		
	10,326 10		10,826 10

ACTUAL DAMAGE ACCOUNT.

45135	To difference between pay of failing contr., and that of new contr., W. M. Griffith, from July 15, 1879, to June 30, 1882.....	18,364 13		
-------	--	-----------	--	--

(Indorsed:) Route 45135 Nevada. C. C. Huntley, failing contractor, Washington, D. C. Sureties, T. S. Huntley, W. H. Williams, Huntley Grove, McHenry Co., Illinois. Balance due on actual damage % \$18 364.13; balance due on regular % 4,021.75. Balance due U. S., 22,385.88.

[PAY DIVISION. FORM 682.]

## STATEMENT OF ACCOUNT.

Dr.		Cr.	
Route.		Route.	
46246	To amount of bond on bid under advertisement of May 10, 1878.....	56,000 00	By.....

(Indorsed:) Route 46246, California. W. H. Williams, failing contractor, Huntley Grove, McHenry Co., Illinois. Sureties, C. C. Huntley, T. C. Huntley, Huntley Grove, McHenry Co., Illinois. Stated for amt. of bond \$56,000.00. Dft. 7081 sent 25 June, '79. P. M., Chicago, Ills., F. W. Palmer.

Wrote to him to again demand pay. & if not responded to promptly, to demand of sureties, July 2, '79.

(Across the face:) Recalled Sept. 18, '79. Cancelled, T. J. E., 25 Sept. 18, '79.

58 A & B 30 days, sent Aug. 16, '79. \$56,000. Dft. 1123 sent 3d July, '80, P. M., Chicago, F. W. Palmer. Dft. sent out in Cir. 58 B, 6 July, '80.

(Across the face:) Cancelled 28 June, '80.

(In pencil:) Chicago. F. W. Palmer.

Ref'd letter of N. Wilson in regard to the case & copies of letters addressed to P. M. G., and asked for a report, Sept. 19, '79.

Recommended remission of penalty to P. M. G., Oct. 25, '79.

## EXHIBIT N.

## CASE OF ALVIN O. BUCK, FAILING CONTRACTOR.

GAINESVILLE, FLA., Dec'r 24th, 1890.

To the AUDITOR OF THE TREASURY FOR THE P. O. DEPARTMENT:

SIR: Without waiting to be called upon in the matter of my failure on mail route No. 16158, Gainesville to Tampa, Fla., I purpose to come forward at once and state the particulars of the failure, and make a proposition looking to a settlement of my indebtedness on account of it.

To begin with, I bid the service at too low a figure, 7,497, but I was misled by letters received upon the subject. It cannot, in fact, be performed for nearly double my bid. From the first of May until date of failure, I devoted my entire time, or nearly so, to the performance of the service and managed to keep it going, though at a large loss. On Aug. 31 and Sept. 1st, 2d, and 3d, as you must be well aware, there occurred one of the most terrific storms that has ever visited Florida; vessels without number were wrecked on the coast, and great damage was done inland. My route, for a large part of its length, was inundated and covered with trees and logs so thickly that a man could walk upon them for miles instead of stepping on the ground.

The route is an important public highway, and it was the duty of the county commissioners to clear it of the obstructions; but they refused to do so, saying that if the mail contractor wanted it cleared he could do it. Finding that I could not proceed without expending several thousand dollars to make the roads passable, an expense unjust to me and which could not have been foreseen when making my bid, and the subcontractor had abandoned the route, and knowing that I could not perform the service after the road was in condition except at great loss, and my available resources being exhausted, I could do nothing but fail, as my health as well as my means was gone, for I had been confined to my bed several days and was confined several weeks after the failure, as the doct. certificate will show.

Mr. Auditor, I am a poor man, and no fault of my own. I believe I did the very best I could, and performed the service as long as I could; and, as I did the best I could with the service, so will I make the best offer I can as a compromise.

To settle the whole matter and be relieved from my bond, I think I can raise the sum of two thousand (2,000) dollars, and am willing to undertake it and pay the same over to the government if I can be released. I make this offer after a due consideration of my obligations to the government, and it will tax my resources to the utmost to fulfill it. I think it is all that ought to be asked of me under the circumstances, for had it not been for the effects of such an unprecedented storm I should now have been performing the service, and would have continued it right along, certainly as long as I had a dollar to work with; but the storm was a fate I could not contend against,

more especially when the proper road authorities refused to keep the roads in a passable condition.

In this matter, now, I throw myself entirely upon your clemency and right sense of the equities of my case, and pray for its favorable consideration.

Very respectfully, I remain, your most obedient,

A. O. BUCK.

[Dr. N. D. Phillips.]

GAINESVILLE, FLA., Dec. 22nd, 1880.

I certify that on or about the 15th of September last I was called to see Mr. A. O. Buck, and found him dangerously ill from malarial disease, and that for some weeks following he was utterly unable to attend to any business.

N. D. PHILLIPS, M. D.,  
*Attending Physician.*

F. B. L.]

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, January 5th, 1880.*

SIR: I have the honor to enclose herewith the application of A. P. Buck, failing contractor on route 16158, Florida, to pay the sum of two thousand dollars in compromise of the liability of himself and sureties under the bond accompanying his bid on said route.

The facts relative to his failure are so fully set forth in Mr. Buck's application that it is unnecessary for me to repeat them. The amount offered, \$2,000, is a much larger sum than is usually offered in cases where the bond is not larger than in this case, viz, \$9,400. The fact that Mr. Buck has been a contractor for many years and has always performed satisfactory service, that his offer is made in advance of any demand upon him, and that he was dangerously ill at the time of failure, should be given due consideration.

Under these circumstances, I have the honor to certify the case as coming within the provisions of section 409 of the Revised Statutes, and to recommend that on the payment of \$2,000 Mr. Buck and his sureties be released from all responsibility accruing from his failure on said route 16158, Florida.

I am, sir, very respectfully,

J. M. MCGREW,  
*Auditor.*

Hon. HORACE MAYNARD,  
*Postmaster-General.*

POST-OFFICE DEPARTMENT,  
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., January 12, 1881.*

SIR: In reply to your reference of the inclosed proposition of A. P. Buck and the accompanying papers relative to his failure as contractor on route No. 16158, Gainesville to Tampa, Fla., I have the honor to inform you that the route was awarded to Mr. Buck for service from July 1, 1880, to June 30, 1884, at the rate of \$7,497 per annum.

Mr. Buck performed the service until Sept. 19th, 1880, after which date temporary service was employed until Oct. 31, 1880, at the rate of \$16,450 per annum; and the route was let for the residue of the contract term, to wit, from Nov. 1, 1880, to June 30, 1884, at the rate of \$14,690 per annum.

The damage sustained by the department from Nov. 1, 1880, in consequence of said failure is \$26,374.33, but the amount of the bond accompanying Mr. Buck's bid is only \$9,400.

The route is 156 miles long, the service is six times a week and back, and the running time is only forty-one hours each way. Beyond question the bid of Mr. Buck was a very low one for the service required, but at the time of the failure subcontracts for the performance of the service at the rate of \$7,500 per annum were on file in this office. However, in justice to Mr. Buck it should be stated that the sub contractors declined to continue the service at that rate of pay.

Evidence in this office shows that a very severe storm occurred on the line of said route from Aug. 29th to Sept. 2d, last, damaging the road and destroying a bridge, but there is no official information of the refusal of the local authorities to make the road passable, nor as to the cost of doing so.

Very respectfully,

THOS. J. BRADY,  
*Second Asst. P. M. General.*

Hon. A. H. BISSELL,  
*Actg. Asst. Atty. Gen. for the P. O. Dept.*

[Endorsement.]

The Acting Asst. Atty. General recommends the acceptance of this offer.

J. N. T.

JAN'Y 18, 1881.

OFFICE OF THE POSTMASTER-GENERAL,  
January 18, 1881.

I consent to the compromise within suggested by the Auditor of the Treasury for the P. O. Dept.

JAS. N. TYNER,  
*Actg. Postmaster-General.*

No. 8600.]

TREASURY OF THE UNITED STATES,  
Washington, D. C., January 19, 1881.

I certify that A. O. Buck has this day deposited to the credit of the United States, for service of the Post-Office Department, two thousand dollars on account of failing contractor on route No. 16158, Fla., for which I have signed duplicate receipts. \$2,000.

A. U. WYMAN,  
*Assistant Treasurer U. S.*

The duplicate to be retained by the party making the deposit.  
Duplicate.

9,400	9,400	2,000
1,021.80	978.20	8,421.80
<hr/> 10,421.80	<hr/> \$8,421.80	<hr/> 10,421.80
2,000.00		
8,421.80	9,400	
2,000	1,021.80	
1,021.80	<hr/> 8,378.20	
<hr/> 978.20	10,421.80	
	2,000	
	<hr/> 8,421.80	

Compro. debts dr. to A. O. Buck, failing contr., Rt. 16158, Fla., for this sum to close up. \$8,421.80.

[PAY DIVISION. FORM 682.]

STATEMENT OF ACCOUNT.

DR.			CR.		
<i>A. O. Buck, Fla., contractor, in account with the United States.</i>					
Route.			Route.		
16158	To amt't of bond under advertisement of Nov. 1, 1879.	9,400 00		By	

(Indorsed:) Florida Route No. 16158. A. O. Buck, failing contr, Washington, D. C. (Across the face:) Closed. A. B. E., Comp. Debts \$8,421.80. Feb'y 16, 1881. To bond, \$9,400, U. S. Barringer, S. N. Hoyt, securities.

Recommended to P. M. General the acceptance of \$2,000 in comp. of his indebtedness, &c. Jan'y 5, 1881.

Notified Second Asst. P. M. G. of acceptance of \$2,000 in compromise, &c.

Jan'y 20, '81.

[PAY DIVISION. FORM 682.]

STATEMENT OF ACCOUNT.

A. O. Buck, contractor, in account with the United States.

DR.		CR.	
Route.		Route.	
16158	To difference between his contract of \$7,487.00 and re-letting at \$14,690.00 per ann. from Nov. 1, 1880, to June 30, 1884, \$26,367 82		By Balance.....26,367 82
	26,367 82		
	To bal. actual damage %....	26,367 82	26,367 82

GENERAL ACCOUNT.

16158	Sub-contractor's pay 3d qr. 1880.....1,650 15	16158	By transfr. from July 1 to Oct. 31, 1880, at \$1,874.25 pr. quarter.....2,505.79	
"	Rec. services from Sept. 20, to Oct. 31, 1880.....1,877 44		Balance.....1,021.80	3,527 59
	3,527 59			
	To bal. on general %.....	1,021 80		

(Indorsed:) Florida route No. 16158, A. O. Buck, failing contr., Washington, D. C.

Actual damage %.....	\$26,367 82
General account.....	1,021 80
Total.....	\$27,389 62

U. S. Barrington, S. N. Hoyt, Sureties, Washington, D. C.

EXHIBIT O.

CASE OF J. H. WATTS, FAILING CONTRACTOR.

[F. B. L.—In your reply please quote above initials.]

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Washington, Aug. 17th, 1880.

SIR: I have the honor to inclose herewith the proposition of J. H. Watts, failing contractor on route 40103, Arizona, and route 3511<sup>8</sup>, Colorado, to pay the sum of one thousand dollars in full satisfaction of the claim of the department against himself and sureties in consequence of said failures.

The actual damage sustained by the department in consequence of these failures amounts to the sum of \$9,333.20. This sum is arrived at by charging Watts with the difference between his bid (\$4,542.00 per annum) on route 40103, Arizona, and that of the person to whom the service was finally awarded (\$7,440.00 per annum). Had the account been stated for the difference between Watts' bid and the next higher one on said route the actual damage would have been \$5,485.73 only. Watts also performed service on this route from July 1, 1878, to March 31, 1879, amounting to \$1,429.97, no part of which has been paid him, and which, under his proposition, he is willing to relinquish. There is also due Mr. Watts the sum of \$128.00 on route 38115, which his proposition to relinquish also embraces.

Under these facts, I have the honor to recommend that his proposition be accepted, and that upon the payment of one thousand dollars he and his sureties be fully released from all liability, damages, or responsibility in consequence of said failures to perform service on said routes 40103, Arizona, and 38118, Colorado.

I am, respectfully,

F. B. LILLEY,  
Acting Auditor.

Hon. DAVID M. KEY,  
Postmaster-General.

(Endorsed:)

I believe the facts are as stated by the Sixth Auditor, and I have to join in his recommendation.

THOS. J. BRADY,  
2d A. P. M. Genl.

AUG. 19, —.

(Endorsed:)

POST-OFFICE DEPARTMENT,  
Washington, D. C., Aug. 20, 1880.

I hereby consent that the Auditor of the Treasury for the Post-Office Department may accept the sum of one thousand dollars in full satisfaction of the claim of the United States against J. H. Watts, failing contractor on routes No. 40103, Arizona, and No. 38118, Colorado.

D. M. KEY,  
Postmaster-General.

P. O., SANTA FÉ, N. M., March 30, 1880.

Hon. J. M. MCGREW, Washington, D. C.:

SIR: Please inform me upon what route J. H. Watts is a failing contractor, for which draft No. 166 for \$8,000 is issued against him. He desires this information. Also, please send me the names of his sureties. It will be impossible to make the amount out of him.

Very truly,

M. A. BREEDEN, P. M.

SANTA FÉ, N. M., May 13, 1880.

SIR: Draft No. 166 against J. H. Watts for \$8,000.00 is still in my hands unpaid. Mr. Watts is in Lincoln County, N. M., and has failed to reply to my demand. I await further instructions.

Very truly,

M. A. BREEDEN, P. M.

Hon. \_\_\_\_\_,  
Auditor, &c., Washington, D. C.

SANTA FÉ, N. M., Aug. 12, 1880.

Hon. AUDITOR P. O. DEPARTMENT,  
Washington, D. C.:

SIR: I have the honor to state that draft No. 166 against J. H. Watts for \$8,000 is still in my hands unpaid. I await further instructions.

Respectfully,

M. A. BREEDEN, P. M.  
Pr. KASS.

WASHINGTON, D. C., Aug. 16, 1880.

Hon. J. M. MCGREW,  
6th Auditor U. S. Treasury:

SIR: In reply to the demands of the postmaster at Santa Fé, New Mexico, for \$8,000 against J. H. Watts, failing contractor on route No. 40103, in Arizona, and also a small amount against other routes, I have the honor to submit the following statement:

First. Mr. Watts is now carrying several small routes with more or less loss upon all of them, and if these sums should be insisted upon it would utterly ruin him, and compel his failure on all of other routes, and add greatly to the loss of the government.

Second. There are circumstances and facts connected with this route which I feel certain would prevent recovery by the United States in any court of law.

Third. Mr. Watts is now struggling the best he can to discharge all his obligations to the United States, and will continue, through at a great loss to himself, to carry the service he now has.

Fourth. To avoid the expense and annoyance of a lawsuit, the result of which I am certain would be adverse to the United States, I hereby offer one thousand dollars in cash, and to relinquish all amounts due me on said route or routes, in full of all claims of the P. O. Dep't against said Watts and his securities on said route or routes.

Very respectfully,

J. H. WATTS,  
By M. C. RERDELL,  
Attorney.

WASHINGTON, D. C., Sept. 11, 1880.

Hon. J. MCGREW, 6th Auditor :

SIR: Referring to your communication of 20th ult., relative to the matter of J. H. Watts, failing contractor on routes 40103 and 38118, I beg to inclose herewith the sum of one thousand dollars, being amount agreed upon as a settlement with the government on account of his failure to perform service on said routes.

Very respect.,

M. C. RERDELL,  
Atty. for J. H. Watts.

[PAY DIVISION. FORM 682.]

STATEMENT OF ACTUAL DAMAGE ACCOUNT.

*J. H. Watts, failing contractor, in account with the United States.*

DR.		CR.	
Route.		Route.	
38118	To difference between pay of failing contr. and that of new contr. from Feb'y 20, 1879, to June 30, 1882..... 847 00		By balance..... 929 61
38138	To difference between pay of failing contr. and that of new contractor from Sept. 1, 1879, to June 30, 1882.... 82 61		
	929 61		929 61
	To balance..... 929 61		
	To balance on actual damage account..... 929 61		By balance on regular %..... 170 41
	929 61		759 21
	To balance due U. S..... 759 21		929 61

(Indorsed:) Routes 38101, 38115, 38118, 38138, 38147, Colorado. J. H. Watts, failing contractor, Santa Fé, Santa Fé Co., New Mexico. Sureties, John O. Evans, Washington, D. C.; L. S. Filbert, Philadelphia, Pa.

Bal. due U. S. on actual damage %..... \$929 61

Bal. due contr. on regular %..... 170 40

Bal. due U. S..... 759 21

\$170.40 transferred to Arizona acc't Sept. 22, '80.

[PAY DIVISION. FORM 682.]

STATEMENT OF ACCOUNT.

*J. H. Watts, failing contractor, in account with the United States.*

DR.		CR.	
Route.		Route.	
38118	To am't of bond under advertisement of Nov. 1, 1877... 2,000 00		By
38138	To am't of bond under advertisement of Nov. 1, 1877..... 1,000 00		

(Indorsed:) Routes 38118, 38138, Colorado. J. H. Watts, failing contractor, Santa Fé, Santa Fé Co., New Mexico. Sureties, John O. Evans, Washington, D. C.; L. S. Filbert, Philadelphia, Pa., Am't of bonds, \$3,000.

(In pencil:) No action to be taken on bond.

[\$8,000.00.]

[\$8,000.00

166.]

POST-OFFICE DEPARTMENT, U. S.

[166.

To J. H. WATTS,

*Failing contractor, Santa Fé, New Mex. :*

Pay to M. A. Breeden, P. M., Santa Fé, or agent, eight thousand dollars.

22 March, 1880.

A. D. HAZEN,  
3rd Asst. Postmaster-General.

Countersigned :

F. B. LILLEY,

*Act'g Auditor, P. O. Dept.*

[PAY DIVISION. FORM 682.]

STATEMENT OF ACCOUNT.

*J. H. Watts, failing contractor, in account with the United States.*

Dr.			Cr.		
Route.			Route.		
40103	To deduction 3d qr. 1878....	152 81	40103	By transportation from July	
"	" 4th " ".....	688 23		1, 1878, to Jan'y 31, 1879, at	
"	" 1st " 1879.....	391 11		\$4,542.00 pr. an.....	2, 662 12
	Balance.....	1, 429 97			
		<u>2, 662 12</u>			<u>2, 662 12</u>

ACTUAL DAMAGE ACCOUNT.

40103	To difference between pay of failing contr. and that of new contr. (A. H. Brown) from Feb'y 1, '79, to June 30, '82.....	9, 893 45		By balance.....	9, 893 45
	To balance on actual damage %.....	9, 893 45		By balance on regular % .....	1, 429 97
		9, 893 45		Balance.....	8, 463 48
	To balance due U. S.....	<u>8, 463 48</u>			<u>9, 893 45</u>

(Indorsed :) Route 40103, Arizona Ter., J. H. Watts, failing contractor, Santa Fé, Santa Fé Co., New Mexico Ter. Sureties, John O. Evans, Washington, D. C.; L. S. Gilbert, Philadelphia, Pa.

Bal. due U. S. on actual damage %..... \$9, 893 45

Bal. due contr. on regular %..... 1, 429 97

Bal. due U. S..... 8, 463 48

\$1,429.97 applied as fine and penalty Sept. 20, '80.



[PAY DIVISION, FORM 682.]

STATEMENT OF ACCOUNT.

*J. H. Watts, failing contractor, in account with the United States.*

Dr.			Cr.		
Route.			Route.		
40103	To amount of bond under advertisement of Nov. 1, 1877.	\$8,000 00		By .....	

(Indorsed :) Route 40103, Arizona Ter., J. H. Watts, failing contractor, Santa Fé, Santa Fé Co., New Mexico. Sureties, John O. Evans, Washington, D. C.; L. S. Filbert, Philadelphia, Pa. Amount of bond, \$8,000. Dft. 166 sent 22 March, 1880, P. M. Santa Fé, M. A. Breeden.

(Across the face:) Recalled Sept. 16, '80. Cancelled T. J. E., 8 Oct., '80.

NOTE.—P. M. to explain nature of indebtedness and give name of sureties. To demand of all parties and report Apr. 5, '80.  
Cir. 58 A & B May 20, '80.  
Rec. comp., upon pay't of \$1,000 and relinquishment of moneys recovered amt'g to about \$800, Aug. 17, '80.

Write Watts, and also Hon. S. W. Dorsey, both to care of M. C. Rordell, Santa Fé, Wash., D. C. Classified. See Capt Smith.

D. B. 3, No. 5, Sept. 22, '80; \$170.40 dne C. on Col. routes June 30, '80, transferred to this acc't; \$1,429.97 dne in Arizona transferred to fines & penalties.

\$5,399.63 compromised; \$1,000 deposited by cont.  
Wrote Hon. Mr. Dorsey and J. H. Watts, care of M. C. Rordell, Wash., D. C. Comp. accepted & % closed Sept. 21, '80.

[PAY DIVISION. FORM 682.]

STATEMENT OF ACCOUNT.

*J. H. Watts, contractor, in account with the United States.*

Dr.			Cr.		
Route.			Route.		
38101	To am't paid subcont's to June 30, 1880	888 48	38101	By transportation from July 1, 1878, to Sept. 14, 1878, at \$488.00 per annum	100 78
38115	To am't paid subcont's to June 30, 1880	1,448 00	"	By one month extra pay per order Sept. 2, 1878	4 07
38118	To am't paid subcont's July 1 to Dec. 31, 1878	474 00	"	By transportation from Sept. 15, 1878, to June 30, 1880, at \$439.20 per annum	787 70
38118	To rec. ser. of N. P. Williams	154 40	38115	By transportation from July 1, 1878, to June 30, 1880, at \$788.00 per annum	1,576 00
38138	To am't paid subcont'r July 1, '78, to June 30, '79	388 00	38118	By transportation from July 1, 1878, to Feb'y 19, 1879, at \$048.00	605 67
"	To rec. ser. of J. W. Bressler from July 14 to Aug. 31, 1879, at \$420.00 per annum	55 92	38138	By transportation from July 1, 1878, to Aug. 31, 1879, at \$388.00 per annum	453 37
38147	To am't paid subcont'r from July 1, 1878, to June 30, 1880	599 24	38147	By transportation from July 1 to Sept. 30, '78, at \$388.00 per annum	97 00
	Balance	170 40	"	By one month's extra pay per order Sept. 1, '78	13 06
			"	By transportation from Oct. 1, 1878, to Nov. 30, 1879, at \$231.32 per annum	269 66
			"	By trans'p'tion from Dec. 1, 1879, to Feb. 15, 1880, at 693.92 p'r an.	146 15
			"	By one month's extra pay per order Jan'y 27, '80	38 55
			"	By trans'p'tion from Feb'y 16, '80, to June 30, '80, at \$231.32 p'r an	86 43
		4,178 44		By balance on regular %	170 40
					4,178 44



---

ANNUAL REPORT  
OF THE  
AUDITOR OF THE TREASURY  
FOR THE  
POST-OFFICE DEPARTMENT  
FOR THE  
FISCAL YEAR ENDED JUNE 30, 1881.

---

653



# 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, November 16, 1881.*

SIR: I have the honor to submit herewith the annual report of the receipts and expenditures of the Post-Office Department, as shown by the accounts of this office, for the fiscal year ended June 30, 1881.

### REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

**Fiscal year 1881:**

The revenue of the department for the fiscal year ended June 30, 1881, was.....	\$36,785,397 97
The amount placed with the Treasurer for the service of the department for the fiscal year, being grants in aid of the revenue, under the second section of the act approved June 11, 1880 (Statutes, chapter 206, page 179, pamphlet edition), was.....	3,000,000 00
<b>Aggregate of revenue and grants.....</b>	<b>39,785,397 97</b>
The expenditures for the service of the fiscal year were.....	39,251,736 46
<b>Excess of receipts.....</b>	<b>533,661 51</b>
Amount of balances due by postmasters charged to "bad debts" and "compromise" accounts.....	\$16,215 70
Amount of balances due postmasters credited to "suspense" account.....	1,424 84
<b>Balance available for service of 1881.....</b>	<b>518,870 65</b>

**Fiscal year 1880:**

The balance available for the service of 1880 at the close of the last annual report was.....	719,029 82
Amount paid during last fiscal year.....	270,575 89
<b>Balance available for the service of 1880.....</b>	<b>448,453 93</b>

**Fiscal year 1879:**

The amount placed with the Treasurer, since last annual report, for the service of 1879, being grants in aid of the revenue, under the second section of the act approved June 17, 1878 (Statutes, vol. 20, page 143), was.....	279,556 03
The excess of expenditures, as per last annual report, was.....	\$228,344 44
Amount paid during last fiscal year.....	50,816 64
<b>Balance unexpended for service of 1879.....</b>	<b>394 95</b>

## Fiscal year 1878:

Amount credited to postmasters for disbursements on account of 1878.	<b>\$466 06</b>
--	-----------------

## Fiscal year 1878 and prior years (scheduled claims):

The amount placed with the Treasurer under the act approved March 3, 1881 (Statutes, chap. 132, page 433, pamphlet edition), was.....	18,315 43
Amount paid during last fiscal year .....	18,211 58

Balance available for 1878 and prior years.....	<b>103 86</b>
---	---------------

## Fiscal year 1877 and prior years (scheduled claims):

The balance available at the close of last annual report was.....	10,891 30
Amount paid during last fiscal year.....	709 59

Balance available for 1877 and prior years.....	<b>10,181 71</b>
---	------------------

## Fiscal year 1867:

The amount placed with the Treasurer under the act approved March 3, 1881, to enable the Postmaster-General to refund the contents of a dead letter erroneously covered into the Treasury (Statutes, chap. 132, page 423, pamphlet edition), was.....	50 00
Amount paid to A. J. Brooks under the act.....	50 00

## SUMMARY OF REVENUES AND EXPENDITURES.

Revenue of 1881.....	\$36,785,397 97
Grants from Treasury, 1881.....	\$3,000,000 00
Grants from Treasury, 1879.....	279,556 03
Grants from Treasury, 1878 and prior years.....	18,315 43
Grants from Treasury, 1867.....	50 00
	<b>3,297,921 46</b>

Total receipts.....	<b>40,083,319 43</b>
---------------------	----------------------

Expenditures for 1881.....	39,251,736 46
Expenditures for 1880.....	270,575 89
Expenditures for 1879.....	50,816 64
Expenditures for 1878.....	466 06
Expenditures for 1878 and prior years.....	18,211 58
Expenditures for 1877 and prior years.....	709 59
Expenditures for 1867.....	50 00

Total expenditures.....	<b>39,592,566 22</b>
-------------------------	----------------------

	<b>490,753 21</b>
Net amount charged to "bad debts" and "compromise" accounts during the fiscal year.....	<b>14,790 66</b>

Excess of receipts.....	<b>475,962 35</b>
-------------------------	-------------------

The balance standing to the credit of the general revenue account at the close of the fiscal year ended June 30, 1880, was.....	\$3,503,852 11
Excess of receipts during last fiscal year.....	475,962 35

Balance to the credit of the revenue account at the close of the fiscal year ended June 30, 1881.....	<b>3,979,814 46</b>
Due by late postmasters { accounts in suit.....	257,306 06
{ accounts not in suit.....	253 384 85
	<b>510,690 91</b>
	<b>3,469,123 55</b>

## DEFICIENCY ACCOUNT.

The amount appropriated from the general Treasury to supply deficiencies in the revenues of the Post-Office Department for the fiscal year ended June 30, 1881, was.....	\$3,883,420 00
The actual deficiency at the close of the fiscal year was.....	2,481,129 35
	<hr/>
Balance available for 1881 .....	1,402,290 65
Amount held by the Treasurer subject to warrant.....	\$518,870 65
Amount in general Treasury subject to requisition.....	883,420 00
	<hr/>
	1,402,290 65

## POSTMASTERS' QUARTERLY ACCOUNTS-CURRENT.

The net revenues of the department from postages, being the aggregate revenues at post-offices for the fiscal year, less the compensation of postmasters and clerks and the contingent office expenses, was:

For the quarter ended September 30, 1880.....	\$5,315,896 79
For the quarter ended December 31, 1880.....	5,958,849 47
For the quarter ended March 31, 1881.....	6,237,009 37
For the quarter ended June 30, 1881.....	6,172,261 48
	<hr/>
Total.....	23,684,017 11

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, 1880.....	42,621
For the quarter ended December 31, 1880.....	43,344
For the quarter ended March 31, 1881.....	43,989
For the quarter ended June 30, 1881.....	44,496
	<hr/>
Total.....	174,450

## STAMPS SOLD.

The amount of stamps, stamped envelopes and wrappers, newspaper and periodical stamps, and postal cards sold, was:

For the quarter ended September 30, 1880.....	\$7,977,019 13
For the quarter ended December 31, 1880.....	8,790,578 66
For the quarter ended March 31, 1881.....	9,052,960 61
For the quarter ended June 30, 1881.....	9,015,186 70
	<hr/>
Total.....	34,835,745 10

The amount of official stamps furnished the different departments, included in the above amount of stamps sold, was:

For the State Department.....	\$88 00
For the War Department.....	133,207 96
For the Interior Department.....	5,400 00
For the Department of Agriculture.....	162 00
	<hr/>
Total official stamps.....	138,857 96
Total ordinary stamps sold.....	34,696,887 14

42 P M

## LETTER POSTAGES.

The amount of postages paid in money was .....	\$100,809 23
Included in the above amount are the following sums paid by foreign countries in the settlement of their accounts:	
Kingdom of Great Britain and Ireland .....	\$73,484 34
Dominion of Canada .....	2,064 33
Colony of New South Wales .....	1,732 00
Colony of Queensland .....	56 92
Colony of British Guiana .....	4 60
Kingdom of Spain .....	869 22
Republic of Switzerland .....	49 43
Empire of Brazil .....	28 80
Republic of Mexico .....	1,240 25
Empire of Japan .....	1,061 27
Kingdom of Netherlands .....	14 07
Kingdom of Norway .....	17 22
	80,622 45
Total collected by postmasters .....	20,186 78

The following balances were paid and charged to the appropriations for—

## BALANCES DUE FOREIGN COUNTRIES.

Service of 1881:	
Kingdom of Italy .....	\$1,682 01
Republic of France .....	1,270 20
Kingdom of Belgium .....	4,360 49
Empire of Germany .....	2,670 72
Kingdom of Sweden .....	559 21
Kingdom of Denmark .....	1,361 47
Argentine Republic .....	77 12
International Bureau—Postal Union .....	752 53
	\$12,733 75
Total, 1881 .....	
Service of previous years:	
Kingdom of Italy .....	1,682 01
Republic of France .....	3,933 75
Kingdom of Belgium .....	4,360 49
Empire of Germany .....	2,670 73
Kingdom of Sweden .....	559 21
Kingdom of Denmark .....	1,361 47
Colony of St. Thomas .....	918 61
Argentine Republic .....	192 80
	15,679 07
Total, previous years .....	
Aggregate amount paid .....	28,412 82

## 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 .....	\$20,647,099 65
For the supply of "special" offices .....	40,159 07
For the supply of "mail messenger" offices .....	729,198 48
For the salaries of postal railway clerks, route, and other agents .....	3,039,113, 97
For the salaries and per diem of the assistant superintendents of the railway mail service .....	39,127 19
	24,494,698 36
Total .....	



## FOREIGN MAIL TRANSPORTATION.

New York, Great Britain and Ireland and countries beyond, via Great Britain.....	\$131,384 51
New York, Great Britain and Ireland and Germany and countries beyond .....	50,272 89
Philadelphia, Great Britain and Ireland.....	2,712 99
Boston, Great Britain and Ireland.....	756 50
Post-Office Department of Canada, English mail.....	703 23
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, &c .....	32,982 55
New York and Newfoundland .....	35 40
Boston and Nova Scotia .....	157 97
Baltimore and Bremen .....	13 64
Upper Pacific coast, local mail.....	404 98
San Francisco, China, Japan, Farther India, Australia, and South Sea Islands.....	13,992 88
Expenses of government mail agent at Aspinwall.....	940 00
Expenses of government mail agent at Panama .....	1,426 00
Expenses of government mail agent at Shanghai, China..	2,113 85
	<hr/>
	\$237,897 39
	<hr/>
The amount credited to "transportation accrued" and charged to mail contractors for over-credits, being for "fines and deductions," was..	24,732,595 75 489,478 83
	<hr/>
Net amount to the credit of mail contractors.....	24,243,116 92
The amount paid during the year was.....	23,048,754 29
	<hr/>
Excess of "transportation accrued".....	1,194,362 63

## PACIFIC RAILROAD ACCOUNT.

Included in the above excess of transportation accrued are the following balances accrued for the transportation of the mails over Pacific Railroads, certified to the Register of the Treasury under instructions of the Secretary, dated May 19, 1879, and August 28, 1880. The items are not charged as expenditures of the Post-Office Department (see Statutes, vol. 20, page 420):

## Regular service, 1881:

Union Pacific Railway Company.....	\$559,292 89
Central Pacific Railroad Company.....	386,397 17
Sioux City and Pacific Railroad Company.....	16,193 67
	<hr/>
	\$961,883 73
	<hr/>
Use of postal cars, 1881:	
Union Pacific Railway Company.....	61,101 21
Central Pacific Railroad Company.....	38,852 02
	<hr/>
	99,953 23
	<hr/>
Total of certified for 1881 .....	1,061,836 96
	<hr/>
Regular service of previous years:	
Union Pacific Railway Company.....	33,846 14
Central Pacific Railroad Company.....	3,356 26
Sioux City and Pacific Railroad Company.....	1,650 29
	<hr/>
Total certified for previous years.....	38,852 69
	<hr/>
Aggregate amount certified during the fiscal year.....	\$1,100,689 65

## STATEMENT OF THE CONDITION OF THE ACCOUNTS OF LATE POST-MASTERS.

Balance due the United States brought forward from last report.....		\$424,637 30
Balance due the United States on account of postmasters becoming late during the fiscal year.....		345,578 36
		<hr/>
		770,215 66
Amount collected during the year.....	\$242,330 90	
Amount charged to "suspense" .....	1,179 15	
Amount charged to bad and compromise debts.....	16,215 70	
		<hr/>
		259,625 75
		<hr/>
Balance remaining due United States.....		510,690 91
Of which there is in suit.....	257,306 06	
Not in suit.....	253,384 85	
		<hr/>
		510,690 91
		<hr/>
		<hr/>
Balance due late postmasters brought forward from last report.....		56,308 26
Amount becoming due during the fiscal year.....		43,725 57
		<hr/>
		100,033 83
Amount paid during the year.....		13,968 86
		<hr/>
		86,064 97
		<hr/>
		<hr/>
Amount in suit June 30, 1879 .....		246,250 39
Amount submitted for suit during the fiscal year .....		51,065 51
		<hr/>
		297,315 90
Of which there was collected during the year .....	32,035 69	
Amount otherwise settled.....	7,974 15	
		<hr/>
		40,009 84
		<hr/>
		<hr/>
Balance remaining in suit.....		257,306 06
		<hr/>
		<hr/>
Amount of costs and interest collected by suit.....		2,709 52

## MONEY-ORDER ACCOUNT.

*Statement of the net revenue derived from the domestic money-order transactions for the year ended June 30, 1881, and of the international money-order transactions for the year ended June 30, 1880.*

Revenue accrued on domestic transactions, 1881 .....	\$252,314 64
Revenue accrued on Canadian international transactions, 1880.....	7,271 40
Revenue accrued on British international transactions, 1880.....	22,987 10
Revenue accrued on German international transactions, 1880.....	8,250 13
Revenue accrued on Swiss international transactions, 1880.....	2,200 82
Revenue accrued on Italian international transactions, 1880 .....	2,656 88
	<hr/>
	295,680 97
Loss on French international transactions, 1880.....	99 58
	<hr/>
Total revenue.....	295,581 39

The following tables, numbered from 1 to 17, inclusive, exhibit more in detail the financial transactions of the Department for 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, 1881.*

Accounts.	Quarter ended September 30, 1880.	Quarter ended December 31, 1880.	Quarter ended March 31, 1881.	Quarter ended June 30, 1881.	Aggregate.
Letter postage .....	\$1,632 18	\$853 55	\$3,605 36	\$94,718 14	\$100,809 23
Box-rents and branch offices .....	364,352 49	368,971 95	377,895 20	368,230 23	1,499,449 87
Fines and penalties .....	830 60	3,739 77	8,610 49	2,570 58	15,751 44
Postage-stamps, stamped envelopes and wrappers, and postal cards .....	7,977,019 13	8,790,578 66	9,052,960 61	9,015,186 70	34,835,745 10
Dead letters .....	927 50	238 30		5,418 60	6,584 40
Revenue from money order business .....				295,581 39	295,581 39
Miscellaneous .....	6,825 86	6,392 62	8,690 29	9,567 77	31,476 54
Total .....	8,351,587 76	9,170,774 85	9,451,761 95	9,811,273 41	36,785,397 97

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1881.

Appropriations.	Quarter ended September 30, 1880.	Quarter ended December 31, 1880.	Quarter ended March 31, 1881.	Quarter ended June 30, 1881.	Total expenditures on account of 1881.	Expended on account of previous years.	Aggregate expenditures.
Compensation of postmasters.....	\$1,096,053 33	\$2,644,700 78	\$2,129,644 64	\$2,128,314 04	\$8,298,712 79	\$4,445 54	\$8,303,158 33
Compensation of clerks for post-offices.....	969,542 20	900,348 57	914,269 48	940,655 97	3,676,756 22	3,778 32	3,680,534 54
Compensation of letter-carriers, and incidental expenses.....	608,577 82	625,374 02	629,840 55	636,119 15	2,499,911 54	21,759 58	2,521,671 12
Wrapping-paper.....	12,222 47	11,797 03	659 39	221 21	24,900 10	.....	24,900 10
Twine.....	37,826 09	19,651 83	23,446 89	3,068 79	84,003 38	.....	84,003 38
Postmarking and canceling stamps.....	6,416 75	2,201 75	3,029 25	1,764 75	13,409 50	.....	13,409 50
Letter balances.....	6,030 80	1,552 60	1,033 60	310 80	7,927 80	.....	7,927 80
Rent, light, and fuel for post-offices.....	86,950 97	6,030 80	94,503 09	105,970 52	382,714 80	973 50	383,688 42
Stationery.....	12,421 43	16,250 89	13,577 33	10,708 89	49,238 45	207 65	49,446 10
Furniture for post-offices.....	4,179 97	4,831 10	5,709 52	4,370 28	19,290 87	.....	24,082 03
Miscellaneous office of First Assistant Postmaster-General.....	25,862 49	26,649 72	18,004 42	10,472 52	80,989 15	.....	80,989 15
Inland mail transportation, railroad.....	2,170,340 65	2,000,552 68	2,263,901 82	2,768,351 81	9,543,155 30	201,924 60	9,745,079 95
Inland mail transportation, star.....	1,873,905 13	1,830,446 51	1,735,374 17	1,730,878 29	7,170,624 10	32,776 82	7,203,400 92
Inland mail transportation, steamboat.....	241,444 01	1,886,562 15	178,706 84	219,354 51	836,097 51	1,310 83	837,414 34
Transportation by postal cars.....	301,463 97	310,317 71	327,346 11	323,394 61	1,268,221 50	.....	1,268,221 50
Transportation of railway post-office clerks.....	366,219 14	367,950 49	367,951 87	364,154 02	1,466,275 52	.....	1,466,275 52
Compensation of route agents.....	301,295 59	309,826 46	314,315 76	316,031 00	1,241,400 41	.....	1,241,400 41
Compensation of mail-route messengers.....	51,550 29	48,892 10	47,173 17	48,059 28	186,274 90	.....	186,274 90
Compensation of local agents.....	30,529 75	31,760 27	31,722 25	39,182 95	133,195 22	.....	133,195 22
Compensation of mail messengers.....	173,717 03	180,641 25	184,501 44	186,124 49	724,984 21	.....	724,984 21
Mail locks and keys.....	58,094 78	48,158 34	61,554 45	16,092 02	183,879 59	.....	183,879 59
Post-route maps.....	8,683 09	17,975 86	12,314 70	4,751 15	43,725 40	.....	43,725 40
Mail deposits.....	34,370 86	34,116 48	34,834 74	37,221 55	140,543 63	.....	140,543 63
Fees to United States marshals, clerks, and counsel.....	259 15	870 32	800 12	1,135 03	3,065 22	.....	3,065 22
Postage-stamps.....	39,360 94	26,431 91	26,411 27	4,426 18	96,630 30	.....	96,630 30
Distribution of postage-stamps.....	1,810 58	1,801 50	1,869 68	1,092 75	7,204 51	.....	7,204 51
Stamped envelopes and newspaper wrappers.....	186,845 86	115,316 93	114,219 30	27,685 33	443,967 42	249 00	444,216 42
Distribution of stamped envelopes and newspaper wrappers.....	3,878 56	3,782 00	3,762 05	3,727 73	15,150 34	.....	15,150 34
Postal cards.....	91,670 20	55,062 61	52,621 09	15,740 61	215,700 57	.....	215,700 57
Distribution of postal cards.....	1,580 50	1,641 97	1,728 46	1,483 64	6,434 57	.....	6,434 57
Registered-address envelopes, locks, and seals, and official and head-letter envelopes.....	18,292 96	23,262 13	31,065 24	27,263 17	100,249 50	.....	100,249 50
Ship, steamboat, and way letters.....	232 03	231 64	229 52	297 76	900 95	.....	900 95
Engraving, printing and binding drafts and warrants.....	441 50	435 93	.....	347 50	1,254 93	.....	1,254 93
Advertising.....	16,194 48	11,767 77	8,407 60	3,615 16	39,955 01	419 10	40,374 11
Miscellaneous, office of Postmaster-General.....	409 20	342 05	118 80	109 95	940 00	.....	940 00

Foreign mail transportation.....	52,898 46	59,651 08	71,258 46	40,653 38	224,481 98	11,863 74	236,325 12
Balances due foreign countries.....	19 53	3,403 72	6,858 29	2,982 21	12,733 75	15,879 07	28,412 82
Postmarking-machines.....	6,000 00				6,000 00		6,000 00
Refund of dead-letter inclosure to A. J. Brooks.....						50 00	50 00
Stamps for Postal Union correspondence.....							
Totals.....	9,737,554 23	9,828,789 80	9,711,342 32	9,974,060 02	39,251,736 46	340,829 76	39,592,566 22

\*Included in the item of amount paid for "Inland mail transportation, railroads," second quarter, 1891, is the sum of \$304,553 24, paid for the service of previous quarters.

## No. 3.—Statement by States of the postal receipts and expenditures

Number.	States and Territories.	Receipts.				
		Letter postage.	Waste paper and twine.	Box rents and branch offices.	Postage-stamps, stamped envelopes, and postal cards.	Total receipts.
1	Maine .....	\$3 64	\$281 38	\$26, 079 59	\$556, 087 70	\$582, 452 31
2	New Hampshire .....	2 15	188 43	16, 661 19	315, 134 63	331, 986 40
3	Vermont .....	8 85	172 68	11, 896 10	281, 916 47	293, 994 10
4	Massachusetts .....	2 40	1, 439 18	117, 077 59	2, 366, 172 62	2, 484, 691 79
5	Rhode Island .....	39	186 51	20, 987 17	260, 786 37	281, 960 44
6	Connecticut .....	2 93	355 61	43, 203 74	687, 810 42	731, 372 70
7	New York .....	14, 584 75	5, 464 34	179, 404 37	6, 575, 686 66	6, 775 140 12
8	New Jersey .....	4 33	289 77	27, 885 09	720, 254 30	748, 433 49
9	Pennsylvania .....	2, 630 51	1, 516 07	96, 117 91	3, 229, 019 19	3, 329, 283 68
10	Delaware .....	15	19 94	1, 675 41	86, 539 24	88, 234 74
11	Maryland .....	4 36	112 89	10, 757 53	635, 617 30	648, 492 08
12	Virginia .....	4 16	139 13	12, 493 98	530, 576 89	543, 214 16
13	West Virginia .....	2 75	82 95	4, 532 27	190, 383 18	194, 981 15
14	North Carolina .....	7 02	86 61	9, 624 80	273, 580 49	283, 296 91
15	South Carolina .....	3 92	29 41	7, 302 50	230, 380 64	237, 716 47
16	Georgia .....	5 93	188 68	16, 843 02	450, 743 84	467, 781 47
17	Florida .....	1 83	20 09	5, 227 18	115, 403 81	120, 632 91
18	Ohio .....	47 87	2, 228 86	86, 589 62	2, 303, 504 66	2, 392, 371 01
19	Michigan .....	14 81	814 04	73, 859 85	1, 196, 133 20	1, 270, 621 90
20	Indiana .....	4 89	712 65	49, 412 31	935, 434 69	985, 564 45
21	Illinois .....	43 33	2, 883 83	115, 823 28	2, 801, 848 00	2, 980, 586 44
22	Wisconsin .....	26 67	440 85	51, 141 79	817, 141 48	868, 750 27
23	Iowa .....	5 80	596 72	77, 351 28	1, 066, 492 71	1, 144, 436 51
24	Missouri .....	25 87	776 25	38, 146 08	1, 460, 513 90	1, 499, 462 10
25	Kentucky .....	5 60	447 54	18, 542 45	543, 363 89	562, 359 46
26	Tennessee .....	8 07	119 37	11, 582 18	432, 620 52	444, 330 14
27	Alabama .....	10 61	102 19	13, 091 75	284, 889 39	298, 083 94
28	Mississippi .....	5 11	58 47	12, 562 03	223, 642 38	236, 287 97
29	Arkansas .....	4 06	44 49	10, 584 57	233, 186 59	243, 819 71
30	Louisiana .....	4 83	112 82	18, 810 37	364, 866 48	383, 594 50
31	Texas .....	23 22	210 08	42, 229 46	631, 780 97	674, 243 73
32	California .....	11 31	395 15	63, 205 62	991, 479 25	1, 045, 091 33
33	Oregon .....	1 99	71 76	11, 654 13	139, 012 76	150, 740 64
34	Minnesota .....	51 54	299 20	32, 166 57	575, 294 30	607, 811 61
35	Kansas .....	18 14	255 69	40, 425 64	603, 832 05	644, 531 52
36	Nebraska .....	8 12	96 66	21, 439 59	331, 705 24	353, 289 61
37	Nevada .....	21	22 20	12, 637 00	77, 424 31	89, 483 72
38	Colorado .....	4 35	300 01	42, 408 22	383, 827 17	426, 539 75
39	Utah .....	10 12	77 46	6, 828 08	95, 792 02	102, 705 66
40	New Mexico .....	3	8 45	2, 793 85	48, 951 80	51, 754 13
41	Washington .....	3 01	3 87	3, 631 01	54, 681 09	58, 318 96
42	Dakota .....	2 10	54 03	11, 257 04	122, 611 50	133, 924 67
43	Arizona .....	4 18	29 71	4, 797 45	49, 459 64	54, 287 16
44	Idaho .....	4 06	19 67	2, 211 50	31, 754 81	33, 990 04
45	Wyoming .....	1 76	7 88	3, 363 15	37, 048 40	40, 424 19
46	Montana .....	2 78	26 14	8, 675 50	62, 636 85	71, 343 07
47	Alaska .....		75		332 71	333 46
48	District of Columbia .....		570 27	4, 766 70	221, 453 93	226, 790 90
	Deduct miscellaneous items .....	17, 623 51	22, 320 23	1, 498, 755 61	34, 678, 812 30	36, 217, 511 55
	Add miscellaneous items .....	63, 136 72		694 36	156, 932 60	240, 812 68
		100, 809 23	22, 320 23	1, 499, 449 87	34, 835, 745 10	36, 458, 324 43

of the United States for the fiscal year ended June 30, 1881.

Expenditures.								Excess of expenditures over receipts.	Excess of receipts over expenditures.	Number.
Compensation of post-masters.	Clerks for offices, rent, light, and fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of route-agents, postal railway clerks, mail messengers, and supply of special offices.	Transportation by States.	Total expenditures.					
\$180,653 77	\$49,632 20	\$11,957 56	\$48,956 73	\$236,609 34	\$527,800 60		\$54,642 71	1		
123,115 35	20,032 42	5,072 38	19,409 11	104,326 43	271,955 09		60,030 71	2		
118,877 97	14,894 77		16,042 28	144,781 48	294,596 50	\$602 40	919,091 50	4		
372,541 22	329,658 88	234,983 58	283,721 88	844,696 07	1,565,600 23		129,345 82	5		
41,661 85	31,331 22	24,941 84	10,258 52	44,421 39	152,614 82		164,577 54	6		
177,149 25	69,831 61	33,311 48	52,693 64	233,809 18	566,795 16		101,475 43	7		
775,499 71	1,125,478 96	674,792 93	391,140 02	1,796,753 01	4,763,664 69		2,011,475 43	8		
195,918 99	47,985 53	69,007 32	35,359 88	291,327 71	640,190 43		108,234 06	9		
636,423 94	379,505 32	356,938 34	313,710 53	989,241 70	2,675,879 83		653,403 85	0		
25,192 74	5,850 39	8,576 22	9,361 38	24,303 20	73,283 93		14,950 81	10		
96,676 61	82,408 23	72,662 17	60,853 97	302,976 08	675,577 06	29,084 98		11		
182,043 68	48,856 30	23,778 64	66,861 81	541,993 06	983,523 49			12		
73,900 81	13,218 55	5,816 78	14,357 98	115,615 80	222,909 92	27,928 77		13		
115,300 79	18,786 71		30,267 38	30,267 38	447,747 69	164,448 78		14		
77,940 66	18,327 15	6,825 48	30,923 54	186,161 15	315,177 98	77,461 51		15		
136,096 76	46,086 06	20,033 02	98,696 47	405,771 87	706,684 18	238,902 71		16		
50,697 90	9,030 37		16,706 57	182,364 77	258,799 61	138,146 70		17		
515,361 54	237,269 04	155,776 51	523,330 96	1,467,148 98	2,898,887 03	506,516 02		18		
376,344 83	92,868 73	43,853 02	109,514 44	455,669 07	1,078,250 09		192,371 21	19		
315,990 75	92,801 56	54,047 45	111,689 31	454,172 08	1,028,701 15	43,136 70		20		
583,542 24	418,947 06	202,279 37	374,563 94	1,108,817 02	2,686,149 63		294,448 81	21		
271,918 34	71,176 27	28,250 25	65,633 77	383,069 82	820,048 45		48,701 82	22		
409,022 35	71,552 38	24,833 40	118,609 69	528,072 69	1,152,090 58	7,654 07		23		
287,752 58	181,154 51	138,644 34	227,664 15	989,675 56	1,804,891 27	305,429 17		24		
159,687 93	46,528 66	35,059 65	50,344 87	406,575 30	698,176 41	135,816 93		25		
126,501 90	48,680 43	20,630 87	73,641 58	284,986 67	534,441 45	90,111 31		26		
110,083 77	25,561 59	5,100 00	28,336 44	346,730 97	515,792 77	217,698 83		27		
109,138 25	13,452 67		16,721 45	223,860 63	363,173 00	126,905 03		28		
103,311 90	17,098 59	4,262 00	23,632 17	635,224 61	784,129 27	540,309 56		29		
73,936 88	59,879 60	43,843 33	28,352 66	342,934 13	548,946 60	105,352 10		30		
294,021 30	67,607 61	14,364 19	40,708 97	1,057,778 00	1,423,482 37	749,238 64		31		
223,651 64	138,374 31	71,600 48	89,372 05	1,091,801 39	1,614,799 57	569,708 24		32		
53,477 35	11,123 87	4,520 50	13,792 06	311,287 80	894,201 58	243,400 94		33		
183,312 81	48,397 35	21,882 48	71,631 24	320,318 84	646,542 78	37,731 15		34		
256,556 50	42,340 68	8,721 71	81,954 22	601,725 21	991,301 41	346,769 89		35		
128,925 83	25,638 58	8,150 72	64,613 49	685,763 52	967,092 14	543,852 53		36		
41,423 45	11,553 93		2,792 00	226,145 84	281,916 12	192,432 40		37		
105,668 21	49,879 39	12,329, 53	33,283 51	526,125 52	737,307 16	300,787 41		38		
41,298 20	11,766 11		13,816 29	255,946 51	322,821 20	220,115 52		39		
23,041 41	1,889 75		7,184 51	189,443 00	221,558 67	169,804 54		40		
25,720 33	2,523 00		5,004 46	110,076 35	143,324 14	85,005 16		41		
60,427 94	9,319 15		6,778 02	250,472 31	326,997 42	193,072 75		42		
21,853 51	2,682 50		163 44	356,930 38	381,629 83	327,342 65		43		
17,188 27	1,507 00		2,583 04	177,182 42	198,460 73	104,470 69		44		
16,831 55	4,207 50		60 26	148,352 80	169,452 11	129,027 92		45		
32,341 53	5,729 44		5 22	266,245 49	304,321 68	232,978 61		46		
200 82					200 82		132 64	47		
4,425 26	121,737 21	46,530 60	115,287 60		287,080 67	61,189 77		48		
8,292,682 35	4,239,821 14	2,493,978 14	3,813,387 50	4,429,019 36	9,268,888 49	7,702,783 71	4,651,406 77			
			4,915 98	269,826 27	201,656 22	201,656 22	240,812 88			
10,505 98	84,887 07	27,662 98								
8,303,188 33	4,274,708 21	2,521,671 12	3,808,471 52	20,159,193 09	39,067,232 27	7,501,127 49	4,892,219 65			

## No. 3.—Statement by States of the postal receipts and expenditures, &amp;c.—Continued.

Items of expenditure of a general nature not embraced above.	Items of receipt of a general nature not embraced above.
Amount paid for foreign mails and expenses of government agents.... \$238,325 12 Balances paid foreign countries..... 28,412 82 Ship, steamboat, and way letters.... 990 95 Wrapping paper..... 24,900 10 Twine..... 84,603 38 Post-route maps..... 43,725 40 Advertising..... 27,934 08 Mail bags and catchers..... 146,505 21 Salary and expenses of assistant superintendents of the railway mail service..... 39,127 19 Mail locks and keys..... 10,941 50 Postmarking and canceling stamps.. 13,499 50 Mail depredations and post-office inspectors..... 146,977 31 Letter-balances..... 7,997 90 Expenses of postage-stamps, stamped envelopes, wrappers, and cards.... 785,371 14 Dead-letter, official, and registered-package envelopes..... 100,249 50 Sundry and miscellaneous payments. 22,135 58 Excess of expenditures brought down 2,608,907 84	Receipts on account of dead letters. \$6,584 40 Receipts on account of fines and penalties..... 15,751 44 Receipts on account of miscellaneous..... 9,156 31 Revenue from money-order business 295,581 39 Excess of "transportation accrued" 1,194,362 63 Total excess of expenditures over receipts..... 2,607,168 25
4,328,604 42	4,328,604 42



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, 1881.

Title of appropriations.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.	Excess of expenditures.
Compensation of postmasters .....	\$7,500,00 00	\$8,298,742 79	.....	\$798,742 79
Compensation of clerks for post-offices .....	3,680,000 00	3,676,756 22	\$3,243 78	.....
Compensation of letter-carriers and incidental expenses .....	2,500,000 00	2,499,911 54	88 46	.....
Wrapping-paper .....	25,000 00	24,900 10	99 90	.....
Twine .....	84,750 00	84,603 38	152 62	.....
Postmarking and canceling stamps .....	13,500 00	13,499 50	50	.....
Letter-balances .....	8,000 00	7,997 80	2 20	.....
Rent, light, and fuel for post-offices .....	425,000 00	382,714 86	42,285 14	.....
Stationery .....	50,000 00	49,238 45	761 55	.....
Furniture for post-offices .....	20,000 00	19,296 87	703 13	.....
Miscellaneous, office of First Assistant Postmaster-General .....	85,000 00	80,989 15	4,010 85	.....
Inland mail transportation, railroad .....	9,665,000 00	9,543,155 36	121,844 64	.....
Inland mail transportation, star .....	7,375,000 00	7,170,624 10	204,375 90	.....
Inland mail transportation, steamboat .....	900,000 00	826,097 51	73,902 49	.....
Transportation by postal cars .....	1,366,000 00	1,268,221 50	97,778 50	.....
Compensation of railway post-office clerks .....	1,470,000 00	1,460,275 52	3,724 48	.....
Compensation of route-agents .....	1,245,000 00	1,241,400 41	3,599 59	.....
Compensation of mail-route messengers .....	290,000 00	196,274 90	3,725 10	.....
Compensation of local agents .....	135,000 00	133,195 22	1,804 78	.....
Compensation of mail-messengers .....	725,000 00	724,984 21	15 79	.....
Mail locks and keys .....	100,000 00	.....	100,000 00	.....
Mail bags and catchers .....	185,000 00	183,879 59	1,120 41	.....
Post-route maps .....	43,725 40	43,725 40	.....	.....
Mail depreidations and post-office inspectors .....	150,000 00	143,608 85	6,391 15	.....
Postage-stamps .....	97,000 00	96,630 30	369 70	.....
Distribution of postage-stamps .....	8,100 00	7,204 51	895 49	.....
Stamped envelopes and newspaper wrappers .....	444,020 00	443,967 42	52 58	.....
Distribution of stamped envelopes and newspaper wrappers .....	16,000 00	15,150 34	849 66	.....
Postal cards .....	237,000 00	215,700 57	21,309 43	.....
Distribution of postal cards .....	7,300 00	6,434 57	865 43	.....
Office dead letter and registered envelopes, locks, and seals .....	120,000 00	100,249 50	19,750 50	.....
Ship, steamboat, and way letters .....	4,500 00	990 95	3,509 05	.....
Engraving, printing, and binding drafts and warrants .....	1,500 00	1,224 93	275 07	.....
Advertising .....	40,000 00	39,955 01	44 99	.....
Miscellaneous, office of Postmaster-General .....	1,500 00	940 00	560 00	.....
Foreign mail transportation .....	225,000 00	224,461 38	538 62	.....
Balances due foreign countries .....	45,000 00	12,733 75	32,266 25	.....
Post-marking machines .....	6,000 00	6,000 00	.....	.....
Stamps for Postal Union correspondence .....	1,000 00	.....	1,000 00	.....
Total .....	39,904,901 49	39,251,736 46	753,165 03	708,742 79

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1881, and charged to "Miscellaneous Account, First Assistant Postmaster-General."

## AMOUNTS PAID BY WARRANT.

Date.	To whom allowed,	For what object.	Amount.
1880.			
Aug. 4	W. B. Thompson, general superintendent railway mail service.	For telegrams, hotel bills, and railway fare during July, 1880.	\$88 10
5	George C. Maynard, agent of Bell Telephone Company.	For rent of telephone from July 1, 1880, to June 30, 1881.	325 00
6	W. L. Hunt, assistant superintendent railway mail service.	For telegrams, hotel bills, and railway fare during July, 1880.	88 95
9	James E. White, assistant superintendent railway mail service.	For telegrams and printing time-cards during July, 1880.	36 31
16	C. Jay French, assistant superintendent railway mail service.	For telegrams, hotel bills, and printing time cards during July, 1880.	150 38
23	H. J. McKusick, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during July, 1880.	104 30
25	R. C. Jackson, assistant superintendent railway mail service.	For telegrams and printing schedules during July, 1880.	115 37
28	W. B. Thompson, general superintendent railway mail service.	For hotel bills and railway fare during August, 1880.	47 35
28	L. M. Terrell, assistant superintendent railway mail service.	For hotel bills, printing schedules, and miscellaneous expenses during July, 1880.	70 45
Sept. 8	W. L. Hunt, assistant superintendent railway mail service.	For telegrams and printing schedules during August, 1880.	40 27
8	James E. White, assistant superintendent railway mail service.	do	23 24
14	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, and miscellaneous expenses during August, 1880.	36 99
16	H. J. McKusick, assistant superintendent railway mail service.	do	97 88
Oct. 6	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses in second quarter, 1880.	64 18
7	W. B. Thompson, general superintendent railway mail service.	For telegrams, hotel bills, and railway fare during September, 1880.	147 25
9	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams, printing schedules, and miscellaneous expenses in third quarter, 1880.	89 81
9	do	For telegrams, hotel bills, and miscellaneous expenses in second quarter, 1880.	49 52
15	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, hotel bills, and miscellaneous expenses in third quarter, 1880.	100 57
15	W. L. Hunt, assistant superintendent railway mail service.	do	60 20
15	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, hotel bills, rent of office, and miscellaneous expenses during September, 1880.	84 19
20	E. W. Bullinger	For subscription to "Bullinger Monitor Guide," October 1, 1880, to October 1, 1881.	6 00
20	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, and railway fare during September, 1880.	27 70
23	James E. White, assistant superintendent railway mail service.	do	67 59
Nov. 10	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and printing schedules during October, 1880.	115 12
10	James E. White, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and printing during October, 1880.	80 22
10	W. L. Hunt, assistant superintendent railway mail service.	For telegrams, printing schedules, and miscellaneous expenses during October, 1880.	47 10
12	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, hotel bills, and rent of office during October, 1880.	85 04
12	John Jamison, assistant superintendent railway mail service.	For telegrams during October, 1880	8 45
16	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, and miscellaneous expenses during October, 1880.	111 68
Dec. 6	James E. White, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and miscellaneous expenses during November, 1880.	78 51
6	C. J. French, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and printing schedules during August, 1880.	143 00
7	do	For telegrams, hotel bills, railway fare, and printing schedules during October, 1880.	116 93
7	do	For telegrams, hotel bills, railway fare, and printing schedules during September, 1880.	129 97
11	E. W. Warefield, assistant superintendent railway mail service.	For telegrams, traveling expenses, and printing and mounting maps during November, 1880.	81 53
14	H. J. McKusick, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during November, 1880.	8 81
17	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and office supplies during November, 1880.	89 45

No. 5.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS PAID BY WARRANT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1880.			
Dec. 18	C. J. French, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and miscellaneous expenses during November, 1880.	\$149 23
23	John Jameson, assistant superintendent railway mail service.	For railway fare during December, 1880 . . .	9 25
1881.			
Jan. 5	Hon. James N. Tyner, First Assistant Postmaster-General.	For traveling expenses while on official business in New York City.	37 50
12	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and printing schedules during December, 1880.	80 04
12	Union Pacific Railway Company . . .	For telegrams during June, 1880 . . . . .	4 52
14	James E. White, assistant superintendent railway mail service.	For telegrams, and ribbon for dating-stamp during December, 1880.	16 99
19	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, hotel bills, and railway fare during December, 1880.	89 47
20	E. W. Warefield, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and printing schedules during December, 1880.	128 26
Feb. 1	W. B. Thompson, general superintendent railway mail service.	For telegrams, hotel bills, railway fare, and miscellaneous expenses during December, 1880, and January, 1881.	186 13
4	O. H. Irish, chief of the Bureau of Engraving and Printing.	For engraving, printing, and binding special agents and inspectors' commissions.	175 00
7	James E. White, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and miscellaneous expenses during January, 1881.	108 31
14	H. J. McKusick, assistant superintendent railway mail service.	do . . . . .	50 97
15	R. C. Jackson, assistant superintendent railway mail service.	do . . . . .	141 46
18	E. W. Warefield, assistant superintendent railway mail service.	For telegrams, hotel bills, and printing during January, 1881.	101 46
25	C. Jay French, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and miscellaneous expenses during December, 1880.	124 60
25	do . . . . .	For telegrams, hotel bills, railway fare, and miscellaneous expenses during January, 1881.	149 62
26	Hon. James N. Tyner, First Assistant Postmaster-General.	For traveling expenses to New York City on official business.	24 50
Mar. 11	James E. White, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and rent of telephone during February, 1881.	72 96
14	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, and railway fare during February, 1881.	83 07
26	H. J. McKusick, assistant superintendent railway mail service.	do . . . . .	56 95
26	E. W. Warefield, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, printing, and fuel for office during February, 1881.	155 60
Apr. 5	W. B. Thompson, general superintendent railway mail service.	For telegrams, hotel bills, and railway fare during February and March, 1881.	32 55
7	James E. White, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and miscellaneous expenses during March, 1881.	165 11
12	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and printing car labels during March, 1881.	115 78
14	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and printing during March, 1881.	68 02
18	E. W. Warefield, assistant superintendent railway mail service.	do . . . . .	152 18
21	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and printing October, 1880, to March 31, 1881.	186 50
May 5	W. B. Thompson, general superintendent railway mail service.	For hotel bills and railway fare during April, 1881.	43 00
13	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, hotel bills, and railway fare during April, 1881.	48 39
17	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare and freight during April, 1881.	48 45
17	James E. White, assistant superintendent railway mail service.	For telegrams, railroad guide, and stationery during April 1881.	69 62
26	E. W. Warefield, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, printing, and stationery during April, 1881.	96 78
June 2	C. J. French, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and miscellaneous expenses during April, 1881.	145 36
13	H. J. McKusick, assistant superintendent railway mail service.	For telegrams and hotel bills during May, 1881.	11 63
15	James E. White, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and stationery during May, 1881.	230 08
15	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and miscellaneous expenses during May, 1881.	148 41

## No. 5—Statement in detail of miscellaneous payments, &amp;c.—Continued.

## AMOUNTS PAID BY WARRANT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1881.			
July 9	William S. Soule .....	For amount paid for six raw hide trunks to be used for transporting registered packages.	\$258 00
13	H. J. McKusick, assistant superintendent railway mail service.	For telegrams and San Francisco City Directory during June, 1881.	8 27
19	C. J. French, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and printing during May, 1881.	116 78
19	do .....	For telegrams, hotel bills, railway fare, and printing during June, 1881.	124 89
22	James E. White, assistant superintendent railway mail service.	For telegrams and railway guides during June, 1881.	27 50
22	E. W. Warefield, assistant superintendent railway mail service.	For telegrams, traveling expenses, and printing schedules during May, 1881.	80 41
23	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, and railway fare during June, 1881.	67 30
Aug. 13	E. W. Warefield, assistant superintendent railway mail service.	For telegrams, traveling expenses, and printing schedules during June, 1881.	71 34
Sept. 30	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams and traveling expenses during May and June, 1881.	50 54
	Total paid by warrant .....		7,810 28

## AMOUNTS PAID BY DRAFT.

1880.			
Aug. 5	M. V. Bailey, assistant superintendent railway mail service.	For amount expended for traveling expenses during July, 1880.	91 94
16	W. G. Lovell, assistant superintendent railway mail service.	For amount paid for traveling expenses during July, 1880.	137 75
Sept. 7	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, railway fare, and hotel bills during August, 1880.	67 71
10	L. M. Terrell, assistant superintendent railway mail service.	For miscellaneous expenses during August, 1880.	58 38
16	W. G. Lovell, assistant superintendent railway mail service.	For telegrams, railway fare, and hotel bills during August, 1880.	93 40
Oct. 7	M. V. Bailey, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during September, 1880.	68 10
15	W. G. Lovell, assistant superintendent railway mail service.	For railway fare, hotel bills, and miscellaneous expenses during September, 1880.	110 38
19	John Frev, post-office inspector.	For stationery during third quarter, 1880.	57 10
Nov. 4	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, hotel bills, and miscellaneous expenses during October, 1880.	78 76
4	W. B. Thompson, general superintendent railway mail service.	For telegrams, hotel bills, and miscellaneous expenses during October, 1880.	53 27
10	M. J. Waldron, assistant superintendent railway mail service.	For miscellaneous expenses during October, 1880.	1 10
15	W. G. Lovell, assistant superintendent railway mail service.	For telegrams, railway fare, and miscellaneous expenses during October, 1880.	79 01
24	W. B. Thompson, general superintendent railway mail service.	For hotel bills and miscellaneous expenses during November, 1880.	21 53
Dec. 4	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, hotel bills, and miscellaneous expenses during November, 1880.	89 38
8	Amos P. Foster, post-office inspector.	For stationery during November, 1880.	11 65
13	W. G. Lovell, assistant superintendent railway mail service.	For telegrams, hotel bills, and miscellaneous expenses during November, 1880.	95 77
14	M. J. Waldron, assistant superintendent railway mail service.	For telegrams during November, 1880.	2 70
1881.			
Jan. 5	M. V. Bailey, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during December, 1880.	104 51
7	M. J. Waldron, assistant superintendent railway mail service.	For telegrams during December, 1880.	1 70
18	W. G. Lovell, assistant superintendent railway mail service.	For telegrams, hotel bills, and miscellaneous expenses during December, 1880.	97 15
25	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, care of office, and miscellaneous expenses during November, 1880.	101 40
26	do .....	For telegrams, care of office, and miscellaneous expenses during December, 1880.	164 17
31	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, printing, hotel bills, and miscellaneous expenses during January, 1881.	93 88
Feb. 15	W. G. Lovell, assistant superintendent railway mail service.	For telegrams, hotel bills, and miscellaneous expenses during January, 1881.	187 19
23	D. M. Terrell, assistant superintendent railway mail service.	For telegrams, care of office, and printing schedules during January, 1881.	67 64
Mar. 11	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, hotel bills, printing, and miscellaneous expenses during February, 1881.	121 00
12	M. J. Waldron, assistant superintendent railway mail service.	For telegrams during February, 1881.	95

No. 5.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS PAID BY DRAFT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1881. Mar 15	W. G. Lovell, assistant superintendent railway mail service.	For telegrams, hotel bills, sleeping-car fare, and miscellaneous expenses during February, 1881.	\$191 04
Apr. 4	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, printing, railway fare, and miscellaneous expenses during first quarter 1881.	64 35
7	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, care of office, printing schedules, and miscellaneous expenses during first quarter 1881.	204 45
11	W. G. Lovell, assistant superintendent railway mail service.	For hotel bills, telegrams, sleeping-car fare, and miscellaneous expenses during first quarter 1881.	135 42
25	C. J. French, assistant superintendent railway mail service.	For telegrams, hotel bills, and miscellaneous expenses during February, 1881.	139 73
25	.....do.....	For telegrams, hotel bills, and miscellaneous expenses during March, 1881.	155 58
May 4	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, printing schedules, and miscellaneous expenses during April, 1881.	60 41
12	M. J. Waldron, assistant superintendent railway mail service.	For telegrams during April, 1881.....	1 75
14	W. G. Lovell, assistant superintendent railway mail service.	For telegrams, hotel bills, sleeping-car fare, and miscellaneous expenses during April, 1881	117 87
20	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, care of office, and miscellaneous expenses during March and April, 1881.	88 00
June 2	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, hotel bills, printing, and miscellaneous expenses during May, 1881.	84 79
4	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, sleeping-car fare, and miscellaneous expenses during April, 1881.	215 85
6	W. B. Thompson, general superintendent railway mail service.	For hotel bills, railway fare, and miscellaneous expenses during May, 1881.	38 26
8	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, printing schedules for April and May, and miscellaneous expenses during May, 1881.	152 08
8	James N. Tyner, First Assistant Postmaster-General.	For expenses of official trip to Jersey City and Philadelphia during June, 1881.	45 00
18	W. G. Lovell, assistant superintendent railway mail service.	For telegrams, sleeping-car fare, hotel bills, and miscellaneous expenses during second quarter 1881.	94 61
30	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, printing schedules, and miscellaneous expenses during June, 1881.	86 17
July 1	W. B. Thompson, general superintendent railway mail service.	For hotel bills, sleeping-car fare, and miscellaneous expenses during June, 1881.	32 55
13	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, care of office, and miscellaneous expenses during June, 1881.	84 20
Aug. 10	M. V. Bailey, assistant superintendent railway mail service.	For incidental expenses during June, 1881..	12 19
12	W. G. Lovell, assistant superintendent railway mail service.	For telegrams, sleeping-car fare, hotel bills, and miscellaneous expenses during June, 1881.	104 19
		Total paid by draft .....	4,161 29

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS.

1880. Oct. 1	Thomas L. James, postmaster, New York, N. Y.	For expenditures on account of railway mail service, third quarter, 1880.	131 72
4	Michael Piggott, postmaster, Quincy, Ill.	For miscellaneous expenses, fourth quarter, 1879.	26 10
8	F. W. Palmer, postmaster, Chicago, Ill.	For expenditures on account of railway mail service, third quarter, 1880.	18 75
9	.....do.....	For amount paid for Chicago City Directory, 1880.	5 00
12	C. H. Eddy, postmaster, Toledo, Ohio.	For expenditures on account of railway mail service, third quarter, 1880.	30 00
14	J. P. Woolfolk, postmaster, Jackson, Tenn.	.....do.....	5 00
18	E. S. Tobey, postmaster, Boston, Mass.	For miscellaneous expenses in third quarter, 1880.	165 00
Nov. 19	J. O. Whittemore, postmaster, Tawas City, Mich.	For amount paid for official telegrams in second quarter, 1880.	3 16
20	Benjamin Conley, postmaster, Atlanta, Ga.	For expenditures on account of post-office inspectors third quarter, 1880.	69 10

## No. 5.—Statement in detail of miscellaneous payments, &amp;c.—Continued.

## AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1880.			
Nov. 20	Thomas L. James, postmaster, New York, N. Y.	For miscellaneous expenditures, third quarter, 1880.	\$1 00
22	J. M. Edmunds, late postmaster, Washington, D. C.	For amount expended in fitting up new post-office, fiscal year, 1880.	9, 220 67
29	A. C. Chase, postmaster, Syracuse, N. Y.	For expenditures on account of railway mail service, third quarter, 1880.	8 50
Dec. 2	W. N. Byers, postmaster, Denver, Colo.	For amount paid for use of telephone in third quarter, 1880.	13 50
21	W. W. Dewhurst, postmaster, Saint Augustine, Fla.	For amount paid for official telegrams, third quarter, 1880.	2 28
28	William Bryan, postmaster, Hudson, N. Y.	For miscellaneous expenses in third quarter, 1880.	11 00
1881.			
Jan. 3	Thomas L. James, postmaster, New York, N. Y.	For amount expended on account of railway mail service in fourth quarter, 1880.	13 69
5	F. W. Palmer, postmaster, Chicago, Ill.	do	123 75
14	T. S. Case, postmaster, Kansas City, Mo.	do	54 00
14	A. C. Chase, postmaster, Syracuse, N. Y.	do	10 00
18	G. K. Gilmer, postmaster, Richmond, Va.	do	70 00
18	C. H. Eddy, postmaster, Toledo, Ohio	do	30 00
19	N. B. Sherwin, postmaster, Cleveland, Ohio.	do	28 80
19	Samuel Hays, postmaster, Saint Louis, Mo.	do	56 90
22	T. S. Case, postmaster, Kansas City, Mo.	do	1 00
26	E. S. Tobey, postmaster, Boston, Mass.	For miscellaneous expenses in fourth quarter, 1880.	50
Feb. 16	George C. Codd, postmaster, Detroit, Mich.	For miscellaneous expenses in fourth quarter, 1879.	79 33
Mar. 9	Thomas L. James, postmaster, New York, N. Y.	For expenditures on account of railway mail service in first quarter, 1881.	21 40
24	T. O. Hills, postmaster, Leominster, Mass.	For miscellaneous expenses in fourth quarter, 1880.	1 00
Apr. 4	D. B. Ainger, postmaster, Washington, D. C.	For expenditures on account of railway mail service in first quarter, 1881.	390 15
5	H. G. Pearson, postmaster, New York, N. Y.	do	16 50
	F. W. Palmer, postmaster, Chicago, Ill.	do	92 00
14	Samuel Hays, postmaster, Saint Louis, Mo.	do	55 00
16	E. S. Tobey, postmaster, Boston, Mass.	do	25 95
16	T. S. Case, postmaster, Kansas City, Mo.	do	45 00
18	Samuel Hays, postmaster, Saint Louis, Mo.	For telephone expenses for post-office inspectors in first quarter, 1881.	20 00
18	W. N. Byers, postmaster, Denver, Colo.	For telephone expenses for post-office inspectors in second quarter, 1881.	13 50
18	Benjamin Conley, postmaster, Atlanta, Ga.	For miscellaneous expenses for post-office inspector in first quarter, 1881.	45 00
19	do	For expenditures on account of railway mail service in first quarter, 1881.	3 50
28	N. B. Sherwin, postmaster, Cleveland, Ohio.	do	31 85
May 4	do	do	80 85
4	John P. Loge, postmaster, Cincinnati, Ohio.	do	18 00
7	Samuel Hays, postmaster, Saint Louis, Mo.	For telephone expenses for post-office inspector in fourth quarter, 1880.	20 00
9	C. H. Eddy, postmaster, Toledo, Ohio.	For expenditures on account of railway mail service in first quarter, 1881.	66 35
19	W. H. Mitchell, postmaster, Beloit, Kans.	For official telegrams in first quarter, 1881	90
24	Richard L. Rowe, postmaster, Rock Valley, Iowa.	For expenditures on account of railway mail service in first quarter, 1881.	1 73
June 24	W. N. Byers, postmaster, Denver, Colo.	For telephone expenses for post-office inspector in fourth quarter, 1880.	13 50
24	Benjamin Conley, postmaster, Atlanta, Ga.	For expenses for cleaning and furnishing office for post-office inspector in fourth quarter, 1880.	61 64

No. 5.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1881.			
July 5	H. G. Pearson, postmaster, New York, N. Y.	For expenditure on account of railway mail service in second quarter, 1881.	\$22 75
12	T. S. Case, postmaster, Kansas City, Mo.	do .....	15 00
12	F. W. Palmer, postmaster, Chicago, Ill.	do .....	68 75
12	W. N. Byers, postmaster, Denver, Colo.	do .....	16 00
14	F. W. Palmer, postmaster, Chicago, Ill.	For amount paid for dating-stamp for post-office inspector in second quarter, 1881.	8 00
16	Samuel Hays, postmaster, Saint Louis, Mo.	For expenditures on account of railway mail service in second quarter, 1881.	50 00
18	C. H. Eddy, postmaster, Toledo, Ohio.	do .....	30 00
20	John P. Loge, postmaster, Cincinnati, Ohio.	do .....	18 00
Aug. 3	N. B. Sherwin, postmaster, Cleveland, Ohio.	do .....	68 25
18	James Coey, postmaster, San Francisco, Cal.	For miscellaneous expenses on account of railway mail service in second quarter, 1881.	1 50
20	Samuel Hays, postmaster, Saint Louis, Mo.	For telephone expenses for post-office inspector in second quarter, 1881.	20 00
20	W. N. Byers, postmaster, Denver, Colo.	do .....	13 50
20	Sol. Starr, postmaster, Deadwood, Dak.	For telephone expenses in second quarter, 1881.	15 00
Sept. 30	George C. Codd, postmaster, Detroit, Mich.	For counting Canada mail in second quarter, 1881.	32 50
1880.			
Dec. 20	O. H. Leland, postmaster, Waco, Tex.	For miscellaneous expenses in third quarter, 1880.	16 90
		Total credited on general account.....	11,598 70

RECAPITULATION.

Amount allowed to the postmasters at the principal post-offices, credited in quarterly accounts current, for incidental expenses, such as office repairs, gas-fixtures, telegrams, &c.:

Third quarter, 1880 .....	\$21,274 42
Fourth quarter, 1880 .....	23,322 75
First quarter, 1881 .....	13,756 78
Second quarter, 1881 .....	18,394 50
Total .....	76,748 40
Amount paid by warrant .....	\$7,310 28
Amount paid by draft .....	4,161 29
Amount allowed postmasters and others, credited on general accounts.....	11,598 70
	<u>23,070 27</u>
Total .....	99,818 67
Deduct amount charged back to clerk-hire.....	\$9,138 29
Deduct amount of fares charged to inland transportation .....	11 33
	<u>9,149 62</u>
Amount actually paid and charged to Miscellaneous, First Assistant Postmaster-General...	90,669 05

No. 6.—Statement in detail of payments made by the Post-Office Department for the fiscal year ended June 30, 1881, and charged to "Miscellaneous, Postmaster-General."

## AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1880.			
July 9	J. W. Hoffman .....	For one copy Gazetteer of the World.....	\$12 00
13	H. H. Clapp, business manager of the National Republican Publishing Co. ....	For copies of the daily Republican furnished the Post-Office Department July 1, 1880, to July 1, 1881.	36 00
13	M. E. Mann .....	For four volumes of Appleton's Annual Cyclopeda, for library of Post-Office Department.	7 00
14	W. W. Moore, treasurer of the Metropolitan Railroad Company.	For furnishing the Post-Office Department with 2,184 car-tickets.	91 00
Aug. 4	M. E. Henry .....	For twenty-five days' labor.....	50 00
31	M. E. Henry .....	For twenty-five days' labor.....	50 00
Oct. 15	John C. Parker .....	For four copies of the New York Tribune, from July 1 to December 31, 1880.	20 00
Nov. 4	E. L. Godkin & Co. ....	For subscription to The Nation for the year ended July 21, 1881.	5 20
Dec. 22	D. McClelland.....	For two copper plates and engraving for the Egyptian obelisk.	35 00
Feb. 2	H. L. Pelouze & Son .....	For one counting machine .....	11 00
5	J. W. Thompson, president of the Metropolitan Railroad Company.	For two thousand four hundred (2,400) car-tickets.	100 00
7	Charles T. Reade.....	For three copies of Laws of Business.....	12 75
7	James Kane.....	For work performed in stamping proposals.	36 80
12	M. J. Meany .....	For work performed in stamping bids.....	10 00
23	Hon. O. H. Irish, Chief of Bureau of Engraving and Printing.	For making seal for marking proposals for carrying the mails.	10 00
Mar. 16	T. H. S. Hamersly .....	For copy of Complete Regular Army of the United States for One Hundred Years.	10 00
25	J. Bradley Adams.....	For twenty copies of Spofford's American Almanac.	30 00
Apr. 6	John C. Parker.....	For four copies of New York Daily Tribune, from January 1 to June 30, 1881.	30 00
9	Charles A. Ray, Post-Office Department.	For expenses of trip to New York on official business for the Post-Office Department.	30 00
12	Metropolitan Railroad Company .....	For twelve hundred (1,200) car-tickets.....	50 00
30	E. H. Talbott, president and manager of the Railway Age Publishing Company.	For subscription to Railway Age from January 29, 1881, to January 29, 1882.	4 00
May 4	E. H. Talbott, president and manager of the Railway Age Publishing Company.	For subscription to Railway Age from January 29, 1880, to January 29, 1881.	4 00
7	Joseph M. Tait.....	For work performed in stamping proposals..	4 80
July 2	William W. Moore, treasurer of the Metropolitan Railroad Company.	For four thousand and eighty (4,080) car-tickets.	169 95
		Total paid by warrant.....	\$829 50

## AMOUNT PAID BY DRAFT.

Mar. 25	Hon. James N. Tyner, First Assistant Postmaster-General.	For amount allowed for actual expenses incurred while on official business in New York connected with the Post-Office Department.	21 50
---------	--	---	-------

## AMOUNT CREDITED ON GENERAL ACCOUNT.

1880.			
Nov. 26	Charles A. Ray, Post-Office Department.	For amount allowed for personal expenses while traveling on business for the Post-Office Department.	89 00

## RECAPITULATION.

Total paid by warrant.....	\$829 50
Total paid by draft.....	21 50
Total credited on general account.....	89 00
Total Miscellaneous, Postmaster-General.....	940 00



No. 7.—Table showing the receipts, expenditures, and net revenue of the post-offices at which the free-delivery system is in operation, for the fiscal year ended June 30 1881.

Office.	Gross revenue.	Office ex-penses.	Free deliv-ery.	Total ex-penses.	Net revenue.	Per cent. ex-pense on gross revenue.
Bangor, Me.	\$25,969 18	\$8,469 65	\$3,420 96	\$11,917 61	\$14,051 57	40
Portland, Me.	88,408 95	21,755 00	8,536 60	30,291 60	58,117 35	34
Manchester, N. H.	28,542 05	6,629 42	5,072 38	11,701 80	16,840 25	40
Boston, Mass.	1,221,374 72	243,489 92	177,551 94	421,041 86	800,332 87	34
Fall River, Mass.	23,062 70	9,123 00	5,112 40	14,235 40	8,827 36	61
Lawrence, Mass.	28,028 92	7,553 56	7,692 91	15,246 47	12,782 45	54
Lowell, Mass.	63,536 44	9,746 14	8,515 74	18,261 88	45,274 56	28
Lynn, Mass.	41,130 11	6,943 15	7,489 43	14,432 58	26,697 53	32
New Bedford, Mass.	31,487 78	6,019 51	6,623 35	12,642 86	18,844 92	40
Salem, Mass.	23,787 81	6,282 59	5,131 08	11,413 67	12,374 14	48
Springfield, Mass.	66,917 30	11,426 25	6,827 68	18,253 93	48,663 37	27
Worcester, Mass.	81,261 24	13,197 49	10,039 05	23,238 54	58,022 70	28
Providence, R. I.	160,266 56	23,910 73	24,941 84	48,852 57	111,413 99	30
Bridgeport, Conn.	43,201 08	9,975 06	5,514 58	15,489 64	27,711 44	35
Hartford, Conn.	117,231 54	20,623 91	9,308 46	29,932 37	87,299 17	25
Meriden, Conn.	23,720 04	5,282 42	2,945 97	8,228 39	15,491 65	34
New Haven, Conn.	96,116 53	16,902 52	15,482 47	32,384 99	63,731 54	33
Albany, N. Y.	140,600 21	36,506 74	27,117 00	63,623 74	76,976 47	44
Auburn, N. Y.	30,940 09	8,484 10	4,649 94	13,134 04	17,805 05	42
Brooklyn, N. Y.	248,918 58	60,470 01	99,146 41	159,616 42	89,297 16	65
Buffalo, N. Y.	234,648 66	30,998 37	34,981 70	65,080 57	169,568 59	27
Elmira, N. Y.	38,125 96	9,829 23	5,765 92	15,595 15	22,530 83	40
New York, N. Y.	3,791,446 31	889,875 09	429,991 98	1,269,867 07	2,521,579 24	31
Oswego, N. Y.	22,795 28	6,854 01	5,111 90	11,963 91	10,832 32	52
Poughkeepsie, N. Y.	35,200 77	10,196 18	5,962 48	16,158 66	19,042 11	45
Rochester, N. Y.	160,912 48	28,483 77	23,251 31	46,735 08	114,177 40	28
Syracuse, N. Y.	94,049 80	18,580 75	15,247 78	33,828 48	60,221 32	35
Troy, N. Y.	78,668 45	16,856 04	13,336 98	30,198 02	48,470 43	38
Utica, N. Y.	55,089 54	10,843 52	10,229 58	21,073 10	34,016 44	38
Camden, N. J.	21,952 90	6,225 29	5,913 44	12,138 73	9,814 17	55
Elizabeth, N. J.	28,316 75	6,909 40	5,231 20	12,140 60	16,176 15	42
Hoboken, N. J.	18,456 00	4,000 00	3,400 00	7,400 00	6,056 00	54
Jersey City, N. J.	59,888 82	8,487 91	20,539 56	29,027 47	30,861 35	46
Newark, N. J.	111,000 55	14,397 85	23,008 97	37,406 82	73,593 73	33
Paterson, N. J.	27,979 58	5,852 83	6,374 08	12,226 91	15,752 65	43
Trenton, N. J.	43,806 77	8,163 80	5,140 07	13,303 87	30,502 90	30
Allegheny, Pa.	28,851 06	7,190 28	9,355 48	16,545 72	12,305 34	47
Easton, Pa.	19,751 51	6,548 06	6,325 76	12,873 82	6,877 69	65
Erie, Pa.	32,808 57	9,045 50	6,470 67	15,516 17	17,292 40	46
Harrisburgh, Pa.	64,452 59	15,398 00	5,104 86	20,472 86	43,979 73	31
LANCASTER, Pa.	28,976 01	7,131 10	4,661 99	11,793 99	17,182 92	42
Philadelphia, Pa.	1,294,713 58	227,606 05	279,891 00	507,407 05	787,216 53	39
Pittsburgh, Pa.	276,833 82	47,830 86	33,205 50	81,036 36	195,797 46	29
Pottsville, Pa.	14,008 42	5,272 20	3,407 96	8,680 16	5,328 26	61
Reading, Pa.	29,542 64	7,598 39	8,515 14	16,113 53	13,429 11	54
Wilmington, Del.	41,060 76	8,450 39	8,576 22	17,026 61	24,034 15	46
Baltimore, Md.	444,302 61	74,453 04	72,662 17	147,115 21	297,187 40	33
Washington, D. C.	225,405 03	125,752 45	46,530 60	172,283 05	53,121 98	76
Norfolk, Va.	39,766 80	9,045 85	5,218 27	14,264 12	25,502 68	35
Petersburgh, Va.	17,854 57	6,934 34	4,054 49	11,588 83	6,265 74	64
Richmond, Va.	91,935 02	19,091 13	13,005 88	32,997 01	58,938 01	35
Wheeling, W. Va.	38,434 18	10,838 63	5,816 78	16,655 41	21,778 77	43
Charleston, S. C.	69,381 83	12,253 84	6,825 48	19,079 32	50,302 51	27
Atlanta, Ga.	77,958 57	13,598 22	6,328 86	19,922 08	58,036 49	25
Augusta, Ga.	33,837 33	9,601 85	4,404 00	14,005 85	19,831 48	41
Macon, Ga.	24,354 89	8,646 30	3,371 49	12,017 79	12,337 10	49
Savannah, Ga.	59,182 78	15,908 00	5,928 67	21,836 67	37,346 11	36
Mobile, Ala.	47,155 58	14,378 58	5,100 00	19,478 58	27,677 00	41
New Orleans, La.	249,507 45	58,182 81	48,843 33	102,026 14	147,481 31	40
Memphis, Tenn.	76,450 17	21,766 70	11,106 57	32,893 27	43,556 90	43
Nashville, Tenn.	81,048 73	18,059 77	9,524 30	27,564 97	53,483 66	34
Covington, Ky.	18,524 16	5,705 70	4,370 59	10,076 29	8,447 87	54
Louisville, Ky.	197,196 24	30,393 73	30,689 06	61,082 79	136,113 45	89
Akron, Ohio	25,547 11	7,171 00	3,850 00	10,521 00	15,026 11	41
Cincinnati, Ohio	540,186 78	98,387 48	73,053 97	171,421 45	368,765 33	33
Cleveland, Ohio	243,750 19	39,525 33	35,074 35	74,599 88	169,150 31	30
Columbus, Ohio	94,941 25	18,212 11	11,400 00	29,612 11	65,329 14	31
Dayton, Ohio	57,707 42	13,435 82	10,550 87	23,996 69	33,720 73	41
Mansfield, Ohio	22,499 16	5,816 58	2,165 94	7,982 52	14,516 64	35
Springfield, Ohio	42,876 71	9,254 36	4,711 94	13,966 30	28,910 41	32
Toledo, Ohio	111,872 12	15,749 60	12,853 68	26,603 18	85,268 94	25
Zanesville, Ohio (3 quarters).	16,312 86	4,922 44	2,835 86	7,558 30	8,754 56	46
Evansville, Ind.	34,717 89	9,763 16	6,611 94	16,375 10	18,342 79	46
Fort Wayne, Ind.	31,885 50	10,072 48	6,249 30	16,321 78	15,563 72	51
Indianapolis, Ind.	147,920 68	35,859 72	28,661 74	64,521 46	83,408 22	43
La Fayette, Ind.	25,114 26	8,933 36	4,260 05	13,193 41	11,920 85	52

No. 7.—Table showing the receipts, expenditures, and net revenue, &amp;c.—Continued.

Office.	Gross revenue.	Office expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense on gross revenue.
Richmond, Ind. (1st and 2d qrs., 1881).	\$12,565 40	\$3,622 11	\$1,877 32	\$5,499 43	\$7,065 97	43
Terre Haute, Ind.	31,800 27	10,942 93	6,387 10	17,330 03	13,970 24	55
Bloomington, Ill.	28,422 54	8,664 15	5,100 00	13,764 15	14,658 39	48
Chicago, Ill.	1,440,072 94	329,232 55	178,581 87	507,813 92	932,259 02	35
Peoria, Ill.	54,390 91	10,336 22	7,002 30	17,338 52	37,052 39	31
Quincy, Ill.	35,315 65	10,268 03	6,679 61	16,947 64	18,368 01	47
Springfield, Ill.	31,913 87	8,464 34	4,916 09	13,380 43	18,533 44	41
Detroit, Mich.	249,143 63	37,035 88	32,408 60	69,444 48	179,699 15	27
Grand Rapids, Mich.	59,534 82	10,295 92	7,939 17	18,235 09	41,299 73	30
Jackson, Mich.	23,799 08	6,671 04	3,505 25	10,176 29	13,622 79	42
Milwaukee, Wis.	193,489 69	28,840 00	28,250 25	57,090 25	136,399 44	29
Minneapolis, Minn.	94,492 62	19,411 20	10,354 32	29,765 52	64,727 10	31
Saint Paul, Minn.	108,494 19	16,575 95	11,528 16	28,104 11	80,390 08	25
Burlington, Iowa.	37,175 45	8,737 75	5,513 93	14,251 68	22,923 77	35
Davenport, Iowa.	33,166 65	8,988 12	6,872 33	15,860 45	17,306 20	47
Des Moines, Iowa.	55,157 54	9,738 58	6,997 14	16,730 72	38,426 82	30
Dubuque, Iowa.	36,148 53	8,197 65	5,450 00	13,647 65	22,500 88	34
Kansas City, Mo.	140,792 27	23,861 25	15,085 17	38,946 42	101,845 85	27
Saint Joseph, Mo.	56,021 54	12,237 81	7,136 00	19,373 81	37,247 73	34
Saint Louis, Mo.	675,680 13	136,765 91	116,423 17	253,189 08	422,491 05	37
Omaha, Neb.	68,824 64	15,746 93	8,150 72	23,897 65	44,926 99	34
Leavenworth, Kans.	25,630 24	8,467 72	4,414 53	12,882 25	12,747 99	50
Topeka, Kans.	41,307 74	9,090 10	4,807 18	13,837 28	27,970 46	32
Oakland, Cal.	32,069 52	11,812 56	7,060 57	18,873 13	13,196 39	58
Sacramento, Cal.	44,324 58	17,668 04	4,750 00	22,418 04	21,906 49	50
San Francisco, Cal.	468,741 27	114,035 91	59,789 91	173,825 82	294,915 45	36
Portland, Oreg.	46,199 79	10,260 12	4,520 50	14,780 62	31,419 17	31
Little Rock, Ark.	32,727 75	11,235 10	4,262 00	15,567 10	17,170 65	47
Dallas, Tex.	30,201 29	9,657 83	4,251 75	13,909 58	16,291 71	46
Galveston, Tex.	67,038 23	15,883 07	5,376 99	21,260 06	45,778 17	31
Houston, Tex.	35,259 80	12,710 88	4,735 45	17,446 23	17,813 47	49
Denver, Colo.	123,337 48	23,372 71	8,168 80	31,541 51	91,795 97	25
Leadville, Colo.	53,304 93	20,193 38	4,180 73	24,354 11	28,950 82	45
Total	16,887,086 23	3,616,259 34	2,493,978 14	6,110,237 48	10,776,848 75	
Increase over last fiscal year	1,923,136 66	173,362 11	136,327 28	309,689 39	1,613,447 27	

RECEIPTS AND EXPENDITURES.

677

No. 8.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1881.

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	4,430,692 21
1839	4,484,656 70		4,484,656 70	4,636,536 31
1840	4,543,521 92		4,543,521 92	4,718,235 64
1841	4,407,726 27	\$482,637 00	4,890,363 27	4,499,527 61
1842	4,546,849 65		4,546,849 65	5,674,751 80
1843	4,296,225 43		4,296,225 43	4,374,753 71
1844	4,237,287 83		4,237,287 83	4,296,512 70
1845	4,289,841 80		4,289,841 80	4,320,731 99
1846	3,487,199 35	750,000 00	4,237,199 35	4,076,036 91
1847	3,880,309 23	12,500 00	3,892,809 23	3,979,542 10
1848	4,555,211 10	125,000 00	4,680,211 10	4,326,850 27
1849	4,705,176 28		4,705,176 28	4,479,049 13
1850	5,499,984 86		5,499,984 86	5,212,953 43
1851	6,410,604 33		6,410,604 33	6,278,401 68
1852	5,184,526 84	1,741,444 44	6,925,971 28	7,108,459 04
1853	5,240,724 70	2,225,000 00	7,465,724 70	7,982,756 59
1854	6,255,586 22	2,730,748 96	8,992,335 18	8,577,424 12
1855	6,642,156 13	3,114,542 26	9,756,678 39	9,968,342 29
1856	6,920,821 66	3,748,881 56	10,669,703 22	10,405,286 36
1857	7,353,951 76	4,528,004 67	11,881,956 43	11,508,057 93
1858	7,486,792 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	4,639,808 53	12,989,102 93	13,606,759 11
1862	8,299,820 90	2,508,953 71	10,898,774 61	11,125,364 13
1863	11,163,789 59	1,007,848 72	12,171,638 31	11,314,206 84
1864	12,438,253 78	749,980 00	13,188,233 78	12,644,786 20
1865	14,556,158 70	3,968 46	14,560,127 16	13,694,728 28
1866	14,436,986 21		14,436,986 21	15,352,079 30
1867	15,297,026 87	3,891,666 67	19,288,693 54	19,235,463 40
1868	16,292,600 80	5,096,525 00	21,989,125 80	22,730,592 65
1869	18,344,510 72	5,707,115 30	24,051,626 02	23,698,131 50
1870	19,772,220 65	4,022,140 85	23,794,361 50	23,998,837 63
1871	20,037,045 42	4,126,200 00	24,163,245 42	24,390,104 08
1872	21,915,426 37	4,933,750 00	26,909,176 37	26,658,192 31
1873	22,996,741 57	5,690,475 00	28,687,216 57	29,084,945 67
1874	26,471,071 82	5,922,433 55	32,393,505 37	32,126,414 58
1875	26,791,360 59	6,704,646 96	33,496,007 55	33,611,309 45
1876	28,634,197 50	5,068,583 03	33,722,780 53	33,203,487 58
1877	27,531,685 26	7,013,300 00	34,544,985 26	33,466,322 44
1878	29,277,518 95	5,307,652 82	34,585,169 77	34,165,084 49
1879	30,041,982 86	3,297,965 25	33,339,948 11	33,449,899 45
1880	33,315,479 34	3,597,717 20	36,913,196 54	36,542,803 66
1881	36,785,397 97	3,297,921 46	40,083,319 43	39,592,566 22

## No. 9.—Statement of the money-order transactions at post-offices

States and Territories.	Balance due the United States from last year.	Domestic.				
		Number of orders issued.	Amount of orders issued.	Fees.	Premium.	Drafts and deposits received from postmasters.
Alabama.....	\$21,693 55	130,944	\$1,864,800 83	\$16,134 00	.....	\$950,955 50
Arizona.....	14,120 61	16,384	2,397,804 73	2,695 75	.....	.....
Arkansas.....	53,404 90	132,664	2,361,231 41	17,727 65	.....	1,714,923 13
California.....	32,108 50	235,350	3,654,026 22	51,056 95	.....	2,822,431 88
Colorado.....	46,407 95	128,959	2,586,255 14	18,947 25	\$47 37	1,425,138 50
Connecticut.....	6,199 34	91,162	1,091,646 76	10,865 25	.....	375,312 00
Dakota.....	11,754 88	41,248	733,200 42	5,704 25	.....	150,526 75
Delaware.....	1,049 89	13,272	142,146 50	1,536 00	.....	18,790 00
District of Columbia.....	9,126 45	30,967	458,783 72	3,919 55	.....	1,216,199 82
Florida.....	18,361 58	55,616	2,054,149 04	7,567 70	369 24	135,327 00
Georgia.....	24,904 38	134,330	2,090,210 83	18,633 85	.....	1,019,895 50
Idaho.....	4,970 19	14,848	339,801 06	2,324 40	.....	72,836 00
Illinois.....	91,266 14	688,604	8,399,067 37	84,133 40	86	8,751,547 46
Indiana.....	35,742 54	350,681	3,978,226 28	41,498 05	1 48	1,641,686 94
Indian Territory.....	523 73	3,992	77,256 56	574 85	.....	.....
Iowa.....	60,160 41	477,019	5,503,155 69	57,810 80	.....	2,229,768 93
Kansas.....	40,249 14	110,135	4,265,291 17	39,977 50	1 40	1,151,638 57
Kentucky.....	13,234 63	122,065	1,581,969 14	15,078 79	.....	1,800,435 40
Louisiana.....	94,213 43	102,817	2,101,845 58	15,119 85	.....	3,547,810 55
Maine.....	15,800 08	86,830	1,254,529 30	10,922 00	1 69	706,296 00
Maryland.....	7,787 28	72,693	982,002 12	8,948 95	.....	1,176,250 00
Massachusetts.....	26,149 45	214,686	2,038,221 70	26,563 60	.....	1,995,773 50
Michigan.....	58,259 15	375,055	4,642,666 18	45,143 85	.....	2,300,595 00
Minnesota.....	31,820 97	180,627	2,419,317 87	23,324 90	261 12	1,607,187 87
Mississippi.....	29,510 23	145,231	2,108,096 80	18,560 50	1 48	47,815 00
Missouri.....	88,978 29	323,881	4,261,510 81	40,181 70	.....	7,848,459 74
Montana.....	16,084 46	21,763	1,380,885 76	3,009 95	.....	257,842 00
Nebraska.....	24,610 73	147,603	1,937,369 78	18,283 35	10	1,301,438 65
Nevada.....	12,447 69	46,548	899,648 97	6,560 05	.....	.....
New Hampshire.....	5,915 95	54,530	690,640 11	6,526 85	.....	85,065 00
New Jersey.....	9,580 89	80,873	1,059,829 39	9,929 40	.....	241,643 00
New Mexico.....	11,312 06	12,637	233,412 49	1,760 15	.....	153,569 00
New York.....	95,716 34	525,506	6,886,087 12	64,734 45	233 55	24,293,071 39
North Carolina.....	18,056 22	113,541	1,685,018 52	14,739 29	.....	2,296,254 96
Ohio.....	49,056 29	535,172	5,809,119 20	62,022 00	2 52	3,985,537 70
Oregon.....	55,709 06	71,018	1,416,544 27	10,472 35	.....	1,174,536 79
Pennsylvania.....	52,711 40	408,460	4,760,804 57	48,632 85	5 90	3,694,681 59
Rhode Island.....	1,998 65	30,384	407,254 37	3,747 80	.....	107,254 00
South Carolina.....	14,845 29	94,999	1,409,349 49	12,260 85	.....	844,702 00
Tennessee.....	26,553 91	148,242	2,345,316 98	19,608 70	.....	1,568,776 65
Texas.....	81,386 36	338,233	6,394,703 06	48,544 70	113 47	4,243,012 44
Utah.....	7,049 49	18,861	356,640 62	2,883 60	.....	338,464 00
Vermont.....	6,951 15	52,337	595,603 23	6,213 10	.....	135,096 00
Virginia.....	15,869 90	101,036	1,312,290 66	12,498 85	.....	1,517,017 00
Washington.....	11,240 69	28,109	575,314 19	4,198 45	.....	3,665 00
West Virginia.....	5,369 30	41,526	490,071 74	4,996 95	.....	67,045 00
Wisconsin.....	53,123 72	304,244	4,136,271 02	37,952 80	.....	2,514,974 00
Wyoming.....	4,298 88	18,150	321,089 48	2,495 10	.....	.....
Total.....	1,397,634 61	7,663,232	105,075,789 35	960,732 75	1,040 18	92,105,806 43

in the United States, for the fiscal year ended June 30, 1881.

Transfers from postage fund.	Domestic.			International.					
	Canadian.			British.			German.		
	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
\$10,575 47	85	\$2,202 35	\$35 25	480	\$9,109 89	\$238 75	328	\$6,584 57	\$112 45
2,760 91	51	2,044 50	32 00	98	2,959 52	67 15	60	1,959 50	30 90
30,013 08	1,32	836 75	13 85	180	3,061 12	83 60	176	3,443 49	58 50
918 50	4,451	35,900 25	587 15	4,484	76,836 76	2,055 80	4,081	90,797 55	1,486 85
15,860 57	1,568	50,075 39	786 20	7,825	174,045 27	4,348 90	572	12,968 46	216 75
6,452 72	641	12,382 56	213 15	4,670	52,099 38	1,617 30	1,242	20,035 09	364 30
2,614 63	133	4,007 25	66 75	408	10,456 40	352 00	129	3,271 77	53 25
	38	685 49	11 70	273	3,670 59	108 65	98	1,463 25	26 85
	164	2,539 35	45 90	748	9,494 70	295 80	568	10,449 40	178 05
14,490 99	130	4,700 45	74 80	267	7,893 28	178 80	146	3,796 18	62 05
1,847 57	239	6,568 64	105 35	395	6,926 63	188 60	641	13,184 57	218 45
110 00	70	2,770 00	44 10	187	5,119 95	121 45	70	2,217 10	35 00
101,329 40	3,231	94,719 39	1,099 50	10,894	159,061 70	4,549 30	11,773	178,487 93	3,274 75
19,229 64	270	4,399 05	81 30	1,069	22,139 65	648 35	1,870	25,385 16	477 65
31,303 36	310	4,881 17	90 60	1,233	16,089 13	481 85	1,541	25,137 32	452 80
32,301 88	157	2,728 46	49 45	649	10,087 63	283 00	301	6,890 61	132 50
13,546 06	145	2,476 43	45 60	710	10,883 99	365 70	719	10,835 23	199 80
687 00	223	6,016 38	96 75	691	14,820 57	370 20	840	16,235 88	275 90
14,092 57	857	17,938 86	306 25	865	12,202 34	354 40	124	2,013 99	37 20
5,045 21	308	8,677 23	141 45	1,742	24,028 34	702 50	1,691	25,595 38	468 65
55,697 43	8,243	155,090 06	2,072 35	13,483	167,408 70	5,091 20	2,621	36,966 88	657 10
27,011 56	6,125	123,114 43	2,086 50	6,275	88,584 24	2,553 95	2,708	37,364 28	699 70
9,041 93	1,315	33,075 60	544 00	860	12,862 11	363 85	1,224	16,866 62	313 60
5,322 00	19	413 60	7 25	105	1,935 19	48 85	48	1,170 47	19 45
44,038 96	586	11,993 45	203 45	2,839	47,235 14	1,289 20	2,603	46,194 41	811 35
	158	4,983 30	81 10	270	6,723 29	161 75	41	815 97	14 10
37,553 92	154	3,009 22	51 80	409	5,901 19	167 60	439	8,059 42	140 05
	299	12,547 45	199 60	968	22,355 47	538 95	109	2,665 54	43 05
8,981 65	405	6,735 14	120 05	973	11,521 73	359 35	178	3,968 37	67 75
34,485 47	551	10,444 73	176 15	10,393	114,640 79	3,607 30	3,751	54,238 67	995 80
65 00	9	311 50	6 30	20	303 96	9 40	63	1,915 66	30 55
118,942 70	5,634	102,466 13	1,787 55	34,574	427,319 74	12,959 15	26,033	431,158 81	7,745 40
4,174 96	20	558 35	9 00	142	2,802 53	70 15	317	9,766 04	156 60
105,278 93	1,660	25,021 04	457 05	8,676	111,473 16	3,330 45	5,212	81,723 47	1,473 65
2,033 10	266	4,931 14	85 35	536	10,488 74	268 75	447	10,868 81	173 25
63,646 22	1,437	28,241 46	488 90	17,279	205,808 34	6,871 60	5,117	81,644 37	1,478 05
1,425 63	741	12,152 12	218 00	3,183	40,616 62	1,208 15	353	6,369 79	111 45
1,808 88	19	423 86	7 35	90	1,780 15	46 95	407	13,684 76	204 45
6,564 82	96	1,399 08	25 95	466	7,270 59	207 35	312	5,968 78	103 05
12,388 77	169	4,725 88	77 25	942	19,801 69	506 90	1,446	26,139 96	452 95
329 33	71	1,549 55	28 90	855	9,693 13	306 10	67	1,310 16	22 60
14,113 00	223	2,626 77	54 15	549	7,443 43	215 10	13	303 88	5 40
13,568 82	249	5,900 37	95 55	672	12,958 71	338 15	420	9,712 49	163 55
245 00	145	4,026 30	65 40	178	3,493 93	90 35	128	3,710 30	58 35
5,341 62	32	961 15	15 45	353	5,026 39	145 00	167	2,816 08	49 95
20,135 09	1,803	33,210 56	545 20	1,405	20,443 17	594 30	2,046	38,026 32	734 05
	47	1,344 13	21 95	281	4,969 77	134 15	62	1,353 09	22 70
895,908 35	40,008	827,756 92	14,058 65	145,244	2,001,089 65	58,225 10	84,291	1,395,725 83	24,904 60

## No. 9.—Statement of money-order transactions at post-offices in the

States and Territories.	International—Continued.								
	Swiss.			Italian.			French.		
	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
Alabama	9	\$172 50	85 00	30	\$758 07	\$13 35	20	\$305 36	85 55
Arizona	4	150 00	375 00	1	46 50	75	29	534 78	9 00
Arkansas	15	150 00	375 00	31	837 81	14 00	5	25 10	75
California	453	11,735 96	312 00	453	11,873 85	214 20	391	6,487 78	114 30
Colorado	60	1,555 68	40 75	104	3,888 87	58 20	47	920 68	15 40
Connecticut	32	528 50	16 00	155	3,202 63	60 00	40	524 19	10 20
Dakota	1	60 00	1 50	9	231 00	4 80	10	264 78	4 20
Delaware	3	60 00	1 50	9	231 00	4 80	10	264 78	4 20
District of Columbia	32	356 47	12 00	82	1,961 52	33 50	127	2,301 35	40 50
Florida	2	100 00	2 50	22	799 40	12 05	20	430 77	7 20
Georgia	27	454 89	12 75	23	656 46	12 00	27	330 01	6 00
Idaho	1	60 00	1 50	9	231 00	4 80	10	264 78	4 20
Illinois	1,379	22,967 81	668 50	1,791	56,593 72	1,034 30	288	4,507 98	85 55
Indiana	80	1,381 85	39 50	39	1,211 76	20 90	252	442 42	7 90
Indian Territory	1	60 00	1 50	9	231 00	4 80	10	264 78	4 20
Iowa	87	1,830 49	51 25	30	753 82	12 85	39	514 54	16 20
Kansas	15	282 75	8 00	10	327 75	4 50	16	351 25	6 00
Kentucky	44	1,144 03	31 00	78	1,959 44	38 30	34	427 73	7 95
Louisiana	79	1,034 97	52 50	1,183	26,861 38	516 85	330	4,401 41	82 20
Maine	2	16 55	75	20	361 17	7 55	4	58 69	90
Maryland	34	568 27	17 25	248	4,311 89	85 90	98	1,586 68	27 15
Massachusetts	171	2,828 67	81 50	727	15,784 08	303 75	258	3,645 75	64 95
Michigan	115	1,482 77	48 90	70	1,821 03	26 05	65	902 81	17 10
Minnesota	50	1,259 35	34 00	51	1,805 38	35 80	45	783 10	14 70
Mississippi	5	96 00	3 00	41	1,147 92	20 10	11	132 66	3 60
Missouri	487	10,725 61	291 75	470	13,004 65	250 25	148	2,562 93	45 70
Montana	1	14 50	50	9	231 00	4 80	10	264 78	4 20
Nebraska	3	59 88	1 50	5	235 00	4 80	7	498 74	7 80
Nevada	11	182 00	5 00	38	1,195 77	22 10	6	72 25	1 35
New Hampshire	10	251 40	7 00	2	13 56	40 8	8	177 34	3 25
New Jersey	123	2,181 92	62 00	103	2,015 19	36 00	140	1,897 76	33 15
New Mexico	1	60 00	1 50	9	231 00	4 80	10	264 78	4 20
New York	2,633	52,338 27	1,466 50	1,035	24,449 86	464 00	1,829	28,734 74	530 00
North Carolina	2	19 65	50	3	85 00	1 35	6	212 13	3 80
Ohio	450	8,857 23	241 50	210	6,019 89	110 10	100	1,065 88	23 20
Oregon	47	1,160 75	30 75	23	654 38	11 50	16	354 96	6 30
Pennsylvania	415	8,048 41	222 75	1,773	43,580 61	823 85	195	3,564 86	63 30
Rhode Island	46	721 58	20 75	65	1,252 39	23 40	57	940 09	17 25
South Carolina	5	163 00	4 25	12	117 60	2 35	7	139 89	2 40
Tennessee	153	2,642 95	73 75	151	3,652 17	72 35	11	91 38	2 10
Texas	85	1,373 25	41 25	111	2,730 91	49 65	90	1,643 24	28 35
Utah	49	1,430 90	38 25	6	105 50	1 90	1	2 00	15
Vermont	1	60 00	1 50	9	306 16	5 65	4	28 59	75
Virginia	12	394 00	10 00	77	1,787 74	34 80	24	590 53	9 75
Washington	1	60 00	1 50	9	231 00	4 80	10	264 78	4 20
West Virginia	4	34 00	1 50	4	129 50	2 50	11	64 78	1 65
Wisconsin	302	4,744 03	145 00	67	2,011 14	37 15	25	382 22	7 35
Wyoming	1	60 00	1 50	9	435 00	9 75	3	28 96	60
Total	7,521	145,749 94	4,106 90	9,385	239,673 95	4,497 90	4,649	73,030 09	1,333 30

MONEY ORDER BUSINESS.

681

United States, for the fiscal year ended June 30, 1881—Continued.

Balance due postmasters.	Domestic.					International.		
	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to postage fund.	Deposits.	Canadian.		
						Number of orders paid.	Amount of orders paid.	Amount of orders repaid.
\$224 96	59,926	\$910,403 48	\$11,628 70	\$6,572 00	\$1,915,727 00	24	\$587 00	.....
3,853	123,081 37	2,139 19	.....	.....	279,455 00	.....	.....	.....
402 28	47,679	887,057 05	19,438 24	114,080 55	2,966,457 13	36	1,192 05	\$50 00
119 38	190,414	3,696,681 00	26,502 31	.....	2,911,597 75	1,436	38,993 30	67 00
98 81	58,477	1,205,179 02	22,402 89	60 00	2,803,006 56	274	9,773 22	96 00
280 97	80,596	1,070,117 26	6,107 82	164 00	475,838 00	1,153	11,254 20	21 80
11 21	12,453	270,177 57	6,073 84	4,300 00	627,956 33	37	2,360 81	100 00
2 90	7,280	120,967 75	758 74	128 00	44,834 00	97	1,141 94	.....
.....	60,595	752,324 87	3,173 03	.....	862,139 00	216	3,234 98	30 00
14 11	25,122	516,101 20	7,187 02	13,635 45	580,232 17	69	2,214 31	.....
64 43	112,338	1,779,039 72	13,244 77	195 00	2,243,685 59	28	747 66	48 00
95 17	3,179	105,859 96	2,314 31	133,574 00	181,679 00	11	410 00	100 00
586 01	980,405	11,273,266 51	57,273 59	38,185 64	6,220,128 03	3,696	36,753 72	321 00
212 33	223,436	3,070,311 03	23,863 33	1,223 32	2,590,678 44	260	4,423 93	.....
119 75	506	12,727 10	282 95	.....	64,916 60	.....	.....	.....
1,411 57	289,940	4,190,277 61	36,858 03	1,074 78	3,509,587 07	226	5,899 34	60 00
197 20	173,518	3,250,529 46	35,758 11	391 57	2,164,250 46	124	2,997 41	46 26
167 66	135,331	2,076,743 32	10,766 46	244 54	826,781 00	225	4,631 86	38 97
12 24	115,826	2,008,452 22	11,107 22	898 08	3,720,554 55	90	1,653 57	.....
55 71	134,773	1,552,505 49	5,825 54	.....	515,343 00	2,126	25,203 25	62 71
90 11	106,182	1,750,722 66	6,067 13	132 21	451,522 85	249	3,391 77	45 00
426 44	422,530	4,293,364 64	17,463 38	682 72	920,048 63	6,014	97,257 41	597 85
324 00	280,352	3,800,571 23	29,791 03	528 00	3,297,698 00	3,055	69,812 32	586 75
98 12	120,267	1,822,864 96	16,560 53	2,876 34	2,189,150 83	805	25,075 09	88 00
86 07	42,984	653,477 28	14,711 82	8 19	1,506,090 86	4	54 00	20 00
789 03	449,120	7,279,402 30	29,459 24	17,229 66	4,947,873 23	279	5,896 80	35 00
.....	4,848	115,941 97	3,771 56	.....	529,433 00	45	2,103 10	45 00
113 36	94,318	1,502,082 64	14,184 51	631 14	1,793,743 13	157	4,801 54	49 50
.....	9,317	217,866 66	5,411 77	.....	716,334 13	41	2,313 00	55 00
207 09	37,766	549,241 91	3,266 01	.....	222,551 50	211	4,158 69	.....
319 62	74,029	1,118,282 99	6,010 55	593 00	355,396 00	443	7,014 09	8 09
.....	2,814	69,520 27	2,733 62	.....	317,877 00	8	290 00	.....
632 93	1,319,993	13,957,766 53	53,273 08	430,802 50	17,444,168 47	12,814	150,847 04	465 50
99 52	47,828	784,553 05	8,711 59	3,652 82	1,204,679 06	15	450 43	25 00
635 58	618,815	7,208,818 93	36,445 41	28,852 83	2,789,887 82	1,403	20,140 15	114 40
59 44	38,894	962,695 73	8,521 66	.....	1,675,551 79	389	6,554 01	20 00
836 45	508,122	5,834,593 21	34,325 92	13,036 90	2,899,185 99	2,184	27,643 91	70 70
11 80	21,493	316,007 40	2,872 88	.....	250,066 00	909	3,532 41	20 00
198 30	33,826	615,767 20	6,141 50	205 22	1,654,837 00	12	249 00	.....
226 16	127,975	2,248,547 87	15,325 96	2,983 00	1,673,551 40	35	609 83	.....
261 03	177,780	4,049,325 45	39,092 95	13,486 56	6,536,503 94	52	1,566 59	10 00
17 73	11,573	265,896 11	2,510 31	27 50	433,057 00	11	469 00	.....
132 61	38,481	554,801 78	3,827 93	70 00	191,876 00	293	5,411 47	20 00
348 42	82,020	1,276,418 60	7,424 63	13 75	1,590,930 00	68	1,162 45	50 00
.....	10,825	306,957 28	3,478 53	.....	277,778 00	162	5,085 07	3 50
21 13	20,340	312,441 05	2,720 23	51 00	200,749 00	17	235 56	.....
417 15	205,407	3,240,799 74	25,636 98	47 45	3,442,747 00	423	11,120 61	450 00
.....	4,224	88,337 36	2,720 40	.....	238,958 00	11	496 00	.....
10,430 47	7,627,710	104,219,871 65	704,981 96	830,137 72	95,326,072 31	38,375	611,163 69	3,826 94

## No. 9.—Statement of money-order transactions at post offices in the

States and Territories.	International—Continued.							
	British.			German.			Swiss.	
	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.
Alabama	25	\$592 27	\$11 77	37	\$889 36	\$40 00	10	\$300 70
Arizona	4	148 99	9 00	7	204 23			
Arkansas	30	544 93		115	4,272 91		16	534 73
California	631	13,526 09	301 05	749	24,781 34	298 00	43	1,227 77
Colorado	194	5,194 43	199 00	124	4,730 01	43 30	63	2,441 42
Connecticut	337	5,554 92	117 38	251	6,806 40	60 00	19	445 07
Dakota	35	838 34	10 00	111	4,113 79	5 00		
Delaware	32	932 44		17	517 86		1	28 61
District of Columbia	195	2,666 39	15 00	150	3,390 53	11 00	6	97 85
Florida	40	840 34		30	1,141 58	10 00	16	653 11
Georgia	49	1,360 99	94 35	39	1,061 69	2 00	5	163 85
Idaho	3	104 70		5	204 18	50 00	2	72 97
Illinois	1,430	24,975 59	376 50	2,950	91,973 95	390 98	265	7,771 25
Indiana	181	3,135 21	13 69	622	20,177 53	105 00	89	3,333 30
Indian Territory								
Iowa	248	5,268 87	30 70	1,203	43,355 16	165 00	83	2,747 39
Kansas	302	7,382 95	15 00	479	16,093 79	258 00	111	3,874 49
Kentucky	79	1,408 78	37 00	203	6,483 05	22 00	24	783 22
Louisiana	135	2,611 69	7 50	234	7,200 17	45 00	23	659 90
Maine	127	2,015 94	10 00	14	558 77		1	3 86
Maryland	282	4,523 30	56 09	472	11,611 91		40	1,140 92
Massachusetts	1,934	20,845 87	481 39	446	12,721 32	28 25	50	989 17
Michigan	620	11,788 04	168 82	1,684	35,636 94	471 80	128	1,867 17
Minnesota	235	5,634 27	15 00	1,253	47,144 25	181 38	91	3,124 63
Mississippi	21	546 18		21	567 58	55 00	20	890 51
Missouri	386	7,291 67	83 86	1,222	37,692 74	143 88	161	4,635 84
Montana	5	65 74		15	512 19		1	10 31
Nebraska	180	4,376 88	15 00	683	26,044 70	83 00	154	5,364 58
Nevada	18	411 83	51 59	12	521 49		5	162 96
New Hampshire	83	1,508 35	23 09	23	878 77		2	30 57
New Jersey	876	14,662 69	375 21	869	23,975 17	657 00	44	1,254 44
New Mexico	3	68 18		9	231 44			
New York	7,631	109,947 79	1,446 03	7,997	193,098 61	1,253 21	1,278	38,915 39
North Carolina	26	354 10	2 25	23	881 66	15 00	6	93 54
Ohio	914	16,261 27	160 14	1,634	46,636 47	344 58	265	8,130 54
Oregon	62	1,335 76	31 80	122	5,121 79		17	695 43
Pennsylvania	2,452	41,809 66	198 72	2,047	54,584 13	453 13	248	6,086 47
Rhode Island	307	6,185 69	93 94	32	1,635 75	24 25		
South Carolina	30	498 74		38	1,241 44	4 80	2	23 94
Tennessee	58	1,034 33	1 50	79	2,514 35	19 85	68	2,458 57
Texas	373	10,476 36	108 70	590	20,058 95	278 95	50	1,442 31
Utah	100	2,495 21	35 62	32	914 10		10	297 92
Vermont	48	840 55		16	524 89		5	178 12
Virginia	197	4,316 28	42 00	67	1,634 77		13	309 44
Washington	14	384 14		42	1,554 82	20 00		
West Virginia	26	514 82	10 00	32	922 38	5 00	25	688 94
Wisconsin	204	4,236 21	6 85	1,790	57,983 26	240 05	168	5,542 11
Wyoming	9	270 94	2 45	7	218 90			
Total	21,169	300,736 71	4,662 91	28,097	825,021 07	6,350 41	3,630	109,371 31



United States, for the fiscal year ended June 30, 1881—Continued.

International.							Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
Swiss.	Italian.			French.						
Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.				
				7	\$182 82		\$276 30	\$7,469 05	\$29,281 47	\$60 52
						\$20 00	50 00	1,195 85	16,021 06	
\$1 00	61	\$2,338 25	\$55 00	106	2,695 23	12 85	1,591 10	8,556 71	35,161 45	42 45
50 00	4	192 23		9	349 62	1 15	3,002 80	20,229 87	65,762 10	59 67
	3	115 37	10 00	30	373 97	24 69	14 04	8,232 73	64,287 46	
				17	762 43		16 15	6,956 48	6,933 02	302 26
							26 40	2,641 92	15,604 63	45 57
	6	146 08	2 90	15	102 31	2 50	836 16	2,286 75	2,286 75	6 34
	1	3 84		5	140 22	6 40	73,396 15	5,628 98	9,686 51	
	1	9 54		3	119 23		3,761 92	3,876 05	15,699 33	30 90
							165 13	10,419 09	33,793 17	11 53
85 15	28	765 59	147 00	84	1,967 20	59 88	6,044 27	1,067 24	5,349 36	
	2	12 42	63 00	12	297 49		6,044 27	63,165 75	99,923 59	713 78
							487 38	21,342 38	33,093 35	122 45
	1	19 30		6	104 47	4 00		223 41	329 30	4 53
	5	93 64		28	1,140 67		378 15	30,612 02	57,905 40	168 73
	8	299 21	50 00	9	158 61	40 00	580 95	21,574 02	44,046 90	475 08
	18	575 05	140 09	178	6,065 60	54 38	2,552 98	10,191 46	17,472 88	78 85
	2	1 92		5	101 34	20 00	1,982 49	8,293 94	61,558 19	
	14	393 75		22	510 73		72 05	8,156 11	15,147 43	28 59
	31	851 34	6 00	68	1,815 87	76 92	10 20	7,436 83	8,567 43	5 58
2 05	4	50 19		13	270 80		209 95	23,778 79	23,749 64	402 97
	2	61 53		3	59 16	27 01	43 05	12,594 02	35,384 57	76 87
	2	96 52	50 00				278 51	7,826 24	29,706 05	20 77
56 30	16	651 85	30 00	58	1,772 56		281 70	31,323 72	55,186 31	226 36
	9	429 30					19 17	1,332 42	17,024 13	
				1	23 07		7 18	10,142 16	35,636 64	312 13
	4	153 84		4	153 84		6 50	2,837 91	12,294 82	
				2	46 89		19 08	3,621 37	5,135 17	75 59
	3	57 61		40	992 28	19 00	23 00	6,687 05	9,756 17	278 38
				9	366 18			768 10	10,994 46	
182 26	230	4,327 66	74 00	719	12,270 10	251 39	5,696 27	95,135 35	51,071 92	435 63
							3,624 29	8,911 27	18,647 94	100 08
24 40	10	175 92	30 00	51	1,570 11	40 00	290 73	41,618 02	51,684 40	328 22
				3	24 79		509 36	6,075 78	21,242 11	9 68
50 00	32	840 63	292 00	101	2,212 20		178 40	34,050 40	60,595 73	467 38
	3	29 56		10	365 45	21 59	1 72	2,167 31	2,872 26	47 63
							12 65	5,628 86	14,482 70	140 77
	10	363 48	6 00	6	165 76		149 32	12,123 58	28,577 86	154 07
10 80	5	192 51	5 00	16	356 36		3,581 84	24,984 91	136,536 44	59 09
3 00							23 00	1,604 81	12,334 33	
			20 00	1	19 23			4,300 32	6,583 95	629 73
	7	243 18		18	568 99	49 38	115 02	7,805 79	18,276 08	168 93
								2,211 94	8,830 33	
	1	19 23		1	4 80			2,491 45	7,163 06	12 47
19 70	5	38 46		16	240 84	95 00	252 67	21,652 32	53,217 05	271 97
			52 00					1,074 13	4,073 38	
485 56	528	13,548 15	1,031 99	1,676	38,380 22	817 14	108,707 52	645,030 48	1,427,108 59	7,068 64

No. 10.—Statement showing the receipts and disbursements at the money-order offices of the United States during the fiscal year ended June 30, 1881.

## RECEIPTS.

Balance in the hands of postmasters June 30, 1880.....		\$1,397,634 61
Balance in the hands of the Assistant United States Treasurer at New York, N. Y., June 30, 1880.....		2,034,150 92
Amount deposited with the Assistant United States Treasurer at New York, N. Y.....		1,743,935 83
Amount received for domestic money-orders issued ..	\$105,075,769 35	
Amount received for Canadian international money-orders issued.....	827,756 92	
Amount received for British international money-orders issued.....	2,001,989 65	
Amount received for German international money-orders issued.....	1,395,725 83	
Amount received for Swiss international money-orders issued.....	145,749 94	
Amount received for Italian international money-orders issued.....	239,673 95	
Amount received for French international money-orders issued.....	73,030 09	
<b>Total issued.....</b>		<b>109,759,695 73</b>
Amount received for fees on domestic money-orders issued.....	966,732 75	
Amount received for fees on Canadian international money-orders issued.....	14,058 65	
Amount received for fees on British international money-orders issued.....	58,225 10	
Amount received for fees on German international money-orders issued.....	24,904 60	
Amount received for fees on Swiss international money-orders issued.....	4,106 90	
Amount received for fees on Italian international money-orders issued.....	4,497 90	
Amount received for fees on French international money-orders issued.....	1,333 30	
<b>Total fees.....</b>		<b>1,073,859 20</b>
Amount received for premiums, &c.....		1,040 18
Amount received for deposits.....		82,451,646 09
Amount received for drafts.....		9,654,220 34
Amount transferred from postage fund.....		895,908 35
Amount overpaid by postmasters.....		10,430 47
<b>Total receipts.....</b>		<b>209,022,521 72</b>

## DISBURSEMENTS.

Amount of domestic money-orders paid.....	\$104,219,871 65
Amount of Canadian international money-orders paid.....	611,163 69
Amount of British international money-orders paid..	360,736 71
Amount of German international money-orders paid.....	825,021 07
Amount of Swiss international money-orders paid....	109,371 31
Amount of Italian international money-orders paid..	13,548 15
Amount of French international money-orders paid..	38,380 22
<b>Total paid.....</b>	<b>106,178,092 80</b>
Amount of domestic money-orders repaid.....	\$704,981 96
Amount of Canadian international money-orders repaid.....	3,826 94
Amount of British international money-orders repaid.....	4,662 91
Amount of German international money-orders repaid.....	6,350 41
Amount of Swiss international money-orders repaid.....	485 56

Amount of Italian international money-orders repaid.....	\$1,031 99	
Amount of French international money-orders repaid .....	817 14	
<hr/>		
Total repaid .....	\$722,156 91	
Amount transferred to postage fund.....	830,137 72	
Amount deposited at first-class offices.....	95,328,072 31	
Amount paid for incidental expenses .....	108,767 52	
Amount paid for commissions and clerk hire.....	645,030 48	
Miscellaneous items .....	7,068 64	
Amount of drafts drawn on and paid by the assistant United States treasurer at New York, N. Y. ....	1,456,345 92	
Balance in the hands of the Assistant United States treasurer at New York, N. Y., June 30, 1881.....	2,321,740 83	
Balance in the hands of postmasters June 30, 1881....	1,427,108 59	
		<hr/>
		\$209,022,521 72

No. 11.—Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1881.

Amount received for fees on issued orders.....	\$966,732 75	
Amount received for premiums, &c.....	1,040 18	
		<hr/>
		967,772 93
Amount paid for commissions and clerk hire.....	\$607,160 19	
Lost remittances.....	167 00	
Bad debts.....	3,692 28	
Incidental expenses.....	104,438 82	
Net revenue.....	252,314 64	
		<hr/>
		967,772 93

No. 12.—Statement of revenue accrued on international money-order transactions for the fiscal year ended June 30, 1880.

CANADIAN.

Amount received for fees on issued orders.....	\$11,573 20	
Amount allowed postmasters— for commissions and clerk hire.....	\$3,802 77	
for incidental expenses.....	107 75	
Excess of commissions paid Canada.....	391 28	
Net revenue.....	7,271 40	
		<hr/>
		11,573 20

BRITISH.

Amount received for fees on orders issued.....	46,988 90	
Gain in exchange.....	5,443 46	
		<hr/>
		52,432 36
Amount allowed postmasters— for commissions and clerk hire.....	17,365 44	
for incidental expenses.....	226 15	
Excess of commissions paid Great Britain.....	11,853 67	
Net revenue.....	22,987 10	
		<hr/>
		52,432 36

## GERMAN.

Amount received for fees on orders issued .....		\$25,800 35
Amount allowed postmasters—		
for commissions and clerk hire .....	\$12,523 67	
for incidental expenses .....	226 54	
Excess of commissions paid Germany .....	4,144 85	
Cost of exchange .....	655 12	
Net revenue .....	8,250 13	
		<u>25,800 35</u>

## SWISS.

Amount received for fees on issued orders .....		3,735 50
Gain in exchange .....		242 06
		<u>3,977 56</u>
Amount allowed postmasters—		
for commissions and clerk hire .....	1,219 73	
for incidental expenses .....	10 25	
Excess of commissions paid Switzerland .....	490 24	
Amount allowed Switzerland for collection of drafts .....	56 52	
Net revenue .....	2,200 82	
		<u>3,977 56</u>

## ITALIAN.

Amount received for fees on issued orders .....		4,482 25
Gain in exchange .....		762 92
		<u>5,245 17</u>
Amount allowed postmasters—		
for commissions and clerk hire .....	1,032 38	
for incidental expenses .....	11 68	
Excess of commissions paid Italy .....	1,544 23	
Net revenue .....	2,656 88	
		<u>5,245 17</u>

## FRENCH.

Amount received for fees on issued orders .....		243 00
Gain in exchange .....		197 08
Net loss .....		99 58
		<u>539 66</u>
Amount allowed postmasters—		
for commissions and clerk hire .....	201 86	
for incidental expenses .....	283 85	
Excess of commissions paid France .....	53 95	
		<u>539 66</u>

No. 13.—Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1881.

Amount transferred from postage to money order account...		\$895,908 35
Amount transferred from money order to postage account...	\$830,137 72	
Less balance due postage account, June 30, 1880, transferred September 23, 1880 .....	398,734 44	
		<u>431,403 28</u>
Balance due postage account June 30, 1881, transferred September 23, 1881 .....	464,505 07	
		<u>895,908 35</u>

No. 14.—*Statement of assets and liabilities June 30, 1881.*

ASSETS.

Balance in hands of assistant treasurer at New York, June 30, 1881.....	\$2,321,740 83
Balance in hands of postmasters, June 30, 1881 .....	1,427,108 59
	3,748,849 42

LIABILITIES.

Revenue on domestic money-order account .....	\$252,314 64
Revenue on international money-order account for 1880 ..	43,266 75
Amount due postage account .....	464,505 07
Unpaid domestic and international money orders and balances of unadjusted international accounts .....	2,988,762 96
	3,748,849 42

No. 15.—*Weight of letters, newspapers, &c., sent from the United States to European countries during the fiscal year ended June 30, 1881.*

Steamship lines.	Great Britain.		Germany.		France.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	16,416,485	64,408,231	7,293,701	19,278,498	836,670	2,150,280
White Star .....	17,147,883	71,936,913	1,903,450	3,376,657	2,023,175	8,488,649
Liverpool and Great Western Steam Company .....	15,297,734	65,279,802	8,006,588	26,960,167	1,848,847	10,612,304
Hamburg-American Packet Company .....	3,281,793	15,275,237	7,979,240	31,364,436	1,363,524	7,657,053
North German Lloyd of Bremen .....	2,195,073	12,731,331	11,540,427	46,704,491	448,971	1,547,480
Inman .....	13,802,610	67,377,807	1,397,038	1,779,940	1,727,248	7,261,941
Anchor .....	1,525,547	9,202,143	17,970	1,720	2,900	.....
Canadian .....	314,534	4,142,136	.....	.....	.....	.....
American Steamship Company .....	696,227	3,832,755	.....	.....	.....	.....
Red Star .....	.....	.....	.....	.....	.....	.....
French .....	.....	.....	.....	.....	1,870,902	8,585,841
Netherlands Steam Navigation Company .....	.....	.....	.....	.....	.....	.....
<b>Total .....</b>	<b>70,677,866</b>	<b>304,186,355</b>	<b>38,139,014</b>	<b>129,456,909</b>	<b>10,122,237</b>	<b>46,303,548</b>
Increase compared with last fiscal year .....	12,863,509	48,826,229	8,684,251	18,864,551	982,517	4,556,314

  

Steamship lines.	Italy.		Belgium.		Denmark.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	892,260	4,292,480	257,910	985,450	72,530	97,040
White Star .....	965,210	6,017,940	319,729	1,393,800	.....	.....
Liverpool and Great Western Steam Company .....	851,810	4,430,360	226,962	1,134,032	134,090	242,680
Hamburg-American Packet Company .....	199,010	1,354,680	59,523	320,946	968,980	2,020,520
North German Lloyd of Bremen .....	112,170	783,160	42,530	156,215	588,830	1,225,260
Inman .....	748,950	4,654,200	243,568	1,096,931	.....	.....
Anchor .....	.....	.....	.....	.....	.....	.....
Canadian .....	.....	.....	.....	.....	.....	.....
American Steamship Company .....	.....	.....	.....	.....	.....	.....
Red Star .....	.....	.....	7,500	20,667	.....	.....
French .....	.....	.....	.....	.....	.....	.....
Netherlands Steam Navigation Company .....	.....	.....	.....	.....	.....	.....
<b>Total .....</b>	<b>3,770,010</b>	<b>21,532,820</b>	<b>1,157,731</b>	<b>5,108,151</b>	<b>1,764,430</b>	<b>3,585,500</b>
Increase compared with last fiscal year .....	693,132	3,410,660	90,519	283,533	386,720	456,800

No. 15.—*Weight of letters, newspapers, &c.*—Continued.

Steamship lines.	Netherlands.		Switzerland.		Spain.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	478, 110	898, 740	622, 900	2, 093, 320	203, 950	1, 194, 680
White Star .....	595, 860	1, 794, 580	733, 660	3, 220, 800	297, 990	2, 058, 300
Liverpool and Great Western Steam Company .....	380, 130	1, 147, 020	592, 080	3, 054, 000	216, 680	1, 301, 800
Hamburg-American Packet Company .....	98, 020	359, 600	152, 950	787, 120	84, 760	407, 160
North German Lloyd of Bremen .....	70, 440	194, 000	78, 880	454, 260	38, 110	261, 620
Inman .....	452, 940	1, 422, 440	550, 010	2, 633, 820	216, 050	1, 506, 940
Anchor .....						
Canadian .....						
American Steamship Company .....						
Red Star .....						
French .....						
Netherlands Steam Navigation Company .....	2, 840	16, 780				
<b>Total</b> .....	<b>2, 078, 340</b>	<b>5, 833, 820</b>	<b>2, 739, 540</b>	<b>12, 243, 380</b>	<b>1, 057, 540</b>	<b>6, 730, 540</b>
Increase compared with last fiscal year .....	<b>399, 040</b>	<b>371, 640</b>	<b>517, 540</b>	<b>1, 895, 100</b>	<b>222, 560</b>	<b>146, 400</b>

  

Steamship lines.	Sweden.		Norway.		Turkey.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	557, 770	519, 780	131, 900	92, 290	11, 910	117, 360
White Star .....	4, 740	29, 220	2, 490		10, 350	151, 280
Liverpool and Great Western Steam Company .....	826, 760	1, 070, 960	302, 740	365, 100	10, 820	175, 340
Hamburg-American Packet Company .....	3, 564, 910	6, 185, 520	2, 088, 310	2, 993, 790	2, 280	46, 680
North German Lloyd of Bremen .....	2, 425, 070	3, 376, 480	1, 426, 950	1, 868, 500	9, 040	135, 620
Inman .....						
Anchor .....						
Canadian .....						
American Steamship Company .....						
Red Star .....						
French .....						
Netherlands Steam Navigation Company .....						
<b>Total</b> .....	<b>7, 370, 250</b>	<b>11, 181, 960</b>	<b>3, 952, 390</b>	<b>5, 319, 590</b>	<b>44, 400</b>	<b>626, 280</b>
Increase compared with last fiscal year .....	<b>3, 328, 280</b>	<b>3, 696, 840</b>	<b>1, 117, 340</b>	<b>747, 990</b>		

## RECAPITULATION.

Steamship line.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	70, 677, 896	304, 139, 865
White Star .....	88, 139, 014	129, 456, 000
Liverpool and Great Western Steam Company .....	10, 122, 287	46, 303, 543
Hamburg-American Packet Company .....	3, 770, 010	21, 632, 320
North German Lloyd of Bremen .....	1, 157, 781	5, 186, 161
Inman .....	1, 764, 420	2, 523, 600
Anchor .....	2, 078, 840	5, 632, 000
Canadian .....	3, 739, 540	12, 948, 000
American Steamship Company .....	1, 057, 540	6, 730, 540
Red Star .....	7, 379, 250	11, 181, 960
French .....	3, 952, 390	5, 319, 590
Netherlands Steam Navigation Company .....	44, 400	626, 280
<b>Total</b> .....	<b>142, 862, 768</b>	<b>552, 108, 653</b>
Increase compared with last fiscal year .....	<b>29, 265, 408</b>	<b>83, 264, 977</b>

No. 16.—*Weight of letters, newspapers, &c., sent from the United States to countries and colonies (other than European) of the Universal Postal Union during the fiscal year ended June 30, 1881.*

COUNTRIES.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cuba and Porto Rico.....	4,047,611	21,081,173
Mexico.....	1,887,138	16,486,647
Japan.....	1,024,140	10,828,979
Hong-Kong.....	629,100	3,420,280
Brazil.....	727,610	7,142,490
St. Thomas.....	420,410	3,372,580
Bermuda.....	350,650	2,807,760
Jamaica.....	381,030	2,611,820
Peru.....	196,210	3,785,352
Venezuela.....	326,860	1,581,020
Curacoa.....	147,320	325,560
Newfoundland.....	219,170	1,147,547
Argentine Republic.....	103,080	1,361,160
Martinique, Trinidad.....	149,700	905,989
Bahamas.....	218,210	1,756,040
Ecuador.....	132,450	851,490
Shanghai.....	457,050	4,831,990
Chili.....	51,270	765,910
Uruguay.....	49,070	481,780
Saint Domingo.....	48,510	460,480
Manilla.....	32,430	168,900
Honduras.....	111,291	868,337
St. Pierre and Miquelon.....	21,861	146,474
Singapore.....	8,250	111,540
Java.....	5,790	24,300
Bombay.....	4,950	62,640
Saigon.....	2,250	7,710
New Caledonia.....	4,995	59,760
Calcutta.....	3,210	30,000
Madras.....	840	8,460
British Burmah.....	780	3,210
Turk's Island.....	5,550	33,300
Penang.....	360	1,650
Ceylon.....	910	10,260
Total.....	11,770,176	87,630,570
Increase, compared with last fiscal year.....	1,877,065	20,023,000

No. 17.—*Number of letters exchanged between the United States and non-postal union countries during the fiscal year ended June 30, 1881.*

COUNTRIES.	Received.	Sent.
	<i>Grams.</i>	<i>Grams.</i>
Nassau, Hayti, &c.....	51,036	70,927
Panama, Central America, &c.....	151,599	87,998
New Zealand, Australia, &c.....	8,941	176,354
Venezuela.....	1,403	.....
Guatemala.....	6,908	8,090
Ecuador.....	104	.....
British Columbia.....	.....	43,332
Shanghai, China.....	.....	41,464
Total.....	221,051	484,185
Decrease, compared with last fiscal year.....	788	14,570

In conclusion, I would invite your attention to the present overcrowded condition of the rooms allotted to this office, and the urgent necessity for increased accommodations.

My predecessor, in his last two annual reports to the Postmaster-General, referred to the vast accumulation of accounts current, and other papers in the files of this office, which are not now necessary for refer-

ence, having long since been audited, and the items therein contained transferred to permanent records. He recommended that authority be obtained from Congress for the sale or destruction of such files, over ten years old, and I renew that recommendation.

I have the honor to be, very respectfully,

J. H. ELA,  
*Auditor.*

Hon. THOMAS L. JAMES,  
*Postmaster-General.*



## ALPHABETICAL INDEX.

	Page.
Appointment division, work of.....	75
Appropriations, amount drawn from Treasury on .....	6
deficiency .....	6, 349
Blank agency, report of operations of .....	459
Bond division, work of .....	75
Brass-lock registry exchange system .....	357
California, express mails of .....	27
Casualties in railway mail service .....	320
Chief head clerks, railway mail service.....	38, 306
Civil-service reform .....	54, 55
Clerical force, increase asked in office of Second Assistant Postmaster-General.	104
Count of matter mailed in United States during 1880.....	88, 92
Compensation of postmasters at large offices.....	53
Contracts entered and accounts kept.....	351
number of, for year ending June 30, 1881.....	98
Dead letters .....	9, 355
and other matter, and their treatment.....	387, 388, 389, 391, 392, 393
Deficiency appropriations, condition of .....	6, 349
Depositories, postal savings.....	22
transactions at .....	350
Employés, railway mail service .....	315, 316, 325
Estimates for special facilities for 1883 .....	321
detailed statement of, for all branches of the postal service .....	59
Exchange of mails with Canada and countries and colonies not embraced in Postal Union.....	43
Expenditures, statement of, out of appropriations for fiscal year ending June 30, 1881 .....	363
Explosive and dangerous articles in the mails .....	52
Explanation, letters giving, of estimates.....	60
of tables, report of Second Assistant Postmaster-General .....	107
Express mails of California.....	27
Fast mails and special facilities.....	321
Fines and deductions.....	105
Financial statement.....	5
First Assistant Postmaster-General, report of .....	74
Foreign mails .....	39
mail matters requiring legislation.....	44
mails, statistics of.....	45, 437
Free delivery division, work of .....	77
system .....	47, 48
aggregate result of.....	77, 82
Government mails ought not to be a charge on postal fund.....	26
Inland transportation, cost of .....	106
Leases of buildings for post-offices, legislation in regard to, recommended....	78
Letter-carriers, compensation to auxiliary.....	49
postage, reduction of.....	36
Local agents, more, needed for railway mail service.....	319
Locks for through-registered pouches .....	357
Lock, brass, registry exchange system .....	357
Lost mail matter .....	356
Mail equipments.....	104
number, description and prices, purchased (Table H) and is- sued for 1881 (Table G).....	243, 252
Mail-locks and mail-keys, number and description and prices, purchased un- der contract in 1881, Table I.....	253
Mails distributed by railway mail service.....	319

	Page.
Mail messengers.....	102
transportation, increase and decrease of cost of, in 1881, Table K.....	254
service, great overland.....	28
increasing cost of railway.....	33
other than railway.....	36
table of, in operation.....	108
Manifold process for registry system.....	358
Matter mailed in 1880, count of.....	88, 92
Mexico, improvement of mail communication with.....	44
Money-order convention, additional, with Canada.....	449
Italy.....	427
business, international.....	14
revenues from.....	17
general financial results.....	17
Money-orders, duplicate.....	11
exchange of, with Canada, Germany, Great Britain, France, Italy, and Switzerland.....	16, 17
erroneously paid.....	13
for less than five dollars.....	20, 401
issues and payments of.....	10
proposed reduction of fees for.....	18, 401
Money-order funds, transfer of.....	12
unclaimed.....	19, 410
offices, number of domestic.....	10
proposed postal, letter of Superintendent concerning.....	401
system.....	10
letter from Superintendent.....	401
modification of proposed.....	18
new building needed for, in Washington.....	21
report of committee on necessity for new building.....	421
operations of, tabular statements.....	413, 414, 416, 418
revenues and expenses.....	13
Ocean mail service, cost of.....	40
service, to New Zealand and New South Wales.....	44
Pacific railroads.....	100
Permissible writing on mail matter of the fourth class.....	52
Postage collected on second-class matter.....	354
on local matter.....	77
on second-class matter.....	8
stamps, &c., summary of issues of.....	352-376, 381, 383, 384, 385
increase in issue of.....	8
stamped envelopes and postal cards.....	7
Postal cars, additional, needed.....	34
laws and regulations, new edition needed.....	53
savings depositories.....	22
Pacific railroads.....	100
Permissible writing on fourth-class matter.....	52
Postal service, employes in.....	46
business principles in.....	25
intended to be self-sustaining.....	24
Postmasters, compensation of, at large offices.....	53
salaries and allowances of.....	35
Post-Office Department, enlargement of scope of.....	27
a common carrier of merchandise.....	34
Post-office inspectors, arrests and convictions.....	50
Post-offices, established and postmasters appointed.....	46
Presidential, statement showing number of.....	80
statement showing number of, in United States.....	81
Population, comparative statement of.....	90
of principal cities.....	91
Railway companies furnishing postal cars, names of, Table F.....	244
mail service, report of General Superintendent.....	315
additional route-agent service needed.....	322
casualties in.....	320, 340
chief head clerks of.....	38, 316
cost of railroad service.....	37, 323
employes of.....	315, 325
examination of.....	316
estimates for 1883.....	318

	Page.
Railway mail service, estimates for special facilities for 1883.....	321
errors made by post-offices, Table E.....	328
made by employes, Table D.....	327
fast mails and special facilities.....	320
growth and development of.....	316
increase of railroad service.....	319
mail distributed by.....	319
more local agents needed for.....	319
mails distributed on cars in 1881, Table C.....	327
miles of annual service, Table B.....	326
pensions in.....	39
reorganization of.....	38, 317
reduction of cost of.....	35
readjustment of pay for, Table E.....	198, 210
through registered pouches.....	323
Railway post-office cars, estimates for.....	100
lines, number and dimensions of cars used on, Table M.....	260
pay per annum compared with 1880, Table F.....	244
increase and decrease of, in 1881, Table L.....	256
Railroads, rate of pay to.....	101
Railway mail service in operation June 30, 1881, Table A.....	108
Table B.....	110
in Alabama.....	130
Arkansas.....	147
Arizona.....	151
California.....	153
Colorado.....	151
Connecticut.....	114
Dakota Territory.....	151
Delaware.....	125
Florida.....	129
Georgia.....	128
Illinois.....	137
Indiana.....	135
Iowa.....	144
Kansas.....	149
Kentucky.....	132
Louisiana.....	147
Maine.....	110
Maryland.....	125
Massachusetts.....	112
Michigan.....	139
Minnesota.....	142
Mississippi.....	131
Missouri.....	146
Nebraska.....	150
Nevada.....	153
New Hampshire.....	110
New Jersey.....	119
New Mexico.....	151
New York.....	115
North Carolina.....	127
Ohio.....	133
Oregon.....	152
Pennsylvania.....	120
Rhode Island.....	114
South Carolina.....	128
Tennessee.....	131
Texas.....	148
Utah Territory.....	152
Vermont.....	111
Virginia.....	126
Washington Territory.....	152
West Virginia.....	127
Wisconsin.....	141
Recommendation, by Postmaster-General, that fees be reduced for money-or- ders less than \$5.....	18
postal-savings system be introduced.....	22
for new building for money-order office.....	21

	Page.
Recommendation, decrease in letter postage.....	36
for continuance of special mail facilities on railroads.....	37
employés of the railway mail service to be pensioned when disabled in line of duty.....	39
to continue appropriation in aid of steamship mail service to New Zealand and New South Wales.....	44
postal commission to arrange mail service with Mexico.....	45
to increase the pay of auxiliary letter-carriers.....	49
that authority be given to appoint substitute letter-carriers. that penalties be provided for depositing explosive and dangerous articles in the mails.....	49
new edition of the postal laws and regulations.....	52
to increase salaries of the Assistant Postmasters-General...	53
to increase salaries of postmasters at certain large offices..	54
Receipts and expenditures for 1881.....	364
disbursements at depository post offices for 1881.....	368, 373
Registered letters and parcels, number of, transmitted from each State and Ter- ritory.....	394
number forwarded for the Post Office and Treas- ury Departments.....	396
statement showing increase of, at twenty-five leading cities during year ending June 30, 1881. operations in New York, Philadelphia, Chicago, Saint Louis, and Washington during fiscal year ending June 30, 1881.....	399
Registered pouches, through.....	400
package tag envelopes.....	323
Registration, division of.....	358
of third and fourth class mail matter.....	356
statistics of.....	358
Registry system, general changes in.....	9
forms, manifold process for.....	359
Remittances lost.....	358
Reorganization of Post-Office Department.....	12
railway mail service.....	54
Revenue, gross, cause of reduction.....	38, 317
Route-agents, additional, needed.....	14
and mail-route messenger service, Table M.....	322
Salaries of the Assistant Postmasters-General.....	274
Salary and allowance division, work of.....	53
Second Assistant Postmaster-General, report of.....	76
Second-class mail matter, postage collected on.....	98
Southern mail service.....	354
Special facilities.....	31
Star and steamboat service, reduction in, in 1881.....	37, 100
Star-route frauds.....	32
Star service.....	33
estimates for.....	102
Statistics of registration.....	103
Straw-bidding.....	9
Steamboat service.....	31
Superintendent, General, Railway Mail Service, report of.....	104
Supplies in the office of the Third Assistant Postmaster-General.....	315
cost of, for the four years ending June 30, 1881.....	352
Steamboat service in operation June 30, 1881, in Alabama.....	386
Arkansas.....	157
California.....	158
Florida.....	159
Georgia.....	156
Kentucky.....	156
Louisiana.....	157
Maine.....	158
Maryland.....	154
Massachusetts.....	153
Michigan.....	154
Mississippi.....	158
Missouri.....	157
New Hampshire.....	158
New York.....	154
	155

	Page.
Steamboat service in operation June 30, 1881, in North Carolina.....	156
Ohio.....	157
Oregon.....	159
Pennsylvania.....	155
Rhode Island.....	155
South Carolina.....	156
Tennessee.....	157
Texas.....	159
Virginia.....	155
Washington Territory.....	159
West Virginia.....	156
Tag-envelopes for registered packages.....	358
Third Assistant Postmaster-General, report of.....	346
Through-pouch registry system.....	356
exchanges with Canada.....	357
Topographer's office, work of.....	49
Topographer of the Post-Office Department, report of.....	451
Transportation, statistics of inland.....	23
Universal Postal Union, admissions to.....	40
modifications.....	41-42
War, effects of, on postal revenues.....	29
Weight of mails, Table D.....	160

