

ANNUAL REPORT

OF THE

POSTMASTER-GENERAL

91385

OF THE

UNITED STATES

FOR THE

FISCAL YEAR ENDED JUNE 30, 1883.



WASHINGTON:
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1883.

REPORT

OF

THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., November 19, 1883.

SIR: Before proceeding to state the operations of the Department for the past year, I avail myself of the occasion to pay deserved tribute to the character and worth of my predecessor in this office, the late Hon. Timothy O. Howe, who died on the 25th of last March, after a long and useful public career.

FINANCIAL STATEMENT.

The revenues of the Department for the fiscal year ended June 30, 1883, amounted to \$45,508,692.61, as follows:

Ordinary postal revenue.....	\$45,097,073 24	
Net revenue from money-order business	411,619 37	
		\$45,508,692 61
The expenditures on account of the service of the year, not including amount credited to Pacific railroad companies.....		42,816,700 56
Balance available for outstanding liabilities.....		2,691,992 05
Deduct estimated amount of outstanding liabilities for the year.....		775,000 00
Estimated balance after discharge of outstanding liabilities.....		1,916,992 05
Deduct amount credited to the Pacific Railroad Companies for mail transportation for the year.....		915,710 22
Estimated surplus of revenue over estimated total cost of the service for the year		1,001,281 83

In addition to the expenditures for the service of the year, \$466,243.87 was paid on account of liabilities for previous years, making the total amount disbursed during the year, not including credits to Pacific Railroads, \$43,282,944.43.

The receipts for the year were \$3,632,282.46, or 8.6 per cent., more than those of the previous fiscal year. This ratio of increase is about 3 per cent. less than the average one for the preceding three years, and it may be accounted for in large part, if not wholly, by the fact that the public were induced to limit their purchases of three-cent postage stamps and stamped envelopes in anticipation of the change of letter postage

to two cents, fixed to take effect on the 1st of October last. Following this report will be found an interesting table, marked I, showing the sources from which the revenues of the Department for the last fiscal year were derived, also the gross revenue by States and Territories and the percentage of such revenue by States and Territories.

The expenditures are itemized in Table No. 3 accompanying the report of the Third Assistant Postmaster-General. The increase in the item of compensation to postmasters was \$1,350,717.74, or a little more than 15 per cent., over the expenditure for the previous year. This was an unusually large increase; but it is estimated that nearly \$700,000 of it was due to the fact that the act of March 3, 1883, to equalize the salaries of postmasters, was made to apply to the fourth-class offices from the date of its passage, instead of from October 1, when the reduction of postage took effect. The expenditure was \$1,515,394.46 in excess of the appropriation. The deficiency was unavoidable, since the law fixes the compensation of postmasters, and authorizes them to retain it in accounting for the proceeds of their offices. The increase in the expenditure for clerks in post-offices was \$458,622.81, or about 11 per cent., over that of the previous year; and for letter-carriers it was \$550,043.77, or 20 per cent.

The expenditures and liabilities for railroad transportation for the service of the year may be stated as follows:

Amount already paid (being \$179.74 in excess of the appropriation)..	\$11, 155, 179 74
Amount reported for payment and suspended on account of the insufficiency of the appropriation	423, 992 92
Estimated amount for service not yet reported for payment.....	225, 000 00
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Estimated total expenditures and liabilities for railroad transportation for 1883.....	11, 804, 172 66
Add amount credited to Pacific railroad companies.....	915, 710 22
<hr/>	
Estimated total cost of railroad transportation for 1883.....	12, 719, 882 88

I have included in the foregoing the amount earned by the Pacific railroad companies and credited to them on the books of the Treasury Department for the service of the last year.

The act of March 3, 1879, under which the Pacific railroad companies are credited for carrying the mails, was formerly held to apply to their branch and leased lines, but recent decisions of the courts require payment for service on these lines to be made out of the appropriation for the transportation of the mails. The amount already ascertained for service on these lines for the last year is \$452,567.23, and it is estimated that this will be increased to \$500,000, which amount is included in the exhibits already made of expenditures and liabilities for the year.

As compared with the previous year, there was a decrease in the expenditure for star service of \$1,042,939.58, or 18 per cent.

The aggregate appropriations for the service of the year were \$44,876,600.18, or \$1,284,899.62 more than the total expenditures and

estimated liabilities for the same, exclusive of the amounts credited to the Pacific railroad companies.

The appropriations by items will be found in Table No. 3 attached to the report of the Third Assistant Postmaster-General.

APPROPRIATIONS TO SUPPLY DEFICIENCIES IN THE POSTAL REVENUE.

Congress appropriated \$1,902,177.90 to supply estimated deficiencies in the postal revenue for the year ended June 30, 1883, and \$2,152,258 was appropriated for a like purpose for the year ended June 30, 1882. These appropriations remain undrawn in the Treasury, the postal revenues having been found more than sufficient to meet the expenditures of both years. Further information touching the financial operations of the Department will be found in the report of the Third Assistant Postmaster-General and the Auditor, in the appendix hereto.

ESTIMATES FOR 1885.

The receipts and expenditures for the fiscal year ending June 30, 1885, are estimated as follows:

Ordinary postal revenue	\$46, 674, 078 31
Net money-order receipts.....	430, 000 00
	47, 104, 078 31
Expenditures exclusive of amounts to be credited to Pacific railroad companies	50, 062, 189 60
	2, 958, 111 29

ESTIMATED REVENUE.

Unusual difficulty is experienced at this time in forecasting the postal revenues by reason of the recent reduction of postage. The Department has no statistics showing the amount of postage collected on each of the several classes of mail matter, and no means, therefore, of determining the precise extent to which the revenues are affected by that reduction. Another element of uncertainty is the extent to which the mails will be increased under the stimulus of a lower rate of postage. Some compensation for the loss in the rate may reasonably be expected from three sources, viz: First, an increased amount of correspondence; second, the increased revenue to be derived from the substitution of sealed circulars at two cents for open ones at one cent; and third, the increased revenue from the substitution of letters for postal cards.

The increase of revenue from these sources is, however, purely conjectural. In the absence of more certain data, the revenue for the next year has been estimated at \$47,104,078.31, upon the following calculations:

The increase in the postal receipts for 1880 over 1879, following the re-

vival of the business industries of the country, was at the rate of 10.8 per cent.; for 1881 over 1880 it was 10.4 per cent.; and for 1882 over 1881 it was 13.8 per cent. The increase for 1883 over 1882 was only 8.6 per cent.; but, as has already been explained, the receipts of the last year were materially affected by the then approaching reduction of letter postage. Except for this reduction of postage the increase of receipts would probably have been not less than 10 per cent., the quarter ending September 30, 1882, before the reduction was agitated, showing an increase of 11 per cent. over the corresponding quarter of the preceding fiscal year. Computed at an annual increase of 10 per cent., the ordinary postal receipts (excluding money-order receipts) *on the basis of a 3-cent letter rate of postage* would have been \$54,567,458.61 for the fiscal year ending June 30, 1885, as shown in the following:

Ordinary postal revenue for the year ended June 30, 1883.....	\$45,097,073 24
Add increase of 10 per cent	4,509,707 32
<hr/>	
Gives estimated revenue on basis of 3-cent letter rate for the year ending June 30, 1884	49,606,780 56
Add increase of 10 per cent	4,960,678 05
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Gives estimated revenue on basis of 3-cent letter rate for the year ending June 30, 1885	54,567,458 61

Taking the issues of 3-cent stamps and stamped envelopes as the measure of the values affected by the reduction of postage, and making no allowance for compensations to follow the lessening of the rate, the loss of revenue by the difference in the rates may be estimated at \$10,393,380.30, as appears in the following:

Value of 3-cent stamps and stamped envelopes issued during the year ended June 30, 1883.....	\$25,768,711 50
Add 10 per cent. increase.....	2,576,871 15
<hr/>	
Gives estimated value for the year ending June 30, 1884.....	28,345,582 65
Add 10 per cent. increase	2,834,558 26
<hr/>	
Gives estimated value for the year ending June 30, 1885	31,180,140 91
Deduct one-third for reduction of letter rate from 3 cents to 2 cents.....	10,393,380 30
<hr/>	
Leaves estimated revenue from letters (not including drop or foreign letters).....	20,786,760 61

It will be observed that this estimate of issues assumes an annual increase of 10 per cent., the ratio at which the gross receipts are increased in the previous estimate. It will also be seen that in placing the revenue from letters (excluding drop and foreign letters) at \$20,786,760.61, no allowance is made for an unusual increase in the volume of business to follow from a reduction of the rate of postage. That some allowance should be made will be readily conceded. Just

what amount should be allowed cannot, of course, be determined with any degree of precision at this time. It has, however, been roughly placed at \$2,500,000.

The allowance of this sum for extra business would leave the estimated net loss on letters for the next year at \$7,893,380.30, or a little less than one-fourth of the estimated revenue from letters upon the 3-cent basis.

The foregoing estimates may be restated as follows:

Estimated ordinary postal revenue for the year ending June 30, 1885, on basis of 3-cent letter rate.....	\$54,567,458 61
Deduct estimated loss occasioned by reduction of letter rate to 2 cents	7,893,380 30
	46,674,078 31
Add net profits from money-order business for the year ending June 30, 1885, as estimated by superintendent of the money-order system..	430,000 00
	47,104,078 31
Gives total estimated revenue for the year ending June 30, 1885, on basis of 2-cent letter rate.....	47,104,078 31

ESTIMATED EXPENDITURES.

As shown above, the expenditures for the year ending June 30, 1885, are estimated at \$50,062,189.60, not including amounts credited to the Pacific railroad companies. They are explained so fully in detail in the papers attached to the table of estimates in the appendix and in the various Bureau reports that they need not be further referred to here.

POST-OFFICES ESTABLISHED AND DISCONTINUED.

The report of the First Assistant Postmaster-General presents the following comparative statement of the number of post-offices established and discontinued and of postmasters appointed for the fiscal years ended June 30, 1882, and June 30, 1883:

	June 30, 1882.	June 30, 1883.	Increase.	Decrease.
Number of offices established during the year.....	3,166	3,253	87	
Number discontinued.....	1,447	1,621	174	
Decrease (comparison of net increase for the years)	1,719	1,662		87
Whole number of post-offices.....	45,231	47,863	1,632	
Number filled by appointment of the President.....	1,951	2,143	192	
Number filled by appointment of the Postmaster-General...	44,280	45,720	1,440	
Appointments were made during the years—				
In resignations and commissions expired.....	7,346	7,734	388	
In removals and suspensions.....	1,021	705		316
In change of names and sites.....	349	342		7
In deaths of postmasters.....	461	468	7	
In establishment of new post-offices.....	3,166	3,253	87	
Total.....	12,348	12,502	159	
Total number of cases acted on during the year.....	14,340	14,882	542	

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, and other officers in the service, June 30, 1882, and June 30, 1883:

Officers and employés.	June 30, 1882.	June 30, 1883.
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 of the Postmaster-General	1	1
Chiefs of divisions	4	4
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	6
Clerks, messengers, watchmen, &c.	498	534
Total	521	558
POSTMASTERS AND OTHER OFFICERS AND AGENTS.		
Postmasters	46,231	47,863
Contractors	5,156	4,944
Clerks in post-offices	7,100	8,040
Letter-carriers	3,115	3,680
Railway post-office clerks	3,570	3,855
Post-office inspectors and railway mail service superintendents	84	90
Total	65,777	69,020

* Now designated superintendent of division of post-office supplies.

THE FREE-DELIVERY SYSTEM.

This system was in operation during the year at 154 offices (including 42 newly established ones), and employed in the aggregate 3,680 carriers.

The total appropriation for this service was \$3,200,000, including a special appropriation of \$200,000 to carry out the provisions of the act of August 2, 1882, an increase of \$575,000 over that of the preceding year. The total cost of the service was \$3,173,336.51, leaving an unexpended balance of \$26,663.49. The increase of cost over the preceding year was \$550,073.77. This was owing to the extension of the service to 42 additional cities in different sections of the country, employing in the aggregate 222 carriers to the appointment of 343 additional carriers in the older free-delivery cities, to the increased pay of auxiliary carriers from \$400 to \$600, and to the promotion of carriers from the lower to the next higher grade at the expiration of one year's service, as required by the act of August 2, 1882.

POSTAGE ON LOCAL MATTER.

The postage on local matter at the various offices amounted to \$4,195,230.52, an increase over the preceding year of \$378,654.43, and

over the total cost of the service of \$1,021,894.01. This increase in postage on local matter was 9.92 per cent., while the increase in the cost of the service was 20.96 per cent., mainly attributable to the requirements of the act of August 2, 1882. The average cost per piece for handling matter was 2.4 mills, an increase of one-tenth mill as compared with last year. The average cost per carrier, including incidental expenses, was \$859.95, an increase of \$24.20 over the preceding year.

The number of mail letters delivered during the fiscal year was 342,013,750, an increase of 14.66 per cent. over the preceding year; mail postal cards delivered, 86,133,228, an increase of 20.49 per cent.; local letters, 104,437,146, an increase of 16.03 per cent.; local postal cards 60,472,193, an increase of 18.75 per cent.; registered letters delivered, 2,530,203, an increase of 10.86 per cent.; newspapers delivered, 203,568,005, an increase of 26.60 per cent.

The number of letters collected was 345,317,803, an increase over last year of 4.90 per cent.; postal cards collected, 115,113,531, an increase of 15.78 per cent.; newspapers collected, 64,751,842, an increase of 4.90 per cent. The whole number of pieces handled during the year was 1,324,637,701, an increase over last year of 15.83 per cent., and the average number handled by each carrier was 359,955, a decrease of 1.99 per cent.

REVIEW OF THE SERVICE.

The free-delivery service was inaugurated July 1, 1863. A summary of its business during the period which has since elapsed may therefore not be inappropriate, though in its earlier years its statistics were not as complete as they are at present.

Statement of the free-delivery service since organization.

Year.	No. of officers.	No. of carriers.	Cost of service.	Postage on local matter.	Excess of cost.	Excess of postage on local matter.
1863-'64	66	685	\$317,061 22			
1864-'65	45	757	448,064 51			
1865-'66	46	863	589,236 41			
1866-'67	47	943	699,934 34			
1867-'68	48	1,198	995,034 59			
1868-'69	48	1,246	1,183,915 31			
1869-'70	51	1,362	1,230,079 85	\$681,864 70	\$548,215 15	
1870-'71	52	1,419	1,353,923 23	758,120 78	595,802 45	
1871-'72	52	1,443	1,385,965 76	907,351 93	478,613 83	
1872-'73	52	1,469	1,422,495 48	1,112,251 21	310,244 27	
1873-'74	87	2,049	1,802,696 41	1,611,491 66	191,214 75	
1874-'75	87	2,195	1,880,041 99	1,947,559 54		\$67,517 55
1875-'76	87	2,269	1,981,186 51	2,065,561 73		84,375 22
1876-'77	87	2,265	1,893,619 85	2,254,597 83		360,977 98
1877-'78	87	2,275	1,824,166 96	2,432,251 51		628,084 55
1878-'79	88	2,359	1,947,706 61	2,812,523 86		864,771 14
1879-'80	104	2,688	2,363,693 14	3,068,797 14		705,104 00
1880-'81	109	2,861	2,499,911 54	3,273,630 39		773,718 85
1881-'82	112	3,115	2,623,262 74	3,816,576 09		1,193,313 35
1882-'83	154	3,680	3,173,336 51	4,195,230 52		*1,021,894 01

* The apparent reduction in excess of postage on local matter for the last year is accounted for by the increased expenditure (\$3,173,336.51) required by the act of August 2, 1882.

In 1864-'65 the cost per letter for delivery at 9 of the principal cities was 1.1 cents each, as against 2.4 mills for the delivery and collection of each piece of mail matter in 154 cities in 1882-'83, a reduction of 8.6 mills per piece. The report of the Superintendent of Free Delivery contains other interesting information in regard to the working of the system.

LEASES.

The only authority for renting buildings to be occupied as post-offices is the annual appropriation for the payment of their rent. Under it the Department cannot take a lease for more than one year. For obvious reasons, landlords demand a higher rate for one year than for several years. It has been the practice of my predecessors to take leases from one to ten years, and sometimes for a longer period. All leases for more than one year are now made subject to the condition that Congress shall make the necessary appropriation to pay the rent. I recommend that authority be given to the Postmaster-General to rent at reasonable rates suitable buildings for four years, or such other time as may be deemed advisable. This subject is fully discussed in the report of the First Assistant Postmaster-General.

SALARIES OF PRESIDENTIAL POSTMASTERS.

The number of Presidential postmasters is now two thousand one hundred and ninety-five, and the aggregate sum of their annual salaries according to the adjustment for October 1, 1883, under the new law will be about \$3,750,000. As these salaries are now based upon gross receipts, the sum required to compensate postmasters depends largely upon the condition of the business interests of the country, and upon the result (as yet problematical) of the recent reduction of the rate of letter postage from three to two cents. What disturbing effects the approaching national election may have upon business cannot be foreseen, but assuming that the present industrial and commercial prosperity shall continue, as we have reasonable grounds to expect, the adjustment of salaries of Presidential postmasters for the fiscal year ending June 30, 1885, will involve, in round numbers, not less than four million dollars.

SALARY AND ALLOWANCE DIVISION.

The duties assigned to this division devolve mainly upon its chief clerk, subject, however, to the supervision of the First Assistant Postmaster-General and the ultimate control of the Department. The appropriation for clerk-hire for the last year, at offices of the first and second classes, numbering 587, was \$4,385,000. Without saying the allowances to some of the smaller offices of the classes named were inadequate, it seems clear that the sums allowed to a number of the larger ones were excessive. It is well known that as the receipts of a

business increase the expenses may be relatively reduced; in other words, that a large business can be carried on with a less percentage of the gross receipts than a smaller one. While this rule cannot be rigidly applied in making allowances to postmasters for clerk-hire, it should nevertheless serve as a general guide. That it has not done so will appear from the following:

The gross receipts at Buffalo for the last fiscal year were \$326,067; the amount expended for clerk-hire was \$30,500, or 9.3 per cent.

The gross receipts at Rochester were \$249,333; the amount expended for clerk-hire was \$19,627, or 7.8 per cent.

The gross receipts at New York City were \$4,413,822; the amount expended for clerk-hire was \$802,935, or 18.2 per cent.

The gross receipts at Detroit were \$314,549; the amount expended for clerk-hire was \$37,012, or 11.8 per cent.

The gross receipts at Cleveland were \$315,663; the amount expended for clerk-hire was \$40,277, or 12.7 per cent.

The gross receipts at Saint Paul were \$183,955; the amount expended for clerk-hire was \$20,253, or 11 per cent.

The gross receipts at Peoria, Ill., were \$71,395; the amount expended for clerk-hire was \$6,504, or 9 per cent.

The gross receipts at Chicago were \$1,949,199; the expenditure for clerk-hire was \$354,806, or 18.2 per cent.

The gross receipts at Springfield, Mass., were \$78,624; the amount expended for clerk-hire was \$7,352, or 9.3 per cent.

The gross receipts at Lowell, Mass., were \$78,334; the amount expended for clerk-hire was \$5,596, or 7.1 per cent.

The gross receipts at Boston were \$1,508,218; the amount expended for clerk-hire was \$250,638, or 16.6 per cent.

Similar instances of inequality will appear by reference to the table appended to this report marked II, showing the gross receipts at offices of the first and second classes, the allowance for clerk-hire and other expenses separately, the percentage of gross receipts allowed for expenses, and the percentage of gross receipts allowed for clerk-hire alone at these offices, not including the amount expended in paying clerks in the money-order department.

After making due allowance in favor of the office at New York for handling the bulk of the foreign mails, and in favor of that office, and the offices at Chicago, Boston, and at other large cities, for the exacting demands made upon them growing out of the magnitude of the commercial and business interests which they were required to serve, the allowance for clerk-hire at these offices still seems to have been more than was demanded by necessity.

Many clerks designated, not, however, by statute, as assistant postmasters, superintendents of division, cashiers, auditors, &c., were paid salaries ranging from \$3,000 to \$3,500, and many more were paid salaries ranging from \$2,000 to \$3,000. Postmasters, backed as many of

them are by influential friends, have, in some cases, been unreasonable in their demands for allowances, and it is not surprising that some of them have received more than their share of the appropriation while others have received less.

The estimate for clerk-hire for the next fiscal year, it will be observed, is relatively smaller than the appropriations for previous years.

I have directed a general revision to be made of the allowances for clerk-hire, and hope to be able to make some reductions without impairing the efficiency of the service.

STATIONERY IN POST-OFFICES.

The new method of furnishing post-offices of the first and second classes with stationery, which was put in operation on the 1st of July last, has shown very satisfactory results. Under the old system postmasters at such offices, now six hundred and ninety in number, were authorized to supply themselves by purchase; but the quantities bought and the prices paid varied to such an extent that it was deemed advisable to change the method, and, in lieu of it, invite proposals for the necessary supply and contract with the lowest responsible bidder. Postmasters entitled to stationery must now apply to the Department before the beginning of each fiscal year for such quantity as in their opinion will be needed during the year. It is believed that under the contract system the cost of this article will be materially diminished.

POSTMARKING STAMPS, LETTER BALANCES, AND CANCELING-INK AND PADS.

An adequate appropriation should be made for these articles for the next fiscal year. Many of the fourth-class post-offices are not fully provided with them, and some have none at all. This has resulted in complaints that mail matter is either insufficiently rated or obscurely stamped.

PRESIDENTIAL POST-OFFICES.

The salaries of Presidential postmasters have been adjusted on the basis of the gross receipts, as required by the act of Congress approved March 3, 1883. This was never done before.

The gross receipts of the 2,193 Presidential offices for the fiscal year ending June 30, 1883, amounted to \$33,535,253.95, or 74.28 per cent. of the entire revenue of the Department for the same period, while the fourth-class offices, 45,650 in number, yielded only \$11,614,746.05, or 25.72 per cent. of the revenue.

The salaries of postmasters at Presidential offices amounted in the aggregate to \$3,707,500, or 11.06 per cent. of the gross receipts.

In this connection I invite careful attention to the accompanying table, marked III, showing, by States and Territories, the number of Presidential offices, with their gross receipts and the amount paid postmasters as salaries.

REIMBURSING POSTMASTERS FOR LOSSES.

The act of March 17, 1882, providing for reimbursement of postmasters who sustained losses by burglary, fire, or other unavoidable casualty, embraces all claims which accrued within fifteen years prior to its passage. One thousand nine hundred and forty-four claims were filed during the last fiscal year. Of these, 825 were disposed of; 274 were allowed, amounting to \$40,241.45. Of this amount, \$26,331.56 was on account of stamps, and \$13,989 on account of money-order funds. One hundred and eighty-two claims, amounting to \$27,772.84, were disallowed, and 369 were abandoned or withdrawn. A detailed report, embracing all the cases acted upon up to December 1, will be prepared in accordance with the requirements of the act, and submitted to Congress early in the session.

STATISTICS OF INLAND MAIL-SERVICE, JUNE 30, 1883.

Railroad service: Number of routes, 1,513; length of routes, 110,208 miles; annual transportation, 129,198,641 miles; annual cost, including expense of railway post-office cars and railway postal clerks, \$17,720,229, about 10.75 cents per mile.

Steamboat service: Number of routes, 115; length of routes, 16,093 miles; annual transportation, 4,062,878 miles; annual cost, \$607,621, about 14.96 cents per mile.

Star service: Number of routes, 11,327; length of routes, 226,865 miles; annual transportation, 77,998,782 miles; annual cost, \$4,739,478, about 6.08 cents per mile.

There were 4,944 contractors for carrying the mails on inland routes. The number of offices supplied by mail-messengers was 5,066, at an annual cost of \$803,338.

The number of special offices was 2,631, each supplied by a special carrier, who is compensated out of the Treasury in a sum not exceeding two-thirds of the salary of the postmaster.

An exhibit of the service with tabular statements appears in the report of the Second Assistant Postmaster-General.

TRANSPORTATION.

The cost of inland mail transportation for the year ended June 30, 1883, was \$19,234,899, being a total increase of but \$353,847, or about 1.9 per cent., over the cost of the same items for the previous year.

STAR SERVICE.

The present status of the star service shows for 1883 a cost of \$4,739,478, with 77,998,782 miles of annual transportation, against a

cost of \$7,321,499, with 76,070,995 miles of annual transportation, in 1880, being an increase from 1880 of 1,927,787 miles of transportation and \$2,582,021 decrease in cost. This service is now all performed under contracts made upon proposals submitted in response to advertisements. The only change in the contract rate of pay, fixed by competition, has been for increase or decrease in trips or distance, and it may therefore be said to be upon a healthy basis. The sharp competition brought about by speculating bidders has so reduced the compensation for carrying the mails on star routes as to preclude the employment of any other than the cheapest outfits, and, while the mails may be dragged through on schedule time, the result is accomplished by means inferior to those used in private business.

To secure the superior grade of service desired, restrictions have been placed upon subletting by prescribing a form of subcontract through which greater responsibility is imposed upon those undertaking to render the service. It is expected that this will add somewhat to the cost, but it will undoubtedly result in a material improvement in the service.

LEGISLATION ASKED.

I invite the particular attention of Congress to the suggestions of the Second Assistant Postmaster-General that sections 3953 and 3961 of the Revised Statutes, and the proviso of the second section of the act of April 7, 1880, be repealed. Section 3953 imposes a restriction upon bidding by requiring a deposit of certified checks with certain bids. This is not believed to be beneficial to the Department in any way whatever. Section 3961 and that proviso prescribe an indefinite and, in my judgment, an unwise basis upon which to compute the allowance for expedition of service on star routes. I approve the suggestion that the Postmaster-General be authorized to readvertise the service in cases where expedition is required.

The rejection of bids for cause involves a delicate duty. It should not be in the power of an executive officer to exclude persons from bidding except for causes prescribed by law. The law, however, prescribes two causes only for such exclusion, viz, willfully or negligently failing to perform a former contract, and entering into a combination to prevent bidding. To these should be added the restrictions suggested by the Second Assistant Postmaster-General.

RAILROAD SERVICE.

An interesting statement, showing the development and cost of the railroad service from its commencement to June 30, 1883, is presented. It is the general opinion that the rates of pay have been greatly increased of late years; the fact is otherwise. The cost per mile of transportation in 1854 was 11.4 cents; in 1883, notwithstanding the enormous increase in the weight of mails and the superior facilities provided for distribution, the cost is 10.75 cents per mile. This, however,

does not affect the question whether the present rates are more or less than a fair and reasonable compensation.

Attention is called to the table accompanying the report of the Second Assistant Postmaster-General showing the comparative cost of this service from year to year since its organization. The large expansion of the system in late years and its general use for postal purposes render the question of just and reasonable rates for the service of vital importance.

I refrain from discussing the question at present, as my views will be given in a separate report, when the committee now considering it shall have submitted their conclusions.

STAR-ROUTE SUITS.

It has become my duty since assuming the direction of the business of this Department to consider the cases upon which payments have been made for expedition in the transportation of the mails on star routes, and after mature deliberation I am convinced that excessive and unjustifiable allowances have been made for expedited service.

The papers and reports in these cases are of such a nature that, under the provisions of section 4057, Revised Statutes, I have felt constrained to submit the facts and a statement of account in each case to the Department of Justice, with a request that suits be brought for the recovery of the moneys fraudulently obtained.

PACIFIC RAILROAD COMPANIES.

The relations between the Government and the companies owning the subsidized Pacific roads are unsettled and unsatisfactory.

For some years the entire earnings of these companies, whether from their own or from leased or operated lines, have been treated as a credit against their indebtedness to the United States. During the past year it has been decided by the courts that the amounts earned on non-subsidized roads must be paid to the companies; this adds over \$500,000 per year to the amount necessary to be appropriated for railroad transportation. Hereafter only the earnings of the subsidized companies will be credited by the Treasury as payments on their indebtedness to the United States. These earnings are proper items of cost against the revenues of the Department, and should be so treated. Another complication in this connection grows out of the demand of the Union Pacific and the Central Pacific companies claiming that, under certain provisions of the statute creating them, they are entitled to exceptional rates of compensation of about double those paid to other companies under the general laws. Considering that there are other lines between the Missouri River and the Pacific Ocean, the question forced upon this Department is to what extent it is proper to use these subsidized lines for postal transportation.

THE RAILWAY MAIL SERVICE.

The report of the general superintendent of the railway mail service shows satisfactory progress in that important branch.

At the close of the fiscal year there were 993 railway post-office lines, as against 769 the previous year, an increase of 224; 1,977 crews, as against 1,964 the previous year, an increase of 13; and 108,933.10 miles run by clerks from post-office to post-office, as against 98,287.2 miles the previous year. The miles of route for which the companies were paid were 109,827, as against 100,563 last year, an increase of 9,264 miles, on which there was performed 86,180,430 miles of annual service, as against 75,741,438 miles the previous year, an increase of 10,438,992 miles. The total number of postal cars in use and in reserve was 408, as against 342 the previous year, an increase of 66. Total number of apartments 1,542, as against 1,462 the previous year, an increase of 80. Total number of letters and pieces of ordinary mail matter handled, 3,981,516,280, as against 3,433,390,480 the previous year, an increase of 548,125,800 pieces, or 15.96 per cent. The errors made were 958,478, or one to every 4,153 pieces. The total number of registered packages and registered pouches handled was 16,234,715, as against 14,804,793 the previous year, an increase of 1,429,922, or 9.65 per cent.

Post-office cars were not placed on 14,773 miles of railroad because the business would not justify the expenditure.

In 4,265 case examinations, at which 4,701,444 cards were handled, the average percentage in favor of the clerks was 87.46.

At the close of the year there were 3,855 railway postal clerks, an increase of 2.85 per cent. over the preceding year, while the increase in annual salaries paid averaged only 47 cents per clerk.

The superintendent asks for an appropriation for the next fiscal year of \$4,295,289.60, an increase of \$318,169.60 over the current year, which seems to be reasonable.

An increased appropriation of \$50,000 is asked to pay for additional postal cars.

Clerks in this branch of the service are appointed on probation for six months, during which time they are frequently examined to test their fitness. Only those who are then found to be capable receive permanent appointments. This practical application of civil-service rules has been productive of excellent results.

During the year there were 114 casualties, in which one clerk was killed, 35 seriously injured, and 42 slightly injured. I renew the recommendation of my predecessors that the Postmaster-General be authorized to pay the widow or the guardian of the minor children of a railway postal clerk who is killed in the service a sum equal to one year's salary of the grade which he held at the time of his death.

THROUGH MAILS FOR THE NORTHERN PACIFIC COAST.

Through mails for and from Oregon, Washington Territory, Alaska, and British Columbia are now dispatched by way of Saint Paul and the

Northern Pacific, instead of over the Union Pacific and the Utah Northern to Blackfoot Junction, and thence over the Northern Pacific, as heretofore. The former line is 265 miles shorter than the latter, and, on the assumption that the debt due from the Union Pacific company to the United States will ultimately be paid, it is \$31 per ton cheaper. In addition to the argument of economy, the convenience of the people living on the Northern Pacific coast seemed to demand this change. The amount paid the Northern Pacific for this service, on the basis of the present weight of the mails, will be something less than \$25,000 per year.

THE POSTAL MONEY-ORDER SYSTEM.

During the past year there was a steady increase of the money-order business.

On the 30th of last June there were 5,927 money-order offices in operation, whose transactions during the year, of domestic orders issued, amounted to \$117,329,406.31, and of domestic orders paid and repaid to \$117,344,281.78; of international orders issued, to \$7,717,832.11, and of international orders paid and repaid, to \$3,063,187.05; a grand total in issues of \$125,047,238.42, and in payments and repayments of \$120,407,468.83. The fees received on domestic orders issued aggregated \$1,101,821.80, and on international orders \$170,238.80; a total of \$1,272,060.60. The gains were, in domestic transactions about 3½ per cent., and in international transactions from 1.85 to over 56 per cent.; in domestic fees about 4½ per cent., and in international fees from 0.56 to over .54 per cent.

The gross revenue for the last fiscal year from domestic money-order business was \$311,704.67; and from international money-order business for the year ended June 30, 1882, it was \$90,914.70. There was a net profit of \$159,104.34 after all expenses paid from appropriations had been deducted.

The superintendent of the money-order system states that the new postal notes, the issue of which was authorized by the act of March 3, 1883, are being extensively employed for remittances of small sums, and reports that the postal notes paid at the New York City post-office from the commencement of business on September 3 until October 20, 1883, numbered 57,374, and amounted to \$106,854.31, while during the same time 89,126 money orders were paid, amounting to \$1,136,498.81. The other provisions of the act modifying the postal money-order system, have been duly put into effect, as stated in his report.

I invite special attention to his recommendation that all the fees received from the issue of money-orders and postal notes be deposited, like other postal proceeds, in the Treasury, for the service of the Post-Office Department, and that all expenses of that system be provided for by appropriations made by Congress, not specially for the money-order business, but included in the appropriations for the general service of this Department.

Some of those expenses are now defrayed directly from the fees received from the public; others out of appropriations. Special provision having been made by the act of March 3, 1883, for the compensation of those engaged in the transaction of the money-order business, it is necessary to maintain a distinction between their clerical labor and that performed in the general postal business. It would greatly simplify the system if provision were made by one appropriation for the clerical labor of all kinds in post-offices. I urgently recommend legislation to that effect.

ISSUE OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The number and value of postage-stamps, stamped envelopes, and postal cards issued upon requisitions during the year were as follows:

	Number.	Value.
Ordinary postage-stamps.....	1, 202, 743, 800	\$30, 307, 179 00
Newspaper and periodical stamps.....	2, 207, 939	1, 732, 564 50
Stamped envelopes, plain.....	114, 251, 950	2, 881, 096 87
Stamped envelopes, request.....	100, 578, 250	3, 129, 774 15
Newspaper wrappers.....	44, 436, 250	530, 188 75
Postage-due stamps.....	12, 609, 900	404, 915 90
Postal cards.....	379, 516, 750	3, 796, 090 00
Official postage-stamps.....	2, 575, 830	125, 639 20
Official stamped envelopes and wrappers.....	2, 769, 000	32, 671 29
Aggregate.....	1, 861, 669, 689	42, 910, 319 57

The requisitions upon which these supplies were issued number 470,457.

The issues will appear more fully in detail in Tables No. 5 to No. 8, in the appendix to this report.

POSTAGE ON SECOND-CLASS MATTER.

The amount of postage collected on second-class matter during the year was \$1,705,177.53, an increase of \$140,074.25, or 9.01 per cent., over the previous year.

Of the receipts from this source, 26.40 per cent. was collected at New York; 8.37 per cent. at Chicago; 6.50 per cent. at Boston; 5.20 per cent. at Philadelphia; 4.57 per cent. at Saint Louis; 3.70 per cent. at Cincinnati; 1.42 per cent. at Augusta, Me.; 1.80 per cent. at San Francisco; 1.43 per cent. at Detroit; 1.39 per cent. at Milwaukee; 1.26 per cent. at Louisville; 1.30 per cent. at Cleveland; 1.05 per cent. at Pittsburgh; 1.07 per cent. at Saint Paul; .90 per cent. at Toledo; .87 per cent. at Baltimore. The remaining 32.72 per cent. was collected at 5,333 post-offices.

DEAD LETTERS AND PARCELS.

The total number of undelivered letters and articles of third and fourth class matter received at the dead-letter office during the year,

(including 61,424 on hand from the previous year,) was 4,440,822, an increase of about 4 per cent. over the year ended June 30, 1882. In their treatment they were classified as follows: Unclaimed domestic letters, 3,476,522; unclaimed domestic parcels, 63,947; foreign letters, 405,348; letters and packages addressed to foreign countries but containing articles declared unmailable by the international postal treaties, 1,345; undelivered parcels of foreign origin containing printed matter, samples, &c., 19,960; domestic held-for-postage, 181,584; mis-directed, 280,137; wholly without address, 11,979.

At the close of the preceding fiscal year there were 1,454 letters containing \$2,880.51 on hand in the office awaiting final disposition; also 1,325 letters containing \$2,870.84 in money, and 969 letters containing \$160,897.81 in drafts, checks, &c., outstanding in the hands of postmasters.

Of the letters and parcels which were opened during the year for the purpose of restoring them to the writers, 15,301 were found to contain money, amounting to \$32,647.23; 18,095 contained drafts, checks, money-orders, &c., representing a value of \$1,381,991.47; 96,808 contained merchandise, samples, books, and miscellaneous articles; 66,137 contained postage-stamps; 40,215 contained receipts, paid notes, canceled drafts, insurance papers, &c.; 35,160 contained photographs. From letters for which the Department failed to find owners the sum of \$7,782.16 was separated and deposited in the United States Treasury. This sum included \$1,040.30 of uncurrent money which had been separated from undelivered letters in previous years, but converted into depositable funds since the beginning of this fiscal year. The proceeds of the dead-letter office sale in December last amounted to \$4,497.67, which sum was deposited in the Treasury to the credit of the Post-Office Department. The value of stamps received to pay postage upon parcels of third and fourth class matter returned to the senders, and upon insufficiently prepaid letters forwarded to the addressees, was \$3,693.27.

In the report of the Third Assistant Postmaster-General, in tables numbered 9 to 16, may be found more explicit information as to the classification and methods of treatment of matter reaching the dead-letter office.

TREATMENT OF HELD-FOR-POSTAGE MATTER.

The new mode of treating held-for-postage matter, by which the addressees are invited by postmasters to remit the postage and receive the matter directly from the mailing office, and thus prevent it from going to the dead-letter office, was found to work so satisfactorily at the free-delivery offices that an order was issued on May 19, 1883, extending it to all the Presidential offices, to take effect on July 1, 1883. The plan is operating with equally good results at the additional offices to which it was extended by the order.

REGISTRATION.

The number of letters and parcels sent through the registered mails during the year was 10,594,716, of which 7,849,827 were domestic letters; 444,789 were letters addressed to foreign countries; 948,075 were domestic parcels of third and fourth class matter; 22,806 were parcels of third and fourth class matter for foreign countries; and 1,329,219 were letters and parcels of official matter for the Government, by law free from the payment of registry fees. The amount of registry fees collected was \$926,549.70, an increase of \$85,057.80, or 10.10 per cent. over the previous year. The actual and estimated losses (a number of cases still being under investigation), were only 627, or, say, one out of every 16,897 letters and parcels forwarded. This small proportion of loss is unprecedented.

FOREIGN MAILS.

The report of the superintendent of foreign mails presents a satisfactory condition of our postal relations and intercourse with foreign countries. The volume of the correspondence exchanged with foreign countries increases rapidly from year to year under the operation of the greatly reduced and uniform postal charges established throughout the Postal Union.

The total weight of the mails dispatched to Postal Union countries, exclusive of Canada, during the last fiscal year was 2,532,990 pounds (1,266 tons), an increased weight of 329,114 pounds (164 tons) over that of the preceding year. The weight of the letter mails was 481,477 pounds, and of the printed matter and sample mails 2,051,513 pounds, an increase compared with the preceding year of 67,122 pounds of letters, and 261,992 pounds of printed matter and samples.

Of the correspondence dispatched 41.32 per cent. of the letters and 41.35 per cent. of the printed matter, samples, &c., were sent to Great Britain; 23.01 per cent. of the letters and 17.30 per cent. of the prints, samples, &c., were sent to Germany; 26.91 per cent. of the letters and 20.69 per cent. of the prints, samples, &c., were sent to other countries of Europe, and 8.76 per cent. of the letters and 20.66 per cent. of the prints, samples, &c., were sent to Postal Union countries other than those of Europe. Compared with the weights of the preceding fiscal year, the letter mails were increased 16.20 per cent. and the printed matter and sample mails 14.64 per cent. Compared with the weights for the fiscal year 1880, the percentage of increase in three years was 76.90 per cent. for the letter mails, and 73.65 per cent. for the printed matter and samples.

The cost of the ocean transportation of mails to foreign ports, under the general law restricting the compensation to the postages on the mails conveyed, was \$316,522.13, an increase of \$36,358.15 over the cost of the same service in 1882. Of this amount \$263,621.52 was reported for the transatlantic service, \$19,251.14 for the transpacific service, and

\$33,649.47 for service to the West Indies, Mexico, Canada, Newfoundland, and countries of Central and South America. The increased cost over that of the same service in 1882 was nearly 13 per cent. Compared with the cost of the ocean service in 1880, the increase in three years was over 59 per cent.

The amount of the territorial and sea-transit charges on the United States mails forwarded over the territories and by sea services of intermediary Postal Union countries was 449,600 francs and 68 centimes (\$86,745.91), and the amount credited to the United States by other countries of the Postal Union for the United States territorial and sea-transit on mails dispatched by those countries was 755,323 francs and 64 centimes (\$145,777.46), of which 598,572 francs and 59 centimes (\$115,524.50) was for the transit across our continent, between New York and San Francisco, of the British and Australian closed mails.

Initiatory steps are being taken by five of the seven British colonies in Australasia and by Cape Colony for admission to the Universal Postal Union. These are now the only large groups of colonies not embraced in the Postal Union.

An actual count of the mail matter exchanged with foreign countries, taken during seven days in October, 1882, and seven days in April, 1883, gives the following approximate estimate of the foreign mail exchanges during the last fiscal year:

Total number of letters sent.....	29,913,504
Total number of letters received.....	27,659,768
Total number of packets of newspapers, business papers, and samples sent	29,559,338
Total number of such packets received	19,269,632
Prepaid postages on letters sent	\$1,450,078 90
Prepaid postages on printed matter, &c., sent.....	\$451,357 92
Unpaid postages collected on letters, printed matter, &c., received....	\$145,148 46
Postage on postal cards sent.....	\$32,328 26
Total postages collected in the United States.....	\$2,078,913 54

This count also shows:

1. That of the correspondence exchanged 52 per cent. of the letters, 55 per cent. of the postal cards, and 60 per cent. of other mail matter was dispatched from the United States.

2. That 97½ per cent. of the letters sent to foreign countries were fully prepaid, 2 per cent. were unpaid or insufficiently prepaid, and one-half of 1 per cent. were free of postage.

3. That 94½ per cent. of the letters received from foreign countries were fully prepaid, 5¼ per cent. were unpaid or insufficiently prepaid, and one-fourth of 1 per cent. free of postage; and

4. That the estimated amount of postage collected in the United States on unpaid mail matter *received*, exceeded the estimated amount of the unpaid postage on mail matter *sent* in the sum of \$123,333.68.

The general statistics of the Universal Postal Union for the calendar year 1881, collated and published by the International Bureau, of which

a synopsis is given in the report of the superintendent of foreign mails, show that the postal service of the United States in its extent, usefulness, and general efficiency compares favorably with that of other nations, and in many important particulars takes a leading rank among the principal Union countries.

I invite attention to the subjects requiring legislation mentioned in the report of the superintendent of foreign mails, and renew the recommendations of my predecessors for such legislation as will enable this Department to carry into effect the provisions of Article 6 of the Convention of Paris, relating to indemnities for losses of registered letters in the mails; and also to enable the Secretary of the Treasury and the Postmaster-General to adopt regulations for the transmission to addressees, through the mails, of such dutiable articles of mail-matter as may be received in the mails from other countries.

MAIL STEAMSHIP SERVICE TO AUSTRALASIAN COLONIES.

For many years past the mails have been transported between San Francisco, Auckland, New Zealand, and Sydney, New South Wales, by a monthly line of United States steamships, under contract with the Colonial Governments of New Zealand and New South Wales, and receiving from those Governments an annual subsidy of about \$400,000. The only special grant of money in aid of this steamship line made by Congress was an appropriation of \$40,000 for the fiscal year ended June 30, 1882, one-half of which was paid to each of the colonies as reimbursement, in part I infer, for the expenses of that service. This Department has, however, paid to this line, each year, the sea-postages upon the mails transported from San Francisco to the colonies. These postages for the last fiscal year amounted to the sum of \$12,533.89. I am informed that the original contract between these colonies and this line, has been renewed at a reduced rate of compensation, and it is alleged that the continuance of this contract and service is dependent upon the action which Congress may take in regard to an increased compensation to the line. Two routes are used for mail communication between Great Britain and the British colonies in Australasia, one by the heavily subsidized lines of British mail packets via Suez and the Indian Ocean, and the other across our continent via New York and San Francisco and the steamship line above referred to. The route via Suez, by reason of its less distance to many of the colonies, or the greater speed of the British packets employed, is ordinarily the quickest for all the colonies except New Zealand. New Zealand being much nearer England by the San Francisco route, the English mails to and from that colony are greatly expedited by transmission across our continent. Hitherto, a bimonthly mail service only has been maintained between Great Britain and her Australasian colonies via Suez, but recently official notice has been given by the London office that the government of New South Wales has contracted for the conveyance of a second

fortnightly mail between Suez and Australia, in connection with the Indian mail service via Brindisi, the steamers to run alternately with those of the Peninsular and Oriental Steam Navigation Company, thus establishing for the future a regular weekly mail service by British packets between England and Australia. It seems probable that this increased frequency of mail service via Suez will give additional advantages to that route, and lessen the amount of mail-matter to be hereafter forwarded between Great Britain and her colonies by the San Francisco route. The United States territorial transit charges on the British and Australian closed mails forwarded across our continent during the calendar year 1882 amounted to \$115,524.50. The continuance of direct steamship communication with the colonies of Australasia is of no little importance to the business interests of the country, and it devolves upon Congress to direct the policy to be pursued in respect to it. The present United States line of steamers to Honolulu, Auckland and Sydney, and the United States steamships which ply regularly to and from ports of Brazil, are undoubtedly the most important to our people in a commercial point of view.

TRANSPORTATION OF OCEAN MAILS.

The compensation for transporting the mails to foreign ports is restricted by law to any sum not exceeding the sea and United States inland postage, if the conveyance is by a United States steamship, and to any sum not exceeding the sea-postage on the mails transported, if the conveyance is by a foreign steamship or by a sailing vessel. Hitherto, except for the mails conveyed by United States steamships from Philadelphia to Liverpool, and for the mails transported to and across the Isthmus of Panama, no discrimination has been made in the compensation paid for carrying the mails on the sea, and the sea-postage only has been allowed and paid for all ocean services, without regard to the nationality of the steamships employed. As the annual appropriations for the transportation of foreign mails have always been based upon estimates of the amount of sea-postage to accrue thereon, no greater compensation can be paid. Complaints are made by the proprietors of United States steamships carrying our mails to distant ports of the insufficiency of this compensation, and it has become a question for careful consideration whether the sea-postages, or even the full postages, sea and inland, can be regarded as affording a reasonable compensation to such lines of United States steamships as transport our mails regularly over routes of great length to transpacific, Central, and South American ports. The sea-postage upon the heavy mails conveyed from New York to transatlantic ports, yields to the foreign steamship lines transporting them an adequate remuneration for that service; but on account of the small amount of mail matter conveyed to South American and transpacific ports, the same measure of payment yields a less adequate compensation.

The amount of sea-postage upon the mails dispatched during the year over the principal ocean routes was as follows:

From New York to ports of Great Britain and the Continent of Europe, 385 trips by foreign steamships of seven different lines, \$256,775.14, averaging \$667 per trip.

From San Francisco to ports of Japan and China, 32 trips by United States and foreign steamships, \$3,925.66, averaging \$122.67 per trip.

From San Francisco to the Hawaiian Islands, New Zealand, and the Australian colonies, 14 trips by United States steamships, \$12,533.89, averaging \$895.27 per trip.

From New York to Aspinwall, with mails for Central America, Mexico, and west coast of South America, 38 trips by United States steamships, \$4,996.28, averaging \$131.21 per trip.

From New York via Havana to Vera Cruz, Mexico, 46 trips, by United States steamships, \$4,484.76, averaging \$94.79 per trip.

From New York and Newport News, Va., to ports of Brazil, 37 trips by United States steamships, \$4,450.06, averaging \$120.27 per trip.

If the entire postage, sea and inland, had been allowed and paid to United States steamships, the earnings of five of these steamship lines would have been increased as follows:

Line from San Francisco to Japan and China, to about \$20,000, or \$625 per trip.

Line from San Francisco to Australian colonies, to about \$25,000, or \$1,785 per trip.

Line from New York to Aspinwall, to about \$25,000, or \$650 per trip.

Line from New York to Vera Cruz, to about \$22,500, or \$490 per trip; and,

Line from New York and Newport News to Brazil, to about \$6,200, or \$167 per trip.

These statements show the payments actually made and also the maximum compensation that could have been paid under existing laws for the transportation of the mails by United States steamships upon five of the principal steamship routes to transpacific, Mexican, Central and South American ports. If in the judgment of Congress the sea-postage on the mails transported affords an insufficient compensation for such services, any greater allowance, within the maximum limit of the full postage, sea and inland, which may be considered a fair compensation, may be paid without changing the present law, by simply increasing the appropriation for the transportation of the foreign mails to a sum sufficient to meet such additional allowance. The estimate for this service, on the basis of sea-postages only, for the fiscal year ending June 30, 1885, is \$425,000. To enable this Department to pay the full postages to United States steamships on the mails conveyed during that year, an additional sum of \$200,000 must be added to this estimate. But if in the judgment of Congress the present law

does not provide a just remuneration for ocean mail service by United States steamships, it should be so amended as to authorize the allowance of an increased compensation to such steamships of a prescribed amount, which shall bear a relation to the amount of mail-matter transported and the character of the service to be rendered. Simple justice requires that a reasonable compensation be allowed to our own steamship lines conveying the United States mails to foreign ports. I can only consider the needs of the postal service between this and other countries, and recommend such legislation as will tend to promote its efficiency. No one questions the importance to the postal or business interests of the country of maintaining frequent, regular, and rapid mail communication with the neighboring countries of Central and South America, the Australasian colonies, and the populous countries of Eastern Asia.

MAIL DEPREDATIONS.

The report of the Chief Post-Office Inspector sets forth the operations of this branch of the service. The duties of inspectors are delicate and important, and their faithful discharge contributes in a marked degree to the purity and efficiency of the service. The total number of cases referred to inspectors for investigation during the year was 47,736, and the total number of arrests made for violations of the postal laws was 596.

TOPOGRAPHER'S OFFICE.

Important improvements have been made in this office during the past year, embracing changes in the organization of the working force and in the method of producing post-route maps. The result is that the maps are produced in greater number, at much less expense and in a more satisfactory style than formerly. These maps are of great use in the various branches of the postal service, and as each successive issue is corrected up to date they form a continuous history of the progress and changes of post routes. The report of the Topographer contains details in regard to the operations of the office.

POSTAGE ON DROP-LETTERS.

Some desire has been expressed for a reduction of postage on drop-letters, from two cents to one cent. That two cents should be charged for delivering a letter in the city where it is mailed, while the same price will transport it across the continent, is said to be anomalous. Whatever force there may be in this argument might be urged against charging the same price for carrying a letter from New York to Brooklyn as for carrying one from New York to San Francisco. The plan of rating postage according to the distance of the carriage was wisely abandoned almost forty years ago. It might be said that it is an anomaly to charge two cents for carrying a letter weighing half an ounce when that sum will carry two ounces of merchandise or four ounces of

books. It might be plausibly urged as equally inconsistent for the Government to hire a carrier in one city to deliver letters at a charge of one cent each, and in another city compel the people to go to the post-office for their letters on which a similar charge is exacted. If the proposed change is made, two cents will be charged for carrying a letter from the New York post-office to Jersey City, and only one cent for carrying a letter from the New York post-office to Westchester County, within the delivery limits of that office.

The free-delivery system was established on the 1st of July, 1863, leaving the drop-letter rate uniform at one cent at all offices. This rate was maintained until the act of June 8, 1872, increased it at carrier offices to 2 cents, in order to defray the cost of the carrier service. That cost had theretofore largely exceeded the receipts from local postage, though the system was confined to 52 of the principal cities. For the year ended June 30, 1872, the amount of postage collected on local matter was \$907,351.93, and the expenditure of carrier service \$1,385,965.76. If the charge for drop-letters is made uniform at all offices, without regard to this service at a portion of them only, the cities and towns not accommodated by carriers will not long remain quiet under the discrimination. It is true that, at the offices where the carrier service is in operation, the total postage on local matter exceeds the total cost of the service; but to claim the entire receipts from local matter as due to the carrier system is manifestly unfair. At the close of the last fiscal year that system was in operation at 154 post-offices. The postage collected on local matter at these offices during the year amounted to \$4,195,230.52, and the total cost of the service was \$3,173,336.51, an excess of postage of \$1,021,894.01.

At 14 offices only did the local postage exceed the cost of the service, as shown in the following table:

Name of office.	Amount of postage on local matter.	Cost of free delivery service including incidental expenses.	Excess of local postage over cost of service.
Atlanta, Ga.....	\$10, 103 92	\$9, 847 87	\$256 05
Boston, Mass.....	337, 029 44	225, 674 40	111, 355 04
Brooklyn, N. Y.....	236, 189 06	122, 042 34	114, 146 72
Chicago, Ill.....	336, 690 47	225, 328 81	111, 361 66
Cleveland, Ohio.....	68, 153 30	42, 871 95	25, 281 44
Denver, Col.....	13, 475 76	12, 042 92	1, 432 84
Grand Rapids, Mich.....	10, 581 26	9, 280 09	1, 301 17
Meriden, Conn.....	3, 624 99	3, 400 00	224 99
New Haven, Conn.....	19, 419 31	16, 494 20	2, 925 11
New York, N. Y.....	1, 475, 533 38	522, 889 80	952, 643 58
Philadelphia, Pa.....	608, 653 05	353, 158 63	255, 494 42
Pittsburgh, Pa.....	59, 574 25	40, 354 84	19, 219 41
San Francisco, Cal.....	71, 550 54	65, 514 54	6, 036 00
Topeka, Kans.....	7, 463 97	5, 333 14	2, 130 83
Total.....	3, 258, 042 79	1, 654, 233 53	1, 603, 809 26

At the remaining 140 offices the amount of local postage collected was \$937,187.73, while the cost of the carrier service at the same offices was \$1,519,102.98. At 87 offices the amount of local postage collected

was less than one-half of the expenditure for carrier service. These 87 offices in the aggregate collected \$220,559.84 on local matter, and expended \$583,356.36 for carrier service, an excess of expenditure of \$362,796.52.

A reduction of the local rate to one cent, on the present volume of business, would leave the carrier service a heavy charge upon the general revenues of the Department at every office save that at New York.

It is true that an increase of business is to be expected, but that would require additional carriers, and thus augment the present expense. At few offices, if any, is such an increase probable as would compensate for the loss by a reduction of the rate. Certainly, at a great majority of the offices, where the system is now conducted at a loss, a lower rate would only increase the charge upon the general fund.

The proposed step would lead to a clamor for the extension of the carrier system to an indefinite number of the smaller cities and towns, where its maintenance would be almost wholly at the expense of the general revenue. Such extension will not be urged on the score of profit, and if it be put upon the ground of public convenience it will be difficult to assign a reason for making discriminations, when the local rate is uniform at all offices. A large deficiency of revenue from the carrier service would, it is feared, be followed by scant appropriations for this service, with the result of impairing its efficiency, even at the places where it is now conducted at a profit.

An important reduction of postage has just been effected by changing the domestic letter rate from 3 cents to 2. This change, unlike the one proposed, is of benefit to all the people of the country in proportion to the extent which they patronize the mails. For a time at least, it will sensibly diminish the postal revenue and impose a burden upon the general Treasury.

It would seem to be prudent to wait until the deficiency shall have been recovered, or at least more definitely ascertained, before making a further inroad upon the revenues through a reduction of the present rates of postage. The carrying of the mails should not be looked to as a source of revenue, but the service should be rendered as nearly self-sustaining as possible.

STANDARD OF WEIGHT FOR FIRST-CLASS MATTER.

After careful consideration I am of opinion that the unit of weight for rating first-class matter should be changed from one-half an ounce to one ounce. This change, in connection with the recent reduction of letter-postage from 3 to 2 cents, would place this country on an equality with any other in respect of cheap postage. Great Britain maintains a more liberal unit of weight for rating letters and packages than we do. The following statement shows the rates on different classes of matter in the United States as compared with the leading countries of Europe, the foreign standards of value and weight being reduced to ours:

The following table shows the 2-cent rate per $\frac{1}{2}$ ounce up to the limit of 4 pounds, as compared with the English rate, where the unit of weight is 1 ounce :

Weight.	United States.	England.	Rate at 2 cents per ounce.
To $\frac{1}{2}$ ounce....	2 cents.....	2 cents.....	2 cents.
1 ounce.....	4 cents.....	2 cents.....	2 cents.
$1\frac{1}{2}$ ounces....	6 cents.....	3 cents.....	4 cents.
2 ounces.....	8 cents.....	3 cents.....	4 cents.
$2\frac{1}{2}$ ounces....	10 cents.....	4 cents.....	6 cents.
3 ounces.....	12 cents.....	4 cents.....	6 cents.
$3\frac{1}{2}$ ounces....	14 cents.....	4 cents.....	8 cents.
4 ounces.....	16 cents.....	4 cents.....	8 cents.
$4\frac{1}{2}$ ounces....	18 cents.....	5 cents.....	10 cents.
5 ounces.....	20 cents.....	5 cents.....	10 cents.
6 ounces.....	24 cents.....	5 cents.....	12 cents.
7 ounces.....	28 cents.....	6 cents.....	14 cents.
8 ounces.....	32 cents.....	6 cents.....	16 cents.
9 ounces.....	36 cents.....	7 cents.....	18 cents.
10 ounces.....	40 cents.....	7 cents.....	20 cents.
12 ounces.....	48 cents.....	8 cents.....	24 cents.
14 ounces.....	56 cents.....	8 cents.....	28 cents.
16 ounces.....	64 cents.....	8 cents.....	32 cents.
20 ounces.....	80 cents.....	40 cents.....	40 cents.
24 ounces.....	96 cents.....	48 cents.....	48 cents.
32 ounces.....	\$1.28.....	64 cents.....	64 cents.

The fourth column shows what the rate would be if our unit of weight for first-class matter were changed from half an ounce to one ounce. Our rates would then closely approximate to those now prevailing in England. It is believed that less than 6 per cent. of all the letters conveyed in the mails exceed half an ounce in weight, thus requiring double postage. On these there would be a small loss by increasing the standard of single postage weight to one ounce; but the revenue on the remainder, say 94 per cent. of all, would not be diminished, while the loss on the small number in excess of half an ounce would doubtless be more than compensated by the increased postage on small packages of merchandise which would be sealed and sent as first-class matter. By adopting the ounce standard the people would be still further accommodated, and it is believed that a large proportion of fourth-class matter would be sent under seal, paying first-class postage. The revenue of the Department would thus be increased without materially increasing the bulk or the weight of the mails.

NEWSPAPER POSTAGE.

The postage on third-class matter, embracing newspapers and periodicals sent by others than the publishers, is 1 cent per 2 ounces. Some of the larger newspapers weigh more than 2 ounces. There seems to be a popular impression that 1 cent per copy is the uniform rate for all newspapers. Many persons, under this impression, deposit in post-offices newspapers which weigh more than 2 ounces, and not exceeding 3 ounces, bearing a 1-cent stamp. Such papers are not entitled to be sent, and perhaps as a rule are not sent. This creates dissatisfaction

and complaint. In order to obviate this I recommend that the rate of postage on newspapers and periodical publications sent by others than the publishers or news agents, be made 1 cent per 3 ounces.

PRIVATE EXPRESSES.

When I assumed control of the Department a number of private expresses in New York were engaged in receiving and delivering letters and circulars in that city in violation of section 3984, Revised Statutes. The matter had been previously called to the attention of the Department, and steps taken to protect the Government's interests. Being satisfied that these companies were engaged in an illegal business, I deemed it my duty to call upon the Department of Justice to enforce the penalty prescribed by the section referred to. Actions were accordingly instituted and judgments obtained against the offending parties. It is believed that the course pursued will result in a substantial suppression of this unlawful business, and a saving to the Government of many thousands of dollars in revenues.

It will be observed that the statute imposes a penalty not only on the carrier but on the sender of letters. Proceedings were first instituted against the carriers. When, however, it was ascertained that, subsequently to the institution of these proceedings, one of the companies proceeded against was still continuing the business, suits, one hundred and twenty-six in number, were brought against the patrons of the companies.

In a number of these cases the parties paid the penalty, and the suits were discontinued. In other cases the parties sued are contesting. A number of the defendants have appealed to the clemency of the Government, alleging ignorance of the law.

The propriety of remitting the penalties in these cases having been submitted to me by the Solicitor of the Treasury, I have, upon the recommendation of the district attorney, advised that the pending suits against all such persons be dismissed.

LOTTERIES AND THE MAILS.

Postmaster-General Key issued an order, bearing date December 13, 1879, which set forth that it appeared from the evidence submitted to him that M. A. Dauphin, of New Orleans, was then "engaged in conducting a scheme or device for obtaining money through the mails by means of false and fraudulent practices, representations, and promises." The Postmaster-General, in the exercise of the power conferred by sections 3929 and 4041 of the Revised Statutes, forbade the payment of any money-order to Dauphin by the postmaster of that city, and required him to return to the postmasters of the places at which they were originally mailed all registered letters received at his office directed to Dauphin. The order was suspended during the period Dau-

phin was prosecuting in the Supreme Court of the United States an appeal from the decree dismissing his bill of complaint, whereby he sought to enjoin the execution of the order. The appeal was subsequently dismissed, and it then, in my opinion, became the duty of the Department to enforce the order according to its tenor and effect. The Postmaster-General is invested with authority to issue such an order upon evidence satisfactory to him that a case within those sections has occurred. His decision upon the question of fact is final and conclusive, and the matter being one which involves the exercise of his judgment and discretion, his action thereon within the limits of the power conferred is not subject to judicial review. "All registered letters" may be withheld from the party, whether a corporation or a natural person, whom the evidence, in the opinion of the Postmaster-General, implicates as being engaged in conducting any fraudulent lottery, gift enterprise, or scheme of the character mentioned in those sections. The power of Congress to enact them cannot be doubted in view of the opinion of the Supreme Court affirming the constitutionality of section 3894, which, as amended by an act approved July 12, 1876, provides that "no letter or circular concerning lotteries, so-called gift-concerts or other similar enterprises offering prizes, or concerning schemes devised and intended to deceive and defraud the public, for the purpose of obtaining money under false pretenses, shall be carried in the mail. Any person who shall knowingly deposit or send any thing to be conveyed by mail in violation of this section shall be punished by a fine of not more than \$500 nor less than \$100, with costs of prosecution." In *Ex parte Jackson*, 96 U. S., 727, that court holds that this amended section is constitutional, and that under the power to establish post-offices and post-roads Congress may designate what shall be carried in the mails and what excluded. There can be no doubt, therefore, that the order in question is of binding force.

The person named in the order was at its date, and still is, identified with the Louisiana State Lottery Company, and by him its business and correspondence were conducted. The order, therefore, specifically relates to him. A recent attempt has been made to evade it by the instrumentality of the New Orleans National Bank. It is a singular fact that an institution organized under the national authority for a legitimate banking business should suffer itself to be thus used for the purpose of defeating the policy of Congress. It appears by advertisements in the public papers that persons desiring to purchase tickets in that company are requested to direct their registered letters to that bank, and make their postal money-orders payable to it. It thus renders itself liable to the same provisions that are applicable to Dauphin, for upon full investigation of the facts I am satisfied that it contracted, for a consideration, to act on behalf of him and the lottery company to the extent of transacting the prohibited business, and that it is so acting. It is clear that such a substituted agency, if permit-

ted, would render of no effect the provisions of the statutes. I therefore issued the order appended to this report, marked IV, on the conviction that it was not only the right but the imperative duty of the Department to do so, and that its terms were fully justified by the declared intent and reason of the legislation of Congress. That body, by manifesting a settled purpose that the mails shall not be used to promote the business of lotteries and kindred schemes, and by enacting provisions deemed adequate to secure that result, acted in accordance with an enlightened public sentiment which justly regards such schemes as a source of unnumbered evils. In the language of the Supreme Court, in *Stone vs. Mississippi* 101 U. S., 814, 819, 821: "There is now scarcely a State in the Union where lotteries are tolerated, and Congress has established a special statute the object of which is to close the mails against them. * * * They are a species of gambling, and wrong in their influences. They disturb the checks and balances of a well-ordered community. Society built on such a foundation would almost of necessity bring forth a population of speculators and gamblers." These opinions, thus declared by our highest judicial tribunal have for many years largely prevailed in foreign countries, and shaped, to some extent, their legislation. Lotteries were abolished in England more than half a century ago, and in France they, as well as gambling houses, were suppressed. While, without the exercise of the police power of the respective States, lotteries cannot be prohibited within them, the general Government has, nevertheless, manifested its disapprobation of this species of gambling by declaring that the mails of the United States shall not furnish facilities for carrying it on.

I recommend, as in keeping with our legislation, and with a view to render it more efficacious, the passage of an act providing that every newspaper which contains an advertisement of a lottery, or any agency thereof, shall be excluded from the mails, and rendering the person who deposits it for sending by mail liable to the penalties which, under existing laws, he incurs for so depositing a letter or circular concerning lotteries.

I also recommend that so far as they are applicable the provisions of the Revised Statutes relating to the District of Columbia upon the subject of lotteries be extended to all the Territories of the United States.

It is sometimes urged that a lottery cannot be "fraudulent" within the meaning of the Revised Statutes, if it be organized under State laws, and its drawings be conducted conformably to their requirements. I cannot, within the allowable limits of this report, enter upon a discussion of this question, nor is it necessary that I should do so to vindicate the action of the Department, as my predecessor, in the order which he issued, expressly found as a fact that the scheme which the implicated party conducted was fraudulent. I may, however, remark that State laws cannot change the inherent character of a lottery, nor render that mode of gambling less injurious to the public morals, nor

entitle its aiders and abettors to use the mails as a means of promoting an enterprise which nearly every State in the Union prohibits as criminal, and the moral sense of the nation condemns. The business of gambling may not be illegal in the territory where the law sanctions or tolerates it, but it has all the essential characteristics which elsewhere render the houses in which it is conducted public nuisances, and subject to punishment those who maintain them. Congress declares, in a section of the statutes to which I have referred, that "no letter or circular concerning lotteries shall be carried in the mails." The term "illegal" which preceded "lotteries," in that section as originally framed has been stricken out, and all lotteries, without regard to the asserted lawful character of any of them, are in this respect put upon the same footing. To close the door, however, to all cavil on the subject and to render the form of our legislation entirely consistent on a matter of such vital interest, I recommend that "fraudulent" be stricken from sections 3929 and 4041 of the Revised Statutes.

POSTAL TELEGRAPH.

The subject of telegraphy in connection with our postal system is one of special and increasing interest. It has in all its aspects and relations been so fully discussed in the reports of this Department, as well as in Congress and by the press, as to obviate the necessity of an elaborate presentation of it in this report. I may, however, remark that the impression widely prevails that our means of telegraphic communication should not be limited to such as are furnished by private companies which enjoy a monopoly and claim to be exempt from Government control in their relations with the public. Several substitutes for the present system have been suggested: 1st. The acquisition and operation of the existing lines by the Government. 2d. The construction by the Government of lines which it will operate in competition with existing companies. 3d. The creation of a company by which lines of telegraph are to be supplied to the capital of each State, and other places having a given number of inhabitants, or where stations are now maintained, or the business of the country may hereafter require them. The company, in consideration of the special powers conferred by Congress, is, at certain reduced rates to be prepaid by stamps, to transmit messages at a compensation to be paid by the United States not to exceed ten per centum upon its authorized capital stock over and above operating expenses. The Government is obliged to furnish at each station the requisite accommodations for the officers employed in the transaction of business, and to assume the duty of receiving messages, and delivering by mail or otherwise such as are transmitted.

I merely state in the most general form the leading features of each of these plans. It will be perceived that they are essentially different. The first two contemplate that the Government shall own and operate the lines, including all the necessary apparatus; and the third that a

company shall be employed to perform the required service at a stipulated compensation.

The Constitution confers upon Congress the power to "establish post-offices and post-roads," "to regulate commerce among the several States," and "to make all laws which shall be necessary and proper for carrying into execution" the expressly granted powers.

The question arises whether, under such comprehensive terms, the proposed changes in the postal system are warranted by the Constitution. So far as the clause relating to post-offices and post-roads is concerned, the subject has received careful consideration by committees of the House of Representatives. In speaking of the modes of transmitting intelligence which have been introduced since the adoption of the Constitution, the Committee on Ways and Means, in a report submitted to the House more than forty years ago, makes the following just remarks: "But though not anticipated or foreseen, these new and improved modes were as clearly within the purview of the Constitution as were the older and less perfect ones with which our ancestors were familiar.

* * * * *

"The same principle which justified and demanded the transference of the mail on many chief routes from the horse-drawn coach on common highways to steam-impelled vehicles on land and water, is equally potent to warrant the calling of the electro-magnetic telegraph in aid of the post-office in discharge of its great function of rapidly transmitting correspondence and intelligence."

The Committee on the Judiciary of the House in 1875, in an elaborate report in which the constitutional provision is discussed with marked ability, reached the same conclusion.

Our court of last resort, in *Pensacola Telegraph Company v. Western Union Telegraph Company*, 96 U. S., 1, 9, holds as follows: "The powers thus granted are not confined to the instrumentalities of commerce or the postal service known or in use when the Constitution was adopted, but they keep pace with the progress of the country, and adapt themselves to the new developments of time and circumstances. They extend from the horse with its rider to the stage-coach, from the sailing vessel to the steamboat, from the coach and the steamboat to the railroad, and from the railroad to the telegraph, as these new agencies are successively brought into use to meet the demands of increasing population and wealth. They were intended for the government of the business to which they relate, at all times and under all circumstances. As they were intrusted to the General Government for the good of the nation, it is not only the right, but the duty, of Congress to see to it that intercourse among the States and the transmission of intelligence are not obstructed or unnecessarily encumbered by State legislation."

From the best consideration which I have been enabled to bestow upon the subject, I have reached the conclusion that Congress has the

constitutional power in providing for the postal service of the country to avail itself of all the facilities devised by the inventive genius of modern times for transmitting messages and intelligence, and that it has full authority to adopt either of the first two plans which I have mentioned.

The third section of the act of July 24, 1866, 14 Stat., 22, secured to the United States, at any time after the expiration of five years from that date, the right to purchase at an appraised value "the lines, property, and effects" of any or all the companies which, in the mode prescribed, availed themselves of the benefit and privileges conferred by the act. All the leading companies have accepted the act. Independently, however, of its provisions, the United States Government, by the exercise of its right of eminent domain, has the undoubted authority to appropriate property within the respective States, for its own uses and to enable it to perform its proper functions. "Such an authority," says the Supreme Court, in *Kohl v. United States*, 91 U. S., 367, 371, "is essential to its independent existence and perpetuity." In whatever mode the existing lines be acquired, full compensation for them must be made.

From the earliest period it has been assumed, and in later times judicially determined, that the power of Congress over the postal system extends to the absolute prohibition of the business of carrying letters upon established post-roads or roads parallel thereto. It, therefore, follows that if the telegraph be adopted as a branch of the postal service, all competition therewith may be prohibited.

The commerce clause of the Constitution, so far as it bears upon this question, remains to be considered. It has been determined by the Supreme Court that the telegraph is an instrument of commerce, and as such is subject to the regulating power of Congress. "A telegraph company," says the court in *Telegraph Company v. Texas*, 105 U. S., 460, 464, "occupies the same relation to commerce as a carrier of messages, that a railroad company does as a carrier of goods. Both companies are instruments of commerce, and their business is commerce itself. They do their transportation in different ways, and their liabilities are in some respects different, but they are both indispensable to those engaged to any considerable extent in commercial pursuits." That clause does not, however, authorize the regulation of the business of transmitting messages by telegraph between points wholly within a State.

The establishment and operation of a postal telegraph as a monopoly, or in competition with private companies, would, it is insisted, reduce rates which are now exorbitant and protect the public against the abuses and evils deemed to be inseparable from the service as it exists. In either event an enormous expense must be incurred. But without dwelling upon that consideration, it is clear that an efficient execution of either plan will necessarily involve the employment of a multitude

of operators, messengers, mechanics, and laborers, and thus largely add to the patronage of the Government. An increase of that patronage beyond what is indispensable to the public service is to be deprecated and avoided, and it is one of the dangers which threaten the purity and duration of our institutions. In Europe the telegraph is under the control of the public authorities. With us, the administration is the Government in action, and may, for the time being and for all practical purposes, be considered the Government itself. In seasons of political excitement, and, to some extent at other times, is there not ground for serious apprehension that the telegraph, under the exclusive control of the dominant party, might be abused to promote partisan purposes and perpetuate the power of the administration? But if it could be kept entirely free from such influence, I should hesitate to sanction a measure providing that the United States shall become the proprietor of telegraph lines, and operate them by its officers and agents.

The incorporation of a company with a charter having the essential features to which I have adverted finds in some quarters advocates, and has been heretofore considered by Congress. Its employment for the purpose in question is not subject to some of the objections justly urged against the other plans, and by many is preferred to either of them. A reduction of rates, will, it is believed, be thereby secured. The duty of receiving and delivering telegrams will be discharged by the officers of this Department. That the adoption of this plan would result in a considerable increase of officials and employes is undeniable. Conceding that Congress has authority to incorporate a company and clothe it with the power necessary for the effectual accomplishment of the purpose in view, such a measure will inaugurate a new policy, the adoption of which I do not feel at liberty to recommend.

If Congress can create such a company, it may incorporate railway and other companies, and contract with them for the carriage of the mails; and if this may be done it will not be denied that the Government may build railways and other roads, and construct and equip vessels for postal purposes. The Postmaster-General in 1800 established at the expense of the United States a line of stages for the conveyance of the mails between Baltimore and Philadelphia, and although the contract system now prevails, Congress may unquestionably direct its abandonment and the substitution of its own vehicles in lieu of those furnished by the contractors. Congress by such legislation would thus enter upon a new sphere of action which there is reason to fear would be the first step in a dangerous direction. The patronage of the General Government would be enormously increased, and its jurisdiction extended to matters heretofore confined to State legislation or private enterprise. The injurious tendency of such legislation cannot well be overestimated.

As to telegraphic service wholly within the several States, unless the power to establish post-offices and post-roads be successfully invoked,

the existing rates are beyond governmental control. The opinion has been advanced, that inasmuch as Congress has authority to take charge of the telegraph as a part of the postal system, it may do nothing in that direction and yet prohibit citizens and private companies from engaging in the business, unless they comply with prescribed terms and conditions. It is said that the greater power necessarily includes the less, or, in other words, that the absolute power to prohibit includes the limited power to regulate. This doctrine has evidently no application. It is only by exercising its power in some of the modes already discussed, or in some other appropriate way, that the Government can prescribe terms upon which competition will be permitted, or prohibit it altogether. When a line is neither owned, controlled, or operated by the Government, nor in its behalf, a telegraph company in the transaction of so much of its business as is confined within the limits of a State is beyond the reach of Congress.

I have endeavored to maintain the authority of Congress to assume control of the telegraph because it has been and still is seriously disputed. The existing companies operate their lines solely for the purpose of making money, and while it is doubtless true that their rates, as a whole, are unreasonable, yet in view of what has already been said, I do not think the evils complained of are so grievous as to call for Congressional intervention.

W. Q. GRESHAM,
Postmaster-General.

The PRESIDENT.

I.

Table showing the amount of postal revenue collected by each State and Territory for the year ended June 30, 1883, and the percentage of the same to the total amount collected by all the States and Territories.

State or Territory.	Amount of revenue.	Percentage of total revenue of States and Territories.
Alabama.....	\$351,461 19	.78
Arizona.....	71,180 08	.15
Arkansas.....	267,856 79	.59
California.....	1,241,602 40	2.77
Colorado.....	473,864 66	1.05
Connecticut.....	882,662 39	1.96
Dakota.....	313,169 35	.69
Delaware.....	103,748 02	.23
District of Columbia.....	294,563 93	.65
Florida.....	181,611 11	.40
Georgia.....	559,140 09	1.24
Idaho.....	54,736 32	.12
Illinois.....	3,834,396 22	8.55
Indiana.....	1,192,992 03	2.66
Indian Territory.....	27,339 89	.06
Iowa.....	1,477,336 72	3.29
Kansas.....	826,652 01	1.84
Kentucky.....	685,523 61	1.52
Louisiana.....	447,038 08	.99
Maine.....	630,515 84	1.40
Maryland.....	784,264 18	1.75
Massachusetts.....	2,999,683 16	6.69
Michigan.....	1,595,770 70	3.56
Minnesota.....	875,637 46	1.95
Mississippi.....	283,797 11	.63
Missouri.....	1,886,378 42	4.28
Montana.....	121,729 13	.27
Nebraska.....	500,321 83	1.11
Nevada.....	81,155 35	.18
New Hampshire.....	371,084 85	.82
New Jersey.....	960,186 13	2.14
New Mexico.....	95,563 24	.21
New York.....	8,166,559 48	18.21
North Carolina.....	337,069 74	.75
Ohio.....	2,906,038 49	6.46
Oregon.....	202,048 58	.45
Pennsylvania.....	4,048,738 40	9.03
Rhode Island.....	332,643 15	.74
South Carolina.....	279,342 91	.62
Tennessee.....	546,656 96	1.21
Texas.....	921,381 90	2.55
Utah.....	125,805 90	.28
Vermont.....	339,798 05	.75
Virginia.....	666,091 97	1.48
Washington.....	99,114 80	.22
West Virginia.....	245,139 86	.54
Wisconsin.....	1,095,144 20	2.44
Wyoming.....	48,629 35	.107
Alaska.....	407 80	.0009
Amount collected by States and Territories.....	44,827,473 89	100.
Receipts of a general nature:		
1. From money-order business.....	\$411,619 37	
2. From dead letters.....	12,279 83	
3. From fines and penalties.....	9,752 24	
4. From miscellaneous sources.....	247,567 28	
	681,218 72	
Total revenues.....	45,508,692 61	

II.

OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL.

SALARY AND ALLOWANCE DIVISION.

Table showing the gross receipts and expenses for salary of postmaster, clerk-hire, light, fuel, rent, advertising, furniture, stationery, and miscellaneous items, total salary and allowances for expenses, and the percentage of the gross receipts absorbed for expenses at post-offices of the first and second classes for the fiscal year ended June 30, 1883.

(The names of offices of the first class are set in *italics*.)

Office.	State.	Salary of postmaster.	Allowances.										Total salary and allowances.	Gross receipts.	Percentage of gross receipts allowed for expenses.	Percentage of gross receipts allowed for clerk-hire.	
			Clerks.	Light.	Fuel.	Rent.	Advertising.	Furniture.	Stationery.	Miscellaneous.							
Adrian	Michigan	\$2,800	\$1,667	\$213	\$109	\$600								\$5,229	\$14,946	34.9	11.1
Aron	Ohio	3,000	3,200	138	53	800								7,225	33,701	21.4	9.5
Aubey	New York	3,300	36,952	1,566	219	5,000	\$10	\$34						47,563	167,255	28.4	22.1
Albion	Michigan	2,200	600		300									3,100	8,016	38.7	7.4
Albion	New York	2,000	700	47	35	180								2,962	7,437	39.8	9.4
Alexandria*	Virginia	2,000	2,791					19				51		4,861	14,773	32.9	18.9
Allegheny	Pennsylvania	2,500	3,706	163		1,275	150	24	7	7,825				37,900	37,900	20.6	9.8
Allentown	do	2,900	3,000	228	24	600	155	2						22,706	22,706	30.5	13.2
Alliance	Ohio	2,100	324			500								8,674	8,674	33.7	3.7
Alpena	Michigan	2,000	400											2,400	7,083	33.8	5.6
Altoona	Pennsylvania	2,800	2,342	121	57	900				25	3	12		6,260	20,177	31.0	11.6
Alton	Illinois	2,100	1,669	80	20	500								4,369	11,063	39.5	15.1
Amesbury	Massachusetts	2,000	500			245								2,745	8,018	34.2	6.2
Amherst	do	2,100	893	43	37	276								3,343	8,706	38.4	10.2
Amsterdam	New York	2,400	1,500	76	44	400								4,220	15,239	29.0	9.8
Anderson	Indiana	2,000	1,480	25	45	150								2,760	6,641	40.7	7.2
Ann Arbor	Michigan	2,900	2,500	135	89	800				381	92	15		6,912	21,020	31.1	11.4
Ansonia	Connecticut	2,400	1,500	58	525									3,553	10,497	34.1	15.7
Appleton	Wisconsin	2,400	1,500	106	92	600					24			4,726	14,337	32.0	10.5
Atlanta*	Ohio	2,200	1,450	81	35	500								3,266	8,197	39.8	5.5
Atlanta*	Georgia	3,000	12,534							10	335	65		15,844	102,395	15.5	12.2
Atchison	Kansas	2,900	4,274	185	149	940				50	44	35		8,574	26,878	31.9	15.9
Athens	Georgia	2,000	500											2,500	8,212	34.6	6.1
Aurora	Illinois	2,000	1,228							308				4,186	9,212	34.6	13.2
Aurora	New Jersey	2,500	1,740	40	60	200								4,540	14,660	30.8	11.9
Attleborough	Massachusetts	2,100				300								2,410	6,544	36.8	6.7
Auburn	Maine	2,300	600			600								3,500	10,516	33.3	8.7

Alabama.....	3,000	4,656	162	76	1,060	70	83	86	35,687	26.1	12.1
Albany.....	3,000	5,000	161	37	1,600	.....	.....	.....	37,681	26.8	13.2
Albany.....	3,000	13,786	238	217	2,600	.....	94	101	67,930	29.4	20.3
Albany.....	2,900	1,738	107	59	600	.....	.....	.....	17,288	27.8	10.1
Albany.....	2,900	7,016	.....	.....	.....	.....	164	47	45,001	22.9	16.7
Albany.....	4,000	87,107	.....	4	875	432	1,180	1,244	540,044	17.6	16.1
Albany.....	3,000	5,400	.....	.....	.....	.....	80	.....	30,192	28.1	17.9
Albany.....	2,900	1,920	152	95	700	.....	.....	.....	5,825	43.8	7.7
Albany.....	2,900	1,300	.....	.....	.....	.....	.....	.....	13,674	40.0	14.0
Albany.....	2,900	633	62	60	400	.....	12	7	11,915	30.2	10.9
Albany.....	2,900	3,000	152	75	900	.....	13	5	9,000	36.6	7.3
Albany.....	2,900	3,000	190	86	1,200	.....	25	.....	22,986	29.9	13.4
Albany.....	2,900	2,000	7	81	250	292	37	25	26,131	29.7	11.6
Albany.....	2,000	875	35	47	200	.....	.....	.....	5,376	46.8	3.7
Albany.....	2,100	883	84	16	575	.....	4	.....	8,686	36.3	10.1
Albany.....	2,000	450	.....	.....	.....	.....	.....	.....	10,342	35.4	8.6
Albany.....	2,700	800	63	40	650	.....	.....	.....	5,491	44.6	8.2
Albany.....	2,100	348	.....	.....	.....	.....	.....	.....	12,483	34.0	6.4
Albany.....	2,100	150	.....	.....	.....	.....	.....	.....	5,384	45.4	6.4
Albany.....	2,200	1,000	81	23	400	.....	.....	.....	2,732	11,008	31.9
Albany.....	2,100	1,400	96	25	175	.....	.....	.....	2,750	8,008	24.3
Albany.....	2,800	1,400	96	75	750	.....	.....	.....	3,053	11,226	44.9
Albany.....	2,100	1,863	49	55	350	.....	7	.....	3,447	10,847	31.6
Albany.....	3,000	5,800	240	60	1,000	.....	22	142	10,338	44,402	23.2
Albany.....	2,400	950	6	13	200	.....	.....	.....	16,200	28.1	5.9
Albany.....	2,500	1,000	111	32	500	.....	.....	.....	4,143	11,869	34.9
Albany.....	2,000	4,593	438	66	1,200	.....	.....	.....	2,402	83.2	8.4
Albany.....	2,700	1,500	43	60	600	.....	26	35	37,281	25.0	12.3
Albany.....	2,800	1,457	33	73	240	.....	12	20	5,017	98.8	23.9
Albany.....	2,800	600	6	24	150	.....	.....	.....	4,103	7.8	18.6
Albany.....	4,000	250,638	2,165	399	8,048	449	1,211	8,441	7,461	38.5	8.0
Albany.....	2,400	1,200	25	20	300	.....	.....	.....	288,102	18.7	16.6
Albany.....	2,400	1,003	.....	.....	.....	.....	.....	.....	8,152	46.5	14.7
Albany.....	2,400	2,000	50	250	600	.....	.....	.....	3,403	42.5	12.5
Albany.....	2,400	1,988	35	36	295	.....	.....	.....	30,148	18.8	7.6
Albany.....	2,200	900	.....	.....	.....	.....	.....	.....	3,420	9,450	36.1
Albany.....	2,200	1,000	1	180	.....	.....	.....	.....	4,764	14,423	33.0
Albany.....	3,000	6,096	488	88	1,500	.....	2	.....	3,279	94.5	27.4
Albany.....	2,000	2,200	115	36	598	.....	93	145	7,437	45.4	13.5
Albany.....	2,000	50,210	2,105	231	7,333	.....	.....	.....	12,010	62,061	19.3
Albany.....	2,000	300	.....	.....	.....	.....	.....	.....	2,300	9,181	25.0
Albany.....	2,000	2,200	.....	.....	.....	.....	.....	.....	5,750	18,561	30.9
Albany.....	4,000	300	.....	.....	.....	.....	.....	.....	9,300	9,960	23.1
Albany.....	2,200	800	.....	.....	.....	.....	.....	.....	69,316	340,522	20.0
Albany.....	2,000	270	.....	.....	.....	.....	.....	.....	2,500	3,970	63.7
Albany.....	2,000	300	.....	.....	.....	.....	.....	.....	2,300	4,923	47.6
Albany.....	3,700	30,500	.....	.....	.....	.....	.....	.....	2,270	8,094	28.0
Albany.....	.....	.....	.....	.....	.....	.....	.....	.....	34,789	326,067	10.6

* Government building.

Table showing the gross receipts and expenses for salary of postmaster, clerk-hire, light, fuel, rent, advertising, furniture, stationery, &c.—Continued.

Office.	State.	Salary of postmaster.	Allowances.										Total salary and allowances.	Gross receipts.	Percentage of gross receipts allowed for expenses.	Percentage of gross for clerk-hire.
			Clerks.	Light.	Fuel.	Rent.	Adver-tising.	Furni-ture.	Station-ery.	Mis-cellaneous.						
Berlington	Iowa	\$3,000	\$480	\$178	\$929							\$539	\$62	\$19,029	22.3	12.2
Burlington	Vermont	2,500	3,300									71	26	24,556	24.2	13.4
Butte City	Montana	2,800	2,800	103	1,448			\$54				18		18,252	40.2	15.9
Cadillac	Michigan	2,100	200	28	200									8,878	29.0	2.3
Calais	Illinois	2,100	3,391											17,791	38.8	19.0
Calais	Maine	2,100	900		400									5,400	5.087	17.7
Calumet	Michigan	2,100	200	20	120									5,556	43.9	3.6
Camden	New Jersey	2,200	2,287	152	1,400						45	17		25,806	25.1	8.9
Canandaigua	New York	2,200	1,800											11,074	36.1	16.3
Canon City	Colorado	2,100	873											5,539	53.6	15.7
Canton	Illinois	2,200	700											7,729	37.5	9.1
Canton	Ohio	2,000	2,500	145				252						6,497	27.358	23.7
Carlinville	Illinois	2,000	324											5,003	46.4	6.5
Carlsale	Pennsylvania	2,100	1,287											3,390	11.382	29.8
Carson City	Nevada	2,500	1,000	44	270									8,064	47.3	13.3
Carthage	Missouri	2,300	1,450	38	300									7,343	38.6	5.4
Central Falls	Ohio	2,000	1,500	90	150						3	3		7,847	41.485	27.4
Central Falls	Ohio	2,000	3,074	245	810						2	60		6,469	79.3	27.4
Central Falls	Ohio	2,700	1,300	31	540							11		5,400	5.286	7.6
Central Falls	Ohio	2,000	77	28	250									11,362	31.3	10.6
Chambersburgh	Pennsylvania	2,000	1,200								1			8,007	17.3	13.2
Charlotte	North Carolina	3,000	10,578	25	500					109	66			16,997	50.8	14.3
Charlotte	Michigan	2,400	2,000	74	300						2	4		16,088	32.5	13.9
Charlotte	North Carolina	2,400	2,000	0	200									6,193	45.6	8.1
Charlton	Tennessee	2,500	4,200	265	53						83	81		20,309	23.7	14.3
Chattanooga	Tennessee	2,500	1,900	83	350									15,353	28.8	11.9
Chester	Pennsylvania	2,800	1,700	68	113									13,322	34.1	11.1
Chicago	Illinois	4,000	354,866	1,276	613		1,164	422		5,508	7,907			1,949,190	19.6	18.2
Chicago	Massachusetts	2,100	405											6,185	45.6	5.8
Chillicothe	Missouri	2,000	100	49	800									2,405	7.092	9.3
Chillicothe	Ohio	2,800	1,400	71	150						34	10		14,903	33.9	5.7
Chippewa Falls	Wisconsin	2,300	102,765	9	730									8,328	36.5	6.0
Chickamauga	Ohio	4,000	1,000								2,072	1,549		603,624	17.4	16.1
Circleville	Ohio	2,300	1,000											7,810	42.3	12.8
Circleville	Ohio	2,100	651	44	270						14	72		7,098	41.6	8.5
Cleveland	Ohio	3,800	40,277	11	500						325	180		315,063	14.3	13.7

Location	2,000	1,500	194	76	800	1,000	200	819	9.8
Clinton	2,000	1,500	194	76	800	1,000	200	16,205	9.8
Clinton	2,000	1,500	194	76	800	1,000	200	8,889	7.9
Cobson	2,500	1,350	129	62	200	1,350	200	8,943	10.4
Coldwater	2,500	1,000	72	12	440	1,000	440	10,648	9.4
Colorado	2,800	2,800	162	25	1	2,800	1	18,163	18.4
Colorado Springs	2,800	2,300	104	35	1,000	2,300	1,000	18,041	18.9
Columbia	2,400	5,405	73	25	75	5,405	75	20,483	14.7
Columbus	2,300	16,410	540	136	800	16,410	800	6,865	5.9
Columbus	2,300	2,000	292	1,425	5	2,000	5	117,504	18.9
Concord	2,000	3,524	292	1,425	5	3,524	5	8,796	5.3
Corpus Christi	2,400	900	19	39	450	900	450	28,772	12.3
Corry	2,500	1,200	108	14	350	1,200	350	6,314	7.5
Cory	2,400	1,200	108	14	350	1,200	350	11,587	7.8
Corsicana	2,000	2,000	23	82	8	2,000	8	11,561	10.4
Cortland	2,000	1,000	100	69	1,000	1,000	208	7,916	7.6
Council Bluffs	2,500	3,084	100	69	1,000	3,084	1,000	12,518	8.0
Covington	2,500	1,200	45	23	250	1,200	250	33,454	9.0
Crawfordsville	2,200	1,200	79	66	1	1,200	1	21,787	14.2
Creston	2,200	1,200	40	11	600	1,200	600	9,889	9.0
Cumberland	2,400	2,000	40	11	600	2,000	600	12,091	15.4
DeLias	3,000	7,205	280	54	292	7,205	292	48,912	16.4
Danbury	2,800	2,000	134	31	400	2,000	400	15,790	12.7
Danville	2,800	2,500	132	31	400	2,500	400	15,406	16.2
Danville	2,000	540	58	39	330	540	330	6,844	7.9
Davenport	3,000	5,100	450	79	2,100	5,100	2,100	13,210	13.6
Dayton	3,000	7,800	287	79	2,100	7,800	2,100	40,078	12.7
Deadwood	2,700	2,000	80	160	1,200	2,000	1,200	72,871	18.6
Decatur	2,000	3,000	117	38	23	3,000	23	7,068	28.3
Defiance	2,000	3,630	81	325	6	3,630	6	29,838	10.0
Delaware	2,700	1,575	100	95	167	1,575	167	8,471	7.4
Denver	3,000	20,361	400	115	2,500	20,361	2,500	13,746	11.5
Des Moines	3,000	8,227	17	31	100	8,227	100	150,230	13.5
Detroit	3,800	37,012	32	47	180	37,012	180	196,774	19.5
Dixon	2,100	2,000	708	82	180	2,000	180	314,540	11.8
Dover	2,600	2,000	108	87	280	2,000	280	9,229	14.6
Dover	2,600	135	15	57	160	135	160	12,991	13.4
Dubuque	2,400	5,500	28	74	592	5,500	592	5,367	12.4
Duquoin	2,200	1,000	50	43	216	1,000	216	45,108	12.3
Dunkirk	2,000	1,000	56	65	43	1,000	43	16,213	11.3
Durango	2,000	1,300	18	13	200	1,300	200	10,373	9.6
Eastampton	2,100	2,000	18	13	200	2,000	200	7,469	20.1
East Liverpool	2,300	2,500	199	114	1,025	2,500	1,025	5,665	5.3
Easton	2,900	2,400	272	105	950	2,400	950	8,680	29.3
East Saginaw	2,400	2,537	55	160	1,075	2,537	1,075	24,876	10.0
Eau Claire	2,800	1,750	68	40	200	1,750	200	31,828	21.1
Egan	2,800	1,750	68	40	200	1,750	200	18,319	13.8
Elizabeth	3,000	3,700	120	57	1,000	3,700	1,000	97,446	8.4
New Jersey	2,600	1,200	70	74	400	1,200	400	28,967	12.8
Elkhart	2,600	1,200	70	74	400	1,200	400	13,025	9.2

† Stations.

* Government building.

Table showing the gross receipts and expenses for salary of postmaster, clerk-hire, light, fuel, rent, advertising, furniture, stationery, &c.—Continued.

Office.	State.	Salary of postmaster.	Allowances.							Total salary and allowances.	Gross receipts.	Percentage of gross receipts allowed for expenses.	Percentage of gross receipts allowed for clerk-hire.	
			Clerks.	Light.	Fuel.	Rent.	Advertising.	Furniture.	Stationery.					Miscellaneous.
Elmira.....	New York.....	\$2,700	\$7,100			\$2,000						\$47,104	\$25.0	\$15.0
El Paso.....	Texas.....	2,000	1,000	\$60		600						3,700	41.2	11.2
Elmira.....	Ohio.....	2,200	43	12	150							8,948	32.2	5.6
Emporia.....	Kansas.....	1,200	32	34	475							15,978	28.2	7.5
Emporia.....	Pennsylvania.....	2,600	6,000	282		1		10				41,214	22.2	14.6
Euclid.....	Alabama.....	2,000	1,000		750							6,785	33.2	14.7
Euclid.....	Nevada.....	2,600	1,000	102	600							6,588	67.1	13.3
Evansville.....	Indiana.....	3,000	7,180					184				40,386	23.9	7.4
Evansville.....	Massachusetts.....	3,000	4,487					11				22,480	22.9	9.1
Faribault.....	Minnesota.....	2,000	1,429	50	300							3,850	37.4	19.5
Fargo.....	Dakota.....	2,500	2,362	111	143	1,000		120				6,511	30.2	8.6
Fitchburg.....	Massachusetts.....	2,500	2,510	194	48	800		35				22,930	28.4	10.9
Flint.....	Michigan.....	2,700	1,500	114	60	800						14,930	34.6	10.0
Fond du Lac.....	Wisconsin.....	2,500	2,900	250	111	1,000		6				17,129	39.5	16.9
Fort Dodge.....	Iowa.....	2,000	1,000	30	75	225						3,330	9.9	10.1
Fort Scott.....	Kansas.....	2,200	2,200	29	25	600		11				16,124	33.4	14.6
Fort Smith.....	Arkansas.....	2,200	1,000			270						8,476	41.0	11.8
Fort Wayne.....	Indiana.....	3,000	5,499	385	193	1,000		18				10,120	28.0	14.1
Fort Worth.....	Texas.....	2,800	3,759	113	79			3				7,773	26.0	14.4
Frankfort.....	Kentucky.....	2,100	1,500	85	108	350		33				4,248	12.7	11.5
Franklin.....	Pennsylvania.....	2,300	1,200	80	43	300		13				2,950	10.3	12.3
Frederick.....	Maryland.....	2,500	1,200	44	52	400						10,196	28.3	11.5
Freeport.....	Illinois.....	2,500	2,200	145	79			22				4,958	21.0	10.4
Freeport.....	Nebraska.....	2,100	250	16		400						2,773	26.5	2.4
Fremont.....	Ohio.....	2,300	750	50	50	500						3,650	30.6	6.3
Galesville.....	Texas.....	2,100	360	60	30							2,550	30.6	4.3
Galesville.....	Illinois.....	2,000	810									2,810	8.3	9.7
Galesville.....	Ohio.....	2,000	2,315	252	75	890		56				6,477	27.7	9.9
Gallipolis.....	Ohio.....	2,000	11,279	20	5	67		5				2,892	36.0	10.0
Gabonville.....	Texas.....	3,000	800									14,625	17.2	13.3
Gardiner.....	Maine.....	2,100	1,388			650						2,888	39.5	18.9
Geneseo.....	New York.....	2,200	243									7,299	37.2	8.4
Geneva.....	Illinois.....	2,800	550	105	400			7				3,443	21.5	8.0
Georgetown.....	Colorado.....	2,700	1,350	45	72	540						8,877	68.1	19.8
Glens Falls.....	New York.....	2,200	1,400	125	75	400						4,717	34.1	11.4
Glocester.....	Massachusetts.....	2,400	2,495									4,200	16.9	14.7
Glocesterville.....	New York.....	2,100	1,000	79	450			18				4,010	28.0	8.1
Glocesterville.....	New York.....	2,100	1,000	79	450			3				8,629	32.9	8.1

REPORT OF THE POSTMASTER-GENERAL.

State	3,900	4,000	5	34	400	17	61.0	7.8
Colorado	2,900	4,000						
Dakota	2,000	670					2,670	20.9
Grand Forks	2,000	000					6,538	40.7
Michigan	2,000	000					80,359	14.8
do	3,700	325				79	5,787	62.7
do	2,400	655	03	35	270	5	11,834	37.7
Wisconsin	2,100	108	54	54	300		7,473	34.6
Green Bay	2,400	1,588	80	25	450		18,333	30.0
Greenland	2,000	900	85	10	80		9,532	27.7
Massachusetts	2,000	1,425					8,227	11.5
Iowa	2,000	122	10	15	80		9,532	39.2
Colorado	2,000	1,425					4,220	49.5
Hallowell	2,000	2,635	12	12	63	242	6,987	34.9
Maine	2,000	127	14	18	350	24	5,891	31.0
Sanction	2,000	112	18	20	300	69	6,718	32.1
Michigan	2,000	146	70	53			20,841	14.8
Missouri	2,000	3,000				300	74,090	18.3
Pennsylvania	2,000	10,338				296	137,747	16.6
Connecticut	2,000	18,856	84	84	730	361	26,907	32.3
Massachusetts	2,000	4,450	22	12	250	47	9,183	6.6
Pennsylvania	2,000	4,000	54	72			6,050	43.0
Hazleton	2,000	000					16,804	43.8
Arkansas	2,000	3,100	112	136	900	106	5,890	5.1
Idena	2,000	000					2,485	37.7
Arkansas	2,000	3,100	112	136	900	106	9,277	36.9
Montana	2,000	300	60	25	180		15,509	26.4
Kentucky	2,000	300	60	25	180		6,585	4.6
Ohio	2,000	925	56	38	200		9,277	36.9
Hillsdale	2,000	888					15,509	26.4
Michigan	2,500	3,100	158	60	600	59	6,927	10.0
New Jersey	2,000	3,100	142	42	720	11	30,763	22.5
Hoboken	2,000	780	142	42	720		14,851	8.7
Massachusetts	2,000	1,300	388	82	900		46,553	29.5
Hornellsville	2,000	9,100	888	82	900		5,017	51.8
Hot Springs	2,000	2,000	131	93	400	45	14,604	36.8
Houston	2,000	2,000	131	93	400	222	7,854	6.3
Michigan	2,000	500					2,000	29.5
New York	2,000	29,574	28	50	500	35	33,884	15.2
Massachusetts	2,000	900	151	96	300	614	11,005	33.4
Iowa	2,000	1,100					15,729	32.6
Indiana	2,000	1,800	32	43	200		9,222	38.0
Michigan	2,000	600					9,651	30.0
Iowa	2,000	3,190	279	34	271	38	24,009	13.2
Michigan	2,000	3,400	155	93	1,000	23	7,671	29.5
Illiacan	2,000	1,200	54	26	600	4	14,719	11.7
Jackson	2,000	5,158	193	79	300	82	9,933	28.7
Mississippi	2,000	2,350	144	105	530	45	32,671	29.5
Florida	2,000	2,325	214	105	530	14	21,604	10.8
Jacksonville	2,000	2,000	168	100	1,300	15	5,239	27.6
Jacksonville	2,000	2,000	168	100	1,300	12	22,623	27.6
Tamworth	2,000	500					19,413	28.1
Texas	2,000	1,162	32	43	270		5,766	19.4
Waco	2,000	1,750	25	20	200		3,184	48.2
Jefferson City	2,000	8,494	47	23	400	4	11,213	32.2
Missouri	2,000	1,000	83	147	90	1	8,112	38.1
Indiana	2,000	1,000	83	147	90		11,643	15.9
Jeffersonville	2,000	1,000	83	147	90		72,663	28.2
New Jersey	2,000	2,000	206	65	600	60	15,167	6.6
Pennsylvania	2,000	2,000	206	65	600	13	20,226	32.1
Illinois	2,000	2,000	206	65	600		6,498	14.8
Joliet	2,000	2,000	206	65	600			

* Government building.

Table showing the gross receipts and expenses for salary of postmaster, clerk-hire, light, fuel, rent, advertising, furniture, stationery, etc.—Continued.

Office.	State.	Salary of postmaster.	Allowances.							Total salary and allowances.	Percentage of gross receipts allowed for expenses.	Percentage of gross for clerk-hire.		
			Clerks.	Light.	Fuel.	Rent.	Advertising.	Furniture.	Stationery.				Miscellaneous.	
Junction City	Kansas	\$2,000	\$243	\$10	\$60							\$7,211	32.1	3.4
Kalamazoo	Michigan	2,900	195	105	\$600							7,359	24.4	11.6
Kansas City	Missouri	3,300	359	213	3,000							188,956	19.9	5.5
Keene	New Hampshire	2,700	74	45	300							13,000	40.0	6.8
Kenosha	Wisconsin	2,100	500	11	47	250						7,300	28.5	12.8
Keokuk	Iowa	2,900	3,500	249	78	1,550						10,020	39.5	10.8
Knoxville	New York	2,300	1,150	98	12	550						4,201	18.2	11.1
La Crosse	Tennessee	2,600	4,134	119								7,776	31.6	14.3
La Fayette	Indiana	3,000	4,050	132	104	1,500						8,848	31.3	14.3
Lake City	Minnesota	2,000	303		300							2,603	44.8	6.5
Lancaster	Pennsylvania	2,600	3,700	112	9	900						7,321	30.0	10.2
Lansing	Michigan	2,000	3,328	274								7,606	35.3	11.0
La Porte	Indiana	2,000	900	87	19	400						11,713	29.1	7.7
Laramie City	Wyoming	2,200	400	18	59	300						2,977	6.9	5.7
La Salle	Illinois	2,600	1,530	78	42	292						6,900	43.1	10.5
Las Vegas	New Mexico	2,100	625									7,735	32.9	5.4
Lawrence	Kansas	2,800	3,100	207	124	800						7,097	32.9	19.1
Leavenworth	Massachusetts	3,600	1,000	185	152	1,000						5,356	32.9	3.3
Leadville	Colorado	2,700	8,033	375	454	1,793						30,347	17.7	22.5
Lebanon	Kansas	2,000	2,843	140	193	973						35,285	40.1	7.7
Lebanon	Pennsylvania	2,300	1,000	56	10	500						30,500	26.1	7.1
Le Mars	Iowa	2,000	450	26	52	80						3,857	29.0	4.5
Leominster	Massachusetts	2,100	200	37	7	225						3,918	26.0	3.0
Le Roy	New York	2,100	400	113	10	150						2,569	33.0	6.2
Lewistown	Pennsylvania	2,000	571	48	15	160						7,775	43.0	8.5
Lewiston	Maine	2,900	2,200									2,800	6.9	10.3
Lexington	Kentucky	2,300	3,700	231	92	900						6,870	32.2	13.0
Lima	Ohio	2,400	1,600	98	60	450						7,857	28.3	9.2
Litchfield	Illinois	2,200	600	60	50	100						16,225	25.7	7.2
Lincoln	Nebraska	2,600	5,000									3,118	34.0	12.4
Little Falls	New York	3,000	1,198	70	54	500						40,454	20.0	9.1
Little Rock	Arkansas	2,000	7,500									13,968	30.3	18.7
Lock Haven	Pennsylvania	2,000	905	137	40	333						40,002	26.7	8.9
Lockport	New York	2,500	3,800	92	49	1,000						20,871	27.9	14.7
Logansport	Indiana	2,800	2,000	177	132	600						14,939	35.4	13.5
Longmont	Colorado	2,100										\$5	44.1	.....

Los Angeles	2,500	4,388	139	7	600			65	71	36,378	21.4
Louisville	3,000	32,077	1,034	87	1,250		25	353	702	250,372	15.7
Massachusetts	3,000	5,000	263	38	2,000			12	14	78,334	14.0
Michigan	2,000	245	13	6	100					6,818	35.3
Virginia	2,000	4,205	262	163	678			70	62	37,007	22.5
Massachusetts	2,000	4,000	198	77	1,300			14		45,279	18.4
New York	2,000	500	22	35	75		295			6,927	7.5
Georgia	3,000	4,691	302	67	900		10	88	43	29,635	15.9
Missouri	2,000	4,000	203	11	200					5,671	39.2
Madison	2,400	1,120	33	25	200					9,467	41.1
Wisconsin	2,600	6,000	32	29	400		2	32	85	28,038	31.0
Massachusetts	2,200	4,000	185	84	1,200			85	11	10,121	30.2
New Hampshire	2,000	4,000	25	50	200			20	18	3,054	4.0
Iowa	2,000	4,000	35	50	300					8,107	23.5
Michigan	2,000	1,015	31	74	315			5		6,128	43.7
Minnesota	2,000	1,000	168	61	800					11,096	36.4
Minnesota	2,000	1,150	142	31	375					4,003	9.1
Ohio	2,300	1,400	25	9	25			7		5,856	8.2
Massachusetts	2,100	1,000	39	56	400					11,053	36.2
Michigan	2,500	1,800	40	33	360					8,021	31.9
do	2,300	1,200	22	12	600					11,287	31.4
Texas	2,800	1,400	119	95	600		40			9,143	38.7
Marshalltown	2,600	1,200	97	43	450					18,889	27.0
California	2,600	1,200	69	50	300					8,286	53.2
Massillon	2,300	1,500	46	45	270					3,919	10.4
Illinois	2,500	2,700	86	54	1,000					10,432	37.6
Pennsylvania	2,500	13,440	1,018	75	1,200			59	10	6,372	49.7
Tennessee	2,800	2,246	88	49	450			72	110	16,813	27.9
Indiana	2,600	600	48	26	1,250			6	14	85,361	52.3
Pennsylvania	2,400	1,800	48	48	400					30,491	20.8
Connecticut	2,300	1,800	48	48	400					3,480	30.3
Indiana	2,100	1,800	48	48	400					8,819	36.6
New York	2,100	1,800	48	48	400					22,338	20.6
Massachusetts	2,100	1,800	48	48	400					14,841	52.3
Wisconsin	3,000	35,505	79	182	660					2,840	36.4
Minnesota	3,100	18,485	1,000	3,000	3,000					200,309	16.1
Missouri	2,200	600	65	18	4					41,844	16.1
Alabama	3,000	10,063	30	25	800					167,505	16.6
California	2,000	2,000	104	83	800					2,887	7.7
Illinois	2,500	1,000	73	31	248					54,623	25.7
do	2,500	1,000	73	31	248					20,233	27.1
Michigan	2,500	1,000	73	31	248					5,447	40.5
Montgomery	2,500	4,500	247	69	688					11,395	35.8
Montpelier	2,300	1,500	78	32	900					6,200	56.8
Illinois	2,000	425	45	70	150					28,660	28.5
do	2,100	1,500	48	36	600					13,224	39.4
New Jersey	2,400	1,500	63	65	500					6,661	40.2
Iowa	2,000	1,500	63	65	500					5,123	45.6
New York	2,000	1,500	63	65	500					2,341	4.7
Mount Pleasant	2,000	1,500	63	65	500					14,289	32.0
Mount Vernon	2,000	1,500	63	65	500					8,004	46.2
New York	2,000	1,500	63	65	500					2,150	13.9
Ohio	2,000	1,170	135	50	500					8,000	26.8
										11,434	10.2

* Government building.

Table showing the gross receipts and expenses for salary of postmaster, clerk-hire, light, fuel, rent, advertising, furniture, stationery, etc.—Continued.

Office.	State.	Salary of postmaster.	Allowances.						Total salary and allowances.	Gross receipts.	Percentage of gross receipts allowed for expenses.	Percentage of gross receipts allowed for clerk-hire.	
			Clerks.	Light.	Fuel.	Rent.	Adver- tising.	Furni- ture.					Station- ery.	Mis- cellane- ous.
Muncie.....	Indiana.....	\$2,100	\$450	\$25	\$40	\$200				\$2,815	\$7,834	35.9	5.7
Muscatoine.....	Iowa.....	2,400	1,500	69	64	1,000				5,003	16,095	31.4	9.4
Muskegon.....	Michigan.....	2,000	1,500	140	68	50				3,738	20,132	13.6	7.5
Nantucket.....	Massachusetts.....	2,400								2,000	6,195	32.2	0
Napa City.....	California.....	2,000	743							5,142	8,291	37.9	9.0
Nashua.....	New Hampshire.....	2,800	2,538	148	800			\$50	\$17	6,432	50,128	31.5	12.8
Natchez.....	Tennessee.....	2,300	600	34	14	540				3,488	9,630	35.1	6.0
Natick.....	Massachusetts.....	2,300	400	24	20	150				2,894	7,224	40.0	5.7
Nebraska City.....	Nebraska.....	2,700	1,400	21	64	1		18		4,204	9,475	44.3	14.8
Nearby.....	Wisconsin.....	2,100	300	16	34	100				2,532	6,665	38.2	4.5
Negawane.....	Michigan.....	2,000	122		33			32	78	3,414	5,882	58.3	8.5
Nevada City.....	California.....	2,600	500	87	43	180		85	72	5,344	12,968	41.2	16.0
New Albany.....	Indiana.....	2,400	2,075	117	54	588				19,257	139,825	13.7	11.4
Newark.....	New Jersey.....	3,100	10,000	113	20	460				4,393	14,042	31.3	10.0
New Bedford.....	Ohio.....	2,400	3,600					34	12	6,248	39,980	15.6	9.0
New Britain.....	Massachusetts.....	2,800	2,400	106	50	800				6,177	20,461	30.2	11.7
New Brunswick.....	Connecticut.....	2,600	2,200	175	40	800		7	8	5,880	18,754	31.1	11.7
Newburgh.....	New York.....	2,900	5,400	193	180	1,215		25	25	9,958	26,682	37.3	20.2
Newburyport.....	New York.....	2,400	1,700	97	58	900		22	15	5,192	16,263	31.9	10.5
New Castle.....	Massachusetts.....	2,200	2,500	50	21	600				5,384	12,798	42.1	10.5
New Haven.....	Pennsylvania.....	2,200	16,175					178	253	19,706	123,671	15.9	13.1
New London.....	Connecticut.....	2,500	3,114	264		1,500		42	172	7,592	26,849	36.4	14.9
New Orleans.....	do.....	3,700	55,012					\$2	\$11	60,702	292,400	20.7	18.8
Newport.....	Louisiana.....	2,300	1,500	45	45	144				4,297	8,399	51.2	17.9
Newport.....	Kentucky.....	2,000	4,063					48		6,822	40,500	22.4	13.3
Newton.....	Rhode Island.....	2,100	802,935	8,017	724	18,904				2,400	6,304	37.7	4.7
New York.....	Lowa.....	2,100	600	69	49	242				867,619	4,413,823	19.7	18.2
New York.....	New York.....	2,100	2,100					9,715	12,645	3,060	7,325	41.8	8.3
Niles.....	Michigan.....	2,100	600							3,442	12,167	31.0	9.4
Norfolk.....	Virginia.....	3,000	6,750	82	30	650		34	63	9,847	47,842	20.6	14.1
Norristown.....	Pennsylvania.....	2,000	1,195							4,765	15,938	29.8	9.2
North Adams.....	Pennsylvania.....	2,800	1,464	81	64	350				4,563	17,865	25.5	8.4
Northampton.....	Massachusetts.....	2,300	1,500	94	50	600				3,000	7,294	41.5	4.1
North Attleborough.....	do.....	2,000	300			300				2,400	6,557	37.5	5.1
Northfield.....	do.....	2,000	335	5	20	100				2,950	4,023	58.4	
North Platte.....	Nebraska.....	2,000				330							

State	700	800	900	400	600	700	800	900	400	600	700	800	900	400	600	700	800	900
Norwalk	2,100	700	900	80	6	8,000	800	3,971	80.1	9,056	8,971	11,366	84.9	7.7				
Norwalk	2,400	900	98	828	12	8,500	8,008	8,971	84.9	11,366	8,971	11,366	84.9	7.7				
Norwalk	2,900	277	90	1,200	20	8,500	8,008	8,971	84.9	11,366	8,971	11,366	84.9	7.7				
Norwich	2,100	540	41	858	48	8,000	3,927	12,036	83.5	35,947	3,927	12,036	83.5	22.3				
Oakland	2,000	861	29	377	300	2,700	5,417	3,927	83.2	10,027	5,417	14,059	86.9	8.6				
Oberlin	2,100	2,000	88	45	850	2,000	5,417	6,827	15,102	14,059	5,417	14,059	86.9	18.4				
Ogden City	2,800	2,000	20	25	29	1,600	2,545	6,827	15,102	14,059	2,545	6,359	47.5	7.0				
Old City	2,100	1,600	108	24	200	16,407	19,935	19,935	100,816	100,816	11,232	12,949	86.5	12.4				
Olshan	2,000	16,407	788	65	45	500	3,941	31.1	11,232	11,232	31.1	7.0	16.3					
Omakah	2,300	500	375	375	6	2,300	2,875	36.7	7,843	36.7	2,875	7,843	36.7	6.4				
Ontonaga	2,800	1,250	32	37	270	1,250	4,310	12,571	12,571	4,310	12,571	34.5	9.5					
Orange	2,000	3,600	297	83	300	3,600	8,450	22,436	37.7	16.0	8,450	22,436	37.7	16.0				
Oakblow	2,200	1,500	66	222	280	1,500	3,968	14,086	28.5	10.6	3,968	14,086	28.5	10.6				
Oakblow	2,500	4,244	66	66	31	4,244	6,907	25,837	26.7	16.8	6,907	25,837	26.7	16.8				
Oakblow	2,400	1,800	111	48	300	1,800	4,709	14,491	32.5	12.4	4,709	14,491	32.5	12.4				
Oakblow	2,100	2,500	158	38	300	2,500	2,960	9,082	31.9	5.5	2,960	9,082	31.9	5.5				
Oakblow	2,400	2,500	158	38	300	2,500	2,960	9,082	31.9	5.5	2,960	9,082	31.9	5.5				
Oakblow	2,000	1,000	100	45	500	1,000	2,077	10,273	38.7	9.7	2,077	10,273	38.7	9.7				
Oakblow	2,100	1,700	238	45	500	1,700	3,038	9,323	32.6	7.5	3,038	9,323	32.6	7.5				
Oakblow	2,500	1,155	135	31	370	1,155	4,091	12,149	33.7	9.5	4,091	12,149	33.7	9.5				
Oakblow	2,400	1,655	67	40	348	1,655	3,631	12,383	29.3	7.7	3,631	12,383	29.3	7.7				
Oakblow	2,100	1,000	30	40	348	1,000	3,472	15,983	29.3	6.6	3,472	15,983	29.3	6.6				
Oakblow	2,000	1,000	32	17	225	1,000	2,874	7,210	39.9	8.3	2,874	7,210	39.9	8.3				
Oakblow	2,200	783	53	25	25	783	3,683	9,208	36.9	9.5	3,683	9,208	36.9	9.5				
Oakblow	2,000	2,600	28	36	180	2,600	3,712	12,885	35.8	20.2	3,712	12,885	35.8	20.2				
Oakblow	2,400	1,068	28	36	180	1,068	2,814	9,389	30.5	11.4	2,814	9,389	30.5	11.4				
Oakblow	2,800	3,200	147	800	60	3,200	6,814	35,064	19.4	18.1	6,814	35,064	19.4	18.1				
Oakblow	2,500	2,000	164	1,005	6	2,000	6,863	21,800	32.2	13.1	6,863	21,800	32.2	13.1				
Oakblow	2,000	1,324	12	11	108	1,324	2,283	5,368	41.4	12.2	2,283	5,368	41.4	12.2				
Oakblow	2,000	1,160	100	31	1	1,160	3,282	8,044	40.8	14.3	3,282	8,044	40.8	14.3				
Oakblow	2,400	1,700	54	30	270	1,700	3,461	8,338	41.5	8.4	3,461	8,338	41.5	8.4				
Oakblow	2,700	744	16	9	900	744	3,877	11,172	34.7	6.7	3,877	11,172	34.7	6.7				
Oakblow	2,000	6,504	281	67	688	6,504	12,242	71,395	17.1	9.1	12,242	71,395	17.1	9.1				
Oakblow	2,300	575	61	80	500	575	3,422	8,451	40.5	6.8	3,422	8,451	40.5	6.8				
Oakblow	2,100	3,133	540	789	37	3,133	2,649	7,468	35.4	7.2	2,649	7,468	35.4	7.2				
Oakblow	2,000	240,188	1,249	368	4,900	240,188	263,283	1,579,235	16.6	15.2	263,283	1,579,235	16.6	15.2				
Oakblow	2,100	555	45	26	500	555	2,100	6,607	37.8	6.5	2,100	6,607	37.8	6.5				
Oakblow	2,600	54,721	112	117	1,000	54,721	3,731	10,143	36.7	5.5	3,731	10,143	36.7	5.5				
Oakblow	2,900	2,468	702	658	17.4	2,468	60,031	344,891	17.4	15.6	60,031	344,891	17.4	15.6				
Oakblow	2,900	96	20	300	195	96	6,637	27,298	25.4	9.0	6,637	27,298	25.4	9.0				
Oakblow	2,900	1,200	75	50	750	1,200	3,516	10,436	33.6	4.8	3,516	10,436	33.6	4.8				
Oakblow	2,800	1,200	75	50	750	1,200	5,170	16,096	82.1	7.5	5,170	16,096	82.1	7.5				
Oakblow	2,000	450	13	200	225	450	2,675	6,212	43.0	7.2	2,675	6,212	43.0	7.2				
Oakblow	2,100	600	12	200	200	600	2,914	8,663	33.6	6.9	2,914	8,663	33.6	6.9				
Oakblow	2,200	500	39	60	350	500	3,151	8,300	37.9	6.0	3,151	8,300	37.9	6.0				

* Government building.

Table showing the gross receipts and expenses for salary of postmaster, clerk-hire, light, fuel, rent, advertising, furniture, stationery, etc.—Continued.

Office	State	Salary of postmaster.	Allowances.										Total salary and allowances.	Gross receipts.	Percentage of gross receipts allowed for expenses.	Percentage of gross receipts allowed for clerk-hire.
			Clerks.	Light.	Fuel.	Rent.	Adver-tising.	Furni-ture, station-ery.	Mis-cellaneous.							
Portage	Wisconsin	\$2,100	\$337			\$400						\$5	\$5,802	\$5,891	49.2	6.7
Port Huron*	Michigan	2,000	1,550									8	3,550	14,444	24.5	10.8
Portland*	Maine	3,000	18,000					\$300					21,900	100,151	18.7	18.7
Portland*	Oregon	3,000	8,000					148				99	12,147	68,815	17.6	12.0
Portland*	New Hampshire	2,000	2,900					21				44	5,862	14,515	36.8	19.9
Portsmouth	Ohio	2,000	1,300	\$28	300								4,315	14,805	29.1	8.8
Portsmouth	Virginia	2,500	782	25	20	600							3,427	9,390	36.4	8.3
Pottsville	Pennsylvania	2,500	2,100	131	12	500							8,243	15,690	33.6	18.5
Poughkeepsie	New York	3,000	5,100	297	105	1,350					47	79	9,975	40,317	24.7	12.6
Prescott	Arizona	2,100	800										2,000	7,198	40.2	11.1
Princeton	Illinois	2,100	1,200	24			120						2,644	8,758	33.6	9.1
Princeton	New Jersey	2,100	2,300									25	3,935	8,567	39.9	14.0
Providence*	Rhode Island	3,400	23,940										27,340	190,143	14.8	12.6
Pueblo	Colorado	2,800	2,400	147	37	900				7			6,732	16,859	33.3	16.6
Quincy	Illinois	2,000	5,500	236	91	1,800		\$10	43				10,800	44,312	24.3	12.4
Quincy	Massachusetts	2,000	5,000	95	53	125							5,703	7,013	38.5	7.4
Racine	Wisconsin	2,000	3,377	175	144	1,200						14	7,005	31,415	24.2	10.7
Railway	New Jersey	2,500	4,000										6,551	11,012	28.7	7.3
Raleigh*	North Carolina	2,500	4,000	175	21	1,100				44			7,351	24,015	27.2	16.6
Reading	Pennsylvania	2,200	120	30	350							1	10,004	42,672	23.7	14.2
Red Bluff	California	2,000	1,200										2,700	6,204	43.5	12.9
Red Oak	Iowa	2,400	1,000	57	90	600						5	3,353	9,244	42.7	7.7
Red Wing	Minnesota	2,400	1,200			900							3,305	13,019	33.0	9.9
Richmond	Nevada	2,500	3,313	150	94	200							5,000	7,097	43.2	11.7
Richmond	Indiana	3,000	18,300										21,838	117,397	18.6	13.6
Richmond*	Virginia	2,000	405	34	80	160							2,679	6,058	44.2	6.7
Ripon	Wisconsin	2,100	450										3,450	11,221	30.7	4.0
Rochester	Minnesota	3,400	19,627	1,200		3,000				21	473	738	28,459	249,333	11.4	7.9
Rochester	New York	2,000	3,000	142	59	1,200				66			7,113	37,828	18.8	7.9
Rockport	Illinois	2,000	4,200	382	191	1,246						551	9,458	18,598	56.8	22.5
Rock Island	do	2,000	4,200	382	191	1,246							9,458	18,598	56.8	22.5
Rockland*	Maine	2,100	1,000										3,100	9,565	32.3	10.4
Rome	Georgia	2,200	1,310	78	23	700						3	4,325	12,177	35.5	10.8
Rome	New York	2,400	2,200	130	67	500							5,311	19,510	27.1	11.3
Romport	do	2,800	1,000	80	24	350							3,754	11,569	32.3	8.6
Rutland*	Vermont	2,100	3,500									66	5,099	20,243	28.1	17.3
Saco	Maine	2,300	400										2,900	5,478	52.9	10.9

	3,910	181	149	2,000		65	31	15,886	47,095	32.5	21.0
California.....	1,000	124	28	225			22	4,109	11,816	85.6	8.6
Michigan.....	1,300	94	54	750		8	8	4,273	10,208	41.8	12.7
Vermont.....	1,800	430	109	800		90	120	8,503	10,023	32.9	8.7
do.....	9,000	450	50	793		1,400	1,052	13,577	17,658	17.9	12.6
do.....	141,032	450	50	793	341	358	273	843,780	1,833,955	18.0	11.0
do.....	20,233				87	5	12	24,044	183,955	31.4	13.3
Massachusetts.....	3,000	188		3,000				3,982	9,127	42.5	9.8
Oregon.....	9,000	82	40	300				40,878	40,878	32.6	19.3
Utah.....	7,900	370	58	1,500	286	80	124	13,336	38,974	30.2	16.6
Texas.....	6,150	378	57	1,000	240	159	193	7,154	36,974	31.4	9.4
California.....	6,070							2,250	7,154	31.4	9.4
Ohio.....	3,400			25		44	24	20,408	20,408	34.8	16.7
California.....	91,173	198	43	2,100	25	1,537	1,533	558,134	558,134	18.0	16.3
do.....	8,933	202	48			57	12	6,812	29,232	23.8	13.5
do.....	500	50	25	100		12		7,827	29,232	38.7	6.3
New Mexico.....	1,800	89	15	1,000		38		2,200	7,416	29.7	19.1
California.....	2,500	146	66	1,500				9,440	9,440	55.0	6.7
New York.....	2,300	345	81	2,500	42	85	81	7,720	7,507	27.6	11.8
Georgia.....	1,900	81	64	500		144	214	13,884	28,924	22.2	13.4
New York.....	1,900	158	22	500		5		3,350	17,571	30.4	10.8
Pennsylvania.....	5,175	158	64	500		55	20	8,669	31,964	28.1	16.3
Washington.....								2,100	17,152	17.2	
Missouri.....	2,034	85	35	400		16		6,270	21,949	23.6	13.9
Alabama.....	2,700	122	31	900		0	20	6,282	20,363	31.1	13.2
New York.....	600	126	83	600	3	46	3	3,761	13,661	27.5	3.8
Indiana.....	162	69	26	180				2,162	5,990	58.0	2.8
Pennsylvania.....	400	25	38	400		1		2,672	8,254	34.8	4.6
Wisconsin.....	280	25	31	400				2,764	8,303	34.0	2.4
Illinois.....	200	69	41	100		26	25	2,192	5,123	42.8	
Texas.....	1,700	88	37	200		18		4,043	12,990	31.1	13.1
Louisiana.....	1,200	138	5	250		14	1	3,150	11,894	36.3	10.5
Ohio.....	900	18	5					7,833	40.2	11.5	
Iowa.....	3,280	174	137	1		25	16	3,407	3,979	87.8	25.8
Dakota.....	700	19	106	400		38	187	9,375	27,500	23.8	11.9
Indiana.....	1,600	186	150	1,500		100		6,901	9,320	36.2	8.0
Connecticut.....	784	53	31	1,350				8,818	22,764	38.5	9.1
Colorado.....	1,050	42	60	250				3,502	12,292	28.5	8.6
South Carolina.....	444	30	20	300		7		2,704	7,251	38.5	6.1
Massachusetts.....	300	15	35	50				2,400	5,924	40.5	5.1
Illinois.....	5,948					56	48	9,052	37,207	24.3	16.0
Massachusetts.....	1,840	73	27	2,300				14,492	31.8	12.7	9.3
Massachusetts.....	7,352	529	45	1,400		37	93	78,624	16,9	9.9	9.3
Ohio.....	6,000	144	45	2,100		25	6	10,647	56,310	18.9	10.7
Connecticut.....	1,300	107	21	202				16,171	24.7	8.0	8.0
Virginia.....	2,100	93	97	350		1	04	15,235	12,039	31.0	13.8
Illinois.....	1,022	69	56	400				3,787	15,401	31.5	8.8
Ohio.....	1,000	45	9	731				4,083	26.5	26.5	6.5

* Government building.

Table showing the gross receipts and expenses for salary of postmaster, clerk-hire, light, fuel, rent, advertising, furniture, stationery, etc.—Continued.

Office.	States.	Salary of postmaster.	Allowances.										Total salary and allow-ances.	Gross receipts.	Percentage of gross receipts allowed for expenses.	Percentage of gross receipts allowed for clerk hire.	
			Clerks.	Light.	Fuel.	Rent.	Adver-tising.	Furni-ture.	Station-ery.	Mis-cellane-ous.							
Stillwater.	Minnesota.	\$2,400	\$1,550	\$174	\$91	\$900								\$5,115	\$10,859	20.4	9.3
Stockton.	California.	2,500	2,500	164	40									5,204	10,561	26.6	12.8
Streator.	Illinois.	2,100	1,000	71	22									3,693	8,731	42.3	11.5
Sycamore.	do.	2,000	14,500	386	3,000									21,292	7,059	29.6	
Syracuse.	New York.	2,000	2,623	184	3,000	\$6	\$177	\$193						21,292	129,763	16.8	11.4
Taunton.	Massachusetts.	2,000	6,100	458	500									7,257	55,270	28.7	10.4
Terra Haute.	Indiana.	2,000	1,100	458	87	900	\$30	212						3,300	37,145	29.2	11.0
Texaskana.	Arkansas.	2,200	1,000	13	50									2,685	8,095	40.7	13.6
The Dalles.	Oregon.	2,000	1,130	52	40									3,657	11,195	34.5	10.3
Tiffin.	Ohio.	2,200	2,100	103	85									5,591	16,157	34.6	12.9
Titusville.	Pennsylvania.	2,500	17,092	1,318	3,350	60	155	220	645					25,690	129,298	20.1	13.2
Toledo.	Ohio.	3,100	1,800	25	900									5,515	9,528	55.8	18.9
Tombstone.	Arizona.	2,800	1,800	25	200									3,628	57,438	18.5	10.9
Topeka.	Kansas.	2,700	6,316	400	750									2,000	6,005	33.3	
Torrington.	Connecticut.	2,000												2,000	6,533	30.6	
Traverse City.	Michigan.	2,000	6,380											9,153	56,398	15.3	
Trouton.	New Jersey.	2,700												2,200	7,432	29.6	
Trinidad.	Trinidad.	2,200	13,641	600	2,875									21,361	106,582	21.4	13.6
Troy.	New York.	2,200	700	50	300									3,303	9,075	34.2	7.2
Tucson.	Arizona.	2,400	1,500	30	500									4,470	14,252	31.4	10.5
Tyler.	Texas.	2,000	550	27	200									2,000	6,435	31.1	
Tyrene.	Pennsylvania.	2,000	1,400	70	55									2,708	7,054	39.8	7.8
Urbana.	Ohio.	2,300	7,515	1										11,238	34.0	12.4	
Utica.	New York.	3,000	1,515	1										10,696	69,940	15.3	10.7
Vallejo.	California.	2,300												2,300	6,654	34.7	
Valparaiso.	Indiana.	2,600	3,000	185	51	1,000								2,500	11,063	22.6	
Vicksburg.	Mississippi.	2,500	1,200	54	25									6,829	20,247	31.0	14.8
Vincennes.	Indiana.	2,600	1,200	54	25									3,888	11,302	34.3	10.6
Vinton.	Iowa.	2,000	3,600	127	159	1,150								2,000	5,969	36.3	
Virginia City.	Nevada.	2,800	2,800	180	51	400								2,000	6,850	29.3	
Wabash.	Indiana.	2,000	2,000	180	51	400								2,000	6,850	29.3	
Waco.	Texas.	2,800	1,184	101	26	425								2,880	6,568	34.7	2.7
Waldfield.	Massachusetts.	2,800	1,184	101	26	425								4,535	14,410	31.5	8.3
Walla Walla.	Washington.	2,800	1,200	480	480									4,480	12,069	37.0	9.9
Warren.	Ohio.	2,800	700	85	800									3,967	10,054	34.4	6.6

REPORT OF THE POSTMASTER-GENERAL.

State	3,700	1,900	90	405	119	450	1,611	6	3,387	4,541	14,502	31.3	9.3
Pennsylvania	4,000	116,068	6,168	945	4,998	47.6	292,892	40.9	2,000	180,068	2,000	2,000	2,000
District of Columbia	2,000												
Iowa	2,000												
Washington	2,000												
Washington C. H.	2,000												
Westbury	2,000	4,800	268	115	1,700	700	34	30	9,442	8,164	36.7	18.6	
Waterloo	2,000	4,800	56	11	200	28	24	25	4,737	81,644	34.3	14.5	
Watertown	2,000	2,000	227	184	729	102	376	63	2,592	6,591	39.3	8.0	
New York	2,000	1,198	61	74	500				7,435	24,658	39.2	18.4	
Wisconsin	2,000								4,038	8,583	45.9	14.0	
Maine	2,000	850	84	31	300				2,000	8,471	23.6	5.4	
Illinois	2,000	500	29	55	400				2,822	6,515	43.8	6.6	
Wisconsin	2,000	248			400				3,184	7,536	43.6	6.6	
New York	2,000								2,643	8,106	32.6	8.0	
West Virginia	2,000								2,000	5,839	34.3		
Texas	2,000								2,000	5,017	39.9		
Michigan	2,000	600			300				3,013	6,835	45.4	9.8	
Massachusetts	2,000	750	57	100	500				3,907	9,028	48.3	8.3	
Rhode Island	2,000	1,000	212	103	500				4,615	16,157	28.6	6.2	
Massachusetts	2,000	8,000							11,882	45,447	26.1	19.8	
West Virginia	2,000								2,000	7,590	31.0	6.3	
Wisconsin	2,000	1,700	179	179	150				4,985	14,370	24.9	11.9	
Kansas	2,000	8,000	113	88	600	107			6,813	27,609	24.8	10.8	
Pennsylvania	2,000	8,015	176	52	800	150			7,132	31,992	22.3	9.4	
Delaware	2,000	7,122							6,971	50,177	18.9	14.2	
North Carolina	2,000	4,118	257	61	2,400				8,253	20,012	35.6	16.6	
Wisconsin	2,000	2,000							3,000	8,378	35.0	11.7	
Minnesota	2,000	2,900	125	132	1,550				6,745	19,555	34.6	12.3	
Wisconsin	2,000	279							2,929	6,275	46.7		
Woonsocket	2,000	650	67	24	405				3,946	12,240	32.2	6.3	
Woonsocket	2,000	1,100	104	25	400				3,938	11,298	34.9	9.7	
Rhode Island	2,000	10,149	550	136	1,750	156	253		16,322	96,748	16.9	10.5	
Massachusetts	2,000	540	40	50	240				3,420	10,343	33.4	5.3	
Kansas	2,000	1,300	73	98	350				3,958	12,740	31.1	10.2	
Ohio	2,000	1,680	62	98	600				4,361	7,373	59.1	17.6	
Dakota	2,000	1,980	85	38	600				5,501	22,152	24.8	8.9	
New York	2,000	2,500	108	43	537				6,027	25,509	23.6	9.8	
Pennsylvania	2,000	2,200	138	45	675	18	30	91	5,642	24,278	23.2	9.0	
Ohio	2,000	2,995	163	25	800				3,524	9,016	89.8	9.2	
Michigan	2,000								6,514	26,322	24.7	11.4	
Ohio	2,000												

* Government building.

RECAPITULATION.

Total number of first and second class post-offices 567
 Grand total of salaries and allowances for expenses \$6,046,191
 Grand total of gross receipts for fiscal year ended June 30, 1898 \$67,810,697

Table showing salaries paid to the principal clerks in the offices at New York, Chicago, Philadelphia, Boston, Saint Louis, Cincinnati, San Francisco, and Baltimore, out of postal funds.

Office.	State.	Number of clerks in offices paid from postal funds.	Number of clerks with salaries from \$2,000 to \$4,000 per annum.	Number of clerks with salaries from \$1,500 to \$2,000 per annum.	Number of clerks with salaries from \$1,200 to \$1,500 per annum.
New York	New York	886	14	40	134
Chicago	Illinois	401	11	15	25
Philadelphia	Pennsylvania	356	8	12	16
Boston	Massachusetts	295	7	10	20
Saint Louis	Missouri	184	6	4	14
Cincinnati	Ohio	117	3	5	3
San Francisco	California	77	3	8	26
Baltimore	Maryland	95	3	5	7

The above table does not include allowances for money-order business. The following will show the allowances for clerk-hire out of money-order funds at five of the principal offices:

Office.	State.	Number of clerks in offices (money-order department).	Number of clerks with salaries from \$2,000 to \$4,000 per annum.	Number of clerks with salaries from \$1,500 to \$2,000 per annum.	Number of clerks with salaries from \$1,200 to \$1,500 per annum.
New York	New York	54	3	5	20
Chicago	Illinois	24	2	1	6
Philadelphia	Pennsylvania	10	1	2	1
Boston	Massachusetts	12	1	2	1
Saint Louis	Missouri	12	1	1	2

III.

Statement showing the number of Presidential post-offices in the several States and Territories and the aggregate salaries of the postmasters thereat, as adjusted to take effect October 1, 1883; the total gross and net receipts at said offices during the fiscal year ended June 30, 1883; together with the population, June 1, 1880, as per Compendium of the Tenth Census.

No.	State.	Number of Presidential post-offices, adjustment of October 1, 1881.	Aggregate salaries of post-masters.	Aggregate receipts, fiscal year ended June 30, 1883.	Net receipts.	Population, Census 1880.	
						Rank of State or Territory.	Population.
1	Alabama	22	\$36,500	\$185,552 49	\$115,166 53	17	1,262,505
2	Arizona	5	9,300	37,793 01	22,908 01	44	40,440
3	Arkansas	15	25,400	113,859 85	66,707 50	25	802,525
4	California	56	96,800	954,444 76	634,279 09	24	864,064
5	Colorado	32	55,300	358,420 91	228,282 59	35	194,327
6	Connecticut	53	95,300	698,567 04	469,641 41	28	622,700
7	Dakota	33	49,900	170,423 08	103,415 08	40	135,177
8	Delaware	7	11,600	69,772 91	41,202 64	38	146,608
9	District of Columbia	1	5,000	292,332 00	91,386 53	36	177,624
10	Florida	18	21,500	88,097 35	53,653 43	34	269,492
11	Georgia	28	48,500	356,105 61	230,528 50	13	1,642,180
12	Idaho	4	5,500	15,546 17	7,393 17	46	32,610
13	Illinois	189	300,600	3,198,530 80	2,152,667 20	4	3,077,871
14	Indiana	90	150,500	671,386 07	358,526 50	6	1,978,301
15	Iowa	122	204,900	923,770 27	588,333 27	10	1,624,615
16	Kansas	81	128,800	494,857 88	301,751 07	20	996,096
17	Kentucky	35	58,800	458,207 21	298,932 62	8	1,648,690
18	Louisiana	14	21,500	341,041 59	207,903 92	22	939,946
19	Maine	32	56,100	359,799 33	225,816 81	27	648,036
20	Maryland	19	33,200	629,539 45	402,769 10	23	934,943
21	Massachusetts	118	212,800	2,643,198 74	1,736,275 50	7	1,783,086
22	Michigan	107	183,500	1,111,063 88	755,635 47	9	1,636,037
23	Minnesota	50	42,000	616,739 60	461,522 15	26	780,773
24	Mississippi	24	37,200	124,623 84	74,539 84	18	1,131,597
25	Missouri	68	113,700	1,432,742 26	948,823 72	5	2,168,380
26	Montana	9	16,200	69,173 34	40,019 34	45	39,159
27	Nebraska	43	66,400	311,628 07	200,382 21	30	452,402
28	Nevada	10	15,000	47,878 24	23,193 24	43	62,266
29	New Hampshire	30	49,100	211,842 05	127,544 36	31	346,991
30	New Jersey	60	112,000	747,758 04	482,708 24	19	1,131,116
31	New Mexico	7	12,900	50,648 27	32,726 27	41	119,566
32	New York	215	380,900	7,232,543 24	4,808,858 90	1	5,082,871
33	North Carolina	18	31,100	129,402 87	78,571 23	15	1,899,750
34	Ohio	134	244,200	2,235,798 87	1,499,633 73	3	3,198,062
35	Oregon	12	19,700	116,269 57	77,795 21	37	174,766
36	Pennsylvania	158	277,500	3,167,919 11	1,968,943 55	2	4,282,991
37	Rhode Island	11	22,600	288,881 73	194,100 44	33	276,531
38	South Carolina	16	26,300	153,054 95	103,077 02	21	995,577
39	Tennessee	24	40,700	335,699 62	225,218 64	12	1,642,359
40	Texas	66	109,500	570,389 52	367,500 78	11	1,591,749
41	Utah	6	10,300	66,767 64	42,534 64	39	143,963
42	Vermont	26	43,400	167,266 27	105,128 09	32	332,286
43	Virginia	29	53,600	367,711 48	234,086 15	14	1,512,565
44	Washington	9	14,200	40,628 78	22,298 78	42	75,116
45	West Virginia	13	22,200	106,304 12	61,537 83	29	618,457
46	Wisconsin	78	128,600	746,438 55	475,647 10	16	1,315,497
47	Wyoming	4	7,100	29,310 52	19,012 52	47	20,789
	Total	2,193	3,707,500	33,535,253 95	21,789,179 92		50,155,783

Grand total gross receipts	\$33,535,253 95
Grand total postmasters' salaries	3,707,500 00
Grand total expenses	11,746,074 03
Grand total net receipts	21,789,179 92

Percentage of gross receipts absorbed by salaries 11.06
 Percentage of gross receipts absorbed by total expenses 30.05
 Grand total gross receipts for fiscal year ended June 30, 1883=74.28 per cent. of the revenue of the Post-Office Department for same period.

IV.

ORDER TO THE POSTMASTER AT NEW ORLEANS.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., September 19, 1883.

SIR: Since you were instructed to deliver no registered letters reaching your office addressed to M. A. Dauphin, and to redeem no money-orders payable to him, he has directed, in an advertisement inserted in certain newspapers, that all registered letters intended for him and concerning the Louisiana State Lottery Company be addressed to the New Orleans National Bank at New Orleans, and that all money-orders sent to your office for his benefit and concerning the business of said lottery company be made payable to said bank. I am in possession of trustworthy information that this bank has been and still is receiving through your office registered letters and money-orders for the benefit of M. A. Dauphin in pursuance of his public directions.

This is a defiant scheme on the part of M. A. Dauphin and the New Orleans National Bank to evade the orders which have been addressed to you by the Postmaster-General in pursuance of the Statutes of the United States intended to protect the mails and the public against a business which is vicious and immoral, and which in the main preys upon the ignorant and credulous.

This bank cannot be permitted to stand in the shoes of M. A. Dauphin, and thus enable him to accomplish by indirection what he is not allowed to do directly. Hereafter, therefore, you will deliver to the New Orleans National Bank no registered letters and redeem no money-orders payable to it; but deal with the same as directed by the order of this Department of November 13, 1879.

This order will be revoked whenever the bank gives satisfactory evidence that it has abandoned the above scheme.

Very respectfully,

W. Q. GRESHAM,
Postmaster-General.

WASHINGTON B. MERCHANT, Esq.,
Postmaster, New Orleans, La.

ESTIMATES
OF THE
APPROPRIATIONS FOR THE POSTAL SERVICE.
FOR THE
FISCAL YEAR ENDING JUNE 30, 1885.

ESTIMATES

OF THE

APPROPRIATIONS FOR THE POSTAL SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1885.

OFFICE OF THE POSTMASTER-GENERAL.

Mail depredations and post-office inspectors, and fees to United States marshals, attorneys, &c	\$200,000 00
Inspectors' clerks	20,000 00
Advertising.....	20,000 00
Miscellaneous items in the office of the Postmaster-General	1,500 00

OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL.

For compensation to postmasters	12,250,000 00
For clerks in post-offices	4,900,000 00
For free-delivery service	3,800,000 00
For rent, fuel, and light.....	480,000 00
For office furniture.....	40,000 00
For stationery in post-offices	65,000 00
For miscellaneous and incidental items	90,000 00
For wrapping paper.....	30,000 00
For wrapping twine	80,000 00
For postmarking, rating, and canceling stamps	25,000 00
For letter balances, scales, and test-weights.....	35,000 00
For ink for stamping and canceling purposes }	20,000 00
For pads for stamping and canceling purposes }	

OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

Inland transportation, railroad routes	12,750,000 00
Railway post-office car service	1,625,000 00
Inland transportation, steamboat routes	625,000 00
Inland transportation, star routes.....	5,600,000 00
Railway postal clerks	4,295,289 60
Mail-messengers	1,100,000 00
Mail locks and keys.....	25,000 00
Mail-bags and mail-bag catchers.....	250,000 00
Miscellaneous items in the office of the Second Assistant Postmaster-General.....	1,000 00

OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL.

Adhesive postage stamps.....	146,000 00
Postage-stamp agency	8,100 00
Stamped envelopes and wrappers	644,000 00
Stamped envelope agency	16,000 00
Postal cards.....	268,000 00
Postal-card agency	7,300 00
Registered package, post-office and dead-letter envelopes, locks and seals.....	140,000 00
Ship, steamboat, and way letters.....	1,500 00
Engraving, printing, and binding drafts and warrants.....	2,500 00
Miscellaneous items in the office of the Third Assistant Postmaster-General.....	1,000 00

OFFICE OF THE SUPERINTENDENT OF FOREIGN MAILS.

Transportation of foreign mails	\$425,000 00
Balances due foreign countries, including the United States' portion of the expenses of the International Bureau of the Universal Postal Union, and the subscription of the Department for the monthly journal (L'Union Postale) of that Bureau	75,000 00
Total	50,062,189 60

POSTAL REVENUE.

Estimated amount which will be provided by the Department from its own revenues, viz:

Ordinary postal revenue	\$46,674,078 31
Money-order receipts	430,000 00
	<u>47,104,078 31</u>

DEFICIENCY IN POSTAL REVENUE.

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

2,958,111 20

W. Q. GRESHAM,
Postmaster-General.

OFFICE OF THE POSTMASTER-GENERAL,
October 30, 1883.

POST OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 27, 1883.

SIR: In compliance with your directions, I have compiled and herewith beg to submit for your action table of estimates of appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1885. The papers from the several bureaus, marked from A to F, upon which the table was prepared, are also inclosed.

Very respectfully, your obedient servant,

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

HON. WALTER Q. GRESHAM,
Postmaster-General.

A.

POST OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., September 21, 1883.

SIR: In response to your letter of the 13th instant, I have the honor to submit herewith estimates for the appropriations needed for the office of the Postmaster-General for the fiscal year ending June 30, 1885:

Mail deprecations and post-office inspectors, including amounts necessary for fees to United States marshals, attorneys, &c	\$200,000
Inspectors' clerks	20,000
Advertising	20,000
Miscellaneous items in the office of the Postmaster-General	1,500

Very respectfully,

C. M. WALKER,
Chief Clerk.

MADISON DAVIS, Esq.,
Acting Third Assistant Postmaster-General.

B.

ESTIMATES FOR THE OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL FOR THE FISCAL YEAR ENDING JUNE 30, 1885.

POST-OFFICE DEPARTMENT,
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 23, 1883.

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, 1885, under the following heads, viz:

For compensation to postmasters	\$12,250,000
For clerks in post-offices	4,900,000
For free-delivery service	4,000,000
For rent, fuel, and light	400,000
For office furniture	40,000
For stationery in post-offices	65,000
For miscellaneous and incidental items	90,000
For wrapping twine	80,000
For wrapping-paper	30,000
For postmarking and rating stamps	25,000
For letter balances, scales, and test-weights	35,000
For ink, stamping and canceling purposes	} 20,000
For pads, stamping and canceling purposes	

Total

22,015,000

or \$3,755,000 more than the appropriation for the current year.

COMPENSATION TO POSTMASTERS.

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

	1881-'82.	1882-'83.	Increase per cent.
Estimates	\$7,800,000 00	\$8,800,000 00	12.82
Appropriations	7,800,000 00	8,800,000 00	12.82
Expenditures	8,964,676 72	10,315,394 46	15.06
Deficiency	1,164,676 72	1,515,394 46	30.11

The appropriation for the current year, for this item, is \$9,250,000, or \$884,091.25 less than the estimate submitted. The appropriation is also \$1,065,394.46 less than the expenditures for the past fiscal year. The expenditures for the last fiscal year exceeded those for the previous year in the sum of \$1,350,717.74, or 15.06 per cent. The deficiency for the year was \$1,515,394.46, or \$350,717.74, or 30.11 per cent., greater than that for the preceding year.

The deficiencies for this item for the past four fiscal years have been as follows: 1879-'80, \$158,407.54; 1880-'81, \$798,742.79; 1881-'82, \$1,164,676.72; 1882-'83, \$1,515,394.46; and for 1883-'84 there is a possibility that it will amount to \$2,000,000 or more.

On no preceding occasion has it been so difficult to make anything like an accurate estimate for compensation to postmasters as at this time. For several years past, or since the passage of the law of June 17, 1878, it has been ascertained that an estimate based upon from 20 to 25 per cent. of the estimated receipts of the Department for the fiscal year under consideration would approximate as near to the amount required as by any other method. This is no longer practicable, however, in consequence of the changes, by the act of March last, in the rates of commissions paid postmasters, which law has been interpreted, so far as the compensation of fourth-class postmasters is concerned, to take effect from the date of its approval by the President, March 3, 1883.

The difficulty of making a satisfactory estimate will be more apparent from the following statement:

	First \$50 or less per quarter.	First \$100 or less per quarter.	Next \$100 or less per quarter.	Over \$100 and not over \$300 per quarter.	Next \$200 or less per quarter.	All over \$300 per quarter.	On all the balance.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Commissions of postmasters, law of June 17, 1878		60		50		40	
Commissions of postmasters, law of March 3, 1883	100		60		50		40

The compensation of postmasters for the past fiscal year has therefore been based upon the commissions allowed under the terms of the law of 1878 for a little more than the first eight months, and under the terms of the law of 1883 during nearly the last four months of the year. The result of this difference in percentage of commission will be more readily seen from the following statement of the total compensation of postmasters for the year 1882-'83 by quarters:

COMPENSATION OF POSTMASTERS.

Under old postage rate and old commission:	
For third quarter 1882	\$2,321,251 93
For fourth quarter 1882	2,378,510 60
Under old postage rates and partly new commissions:	
First quarter 1883	2,660,339 53
Under old postage rates and new commissions:	
For second quarter 1883	2,955,292 31
Total fiscal year 1882-'83	10,315,394 46

The very great increase in the compensation of postmasters for the second quarter of 1883 over that of the third quarter of 1882 (\$634,040.38) is evidence of the lack of a suitable basis for an estimate for this item for the year 1884-'85. Again, the commissions of postmasters for the current fiscal year will be for the past three months of the year under the old rates of postage and new percentages, while for the last nine months they will be wholly upon the new rates and new percentages; and hence no really good criterion for an estimate will be obtainable until the returns for the quarter ending December 31, 1883, shall have been received and adjusted, which will probably be about April 1, 1884.

After a consideration of all the circumstances of the case, I am of the opinion that the amount paid for the quarter ended March 31, 1883 (\$2,660,339.53), is the best present basis for an estimate, which, multiplied by four, would give \$10,641,358.12 for the fiscal year 1884-'85, exclusive of the annual increase in this item. Placing this natural increase at \$750,000 for the present fiscal year and at \$825,000 for the next year (which periods will include two readjustments of salaries at 1st, 2d, and 3d class offices), I judge that the total amount required for compensation to postmasters for the fiscal year ending June 30, 1885, would be about \$12,216,358.12. Of this amount it is estimated that at least \$4,000,000 will be required to pay postmasters at Presidential offices. The number of these offices on the first of October last was 2,195, and it is thought that for several coming quarters the increase will average about forty-five offices per quarter, or one hundred and eighty annually.

From the foregoing statement I deem it advisable to submit an estimate of \$12,250,000 for compensation to postmasters for the fiscal year ending June 30, 1885.

CLERKS IN POST-OFFICES.

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

	1881-'82.	1882-'83.	Increase.
Estimates	\$3,850,000 00	\$4,235,000 00	Per cent. 10.00
Appropriations	{ 3,850,000 00 }	4,385,000 00	11.01
Expenditures	{ 100,000 00 }	4,367,079 41	11.73
	3,908,396 60		

The appropriation for the present fiscal year is \$4,775,000, or \$75,000 less than the amount estimated for by the Department. It is \$308,002.59 more than the expenditures for the item for the past fiscal year. The expenditures for the last year exceeded those for the year 1881-'82 in the sum of \$458,682.81, or 11.73 per cent.

In order to make a proper estimate of the amount needed for clerk-hire for the year ending June 30, 1885, the increase of business during the past fiscal year should be considered as an important factor. I have therefore had prepared for your information a statement of the increase of revenue at one hundred representative post-offices, covering nearly every State and Territory of the Union, as shown in the following table, viz:

Table showing increase of gross receipts, amount and per cent., at one hundred representative post-offices, for four quarters ended June 30, 1883, and also population (census 1880).

No.	Offices.	Gross receipts four quarters ended March 31, 1882.	Gross receipts four quarters ended June 30, 1883.	Increase of gross receipts.		Population (census 1880).
				Amount.	Percent.	
1	Birmingham, Ala	\$9,844	\$16,472	\$6,628	67.3	4,025
2	Mobile, Ala	47,695	54,623	6,928	14.5	31,205
3	Montgomery, Ala	24,300	28,660	4,360	17.9	16,714
4	Hot Springs, Ark	12,591	14,851	2,260	17.9	3,721
5	Little Rock, Ark	34,480	40,002	5,522	16.0	13,185
6	Los Angeles, Cal	24,801	36,925	12,124	48.8	11,200
7	Oakland, Cal	33,861	35,947	2,086	6.1	34,656
8	Sacramento, Cal	43,872	47,096	3,224	7.3	21,420
9	San Bernardino, Cal	5,399	6,777	1,378	25.5	4,000
10	San Francisco, Cal	498,704	558,134	59,430	11.9	234,150
11	Denver, Colo.	137,489	150,230	12,741	9.2	35,718
12	Bridgeport, Conn	46,355	62,126	15,771	34.0	29,148
13	Hartford, Conn	128,669	137,747	8,878	6.8	42,553
14	New Haven, Conn	111,118	123,671	12,553	11.2	62,682
15	Willimantic, Conn	7,897	10,047	2,150	27.2	7,500
16	Bismarck, Dak	6,203	8,788	2,585	41.6	2,610
17	Grand Forks, Dak	7,606	13,047	5,441	71.5	1,705
18	Washington, D. C	242,155	292,392	50,157	20.7	147,307
19	Jacksonville, Fla	25,914	33,580	7,666	29.5	12,000
20	Palatka, Fla	4,191	6,245	2,054	49.0	2,000
21	Atlanta, Ga	97,624	102,395	10,371	11.2	37,421
22	Savannah, Ga	63,965	71,778	7,871	12.3	30,682
23	Boise City, Idaho	6,136	7,898	1,762	28.6	1,898
24	Chicago, Ill	1,681,692	1,949,199	267,507	15.9	503,304
25	Elgin, Ill	14,571	57,446	42,875	294.2	10,040
26	Quincy, Ill	40,491	44,312	3,821	9.4	27,275
27	Peoria, Ill	65,937	71,395	5,458	8.2	29,315
28	Indianapolis, Ind	160,677	196,062	34,385	21.4	75,074
29	Terre Haute, Ind	34,589	37,214	2,625	7.5	26,040
30	Fort Wayne, Ind	35,266	38,878	3,611	10.2	26,880
31	Burlington, Iowa	40,701	49,029	8,328	20.4	19,450
32	Des Moines, Iowa	71,776	86,774	14,998	20.8	22,408
33	Dubuque, Iowa	41,694	45,108	3,414	8.1	22,254

Table showing increase of gross receipts, amount and per cent., &c.—Continued.

No.	Office.	Gross receipts four quarters ended March 31, 1882.	Gross receipts four quarters ended June 30, 1883.	Increase of gross receipts.		Population (census 1880).
				Amount.	Per cent.	
34	Clarinda, Iowa.....	85,694	86,747	\$1,053	18.4	2,250
35	Topoka, Kans.....	47,981	57,472	9,495	19.7	15,451
36	Louisville, Ky.....	215,339	250,378	35,039	16.2	123,645
37	Lexington, Ky.....	23,873	27,845	3,972	16.6	16,656
38	New Orleans, La.....	264,186	292,490	28,304	10.7	216,140
39	Bangor, Me.....	28,001	30,192	2,191	7.8	16,857
40	Baltimore, Md.....	493,100	540,504	47,404	9.6	332,190
41	Cumberland, Md.....	12,037	13,011	974	8.0	19,668
42	Boston, Mass.....	1,371,419	1,508,218	136,799	9.9	565,535
43	Lowell, Mass.....	64,045	78,996	14,951	23.2	50,488
44	Worcester, Mass.....	88,773	96,746	7,973	8.9	58,295
45	Fall River, Mass.....	39,440	32,580	3,140	10.6	49,006
46	Detroit, Mich.....	285,945	314,549	28,604	10.0	116,343
47	Grand Rapids, Mich.....	69,266	80,359	11,093	16.0	32,015
48	Minneapolis, Minn.....	118,728	167,539	48,811	41.1	48,887
49	Duluth, Minn.....	19,653	16,211	5,560	52.1	4,488
50	Saint Paul, Minn.....	139,126	183,955	44,829	32.2	41,498
51	Vicksburg, Miss.....	17,486	20,547	3,061	17.5	11,814
52	Kansas City, Mo.....	162,502	188,977	26,475	16.2	55,812
53	Saint Joseph, Mo.....	66,511	71,658	5,147	7.7	32,484
54	Saint Louis, Mo.....	750,013	843,730	93,717	12.6	350,322
55	Butte City, Mont.....	14,552	18,252	3,700	25.4	4,657
56	Helena, Mont.....	14,218	16,804	2,586	18.1	4,000
57	Concord, N. H.....	27,985	28,772	2,787	2.7	15,888
58	Manchester, N. H.....	31,772	34,344	2,572	8.0	32,636
59	Newark, N. J.....	125,351	139,825	14,474	11.5	136,400
60	Trenton, N. J.....	49,925	56,368	6,383	12.7	29,010
61	Washington, N. J.....	16,656	60,678	43,422	260.6	2,143
62	New York, N. Y.....	4,140,801	4,413,822	273,021	6.5	1,206,590
63	Brooklyn, N. Y.....	279,489	340,522	61,033	21.8	566,689
64	Buffalo, N. Y.....	260,898	326,067	65,169	24.8	155,137
65	Rochester, N. Y.....	184,955	249,333	64,378	34.8	89,363
66	Syracuse, N. Y.....	107,207	126,763	19,556	18.2	51,791
67	Troy, N. Y.....	87,638	100,712	13,074	14.9	56,747
68	Utica, N. Y.....	62,490	69,940	7,450	11.9	33,913
69	Elmira, N. Y.....	42,938	47,194	4,256	9.9	29,541
70	Little Falls, N. Y.....	11,119	13,520	2,401	21.5	6,910
71	Ithaca, N. Y.....	19,893	24,069	4,110	20.6	9,105
72	Lockport, N. Y.....	22,091	26,878	4,787	21.6	13,522
73	Wilmingon, N. C.....	24,331	26,012	1,681	6.8	17,361
74	Cincinnati, Ohio.....	581,761	638,624	56,863	9.7	255,708
75	Cleveland, Ohio.....	281,763	315,663	33,900	12.0	169,142
76	Columbus, Ohio.....	165,659	117,594	11,845	11.2	51,666
77	Springfield, Ohio.....	51,914	56,619	4,705	9.0	29,729
78	Portland, Oreg.....	52,492	68,815	16,323	31.0	17,678
79	Harrisburg, Pa.....	49,905	74,090	24,185	48.4	30,762
80	Philadelphia, Pa.....	1,452,145	1,579,235	127,090	8.7	846,984
81	Pittsburgh, Pa.....	319,657	344,891	25,234	7.7	156,351
82	Wilkes Barre, Pa.....	24,600	27,499	2,899	11.7	23,339
83	Providence, R. I.....	179,584	190,143	10,559	5.8	104,850
84	Charleston, S. C.....	73,258	80,057	6,799	9.2	49,999
85	Memphis, Tenn.....	77,691	85,361	7,670	9.8	33,593
86	Nashville, Tenn.....	90,473	106,931	16,458	18.1	43,461
87	Chattanooga, Tenn.....	23,753	29,309	5,556	23.3	12,892
88	Galveston, Tex.....	75,092	84,888	9,796	13.0	22,254
89	Houston, Tex.....	41,604	46,877	4,973	11.9	18,644
90	Salt Lake City, Utah.....	33,446	40,878	7,432	22.2	29,785
91	Ogden, Utah.....	10,689	14,699	4,010	37.5	7,000
92	Burlington, Vt.....	23,327	24,556	1,229	5.2	11,364
93	Montpelier, Vt.....	11,601	13,224	1,623	13.9	3,229
94	Richmond, Va.....	108,895	117,397	8,502	7.8	63,803
95	Lynchburg, Va.....	28,862	37,067	8,145	28.2	15,959
96	Seattle, Wash.....	6,652	12,152	5,500	82.5	3,606
97	Olympia, Wash.....	3,561	3,904	343	9.6	2,009
98	Milwaukee, Wis.....	224,016	260,369	36,393	16.2	115,678
99	Ean Claire, Wis.....	14,080	18,357	4,268	30.2	10,115
100	Cheyenne City, Wyo.....	12,880	15,322	2,442	18.9	3,456
	Total.....	17,550,620	19,776,626	2,226,006	2,432.2	.....

Grand total increase of gross receipts four quarters ended June 30, 1883, \$2,226,006.
Average per cent. of increase at the one hundred offices named, 24.32.

The above table shows that the gross receipts which accrued at the one hundred representative post-offices named, for the four quarters ended June 30, 1883, amounted to \$19,776,626, or 43.95 per cent. of the

entire revenue of the Department for the same period. The aggregate increase of gross receipts over the previous year amounted to \$2,229,006. The smallest percentage of increase (2.7 per cent.) is shown at Concord, N. H., and the largest (294.2 per cent.) at Elgin, Ill., and the average per cent. of increase of gross receipts shown for the fiscal year is 24.32.

The number of allowances made for clerk-hire during the past fiscal year was 2,758, an increase of 478, or 20.9 per cent., as compared with the previous year. The increase of the past year over that of 1880-'81 was 1,422, or 106.4 per cent. The number of applications for clerical assistance declined during the year, mainly on account of an insufficient appropriation, was 2,604.

During the year the requests for allowances for clerk-hire were so numerous, and many of them so urgent and important, that it became necessary to make reductions in the amounts allowed at 195 different offices in order to obtain a fund out of which these meritorious applications could be granted. The necessity for such reductions, I regret to say, is becoming too frequent, and is always attended with much embarrassment to the Department, and apparent injustice to the postmasters whose allowances are decreased. The appropriations for clerks in post-offices have been altogether too small for some years past, and not at all in proportion to the increase in postal business. One consequence of this illiberality on the part of Congress is that, as near as can be estimated, \$140,000 is now annually paid by postmasters out of their own purses for clerical assistance, for which no return is expected. It is believed that about one-half of this amount is expended by postmasters at first and second class offices. It is certainly injustice on the part of the Government to make it necessary for deserving officials to bear a part of the expense of the postal service when the means are at command to relieve them.

The number of separating offices, principally of the fourth class, or offices at which postmasters are allowed clerk-hire on account of "separating" mails for other offices, is now 1,732, and could with propriety and benefit be largely increased if the appropriations for clerks in post-offices would admit of it.

In view of the increase of postal business as indicated in the foregoing table, and other information above given relative to this item, I am of the opinion that not less than \$4,900,000, or an increase of \$125,000, or 2.6 per cent., over the appropriation for the present fiscal year, will be required for this service for the fiscal year ending June 30, 1885.

In my report to you for the present fiscal year I have also referred to this matter of clerks in post-offices, and additional information upon the subject will there be found.

FREE-DELIVERY SERVICE.

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

	1881-'82.	1882-'83.	Increase.
			Per cent.
Estimates	\$2,700,000 00	\$3,600,000 00	11.11
Appropriations.....	2,625,000 00	{ 3,000,000 00 200,000 00	{ 21.52
Expenditures	2,628,262 74	3,173,338 51	20.96

The appropriation for this service for the present fiscal year is \$3,500,000, an increase of \$300,000 over that for the past year, or 9.37 per cent. It also exceeds the expenditures for the past year in the sum

of \$326,663.49. The expenditures for this service during the last year were \$550,073.77, or 20.96 per cent., greater than for the preceding year. The free-delivery service was in operation at the close of the last fiscal year in 154 cities, an increase of 42 over the preceding year. The number of carriers in service June 30, 1883, was 3,680, an increase of 565 over the last year. The total increase in the appropriation for this object for the past fiscal year over the previous year was \$575,000, or 21.52 per cent. The cost of the service was increased for the same period \$550,073.77, owing to its extension to 42 additional offices during the year, to the appointment of additional letter-carriers in the older free-delivery cities, and to the increase in the pay of auxiliary and other carriers, made necessary by the act of August 2, 1882.

The postage on local matter at the different free-delivery offices amounted, for the fiscal year, to \$4,195,230.52, an increase over the previous year of \$378,654.43, and also over the total cost of the service of \$1,021,894.01. The increase in local postage over the previous fiscal year was 9.92 per cent., while the cost of the service for the same period was increased 29.69 per cent., attributable mainly to the requirements of the law of August 2, 1882. The average cost for handling mail matter, per piece, was 2.4 mills, an increase of 0.1 mill over the preceding fiscal year. The average cost per carrier was \$859.95, an increase of \$24.20 over the previous year.

As the excess of the postage on local matter over the cost of the service is considered a very good criterion of the utility and popularity of this service, I submit a statement of that excess, together with the number of free-delivery offices and total number of carriers in each fiscal year for the past six years:

Fiscal years.	Excess of postage on local matter over cost of service.	Number of carriers.	Number of offices.
1877-'78	\$628,084 55	2,275	87
1878-'79	864,771 14	2,359	88
1879-'80	705,104 00	2,688	104
1880-'81	773,718 85	2,861	109
1881-'82	1,193,313 35	3,115	112
1882-'83	1,021,894 01	3,680	154

In view of the above gratifying facts, and of the urgent demand of the public for the improvement and extension of this service, I submit an estimate of \$4,000,000 for it for the next fiscal year.

In detail this estimate is about as follows:

Appropriation and probable expenditure for the current fiscal year	\$3,500,000
For increased pay of carriers under act of August 2, 1882, about	250,000
For increase in number of carriers, say 300, at \$600 each per annum	180,000
For establishing the service in additional cities, say	50,000
For increase in incidental expenses, about	20,000

Total estimate for fiscal year ending June 30, 1885 4,000,000

RENT, LIGHT, AND FUEL.

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

	1881-'82.	1882-'83.	Per cent.	Per cent.
			Increase.	Decrease.
Estimates	\$500,000 00	\$450,000 00		10.00
Appropriations	425,000 00	450,000 00	5.88	
Expenditures	401,978 04	431,039 77	7.22	

The appropriation for the present fiscal year is \$440,000, or \$10,000 less than the amount appropriated for the previous year, and also \$10,000 less than the estimate of the Department. The expenditures for the last fiscal year were \$29,061.73, or 7.22 per cent., greater than for the year 1881-'82.

Under existing law, allowances for rent, fuel, and light are made only at offices of the first and second classes, or where the receipts accruing at the offices entitle the postmasters to annual salaries of \$2,000 and upwards. On July 1 last there were 638 offices of this character, being an increase of 53 over the previous year. In order to provide for additional offices and enable the Department to adjust the allowances to correspond with the increasing needs of the service, I am of the opinion that \$480,000 will be required for rent, fuel, and light for the next fiscal year, and accordingly the estimate has been made for that amount.

In my report for the past fiscal year I have expressed myself in favor of extending to offices of the third class, where the salaries are from \$1,000 to \$1,999 per annum, the same facilities, when practicable, which are accorded by law to those of the first and second classes, viz, those of an allowance for rent, fuel, and light; fitting up the offices at the expense of the Government when not in a leased building, and allowances for clerk-hire, stationery, and incidental expenses. Recommendations of a like nature have heretofore been made to Congress, but without effect. As the law now stands postmasters at third-class offices are, in my opinion, discriminated against in this matter without just cause, and consequently are obliged to bear many of the burdens of the postal service without recompense.

If it shall be determined to change the law in this respect, whatever information shall be desired by Congress of this office relative to the increased expense will be cheerfully furnished. In the event of favorable action by that body the estimate above made, being only for first and second class offices, would have to be materially enlarged.

OFFICE FURNITURE.

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

	1881-'82.	1882-'83.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimates.....	\$25,000 00	\$25,000 00		
Appropriations.....	20,000 00	20,000 00		
Expenditures.....	20,716 64	19,815 38		4.35

The appropriation for this item for the current fiscal year is \$25,000, or \$5,000, or 25 per cent., more than that for the past one; and it likewise exceeds the expenditures for the past year in the sum of \$5,184.62, or 26.16 per cent. During the previous fiscal year there was a deficiency of \$716.64 in this item; but during the past year the expenditure was \$154.62 less than the appropriation. A much larger amount than that appropriated (\$20,000) could, however, have been expended with benefit to the service; bills for furniture aggregating \$6,173.87 having been disallowed, and vouchers for safes amounting to \$5,722 having been suspended on account of insufficient appropriation.

I have given in my report of this year very good and substantial reasons, as I think, why a very much larger appropriation should be

made for this purpose for the next fiscal year. It is unnecessary to repeat them here. Therefore, I will merely say, that so far as my observation has extended, I have found very few post-offices as well supplied in this particular as many mercantile houses which I have visited, doing a business of no larger magnitude. The result is that in a very large number of post-offices the economy of the Government in this respect has been supplanted by the liberality of the postmaster. This officer, in numerous instances, has provided at his own expense the mailing tables, writing desks, racks for mail-bags, chairs, &c., and quite as frequently the safe in use for the security of the postage-stamps and public money; and, no doubt, will consider himself fortunate if he shall be able to dispose of them to his successor at a reasonable price. Meritorious bills for articles of the above character to the amount of \$6,173.87 were presented to the Department during the past year in the expectation that they would be allowed, but the appropriation was too meager to admit of it.

I have made the estimate for this item for the fiscal year ending June 30, 1885, at \$40,000, in the hope that Congress will so far appreciate the gratuitous efforts of postmasters to advance the interests of the service, as to appropriate a sufficient amount to furnish them with the necessary office appliances to enable them to perform their work under more encouraging circumstances.

I have likewise to recommend that a deficiency appropriation be made to cover the most of the disallowed and suspended items heretofore referred to.

STATIONERY IN POST-OFFICES.

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

	1881-'82.	1882-'83.	Increase.	Decrease.
			Per cent.	Per cent.
Estimates.....	\$60,000 00	\$60,000 00		
Appropriations.....	50,000 00	55,000 00	10	
Expenditures.....	56,517 28	55,000 00		2.66

The appropriation for the present fiscal year is \$60,000, or 9.09 per cent., larger than for the year 1882-'83, but from that amount will be deducted the salaries of five clerks at \$1,000 per annum each, and two laborers at \$660 each (who attend to the distribution of the stationery), in accordance with the terms of a separate clause in the legislative, executive, and judicial act for the present fiscal year. This deduction will leave available for stationery in post-offices for the present fiscal year \$53,680. This amount is \$1,320 less than the appropriation for the past year.

Notwithstanding the careful attention given to the accounts for this item, the appropriation for stationery in post-offices for the past year (\$55,000) was exceeded by allowances in the sum of \$1,784.05; but that amount has not yet been audited. Vouchers for this item amounting to \$3,172, the most of them meritorious, were presented during the year and disallowed for want of funds.

As the greater part of these accounts were necessarily incurred by postmasters, I recommend that a deficiency appropriation be made by Congress to reimburse them.

For several years past allowances for stationery in post-offices have

been restricted by the postal regulations to offices of the first and second classes, and until the beginning of the present fiscal year, the postmasters were permitted to expend a certain amount for necessary stationery, the sum depending principally upon the business and importance of the office. A consequence was that the prices paid for the same articles varied widely in different localities. In my report for the fiscal year 1881-'82 it was recommended that hereafter the amount appropriated for stationery in post-offices should be expended immediately under the direction of the Department, and that advertisements should be made and proposals received for the various articles required and contracts awarded for them at the lowest prices, the expectation being that by this method stationery of an equally good quality could be procured at a much less price in the aggregate than was then being paid.

The late Postmaster-General approved the change, and prior to the 1st of July last arrangements were made, to take effect on that date, for distributing stationery (obtained by contracts) to offices of the first and second classes, from the Department, for the present fiscal year, upon estimates furnished by postmasters of the quantity desired and requisitions from them for the same. My belief is that this will prove to be a change in the direction of economy, but the actual result cannot be shown until after a trial of at least six months.

In my report for the past year I have recommended that the five clerks and two laborers provided for out of the amount appropriated for the present fiscal year, for this item, should be transferred to the regular salary roll of the Department in order that their salaries may be paid in the usual way (by the disbursing officer of the Department), and not by warrant on the Treasury as at present.

It is estimated that \$65,000 will be required for stationery in post-offices for the fiscal year ending June 30, 1885, without reference to the salaries of the employes engaged in the Department in the distribution of the articles.

MISCELLANEOUS AND INCIDENTAL ITEMS.

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

	1881-'82.	1882-'83.	Increase.
			<i>Per cent.</i>
Estimates.....	\$100,000 00	\$100,000 00	
Appropriations.....	90,000 00	90,000 00	
Expenditures.....	68,594 78	70,992 79	3.49

The appropriation for this purpose for the present fiscal year is \$90,000, or the same as for the last year. The expenditures for the past fiscal year exceeded those of the year 1881-'82 in the amount of \$2,398.03, or 3.49 per cent. Allowances of this character are made only at offices of the first and second classes, and the number of them July 1, 1883, was 638, an increase of 53 over the previous year. Careful attention has been given to accounts chargeable to this fund during the past year, and that is one reason why the expenditures are largely within the appropriation. Another reason is that safes (heretofore charged to this appropriation), costing \$13,501, were charged against the furniture fund during the year. Items under this head include all articles necessary in the management of post-offices, and not provided for by other appropriations.

The increased and growing postal business, and the wants of the additional offices above mentioned, together with the fact that many articles heretofore charged to the stationery fund must be transferred to this account, will require an appropriation of not less than \$90,000 for the fiscal year ending June 30, 1885. The estimate has therefore been fixed at that amount.

WRAPPING-PAPER.

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

	1881-'82.	1882-'83.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimates.....	\$20,000 00	\$22,000 00	10	
Appropriations.....	{ 20,000 00 5,000 00	{ 22,000 00		12
Expenditures.....	19,993 59	21,999 95	10.03	

The appropriation for wrapping-paper for the present fiscal year \$25,000, which is \$3,000, or 12 per cent., more than for the past year. The expenditures for the past year exceeded those of the previous year in the amount of \$2,006.36, or 10.03 per cent. The estimate for this item for the fiscal year 1884-'85 has been fixed at \$30,000, or 30 per cent. more than the appropriation for the present year. The reasons for the proposed increase are that it is expected the change in the rate of letter postage will considerably augment the value of mail matter, and that a larger quantity of wrapping paper will be needed on this account; also that a much larger quantity of paper is annually used for registered matter; and, finally, that an increase in the appropriation is desirable to provide against any rise in the market price of the article.

WRAPPING-TWINE.

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

	1881-'82.	1882-'83.	Increase.
			<i>Per cent.</i>
Estimates.....	\$55,000 00	\$55,000 00	
Appropriations.....	55,000 00	{ 55,000 00 5,000 00	9.00
Expenditures.....	52,7 64	59,999 93	13.73

From the above statement it will be seen that the expenditure for wrapping-twine during the past fiscal year exceeded that for 1881-'82 in the sum of \$7,239.29, or 13.73 per cent. It likewise exceeds the amount appropriated for the year 1883-'84 (\$55,000) in the amount of \$4,999.93. The regular appropriation for this item for the past fiscal year was \$55,000, but during the last session of Congress it became evident that a deficiency would occur, and an additional appropriation of \$5,000 was asked for, and granted by act of March 3, 1883. The amount appropriated for the present fiscal year for this item is \$55,000, but from present appearances there will be a deficiency of at least \$20,000 before the 30th of June next, unless Congress shall make an additional appropriation to avoid it. The insufficiency of the sums recently granted for this article therefore necessitates a much larger

estimate (\$80,000) for the fiscal year 1884-'85. This is 33.33 per cent. greater than the present appropriation for 1883-'84. The value of the wrapping-twine used (cotton, jute, and hemp) has fluctuated to such an extent within the past three years that only in 1881-'82 was the regular appropriation large enough to pay for the quantity required. In anticipation of a possible increase in the price of this article within the next twelve months, and likewise to provide for an augmented demand for it from postmasters (almost as certain as that for wrapping-paper, and for the same reasons), an increase of \$25,000 over the appropriation for the present year is asked for, and, in my opinion, should be appropriated.

POSTMARKING, RATING, AND CANCELING STAMPS.

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

	1881-'82.	1882-'83.	Increase.
Estimates	\$15,000 00	\$15,000 00	.....
Appropriations	15,000 00	15,000 00	.....
Expenditures	14,144 30	14,992 46	\$848 16

The appropriation for this item for the present fiscal year is \$20,000, or 25 per cent. greater than for 1882-'83. It also exceeds the expenditures for the past year in the sum of \$5,107.54. The expenditures for the last fiscal year were only \$848.16 greater than those for the previous year.

The estimate for the fiscal year ending June 30, 1885, is \$25,000.

LETTER BALANCES, SCALES, AND TEST-WEIGHTS.

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

	1881-'82.	1882-'83.	Increase.
Estimates	\$10,000 00	\$15,000 00	<i>Per cent.</i> 50
Appropriations	10,000 00	15,000 00	50
Expenditures	10,000 00	14,917 79	49.17

The appropriation for this item for the current fiscal year is \$20,000, or 25 per cent. more than for 1882-'83. The expenditures for the past fiscal year exceeded those of the preceding year in the sum of \$4,917.79, or 49.17 per cent.

The estimate for the fiscal year ending June 30, 1885, is \$35,000.

INK FOR STAMPING AND CANCELING PURPOSES, AND PADS FOR STAMPING AND CANCELING PURPOSES.

The estimate for each of the above items for the current fiscal year was \$10,000; but no appropriation was made for either of them. For the past fiscal year 1882-'83 \$35,000, in one sum, was appropriated, all of which except \$455.46 was expended. The estimate for the fiscal year 1884-'85 is, for ink and pads, \$20,000.

For greater convenience in considering the above four items—post-

marking, rating, and canceling stamps, letter-balances, scales, and test-weights, and ink and pads for canceling purposes—I have placed them nearer together than usual.

A very material obstacle in the way of a thoroughly successful administration of the affairs of post-offices is the absence in many of them, especially those of the fourth class (where the salary of the postmaster is less than \$1,000 per annum), of many, if not all, of the proper materials and facilities for properly conducting the postal business. For instance, of the articles above mentioned, postmarking and rating stamps cannot, under the regulations, be furnished to postmasters at the expense of the Department unless the gross receipts of their offices amount to \$50 per annum. Nor can the equally essential article—a letter-balance—be sent to a postmaster of this class, except under somewhat similar restrictions; and ink and pads for stamping and canceling purposes cannot be furnished to any except offices of the first and second classes. These regulations have been in force many years, and are believed to have been made necessary by the unwillingness of Congress to annually appropriate sufficient money to provide these classes of offices with all the needful articles for the proper transaction of the postal business. I am sure you will agree with me when I say that such economy in the management of so important a Department as this should never have been practiced. The result has been that many postmasters at third and fourth class offices have provided, at their own expense, letter-balances, postmarking and rating stamps, and ink and pads for use in their offices; and others not having the means or inclination to purchase any of them are often compelled to use grocers' scales to weigh the matter deposited in their offices for mailing, and ordinary ink and pen for postmarking, and a variety of stamping inks for canceling purposes. Much confusion and delay in the transmission and delivery of mail matter has thereby been caused to business men, besides considerable annoyance and also loss of revenue to the Department from improper cancellation of postage-stamps.

In order to overcome this difficulty, Congress, after much urging, authorized the expenditure of \$35,000 during the last fiscal year for the purpose of partially supplying post-offices of the fourth class with the "necessary implements for canceling stamps and weighing and postmarking mail matter," the limit being \$5 to each office so supplied. Under the provisions of this act, and with the aid of other and regular appropriations, about 11,000 offices were, during the year ended June 30, 1883, furnished with the above-mentioned articles, including such offices as were established during the fiscal year.

In the preparation, last fall, of the estimates for the current fiscal year, it was deemed advisable to ask Congress for an increased appropriation for each of these articles to enable the Department to supply all offices of the fourth class with the necessary implements for weighing, postmarking, and canceling matter deposited for mailing.

Accordingly, the estimates for 1883-'84 were as follows:

Marking and rating stamps	\$25,000,	as against \$15,000 for previous year.
Letter-balances, scales, &c.....	25,000,	as against \$15,000 for previous year.
Ink for stamping, &c	10,000,	} as against a part of the \$35,000
Pads for stamping, &c.....	10,000,		mentioned above.

Total..... 70,000

Congress at its last session did not seem to fully appreciate the necessity for this increased appropriation, and consequently the amounts granted for the present fiscal year were as follows:

Marking and rating stamps, \$20,000; letter-balances, scales, &c.,

\$20,000; ink for stamping, &c., nothing; pads for stamping, &c., nothing; or, in the aggregate, a little more than one-half of the sum asked for.

As a result of this action by Congress, neither ink nor pads nor more than one-half of the number of stamps and letter-balances actually needed can be furnished to the fourth-class offices during the present fiscal year, and as a consequence thousands of letters and other pieces of mail matter will continue to pass through the mails improperly weighed, rated up, and postmarked, and without the stamps having been effectually canceled.

The present expense of these articles would be about as follows:

Letter-balance.....	\$2 29
Marking stamps.....	63
Canceling ink.....	50
Pad for stamping.....	60
Total.....	4 02

These prices are somewhat lower than when the estimates were prepared last year.

The appropriations for each of the above items should be large enough to furnish these implements to the existing fourth-class offices remaining unsupplied, to the offices which will be established during the present and the next fiscal year, and to such offices of the first, second, and third classes as are now without any of the needed facilities of this character. Allowance should also be made in making these appropriations for the inevitable wearing out, injury to, or loss, by fire or otherwise, of any or all of these implements in offices where they are now in use. The estimates have been prepared accordingly.

DEPARTMENTAL PRINTING, BINDING, ETC.

The estimate for this item for the next fiscal year has been prepared in this office, and forwarded by the Postmaster-General, in accordance with previous practice, to the Secretary of the Treasury. The amount asked for is \$200,000.

DEPARTMENTAL STATIONERY.

It is the custom of the Postmaster-General to include this item in the statement submitted by him relative to estimates for other departmental expenses. It has been prepared and addressed accordingly. The amount requested is \$9,000.

SUMMARY OF ESTIMATES.

The aggregate of the above estimates is \$22,015,000, which is \$3,755,000 or 20.56 per cent. more than the appropriation for the current fiscal year.

Estimate for 1882-'83, \$16,777,000.

Estimate for 1883-'84, \$19,369,091.25; increase, \$2,592,091.25 or 15.45 per cent.

Estimate for 1884-'85, \$22,015,000; increase, \$2,646,008.75 or 13.66 per cent.

Appropriation for 1882-'83, \$17,147,000.

Appropriation for 1883-'84, \$18,260,000; increase, \$1,113,000 or 6.49 per cent.

Expenditures for 1881-'82, \$16,141,035.31.

Expenditures for 1882-'83, \$18,579,082.99; increase, \$2,438,047.68 or 15.10 per cent.

Additional information relative to the above estimates will be found in the accompanying tabular statement.

In the preparation of the above estimates I have been careful not to ask for a larger appropriation for any item than the actual necessities of the service seem to require, and unless the amounts asked for shall be appropriated by Congress, the Department will, in my judgment, be very much embarrassed in its operations, and the public will have additional reasons for believing that their interests are neglected.

I hope that the recommendations herein made will meet with your cordial approval, as a successful administration of the affairs of the Department depends, in a great measure, upon the amounts appropriated for its management.

Very respectfully,

FRANK HATTON,
First Assistant Postmaster-General.

Hon. W. Q. GRESHAM,
Postmaster-General.

Comparative statement of expenditures in the office of the First Assistant Postmaster-General, for the fiscal years 1881-'82 and 1882-'83; of appropriations for the years 1882-'83 and 1883-'84, and of estimates for 1884-'85 and 1884-'86.

Items.	Expenditures for fiscal year 1881-'82.	Appropriations for fiscal year 1882-'83.	Expenditures for fiscal year 1882-'83.	Increase of expenditures in 1882-'83 over 1881-'82.	Estimates for fiscal year 1883-'84.	Appropriations for fiscal year 1883-'84.	Estimates for fiscal year 1884-'85.	Increase of estimates for 1884-'85 over appropriations for 1883-'84.
For compensation to postmasters	\$8,004,876 72	\$8,800,000 00	\$10,315,394 46	\$1,350,717 74	\$10,134,691 25	\$6,250,000 00	\$12,230,000 00	\$6,000,000 00
For clerks in post-offices	3,908,396 00	4,385,000 00	4,367,070 41	458,682 81	4,850,000 00	4,775,000 00	4,800,000 00	125,000 00
For free-delivery service	2,623,262 74	3,000,000 00	3,173,306 51	550,043 77	3,600,000 00	3,500,000 00	4,000,000 00	500,000 00
Additional act of August 7, 1882.		200,000 00						
For rent, fuel, and light	401,978 04	450,000 00	431,039 77	20,061 73	450,000 00	440,000 00	480,000 00	40,000 00
For office furniture	20,716 64	20,000 00	19,815 38	*901 26	30,000 00	25,000 00	40,000 00	15,000 00
For stationery in post-offices	56,517 28	55,000 00	55,000 00	*1,517 28	65,000 00	60,000 00	65,000 00	5,000 00
For miscellaneous and incidental items	68,594 76	90,000 00	70,992 79	2,398 03	90,000 00	90,000 00	90,000 00	0 00
For wrapping-paper	19,993 59	22,000 00	21,099 03	2,006 36	25,000 00	25,000 00	30,000 00	5,000 00
For wrapping-twine	52,754 64	55,000 00	59,999 03	7,245 29	55,000 00	55,000 00	80,000 00	25,000 00
Additional act of March 3, 1883.		5,000 00						
For postmarking, rating, and canceling stamps	14,144 30	15,000 00	14,992 46	848 16	25,000 00	20,000 00	25,000 00	5,000 00
For letter balances, scales, and test-weights	10,000 00	15,000 00	14,917 79	4,917 79	25,000 00	20,000 00	35,000 00	15,000 00
For ink, stamping and canceling purposes		35,000 00	34,544 54	34,544 54	10,000 00			
For pads, stamping and canceling purposes.					10,000 00			
Totals	16,141,035 31	17,147,000 00	18,570,062 99	2,438,047 68	19,368,001 25	18,260,000 00	22,015,000 00	3,755,000 00
Expenditures for 1882-'83	\$18,579,082 99	Expenditures for 1882-'83	\$18,579,082 99	Estimate for 1884-'85	\$22,015,000			
Expenditures for 1881-'82	16,141,035 31	Appropriation for 1883-'84	18,260,000 00	Appropriation 1883-'84	18,260,000			
Increase of expenditures for 1882-'83 over 1881-'82	2,438,047 68	Increase of expenditures 1882-'83 over ap- propriation for 1883-'84	319,082 99	Increase of estimate 1884-'85 over appropria- tion for 1883-'84	3,755,000			

* Decrease.

C.

POST-OFFICE DEPARTMENT,
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 24, 1883.

SIR: In response to your communication of the 13th ultimo, I submit herewith estimates of amounts to be appropriated for this office for the fiscal year ending June 30, 1885:

Inland transportation, railroad routes	\$13, 735, 216 00
Railway post-office car service.....	1, 625, 000 00
Necessary and special facilities on trunk lines.....	185, 000 00
Inland transportation, steamboat routes	625, 000 00
Inland transportation, star routes	5, 600, 000 00
Railway postal clerks.....	4, 295, 289 60
Mail messengers.....	1, 100, 000 00
Mail locks and keys.....	25, 000 00
Mail bags and mail-bag catchers.....	250, 000 00
Miscellaneous items in the office of the Second Assistant Postmaster-General.....	1, 000 00
Total.....	27, 441, 505 60

Very respectfully,

H. D. LYMAN,
Acting Second Assistant Postmaster-General.

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

D.

EXPLANATION OF ESTIMATES OF APPROPRIATIONS FOR THE OFFICE
OF THE THIRD ASSISTANT POSTMASTER-GENERAL FOR THE FISCAL
YEAR ENDING JUNE 30, 1885.

I.—ADHESIVE POSTAGE-STAMPS.

For manufacture of ordinary postage-stamps, of official stamps, of newspaper and periodical stamps, and of postage-due stamps.....	\$146, 000
<hr/>	
The number of these stamps issued during the fiscal year ended June 30, 1883, was	1, 220, 137, 469
Add 14 per cent. for increase.....	170, 819, 246
<hr/>	
Gives estimated issue for fiscal year ending June 30, 1884	1, 390, 956, 715
Add 14 per cent. for increase as before	194, 733, 940
<hr/>	
Gives estimated number required for fiscal year ending June 30, 1885..	1, 585, 690, 655
<hr/>	
Cost of manufacturing that number at present contract price, 9.19 cents per thousand.....	\$145, 72497

The increase in the number of adhesive stamps issued during the past year over the preceding one was about 8 per cent., but it would have been greater except for two special reasons operating to curtail the issues: In the first place, upon the passage in March last of the act reducing letter postage to 2 cents, postmasters began to limit their requisitions for stamps, with the view of reducing to a minimum the stock to be left on hand on the 1st of October. Secondly, it became apparent some time before the close of the fiscal year that the appropriation for the manufacture of stamps would be insufficient for the

purpose, and the effort was made to avoid a deficiency by curtailing the requisitions, in many cases, to quantities that were estimated to be sufficient to last only till the 1st July, when the new appropriation took effect. The issues for the last year, reduced in the manner explained, therefore constitute a low basis on which to estimate for future needs.

The reduction of letter postage will largely swell the number of stamps that will be required during the coming year, not only on account of the expected augmentation of business, but to provide for the exchange (should that course be decided upon, as it no doubt will be) of the 3-cent and 6-cent stamps now remaining in the hands of the public. Allowance has accordingly been made in the foregoing estimate for an annual increase of 14 per cent. The amount of the estimate has been placed in even figures at \$146,000. The appropriation for the current year is \$130,000. The present contract for manufacturing adhesive postage-stamps is for four years, and will expire on the 30th June, 1885.

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 the same in amount as the appropriation for the present fiscal year.

III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

For manufacture of stamped envelopes, newspaper wrappers, and letter sheets \$644,000 00

The cost of the stamped envelopes and wrappers issued during the fiscal year ended June 30, 1883, was 487,475 83
Add 15 per cent. for increase 73,121 37

Gives estimated cost for fiscal year ending June 30, 1884 560,597 20
Add 15 per cent. for increase as before 84,089 58

Gives estimated cost for fiscal year ending June 30, 1885..... 644,686 78

The issue of stamped envelopes and newspaper wrappers was only a little more than 1 per cent. over that of the previous year, these articles having been affected still more than postage-stamps by the anticipated reduction of postage. The demand for special-request envelopes particularly showed a large falling off, consumers either ordering in very limited quantities or wholly suspending their orders until the new 2-cent envelopes were ready for use. Should the stimulus of a lower rate of postage unduly increase the number of letters, as may reasonably be expected, the demand for stamped envelopes will increase proportionately. The present estimate contemplates an annual increase of 15 per cent., which, under the circumstances, can hardly be regarded as excessive.

The estimate is placed in round figures at..... \$644,000 00
The amount appropriated for the present year is 632,000 00

The present contract is for four years, ending September 30, 1886.

The annual rates of increase in the number of stamped envelopes and newspaper-wrappers issued during the past four years were as follows :

	Per cent.
For year ended June 30, 1880, over previous year.....	16.6
For year ended June 30, 1881, over previous year.....	9.6
For year ended June 30, 1882, over previous year.....	12.9
For year ended June 30, 1883, over previous year.....	1.0

IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and wrappers, and for expenses of agency..... \$16,000 00

This estimate agrees with the amount of the appropriation for the present year.

V.—POSTAL CARDS.

For manufacture of postal cards \$268,000 00

The total number of postal cards issued during the fiscal year ended June 30, 1883, was 379,516,750
Add 14 per cent. for increase..... 53,132,345

Gives estimated number for year ending June 30, 1884..... 432,649,095
Add 14 per cent. for increase as before..... 60,570,873

Gives estimated number for year ending June 30, 1885..... 493,219,968

The cost of manufacturing these articles at the present contract price of 54.43 cents per thousand is \$268,459 63

The increase in the issue of postal cards for the last over the preceding year was about 8 per cent.; for 1882 over 1881 it was 13.90 per cent.; for 1881 over 1880 it was 13.20 per cent.; for 1880 over 1879 it was 22.80 per cent.; and for 1879 over 1878, 10.55 per cent. The average annual rate of increase for the past five years was 13.69 per cent. In the light of this average the present estimate is based on an annual increase of 14 per cent. The appropriation for the current year is \$253,000. The contract will expire June 30, 1885.

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..... \$140,000 00

The contract for registered package, post-office, and dead letter envelopes is for one year only, beginning on the 1st July of each year. The prices for the present year vary but slightly from those of the preceding year. The amount expended during the last fiscal year was \$96,949.60. The appropriation for the current fiscal year is \$140,000, and it is believed that this amount will be sufficient for the next fiscal year, notwithstanding the increase of business to be expected in post-offices.

VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

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

By law (sections 3913, 3976, 3977, 3978, Revised Statutes) this appropriation is necessary for the payment to masters or owners of vessels, not regularly engaged in the transportation of the mails, for letters brought and delivered to post-offices on arrival in port for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amount paid to said masters or owners, which amounts are consequently refunded to the Department. The expenditure for the last fiscal year was \$1,517.10; for 1882, \$1,444.38; for 1881, \$990.95; and for 1880, \$1,355.51. The appropriation for the current year is \$1,500, and the estimate for the next fiscal year is placed at the same amount.

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

For engraving, printing, and binding drafts and warrants..... \$2,500 00

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the Department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The expenditure on this account during the last fiscal year was \$1,992.22. On the 1st of October, 1883, the system of paying mail messengers by postmasters was discontinued, and they are now paid by warrant on the Treasury. The appropriation for the current year is \$2,000. An additional sum of \$500 will be required for the next fiscal year on account of the change mentioned, and the estimate is therefore placed at \$2,500.

MISCELLANEOUS.

For miscellaneous items..... \$1,000 00

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

Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1884, with estimates for the year ending June 30, 1885.

Items.	Amount appropriated year ending June 30, 1884.	Estimate for year ending June 30, 1885.	Increase of estimates.	
			Amount.	Per cent.
Adhesive postage-stamps	\$130,000	\$146,000	\$16,000	12.3
Postage-stamp agency	8,100	8,100		
Stamped envelopes and wrappers	632,000	644,000	12,000	1.9
Stamped-envelope agency	16,000	13,000		
Postal cards	253,000	268,000	15,000	5.9
Postal-card agency	7,300	7,300		
Registered-package, post-office, and dead-letter envelopes	140,000	140,000		
Ship, steamboat, and way letters	1,500	1,500		
Engraving, printing, and binding drafts and warrants	2,000	2,500	500	25.0
Miscellaneous	1,000	1,000		
Total	1,190,000	1,234,400	43,500	3.6

Respectfully submitted to the Postmaster-General.

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

OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
October 23, 1883.

E.

POST OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 10, 1883.

SIR: Replying to your letter of the 13th ultimo, I have the honor to inform you that the amounts estimated as required to be appropriated

for the foreign mail service for the fiscal year ending June 30, 1885, are as follows :

For transportation of mails.....	\$125,000
For balances due foreign countries, including the United States portion of the expenses of the International Bureau of the Universal Postal Union, and the subscription of the Department for the monthly journal (L'Union Postale) of that Bureau.....	75,000
Total.....	500,000

I am, very respectfully, your obedient servant,
JOSEPH H. BLACKFAN,
Superintendent Foreign Mails.

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

F.

POST-OFFICE DEPARTMENT,
 OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,
 Washington, D. C., October 24, 1883.

SIR: In compliance with the request made in your letter of yesterday, I have the honor to inform you that the gross revenue to be derived from the money-order business for the fiscal year ended June 30, 1885 (not including such expenses as would, under existing law, be paid during that year out of appropriations), will, in my opinion, amount to \$430,000.

I am, respectfully, your obedient servant,
C. F. MACDONALD,
Superintendent.

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

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1883.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 1, 1883.

SIR: The average amount of work performed in each of the divisions of this office during the past fiscal year, except in a few instances, exceeded that of any previous year. In the establishment of a very large number of post-offices, and changes in the location of many already in existence; in the more thorough dissemination of information concerning the construction and interpretation of the postal laws, and in affording better and more numerous facilities for the proper transaction of business in post-offices, the Bureau has, so far as the appropriations would permit, endeavored to meet the necessities of an increasing population, assist in the activity of commercial circles, and keep pace with the construction and extension of the various railroads and other means of communication. It is believed that in no preceding year have fewer complaints been made concerning the incompetency or dishonesty of postmasters, or of delay or confusion in the delivery and dispatch of mail matter in the different post-offices.

The extensive and varied nature of the work performed in this office, and the impossibility of properly classifying and tabulating the amount transacted in some of its divisions, will prevent me from submitting a report of much of it in any other than a general form. Where details can be entered into, the report of the work of the office will be presented with more particularity.

Comparative statement of the number of post-offices established and discontinued, and of postmasters appointed for the fiscal years ended June 30, 1882, and June 30, 1883.

	June 30, 1882.	June 30, 1883.	Increase.	Decrease.
Number of offices established during the year.....	3,166	3,253	87	
Number discontinued.....	1,447	1,621	174	
Decrease (comparison of net increase for the year).....	1,719	1,632		87
Whole number of post-offices.....	46,231	47,863	1,632	
Number filled by appointment of the President.....	1,951	2,143	192	
Number filled by appointment of Postmaster-General.....	44,280	45,720	1,440	
Appointments were made during the year:				
On resignations and commissions expired.....	7,346	7,734	388	
On removals and suspensions.....	1,021	705		316
On change of names and sites.....	349	342		7
On deaths of postmasters.....	461	468	7	
On establishment of new post-offices.....	3,166	3,253	87	
Total appointments.....	12,343	12,502	159	
Total number of cases acted on during the year.....	14,340	14,882	542	

From the above statement it will be observed that there was a small increase—87—in the number of post-offices established during the last fiscal year, as compared with the preceding year, and also an increase of 174 in the number of offices discontinued.

The whole number of post-offices June 30, 1883, was 47,863, an increase of 1,632 during the year. This increase, apportioned by sections and States and Territories, was as follows:

THE SIX NEW ENGLAND STATES.

Maine.....	18	Rhode Island.....	1
New Hampshire.....	11	Connecticut (decrease).....	1
Vermont.....	7		
Massachusetts.....	0	Total.....	36

THE FIVE MIDDLE STATES, AND THE DISTRICT OF COLUMBIA.

New York.....	40	Maryland.....	49
New Jersey.....	11	District of Columbia.....	1
Delaware.....	2		
Pennsylvania.....	120	Total.....	223

THE FOURTEEN SOUTHERN STATES AND INDIAN TERRITORY.

Virginia.....	60	Texas.....	10
West Virginia.....	47	Arkansas.....	44
North Carolina.....	95	Missouri.....	48
South Carolina.....	35	Tennessee.....	90
Georgia.....	53	Kentucky.....	83
Florida.....	48	Indian Territory.....	12
Alabama.....	62		
Mississippi.....	29	Total.....	725
Louisiana.....	9		

THE TEN STATES AND SIX TERRITORIES OF THE WEST AND NORTHWEST.

Ohio.....	78	Colorado.....	49
Indiana.....	52	Dakota.....	172
Michigan.....	47	New Mexico.....	1
Illinois.....	37	Montana.....	14
Wisconsin.....	23	Wyoming.....	12
Iowa.....	12	Idaho.....	12
Minnesota.....	27	Utah.....	7
Kansas.....	3		
Nebraska.....	34	Total.....	580

THE THREE STATES AND THREE TERRITORIES OF THE PACIFIC SLOPE.

Oregon.....	10	Arizona.....	10
California.....	25	Alaska.....	2
Nevada.....	7		
Washington.....	14	Total.....	68

Pennsylvania has the largest number of post-offices of any of the States, as it has had for several years, the number being on June 30, 1883, 3,716. New York followed with 3,082, and Ohio was third in the list with 2,620. The largest increase in the number of post-offices in any of the States and Territories during the fiscal year was in Dakota, the number having been 172. Pennsylvania was next in the list with 120, and North Carolina was third, with an increase of 95. The smallest increase was in Rhode Island, it having been but 1. In Massachusetts there was no increase, and in Connecticut there was a decrease of 1.

Lancaster County, Pennsylvania, had the largest number of post-offices of any county in the United States on the 30th day of June last,

the number being 158. Chester County, in the same State, was second in the list with 138, and Worcester County, Massachusetts, followed with 132.

The increase in the number of Presidential offices during the fiscal year was 192, a larger number than in any previous year. The whole number of this class of offices June 30, 1883, was 2,143. The largest increase was in Illinois, the number having been 16. New York had the greatest number of offices at which appointments are made by the President, the number having been 207. Illinois was next in order with 186.

The number of money-order offices at the end of the fiscal year was 5,857, an increase of 421 over the number for the previous year. Of offices of this class Illinois had the greatest number—515; Iowa followed with 420.

The number of resignations and commissions expired during the fiscal year exceeded those of the previous year by 388, a very large proportion of them being caused by a desire to engage in more profitable occupations. The removals and suspensions for the year were 316 less than for the year before, and 253 less than for the year ended June 30, 1881, an indication, undoubtedly, of an improvement in the character and habits of the persons now serving the public as postmasters.

The increase in the number of cases involving appointment to post-offices was, for the fiscal year, 159, a smaller increase than usual; and in the total number of cases acted upon, the increase for the year was 542.

Appended to this report will be found tables, marked A and B, pages 28 and 29, giving additional information concerning the establishment, discontinuance, &c., of post-offices and the appointment of postmasters during the year.

APPOINTMENT DIVISION.

To this division is assigned the preparation of cases for the establishment, discontinuance, or change of names and sites of post-offices, and for the appointment of all postmasters, besides much other clerical labor pertaining to the proper management of post-offices which it is unnecessary to specify. The following is a summary of the work performed during the last fiscal year so far as it can be readily shown. It must be understood, however, that the statement conveys but a partial idea of the nature of the clerical service or of the time occupied in its discharge.

Number of cases of all kinds made up	15,467
Number of cases acted upon affirmatively	14,781
Number of cases declined	598
Number of queries sent out affecting the establishment, discontinuance, &c., of post-offices	6,419
Number of circulars of inquiry, &c., mailed	29,854
Number of letters written	3,461
Number of cases referred to other bureaus of the Department, or to correspondents, for information	17,063
Number of Presidential cases acted upon	902
Number of offices placed in charge of sureties on account of death of postmaster, or for other causes	264
Number of letters, petitions, and other papers received, indorsed, and filed ...	99,016
Number of clerks in the division	13

Though the work of this division was, as a whole, very satisfactorily performed during the fiscal year, I have recently made some transfers among its employes, hoping thereby to render the service more perfect. It is observable that good results have already followed these changes.

BOND DIVISION.

This division records all appointments of postmasters, sends out the necessary papers for execution by the appointees and their assistants, and, after the acceptance of the bonds by the Postmaster-General, prepares and sends the commissions of the postmasters. Reports are also made of the principal daily and weekly operations of the division to several of the other bureaus and divisions of the Department. Much other clerical service is performed, such as the filing of the bonds and oaths of postmasters and their assistants, the sending out of circulars for the purpose of ascertaining the solvency of the sureties of postmasters, the mailing of new bonds for execution, &c.

The following statement shows the work of the division for the year, so far as it is practicable to present it in an intelligible form:

Number of entries made on the books of the division.....	63,978
Number of cases received for which appointment and other papers were mailed.....	14,882
Number of circulars sent calling for the execution of new bonds.....	1,510
Number of surety circulars sent to chief post-office inspector for report.....	2,285
Number of blank assistants and clerks' oaths sent by request of postmasters.....	23,731
Number of new bonds sent by request of postmasters.....	517
Number of new bonds sent by request of the Third Assistant Postmaster-General for increase of penalty.....	266
Number of new bonds sent for establishment of new money-order offices....	435
Number of circulars sent to sureties who requested to be released from bonds.....	585
Number of cases in which post-office inspectors recommended new bonds.....	92
Number of circulars sent to sureties notifying them of postmasters' failure to deposit or pay contractors.....	463
Number of new bonds received.....	1,429
Number of reports received from post-office inspectors on validity of bonds..	2,160
Number of postmasters, assistant postmasters and clerks' oaths received, indorsed, and filed.....	32,730
Number of bonds and oaths returned for correction.....	3,094
Number of bonds examined and passed for commissions.....	14,479
Number of bonds filed.....	13,908
Number of commissions mailed to postmasters.....	14,479
Number of letters written.....	425
Number of cases reported to report clerk.....	14,882
Number of established cases reported to Division of Post-Office Supplies.....	3,153
Number of Presidential cases for which appointment papers were forwarded..	902
Number of circulars sent to postmasters accompanying new bonds.....	1,520
Number of circulars sent calling for execution and return of new money-order bonds.....	390
Number of circulars sent for appointments, establishments, change of name and sites, and discontinuances.....	34,712
Number of copies of postal laws and regulations forwarded.....	3,872
Number of new bonds sent to postmasters on report of post-office inspectors.....	97
Number of changes of post-offices and postmasters reported to Auditor for the Post-Office Department.....	14,882
Number of establishments, discontinuances, and changes of name or site of post-offices reported to the Second Assistant Postmaster-General.....	5,875
Number of establishments, discontinuances, and changes of name or site of post-offices reported to Third Assistant Postmaster-General.....	5,875
Number of establishments, discontinuances, and changes of name or site of post-offices reported to Equipment Division.....	5,875
Number of postmasters commissioned reported to Third Assistant Postmaster-General.....	14,479
Number of postmasters commissioned reported to the Auditor for the Post-Office Department.....	14,479
Number of new bonds accepted by the Postmaster-General and reported to the Third Assistant Postmaster-General.....	1,429
Number of postmasters commissioned reported for publication in the Postal Bulletin.....	14,479
Number of new bonds accepted by the Postmaster-General and reported for publication in the Postal Bulletin.....	1,429
Number of clerks in the division.....	13

Though there was a constant increase of work in this division during the year it was performed to better advantage than formerly, mainly on account of the reorganization of the force.

Some improvements of a substantial character are imperatively needed in this division for the better and safer keeping and protection of its records, especially the bonds of postmasters. These bonds now number about 48,000, of which more than 2,000 are of postmasters appointed by the President, and about 6,000 others are bonds of postmasters at money-order offices. The aggregate penalties of all of them amount to several millions of dollars. All these valuable papers are now kept in cases made of wood, which are fastened with only ordinary locks. Though these bonds are recorded, and the dates of their execution and the names of the sureties could be ascertained if any bond should be lost or stolen, yet the great value of these papers to the Department necessitates, in my opinion, some action towards keeping them with greater security. I hope that in the preparation of the estimates for the Department for the next fiscal year you will include an item for this purpose.

DIVISION OF POST-OFFICE SUPPLIES.

The title of this division was changed by the act of Congress approved March 3, 1883, from that of the blank agency of the Post-Office Department to that of the division of post-office supplies, in accordance with the recommendation in my last annual report. The business of the division remains mainly as heretofore, and consists in supplying the necessary blanks, twine, letter balances, and postmarking, and rating and canceling stamps to such postmasters as are by law entitled to the articles, to enable them to make up and dispatch mails, to report and record the same, and to render formal account of the business of their offices to the proper officers of this Department and to the Treasury. This division is also charged with keeping the accounts for departmental printing with the Government Printer, and with the distribution of the departmental stationery. The only additional work imposed upon it by the act above referred to was that of providing the post-offices of the first and second classes with the different articles of stationery (obtained after advertising and by contract) needed by them, upon estimates to be annually furnished by the postmasters. These offices are now 590 in number. The work of the division during the past year largely exceeded that performed in any previous year, as appears from the following comparative statement.

SUPPLIES FURNISHED.

Articles.	Fiscal year 1880-'81.	Fiscal year 1881-'82.	Fiscal year 1882-'83.
Blanks for statements and accounts of postmasters	36,301,000	48,176,950	50,156,464
Books for records of post-office business	84,821	82,793	119,529
Facing slips for letter packages and paper sacks	41,942,400	32,736,600	48,960,000
Marking and rating stamps of all kinds	6,092	6,589	16,556
Jute twine	393,902 pounds..	443,102	584,699
Hemp twine	105,021	116,439	149,805
Cotton twine	do.....	.....	71,018
Letter balances and scales	2,429	2,621	13,541
Wrapping paper	12,244	13,821	20,839
Canceling ink .....	.....	.....	11,876
Inking-pads .....	.....	.....	11,700
Wrapping paper (15,360 to the ream).....	2,080	2,070	3,120

The increase in the issues of postmarking and rating stamps and letter balances is due in part to the appropriation of \$35,000 made by the act of May 4, 1882, to supply fourth-class post-offices with these articles. The same act provided for the issue of canceling ink and inking pads to this class of offices. No appropriation for these purposes having been made for the year ending June 30, 1884, the issue for the articles was suspended at the end of the last fiscal year. The total appropriations and expenditures for the above articles during the fiscal year ended June 30, 1883, except blanks and books, was as follows:

Appropriations.....	\$112,000 00
Expenditures.....	111,927 19

Balance unexpended	\$72 81
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Detailed statements of these expenditures will be found in the tables marked D, E, and F, appended to this report. In addition to these expenditures wrapping paper for facing slips, amounting to \$4,025.63, was furnished the railway mail service upon requisition of the different superintendents, approved by the General Superintendent, and the cost thereof charged by the auditor to the appropriation for railway transportation. These slips are included in the table of supplies furnished, but not in the statement of appropriations and expenditures.

WRAPPING TWINE AND WRAPPING PAPER.

The consumption of twine has increased from 498,923 pounds in 1881 to 805,522 pounds in 1883, or more than 81 per cent. in two years; but owing to a reduction in the contract price, obtained by the use of a cheaper grade of jute and hemp twine, the expenditure for the year 1881-'82 was \$52,754.64, against \$84,603.38 for 1880-'81. The appropriation for 1882-'83 was \$60,000 and for 1883-'84 is \$55,000; but a deficiency of at least \$15,000 is anticipated for the current year.

The appropriation for wrapping paper for the fiscal year 1882-'83 was \$22,000; for the year 1883-'84 it is \$25,000. It should be \$30,000 for 1884-'85. The increase in the appropriations for the two items of twine and wrapping paper is recommended upon the ground that the reduction in the rate of letter postage will add largely to the volume of the mails, and therefore necessitate a corresponding increase in the use of twine and wrapping paper.

PRINTING, BINDING, &C., FOR THE DEPARTMENT.

This work is executed at the Government Printing Office, and the appropriations and expenditures for it (exclusive of that done for the money-order division), have been, for the past three fiscal years, as follows:

Fiscal years.	Appropriation.	Expenditure.
1880-'81	\$150,000	\$119,169 45
1881-'82	150,000	133,504 72
1882-'83	150,000	149,998 36

The appropriation for this purpose for the year 1883-'84 is also \$150,000.

Under the new arrangement for supplying first and second class post-offices with stationery from this division, the cost of numerous blank books and printed blanks, which was formerly charged to the

appropriation for stationery in post-offices, will be charged to the appropriation for printing, binding, &c.; consequently a deficiency of \$25,000 in this item is expected for the current fiscal year. It is very necessary, therefore, that the appropriation for printing, binding, &c., for this Department, for the fiscal year 1884-'85, should be materially larger than it has been for some years past.

STATIONERY IN POST-OFFICES.

In accordance with the recommendation in my last annual report the appropriation of \$60,000 for stationery at first and second class post-offices, for the fiscal year ending June 30, 1884, was directed by the Postmaster-General to be expended through the division of post-office supplies; and Congress authorized the payment out of this appropriation of five clerks at \$1,000 each per annum, and two laborers at \$660 each, to assist in the distribution of the stationery to such post-offices as should be entitled to the same. This provision for clerical service leaves only \$53,680 available out of the appropriation for the purchase of stationery for the present fiscal year, while during the year 1881-'82 the expenditure for this item amounted to \$56,517.28. It is anticipated, however, that the saving resulting from the purchase of large quantities of stationery, under contract, and awarded after close competition, will enable the Department to furnish ample supplies of all necessary articles without exceeding the appropriation.

As before stated, a portion of the expenditure formerly charged to this appropriation will, under the new system, be paid out of the appropriation for printing and binding at the Government Printing Office, and will, therefore, not be charged as heretofore. I am convinced that this change in the manner of providing the first and second class offices with stationery will result beneficially to the Department; but it is too early in the fiscal year to estimate the amount that will be saved.

In the statement presented to you relative to certain proposed changes, as well as increase in the clerical force of this office for the next fiscal year, I have recommended that the clerks and laborers above referred to should hereafter be provided for in the legislative, executive, and judicial appropriation act, instead of being paid, as at present, by warrant on the Treasury, and out of the amount appropriated for stationery in post-offices. I have likewise suggested that instead of five clerks and two laborers for this service, there should be for the next fiscal year three clerks at \$1,000 per annum each and four laborers at \$660 each, as it has been ascertained that more manual than clerical labor is required in the distribution of the stationery.

STATIONERY FOR THE DEPARTMENT.

The appropriation for stationery for the Department for the fiscal year 1882-'83 was \$9,000, all of which amount was expended under the superintendence of this office. The amount appropriated for this purpose for the fiscal year 1883-'84 is \$9,000, and it is believed that a like sum will be sufficient for the next fiscal year.

POSTMARKING, RATING, AND CANCELING STAMPS, LETTER-BALANCES AND SCALES AND STAMPING-INK AND PADS FOR POST-OFFICES, ESPECIALLY THOSE OF THE FOURTH CLASS.

Under the present postal regulations only post-offices of the first and second classes, or those of which the salaries of the postmasters are \$2,000

and upward, are entitled to all the necessary supplies of the above character. Offices of the third class, the salaries at which are from \$1,000 to (but not including) \$2,000, receive all but stamping-ink and pads, and offices of the fourth class, the salaries at which are below \$1,000, only receive marking, rating, and canceling stamps and letter-balances under certain restrictions, and are not supplied at the expense of the Department with stamping-ink and pads at all.

That such distinctions as the above are made by the postal regulations in regard to furnishing post-offices with the necessary facilities for postmarking and weighing, and canceling stamps upon matter deposited in post-offices for mailing is not due to lack of discretion by the Department. It has been compelled to make them in order that the amounts usually placed at its disposal by Congress for purchasing the above-mentioned articles should be used in such a manner as to afford the greatest satisfaction to the public and best protect the interests of the service. At the same time the Department has repeatedly called the attention of Congress to the urgent necessity of providing every post-office with these facilities for the proper transaction of its business, and as frequently has asked for appropriations for that purpose, but that body, until recently, has seemed to prefer that postmasters at the smaller offices should either do without the most of these supplies, or, if used, that it should be at their own expense.

Within the past four or five years the complaints of business men concerning illegibly postmarked and improperly rated letters and other mail matter have been so numerous and so well founded that Congress was under the necessity of complying with the requests of the Department in regard to the matter, and by the act of May 4, 1882, \$35,000 was appropriated with a view of partly remedying it. This amount was expended during the last fiscal year, and with very perceptible benefit to the service and the people; but as no appropriation was made for this object for the present fiscal year, and several thousand offices are still unsupplied with suitable implements for the transaction of the postal business, letters are received almost daily in this office, principally from persons or firms having large correspondence, complaining of the indistinctness of the postmarks on envelopes, of the inferior quality of canceling-ink used in stamping, and of the improper cancellation of stamps.

I am confident you will agree with me that this apparent blemish upon the administration of the Department should be speedily effaced. The public, which so liberally supports the postal service, certainly have a right to expect that the evil will be remedied. It can only be done by means of suitable appropriations by Congress, and I am sure you will not hesitate to ask for them for this purpose.

Such appropriations should be sufficiently large to furnish these facilities to the existing fourth class offices remaining unsupplied, to the offices which will be established during the present and next fiscal year, and to such offices of the first, second, and third classes as are now without any of the needed implements of this character. Provision should also be made in granting the appropriations for resupplying these articles in post-offices where they have become worn out, injured, or destroyed.

This matter has been fully considered and explained in the estimates submitted by me for this office for the next fiscal year.

Appended to this report will be found Tables marked C, D, and E, giving additional information concerning the operations of the division of post-office supplies.

DIVISION OF POSTAL LAWS AND REGULATIONS.

The following is a summary of work performed in this division.

Number of letters written to postmasters and to private individuals involving decisions under postal regulations and laws during the past fiscal year.....	10, 795
Number of telegrams ordering the forwarding of letters to office of First Assistant Postmaster-General, where they are to be held pending investigation as to whether the facts would justify their delivery to the writer....	195
Number of newspapers and magazines claiming the right of admission as second-class matter that have been examined and admitted or rejected..	3, 226
Number of rulings made under postal regulations, and statutes which were of such general interest to postmasters and the public as to require their publication in the Postal Guide.....	238
Amount of money collected from publishers of second-class matter for violation of law in inclosing third-class matter in second-class publications.	\$2, 006 47

This collection was made through the office of the Third Assistant Postmaster-General, as the result of decisions made in this office, and shows an increase of about 17 per cent. over the collections of the last fiscal year.

The increase in the correspondence of the office for the same period has exceeded 27 per cent.

The importance of the duties discharged by this division of the postal service was fully pointed out in my last yearly report, and it is unnecessary to again allude to them. It is sufficient to say that the postal revenues depend to a considerable extent upon the watchful care exercised in this division over the conduct of postmasters in properly classifying matter offered for mailing, and in enforcing the penalties imposed by statute for the violation of the postal laws. Publishers of legitimate newspapers are specially interested in sustaining the Department in its efforts, through this division, to exclude from the pound-rate all publications designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates. The strict enforcement of the law as to all publications of this character, will enable legitimate publications (favored by statute as an instrument of popular education) to sustain themselves by securing such local advertising support as would naturally come to them. Notwithstanding the perplexing questions presented, where the same correspondence is claimed by different persons, the decisions have been so satisfactory to all parties that no legal contests have followed, nor have postmasters in any instance been involved in any personal liabilities for their action under instructions issued through this division.

DEPOSITS FOR KEYS TO POST-OFFICE DRAWERS AND LOCK-BOXES.

A letter box or drawer may be considered a particular space in a post-office which for a consideration is set apart for the exclusive use of an individual for the greater facility in receiving his mail matter.

To still further facilitate the delivery of mail matter placed in letter boxes and drawers, certain of them are provided with locks, the keys to which being furnished the box-renter, he is enabled to obtain his mail matter at all times without delay.

The custody of the mail deposited in post-office letter-boxes and the responsibility for its safety necessarily lie with the Department, and such responsibility in the case of lock-boxes is terminated by the act of the box-renter unlocking his box and removing his mail therefrom. The only guard against theft of the mail deposited in post-office lock boxes and drawers is the sanctity of the lock upon the box or drawer, and it therefore becomes a necessity, demanded by a due regard for the

safety of the mails, that keys to post-office lock-boxes and drawers should be under the control of the Department, and kept from the possession of persons not entitled to their use.

To this end postmasters have been instructed to require from renters of post-office lock-boxes and drawers a small money deposit for the keys to such drawers and boxes, which deposit is held in trust by the postmaster, to be returned by him to the box or drawer renter whenever the keys for which the deposit was made are presented for redemption.

The boxes and drawers to which these keys belong (with the exception of a very few boxes erected by box-holders under authority of section 4052 of the Revised Statutes "for their own use, at their own expense"), are the private property of the postmasters. Their use is subject to and controlled by the regulations of the Department; but the Government neither owns nor repairs them. The deposit made to the postmaster to secure the safe return to him of the keys to such boxes and drawers cannot therefore be considered as any portion of the postal revenues, nor would it be desirable to commingle a special fund, held in trust, with ordinary or legitimate revenue. The postmaster receives the deposit in his official capacity, but he simply receives it as a trust fund to be returned to the depositor upon return of the key.

Some postmasters have utilized this deposit to reimburse themselves for the expense incurred in putting up, keeping in repair, or replacing locks and keys of boxes, and when depositors presented their keys for redemption no fund was available for that purpose. Many postmasters went out of office leaving large sums of money due to numerous depositors, and much complaint has been made against the Department because it had not placed itself in a position to protect the public.

To remedy this evil instructions have been given to all postmasters at offices not located in Government buildings to require a deposit of fifty cents for each key to a post-office drawer or lock-box rented by them, and on return of the keys refund the amount deposited therefor. The moneys so received by a postmaster constitute a fund held by him during his incumbency; and upon his resignation, removal, or death, it is turned over to his successor, accompanied by a statement of its condition. Postmasters are now required to keep a correct record of such deposits, showing the date, amount, and from whom received, and the date, amount, and to whom paid, and to forward to this office at the close of each quarter a statement of the key-deposit fund at their offices.

In view of the importance of protecting the safety of the mail deposited in such boxes, and the absence of any legislation upon the subject, it was deemed proper to give such instructions as being necessary to the interests of the postal service, and to protect the patrons of post-office drawers and lock-boxes against the misapplication of the deposits made by them. A simple ledger account of the quarterly statement so rendered by postmasters is kept at this office.

Lock-boxes are now in use at 6,700 post-offices, the postmasters at which hold in trust an aggregate fund of \$300,000 deposited with them by box-renters to secure the safe return of box-keys. This fund is available at all times for the purpose for which it was created, to the full number of keys in use, and at the same time the Department is assured that no key is being used upon a post-office drawer or lock-box unknown to the postmaster—a state of affairs which did not attain under former methods.

No complaint has been received at this office since the instructions above alluded to went into effect. It is believed that the action of this office fully meets the requirements of the case, and I therefore suggest that the present regulations be clothed with the authority of law.

LETTER-BOOK CLERKS.

The number of manuscript letters, orders, and reference papers recorded during the last fiscal year by the two clerks assigned to this duty amounted to 22,350.

During the same period it is estimated that 70,000 circulars and printed letters of inquiry or instruction were directed and mailed by these employés.

PRINCIPAL MESSENGER.

The employé acting in this capacity opens and distributes all ordinary mail matter of the Bureau, and receives, distributes, and accounts for all the express and registered matter which comes to his desk. The total number of letters, papers, requisitions, packages, &c., received, opened, distributed, and accounted for by him during the past year amounted to 643,594.

SALARY AND ALLOWANCE DIVISION.

The duties assigned to this division may be briefly stated as follows, viz: the adjustment of the salaries of Presidential postmasters, or postmasters of the first, second, and third classes; the examination of the quarterly returns or accounts of the said postmasters before they are finally passed by the Auditor of the Treasury for the Post-Office Department; the consideration of applications for allowances for clerk-hire, rent, fuel, light, stationery, furniture, and miscellaneous expenditures; the adjustment and regulation of the salaries and duties of the employés necessary for the proper transaction of the postal business in the larger post-offices; the leasing of buildings and quarters for post-offices; the supervision and regulation of box-rents and deposits for keys for lock-boxes, and the management of the large correspondence involved in transacting the important and manifold matters above outlined.

The duties of this division have been largely increased in consequence of the change of the rate of postage from three to two cents, and by the act of Congress approved March 3, 1883, requiring an adjustment of the salaries of Presidential postmasters to take effect October 1, 1883, simultaneously with the reduction of postage. This adjustment is now far enough advanced to warrant the statement that the result will be satisfactory. For the first time in the history of the Department the salaries of Presidential postmasters will be equalized and placed upon the basis of the gross receipts of their offices. The new law requires these salaries to be adjusted annually instead of biennially as heretofore. This additional duty, together with the unexampled growth of the postal service and increase of industries throughout the country, will more than double this branch of the work of this division.

On July 1 the Presidential offices numbered 2,176, and it is estimated that about 50 new offices per quarter will be added during the present year. To compute, review, and adjust the salaries at so many important offices requires clerical ability of a high order; and in the adjustment now in progress great embarrassment has been experienced on account of the need of a sufficient force of experienced clerks to review the returns properly.

The duty of regulating and collecting the "key-deposit trust-fund" has been added to this division, and has largely increased the business and correspondence incident thereto.

For convenience and brevity the various operations of this division during the past year are presented in the following statement:

Tabulated statement of the operations of the Salary and Allowance Division, for the fiscal year ended June 30, 1883.

Items for the fiscal year ended June 30, 1883.	Fiscal year 1882-'83.	
	Total number.	Aggregate allowance.
Number of letters received	10,520	.....
Number of letters written	10,002	.....
Number of circular letters sent out	14,483	.....
Number of allowances for clerk hire made	2,758	.....
Total amount allowed for clerks in post-offices .....	.....	\$4,385,000 00
Number of allowances for clerk hire declined	2,604	.....
Number of allowances for rent, fuel, and light made	2,461	.....
Total amount allowed for rent, fuel, and light .....	.....	435,431 86
Number of allowances for rent, fuel, and light declined	622	.....
Number of allowances for miscellaneous items made	4,970	.....
Total amount allowed for miscellaneous items .....	.....	71,763 34
Number of allowances for miscellaneous items declined	2,501	.....
Number of allowances for furniture made	543	.....
Total amount allowed for furniture .....	.....	20,000 00
Number of allowances for furniture declined	915	.....
Number of allowances for stationery made	3,239	.....
Total amount allowed for stationery .....	.....	56,784 05
Number of allowances for stationery declined	1,128	.....
Number of allowances for advertising made	368	.....
Total amount allowed for advertising .....	.....	7,292 73
Number of allowances for advertising declined	120	.....
Number of cases sent to chief post-office inspector for information	368	.....
Number of fourth-class offices reported by the Auditor where the annual compensation of the postmaster amounted to \$1,000, exclusive of money-order commissions	278	.....
Number of fourth-class offices assigned to the Presidential class	174	.....
Aggregate amount required to pay the salaries of postmasters at the above Presidential offices (174) for one year .....	.....	218,000
Number of special adjustments of postmasters' salaries	172	.....
Aggregate sum required to pay the above increased salaries for one year .....	.....	51,075
Number of postmasters' salaries reduced and discontinued	15	.....
Aggregate amount saved by salaries reduced and discontinued as above .....	.....	8,000
Total number of salaries of postmasters adjusted during the year	361	.....
Aggregate amount of salaries involved in the (361) adjustments, as above .....	.....	277,075
Number of first-class post-offices (salary of postmaster, \$3,000 to \$4,000 a year)	96	.....
Number of second-class post-offices (salary of postmaster, \$2,000 to \$2,900 a year)	542	.....
Number of third-class post-offices (salary of postmaster, \$1,000 to \$1,900 a year)	1,538	.....
Total number of Presidential post-offices, June 30, 1883	2,176	.....
Total amount required for salaries Presidential postmasters, as above (2,176), for one year .....	.....	3,852,700 00
Number of lease cases prepared	156	.....
Number of leases in operation June 30, 1883	188	.....
Aggregate amount required to pay rent at post-offices and stations under lease .....	.....	254,181 00
Allowances for clerk-hire, reduced and discontinued	217	.....
Amount saved by clerk-hire, reduced and discontinued .....	.....	46,545 00
Number of cases, of all kinds, made special	378	.....
Discontinued rent, fuel and light, railway mail service*	22	*7,671 00
Discontinued miscellaneous allowances, railway mail service*	15	*1,644 00
Number of claims for readjustment of postmasters' salaries, under act March 3, 1883, received and placed on file	6,567	.....
Average number of employes	5	.....

* Expenditures for railway mail service, transferred to Second Assistant Postmaster-General, from July 1, 1882.

A comparison of the above table with the report of the work performed in this division, as shown in the report of this office for the previous fiscal year, cannot fail to impress one with the vast increase in the work assigned to this division. For instance, the number of letters received for the year ended June 30, 1883, amounted to 10,520, an increase of 1,714, or 19.4 per cent., as compared with 1882, and 5,622, or 114.7 per cent. more than during 1880. The total number of letters written reached the large figure of 10,002, an increase of 2,604, or 35.1 per cent., over 1882, and 4,842, or 93.8 per cent., more than in 1880.

Two thousand seven hundred and fifty-eight allowances for clerk-hire were made; an increase of 478, or 20.9 per cent., over 1882, and 1,422, or

106.4 per cent., over 1880. The aggregate amount allowed for clerk-hire was \$4,385,000, being the total sum appropriated for this purpose for the fiscal year.

Two thousand six hundred and four applications for clerk-hire were declined, an increase of 910, or 53.7 per cent., over 1882.

Two thousand four hundred and sixty-one allowances for rent, fuel, and light were made, and 622 applications for the same purpose declined.

Four thousand nine hundred and seventy miscellaneous allowances were made, and 2,501 applications for miscellaneous purposes declined.

Five hundred and forty-three allowances for furniture were made, and 915 requests for furniture were declined, chiefly because of the limited appropriation.

Three thousand two hundred and thirty-nine allowances for stationery were made, and 1,128 applications declined.

Three hundred and sixty-eight allowances for advertising were made, and 120 applications declined.

Three hundred and sixty-eight cases were sent to the chief post-office inspector for investigation, an increase of 179, or 94.1 per cent., as compared with 1882.

One hundred and seventy-four post-offices were added to the Presidential list during the year, making a total of 2,176 Presidential offices July 1, 1883.

Three hundred and sixty-one special adjustments of salaries of postmasters were made, involving an aggregate sum of \$277,075.

Two hundred and seventeen allowances for clerk-hire were discontinued or reduced, making a saving of \$46,545.

The following tabulated statement will show in concise form the operations of this division for the fiscal years ended June 30, 1880, 1881, 1882, and 1883, inclusive:

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

Items.	Fiscal year ended June 30—				Increase of work, 1883 over 1880.	
	1880.	1881.	1882.	1883.	No.	Pr. cent.
Number of letters received	4, 868	4, 255	8, 906	10, 520	5, 592	110. 90
Number of letters answered	5, 160	4, 751	7, 998	10, 002	4, 842	93. 88
Number of circular letters sent out			13, 503	14, 483	14, 483	100. 00
Number of allowances for clerk-hire made	1, 836	1, 694	2, 280	2, 758	1, 422	108. 51
Number of allowances for clerk-hire declined	1, 929	1, 693	1, 694	22, 604	675	84. 99
Number of allowances for rent, fuel, and light made	a392	a379	499	2, 461	2, 069	527. 80
Number of allowances for rent, fuel, and light declined	a223	a144	171	622	896	178. 92
Number of allowances for miscellaneous items made	a484	a703	3, 177	4, 970	4, 485	928. 85
Number of allowances for miscellaneous items declined	a96	a534	a355	2, 501	2, 405	a400. 00
Number of allowances for furniture made	a166	a117	258	543	377	227. 11
Number of allowances for furniture declined	a596	a337	244	6915	319	53. 52
Number of allowances for stationery made	a615	a635	2, 628	3, 239	2, 624	428. 66
Number of allowances for stationery declined	a19	a19	918	21, 128	1, 101	a900. 00
Number of allowances for advertising made			a21	368	368	100. 00
Number of allowances for advertising declined			39	120	120	100. 00
Number of cases referred to chief post-office inspector	48	34	189	368	320	666. 66
Number of special adjustments postmasters' salaries		251	288	349	257	279. 34
Number of biennial adjustments postmasters' salaries	1, 764		2, 012	(b)		

a Railway mail service expenditures transferred to Second Assistant Postmaster-General, from July 1, 1882.

b An adjustment of all Presidentials (2,176 in number) is being made under the act of March 3, 1883.

c Only an estimate can be made.

d A fair estimate.

Table showing volume of business transacted in Salary and Allowance Division, &c.—Cont'd.

Items.	Fiscal year ended June 30—				Increase of work, 1883 over 1880.	
	1880.	1881.	1882.	1883.	No.	Pr. cent.
Number of fourth-class post-offices reported by the Auditor where the annual compensation of the postmaster amounts to \$1,000, exclusive of money-order fees	117	152	192	298	181	154.70
Number of Presidential offices relegated to fourth class			9	15	15	100.00
Number of fourth-class offices assigned to the third class	99	113	145	174	75	75.75
Number of lease cases prepared			33	176	176	100.00
Number of leases in operation			313	228	228	100.00
Number of cases, of all kinds, made special		117	787	378	378	100.00
Discontinued rent			5	22	22	100.00
Discontinued clerk-hire			17	217	217	100.00
Number of Presidential post-offices	1,764	1,863	2,003	2,176	412	23.23
Number of claims for readjustment of postmasters' salaries, known as Spaulding claims				6,567		
Number of railway mail service allowances made		74	(a)			
Number of employes (average)	3	3	4	5		
Grand total of increase of work, fiscal year 1883 over 1880					50,160	6,186.90

^a Railway mail service expenditures transferred to Second Assistant Postmaster-General, from July 1, 1882.

CLERKS IN POST-OFFICES.

This is the most important item of expense in the administration of this office. No other fund is so closely identified with the interests of the public. As this appropriation is increased or limited, the mails are handled with greater or less dispatch and efficiency. To apportion this fund properly, giving needed relief, temporary or permanent, as the service demands, requires constant care and watchfulness.

As an evidence of the increased requirements of the service, and the close surveillance of this important subject, your attention is called to the fact that 2,758 allowances for clerk hire were made during the last fiscal year, an increase of 478, or 20.9 per cent., as compared with the previous year, and 1,422, or 106.4 per cent., more than were made in 1880-'81. Two thousand six hundred and four applications for clerical assistance were declined, chiefly because the appropriation was exhausted. In fact, in order to meet the urgent demands of the service, and at the same time keep the expenditures within the limited appropriation at the disposal of the Department, it was necessary to "create" a fund by making reductions at 195 offices. This reduction was made after a careful examination of the allowances, and took effect April 1, 1883. One-quarter of the fund so "created" was used to give relief at points where additional clerks were absolutely needed to work off accumulated and delayed mails and prevent further complications.

This expedient, being somewhat in the nature of "heroic treatment," should not be resorted to, except under similar urgent circumstances, and I hope such an occasion will not occur again. Congress should make ample provisions for this service. The duties required are onerous and exacting, and, as a rule, post-office clerks are underpaid. This is especially the case at "separating offices," or offices of the third and fourth classes. Considerable attention has been given to this branch of the service during the past year, as it can be greatly improved. "Separating clerks" have not been paid enough to induce them to take a proper interest in their work. As far as possible it has been my endeavor to remedy this defect, but much yet remains to be accomplished

in this direction. The list of "separating offices," or offices where postmasters are allowed clerk hire on account of "separating" mails for other offices, has been increased to 1,732. This number should be largely increased during the present fiscal year, as many postmasters at offices of this character are now compelled to employ clerks at their own expense. This is wrong, and should be remedied. These postmasters are entitled to relief. The burdens imposed upon them by the present unjust and unsatisfactory system should be assumed by the Government. They should not be obliged to pay for the labor of separating mails for other offices.

OFFICE FURNITURE.

The appropriation for this purpose for the present fiscal year is \$25,000. This amount, in my judgment, is entirely too small. During the year just closed, many postmasters have purchased at their own risk articles of furniture absolutely required in transacting the postal business at their offices. Some of these postmasters, knowing that their expenditures for furniture could not be approved by the Department, on account of the limited fund at its disposal, have not presented their bills. A large majority, however, not being so patriotic or modest, have sent in their accounts, only to be declined. The aggregate amount disallowed being \$6,173.87, not less than \$4,500 of this amount could have been properly allowed, if the appropriation for this purpose would have warranted it. Again, the item of safes for use in post offices is a heavier one than the appropriation can carry. Under dates of March 27, 1882, August 18, 1882, and December 15, 1882, bids were accepted for safes for post-offices, calling for an aggregate sum of \$13,501. The bills for this entire amount (\$13,501) were submitted for payment during the year, although the cost of the safes ordered March 27, 1882, in the sum of \$4,246, should have been charged to the appropriation for furniture for the fiscal year ended June 30, 1882, instead of the fiscal year ended June 30, 1883, as the record shows. These safes have been furnished in good faith at very reasonable prices, and, in most cases, the postmasters have anticipated their payment by the Department by paying the bills as presented from their own funds. I therefore recommend that provision be made to pay these accounts, amounting in the aggregate to \$5,722.

From what has been said on this subject, together with the well-known fact that the majority of the offices throughout the country are in great need of suitable furniture, such as tables, mailing cases, desks, pouch racks, safes, chairs, &c., to facilitate the transaction of the heavy and increasing postal business, I deem it my duty to recommend \$40,000 for furniture for post-offices for the fiscal year ending June 30, 1885. Either this amount (\$40,000) should be appropriated for furniture, including safes, or separate appropriations, each in the sum of \$20,000, should be submitted for furniture and for safes. There are now no less than sixty applications for safes which deserve immediate attention, and which, at the average of prices named in the three bids accepted last year, would involve an expenditure of not less than \$18,000. These applications are held up because the limited fund at the disposal of the Department will not warrant their approval.

LEASES.

During the year 156 lease cases were prepared, and at the close of the year, June 30, 1883, 188 leases were in operation, involving an aggregate sum of \$254,181 for rent.

The leasing of buildings, rooms, and fixtures for postal purposes is one of the most important duties of this division, not only because the Government does not own suitable buildings for post-offices, but also because the additional facilities for the transaction of postal business secured by leasing better accommodations results in a better service and in largely increasing the revenues of the Department.

This increase of revenue is substantial evidence that the people appreciate improvements in this direction. And there is room for advancement, for many of the first and second class offices, not to speak of the third class, in my opinion, are totally unfit for use, and the accommodations at a majority of the offices are not sufficient to meet the requirements of the present service.

I am strongly of the opinion that it is the duty of the Government to furnish roomy and well-arranged offices for the transaction of the postal business. Such a policy will increase the revenues of the Department, and the citizens in the communities directly benefited will take pride in furthering the interests of the service. That this policy would be a wise one cannot be doubted, especially when substantiated by the results obtained during the past year at nineteen first and second class post-offices, where new leases and improvements were made, as shown by the following tabulated statement:

Table showing the box rents which accrued for the four quarters ended March 31, 1882, and for the four quarters ended June 30, 1883, at nineteen of the first and second class post-offices whereat improvements have been completed six months or more.

	Offices.	Box rents.						Date of improvement.
		Four quarters ended March 31, 1882.	Four quarters ended June 30, 1883.	Increase.	Per cent. increase.	Decrease.	Per cent. decrease.	
1	Ann Arbor, Mich.	\$2,292 00	\$2,398 00	\$106 00	04.6			Jan. 1, 1883
2	Adrian, Mich.	1,531 00	1,772 00	241 00	15.7			Apr. 9, 1882
3	Anrova, Ill.	1,247 00	2,089 00	842 00	67.5			Jan. 1, 1883
4	Butte City, Mont.	3,014 00	5,240 00	2,226 00	73.5			Oct. 24, 1882
5	Hamilton, Ohio.	1,161 00	1,808 00	147 00	12.6			Jan. 1, 1883
6	Houston, Tex.*.	1,784 00	1,722 00			\$42 00	02.3	Aug. 1, 1882
7	Ithaca, N. Y.	1,245 00	2,094 00	849 00	68.1			July 1, 1882
8	Jamestown, N. Y.	1,906 00	3,227 00	1,321 00	69.3			May 1, 1882
9	Kansas City, Mo.*.	919 00	973 00	54 00	05.8			Jan. 1, 1883
10	La Porte, Ind.	859 00	1,150 00	291 00	33.8			Jan. 1, 1883
11	Lockport, N. Y.	2,645 00	2,902 00	257 00	09.7			Apr. 1, 1882
12	Minneapolis, Minn.*.	3,055 00	5,231 00	2,176 00	71.2			July 1, 1882
13	Monmouth, Ill.	1,036 00	1,205 00	169 00	16.3			Jan. 1, 1883
14	Oil City, Pa.	1,652 00	1,617 00			35 00	02.1	Apr. 1, 1882
15	Ottumwa, Iowa*.	1,380 00	1,604 00	224 00	16.2			Jan. 1, 1882
16	Peoria, Ill.*.	778 00	1,109 00	336 00	43.4			Jan. 1, 1883
17	Saratoga Springs, N. Y.	1,994 00	2,320 00	326 00	16.3			Jan. 1, 1883
18	Troy, N. Y.*.	499 00	616 00	117 00	23.4			Mar. 1, 1882
19	Waterbury, Conn.	2,660 00	4,561 00	1,891 00	71.0			Apr. 1, 1882
	Total.	31,632 00	43,128 00	15,578 00	618.4	77 00	04.0	
	Average per office.			680 76	36.37	38 50	02.2	
	Average increase of box rents.		425 21					
	Average increase of rent.		255 55					
	Net gain per office.							

* Free-delivery office.

Total increase of annual rent, \$8,079, or an average of \$425.21 for each office.
Total increase of gross receipts which accrued at the above-named offices (nineteen in number) for the four quarters ended June 30, 1883, \$129,730, or an average of \$6,828.

It will be observed that the total increase of gross receipts which accrued at the nineteen offices named for the four quarters ended June 30, 1883, amounted to \$129,730, or an average increase of \$6,828 for each office; and that the total increase of box rents (largely on account of additional and improved fixtures) amounted to \$15,573, or an average of \$680.76 for each office; the average increase in rent paid under the leases at the same nineteen offices amounted to \$425.21 for each office, showing a net gain from box rents of \$255.55 for each office.

It should be stated that the offices named above include six free-delivery offices, or offices where the carrier system has been established, and where, of course, box rents are largely reduced in consequence.

In all cases where new leases were made, every precaution was taken to secure the best possible terms for the Government. The cases were sent out to trusted agents of the Department, who personally visited the different cities, and after careful and thorough investigation made reports and recommendations upon the facts thus obtained. In almost all cases the recommendations of the inspectors were approved, and the results have proven the wisdom of their recommendations, and is good evidence of the care and faithfulness with which they carried out the instructions of the Department.

In some instances, perhaps, leases might have been made at lower figures, but in each case a decision was made after careful consideration of all the facts bearing upon the particular lease in question, keeping in view the interests of the Government, and the public convenience.

Before leaving this subject, I wish to say that, as a result of my experience in postal matters, and the renting of buildings and rooms for post-offices in particular, I can see no good reason why the Government should not provide for paying the *office rent at post-offices of the third class*, as well as at first and second class offices. It is a great hardship on postmasters at offices of the third class to compel them to furnish a place and provide the necessary fixtures for the transaction of the postal business in the communities in which they live. These postmasters are now obliged to pay for rent, fuel, and light, and furnish their own boxes, fixtures, stationery, and incidentals, and, in many cases, a large part of the clerical assistance, from their not over generous salaries.

This hardship can be remedied, in part, by Congressional provision for paying rent at offices of the third class. I shall call attention to this important subject in another part of this report.

The leasing operations for the year are summarized in the following table, showing that new leases and improvements were made at twenty-five offices, and also the date of improvement, the annual rent heretofore paid, and the increase of rent, amount and per cent., and the box rents and gross receipts which accrued at the offices named for the four quarters ended March 31, 1882, and the four quarters ended June 30, 1883, together with the increase of box rents and gross receipts for the same time. The table shows that the aggregate annual rent heretofore paid amounted to \$20,012; and the aggregate sum now required \$31,685, an increase of \$14,673. It is also shown that the total amount of box rent collected for the four quarters ended June 30, 1883, at the twenty-five offices mentioned, was \$43,637, or an increase of \$9,175 as compared with the four quarters ended March 31, 1883. The gross receipts which accrued at the same offices for the four quarters ended June 30, 1883, amounted to \$901,647, and the increase of gross receipts to \$151,799, or 20.24 per cent.

REPORT OF THE POSTMASTER-GENERAL.

Tabulated statement of leases and improvements made at 25 of the principal post-offices, showing the location of the offices, date of lease and improvements, amount of annual rent and increase thereof, together with the box rents and gross receipts which accrued thereat.

No.	Offices.	Completion of im- provements.	Rent paid for post-office.			Box rents collected.			Gross receipts.					
			From—	To—	Increase.	Percentage of Increase.	March 31, 1882.	June 30, 1883.	Amount of in- crease.	Percentage of Increase.	March 31, 1882.	June 30, 1883.	Amount of in- crease.	Percentage of Increase.
1	Ann Arbor, Mich.	Jan. 1, 1883	\$405	\$1,200	\$795	196.2	\$2,292	\$2,398	106	4.6	\$20,422	\$21,920	\$1,498	7.3
2	Aurora, Ill.	Jan. 1, 1883	600	1,000	400	66.6	1,247	2,089	842	67.5	14,900	17,263	2,363	15.2
3	Birmingham, Ala.	Jan. 1, 1883	200	975	775	387.5	1,004	2,030	1,026	102.2	9,844	16,472	6,628	67.3
4	Butte City, Mont.	Oct. 24, 1882	600	1,560	960	160.0	3,014	5,240	2,226	73.5	14,552	18,252	3,700	25.4
5	Duluth, Minn.	June 1, 1883	900	1,200	300	33.3	945	1,227	282	29.8	10,653	16,213	5,560	52.1
6	Frederick, Md.	July 1, 1883	400	1,000	600	150.0	1,099	1,208	109	9.9	11,181	11,477	296	2.6
7	Hornellville, N. Y.	Jan. 1, 1883	500	1,000	500	100.0	1,170	1,490	320	27.3	12,608	14,307	1,699	13.4
8	Kansas City, Mo.	Jan. 1, 1883	3,000	3,000	0	0	919	973	54	5.8	162,502	180,977	18,475	11.3
9	Laporte, Ind.	Jan. 1, 1883	400	800	400	100.0	859	1,150	291	33.8	10,977	11,733	756	6.8
10	Little Falls, N. Y.	Jan. 1, 1883	500	650	150	30.0	665	849	184	27.6	11,119	13,520	2,401	21.5
11	Lowell, Mass.	May 1, 1883	2,000	3,000	1,000	50.0	2,350	2,413	63	2.7	64,045	78,960	14,915	23.2
12	Montville, Pa.	May 1, 1883	500	1,000	500	100.0	1,545	2,416	871	56.3	15,242	16,813	1,571	10.3
13	Monmouth, Ill.	Jan. 1, 1883	1,000	2,000	1,000	100.0	1,036	1,205	169	16.3	10,100	11,395	1,295	12.8
14	New Albany, Ind.	Apr. 1, 1883	450	1,000	550	122.2	1,405	1,473	67	4.7	11,696	12,948	1,252	10.7
15	Peoria, Ill.	Jan. 1, 1883	1,500	2,500	1,000	66.6	773	1,103	330	43.4	65,937	71,395	5,458	8.2
16	Patterson, N. J.	Nov. 15, 1882	800	1,300	500	62.5	957	1,036	79	8.2	21,464	26,054	4,590	21.3
17	Pueblo, Colo.	Nov. 15, 1882	600	900	300	50.0	1,903	2,506	603	31.7	18,295	26,859	8,564	47.4
18	Rochester, N. Y.	Apr. 1, 1883	3,056	4,000	944	30.8	2,232	2,292	60	2.7	18,955	20,333	1,378	7.2
19	Rock Island, Ill.	Nov. 19, 1882	1,000	1,400	400	40.0	1,778	2,081	303	17.4	18,166	26,304	8,138	45.4
20	Salmon, Me.	Jan. 21, 1883	600	2,000	1,400	233.2	1,217	2,319	1,102	90.3	24,763	36,304	11,541	46.6
21	Saratoga Springs, N. Y.	Jan. 1, 1883	900	1,500	600	66.6	1,694	2,350	656	38.7	26,170	36,304	10,134	38.7
22	Schenectady, N. Y.	Jan. 1, 1883	500	1,000	500	100.0	1,200	1,728	528	43.9	6,800	8,004	1,204	17.6
23	Stanley, Ohio	Apr. 1, 1883	100	200	100	100.0	577	728	151	26.1	6,800	8,004	1,204	17.6
24	Steatwayville, Ohio	Feb. 1, 1883	400	1,200	800	200.0	1,285	1,408	123	9.6	14,347	15,401	1,054	7.3
25	Troy, Ohio	July 1, 1883	600	600	0	0	850	878	28	3.2	8,535	9,673	1,138	13.3
Totals			20,012	34,685	14,673	384.1	84,452	43,627	9,175	662.1	749,848	901,647	151,799	403.0

* Decrease, not included in total.

BOX RENTS.

The system inaugurated last year by which box-rent rates in the larger offices are supervised and regulated by the Department has been attended with success during the year just closed, and I am glad to be able to report that the friction caused last year in reducing the plan to practice has almost entirely disappeared. Box-rent rates are gradually being equalized throughout the country, regard for local circumstances and the benefits afforded the patrons of the offices being taken into consideration in each case.

Although this work involves much care and nicety of judgment, the improvement in the service and the largely increased revenues derived from this service amply repay for the extra duty required.

SALARIES OF PRESIDENTIAL POSTMASTERS.

At the present writing the aggregate sum of the annual salaries of the 2,195 Presidential postmasters amounts to \$3,750,000, 44 new offices having been added to the list during the past quarter. It is thought that about 90 additional offices will be assigned to this grade during the present fiscal year.

As the salaries of Presidential postmasters are now adjusted and fixed upon the basis of gross receipts accruing at their respective offices, or, in other words, the revenue returned by each office, the amount required to compensate postmasters depends largely upon the business interests of the country. The result of the recent reduction of postage from three to two cents, from October 1, 1883, is also involved, for it is hardly necessary to say that the result of this reduction, so far as the revenues of the Department are concerned, is yet problematical. With favorable surroundings, such as we have a reasonable right to expect, the adjustment of salaries of Presidential postmasters for the fiscal year ending June 30, 1885, will in my opinion involve, in round numbers, not less than \$4,000,000.

THE FREE-DELIVERY SYSTEM.

This system was continued in operation during the year in 112 of the principal cities, to which were added at various times 42 additional free-delivery cities, making 154, and employing in the aggregate 3,680 men. The regular appropriation for this service was \$3,000,000; to which was added by special appropriation to carry out the act of August 2, 1882, \$200,000, making \$3,200,000, an increase of \$575,000 over that of the preceding year. The total cost of the service was \$3,173,336.51, leaving an unexpended balance of \$26,663.49. The increase of the cost of the service over that of the preceding year was \$550,073.77. This was owing to the extension of the service to 42 additional cities, employing in the aggregate 222 carriers, also the appointment of 343 additional carriers in the older free-delivery cities; likewise to the increased pay of auxiliary carriers from \$400 to \$600, and the promotion of carriers from the lower grades to the next higher grade at the expiration of one year's service, as required by the act of August 2, 1882. Prior to the passage of this act auxiliary carriers were appointed at \$400 per annum, and promoted to fill vacancies in the higher grades, under the act of February 21, 1879. Under this latter act the promotion of carriers to vacancies involved no additional cost, as the carrier who succeeded to the vacancy simply received the pay of the outgoing one, and his place in turn was filled at the lowest rate (\$400).

This service was established at different times during the year at Lewiston, Me.; Taunton, Haverhill, Holyoke, Gloucester, and Pittsfield, Mass.; Newport and Pawtucket, R. I.; Binghamton, Yonkers, and Watertown, N. Y.; Allentown, Altoona, Williamsport, Wilkes Barre, and York, Pa.; Lynchburg, Va.; Wilmington, N. C.; Jacksonville, Fla.; Knoxville, Tenn.; Lexington, Ky.; San Antonio and Austin, Tex.; Canton, Sandusky, and Youngstown, Ohio; South Bend, Ind.; Rockford and Galesburg, Ill.; Cedar Rapids, Council Bluffs, and Keokuk, Iowa; Kalamazoo, East Saginaw, Lansing, and Bay City, Mich.; Racine, Oshkosh, and Madison, Wis.; Lincoln, Nebr.; Atchison, Kans., and Hannibal, Mo. The service in these cities is in successful operation, and has been generally adopted by the people in preference to the office delivery.

POSTAGE ON LOCAL MATTER.

The postage on local matter at the several free-delivery offices amounted to \$4,195,230.52, an increase over that of the preceding year of \$378,654.43; and also over the total cost of the service of \$1,021,894.01. This increase in postage on local matter was 9.92 per cent., while the increase in the cost of the service was 20.96 per cent., attributable to the requirements of the act of August 2, 1882. The average cost per piece for handling matter was 2.4 mills, an increase of 0.1 mill as compared with last year. The average cost per carrier was \$859.95, an increase of \$24.20 over the preceding year.

Aggregate result of free-delivery service for fiscal year ended June 30, 1883.

Statistics of free delivery.	Total.	Increase over last year.	Per cent. of increase.
Number of offices.....	154	42	36.60
Number of carriers.....	3,680	565	18.10
Mail letters delivered.....	342,013,750	43,747,011	14.66
Mail postal cards delivered.....	86,133,228	14,651,486	20.49
Local letters delivered.....	104,437,140	14,454,629	16.03
Local postal cards delivered.....	60,472,193	9,548,469	18.75
Registered letters delivered.....	2,830,203	277,309	10.66
Newspapers delivered.....	203,568,005	42,773,299	26.60
Letters collected.....	345,317,803	36,964,984	11.98
Postal cards collected.....	115,113,531	15,692,399	15.74
Newspapers collected.....	64,751,842	3,028,028	4.90
Whole number of pieces handled.....	1,324,637,701	181,118,814	15.63
Pieces handled per carrier.....	359,955	47,500	1.99
Total cost of service, including pay of post-office inspectors.....	\$3,173,336 51	\$455,073 77	20.96
Average cost per piece, in mills.....	2.4	0.1	4.34
Average cost per carrier.....	\$859 95	\$24 20	2.89
Amount of postage on local matter.....	4,195,230 52	378,654 43	9.92
Excess of postage on local matter over total cost of service.....	1,021,894 01	* 171,419 34	14.36

* Decrease.

† Increase.

‡ Based on the aggregate (\$3,164,628.03) paid carriers, including incidental expenses at the several offices, less \$8,768.48 paid post-office inspectors.

Under the law as it now stands this system may be established in any place having within its corporate limits 20,000 inhabitants and at any post-office whose gross revenue for the preceding fiscal year amounted to \$20,000. There is, however, a class of towns in densely populated portions of the country which cannot be reached under the law, and which it is believed could be served by carriers with benefit to the people and economy to the Department. I refer to towns within short distances of one another which have not, singly, the required

qualifications of population or gross revenue, but which have in the aggregate more than the required population or gross revenue.

To meet this want it is suggested that the law be so amended as to authorize the Department to extend this system to such places. This could easily be done by establishing the system at the principal or central office of a group, and discontinuing the other offices, or substituting for them inexpensive branches of the main office from which carriers could serve the several surrounding localities.

A SPECIAL STAMP FOR SPECIAL DELIVERY.

In view of the large excess of postage on local matter alone over the entire cost of the service (\$1,021,894.01), and in view of the fact that experience has demonstrated that local correspondence is increased in proportion, especially in the large cities, and hence the postage on local matter in proportion to the facilities given, I have no hesitation in recommending its extension, nor in advising liberal appropriations to bring it up to the highest practicable standard in cities where it is now in operation.

As stated in my last report, this service meets the general demands of business and social life, but fails to meet the dispatch required in the delivery of letters of exceptional importance.

Letters are now delivered by carriers at stated hours during the day from about 7 a. m. to 6 p. m., the frequency of trips varying in different cities, and also in the same city, more frequent deliveries being made in the business, and less frequent in the suburban districts. Between these deliveries two or three hours frequently intervene in the larger cities, and a longer time in the smaller ones, where the deliveries are less frequent. Letters received, therefore, after the carriers go out on their trips, whatever their importance, must lie in the office till the next trip. After the close of the deliveries for the day, carriers' letters must lie over till the next morning delivery, which delay, in many instances, fails to meet the wants of the writer or the object of the communication. Out of this want of a more speedy delivery have grown up in several of the large cities private enterprises which are now conducted in competition with this service, and are diverting from the legitimate revenues of the Department thousands of dollars yearly. The patronage bestowed on these enterprises evinces a public demand for a more speedy delivery of a certain class of correspondence. To meet this want and to secure the entire postal business of this country, which properly belongs to the Department, it is suggested that a special stamp be provided, which, when affixed to a letter, whether mail or local, in addition to the ordinary postage stamp, shall be regarded by the office addressed as entitling the letter to immediate delivery up to 10 o'clock p. m.

To provide for the instant delivery of letters bearing this special stamp it is suggested that boys be employed and required to procure receipts from the party addressed, or some one authorized by him to receive such letters in a book to be furnished for the purpose, which shall be kept in the office, and at all times subject to examination by an inspector of the Department.

REDUCTION OF POSTAGE ON LOCAL LETTERS.

In view of the large excess of postage on local matter alone over the entire cost of the service (\$1,021,894.01), it seems to me the time has arrived when the postage on local letters at offices where the carrier system is in operation can be reduced from two cents to one cent. Such a reduction, I feel certain, will result in a very large increase of

local business. Reports made by inspectors of the Department, in their investigation of the unlawful dispatch companies, which have been doing business in New York for many years, show that the Department is losing thousands of dollars annually by the competition of these companies. It is true that the courts have decided the business being carried on by these companies to be illegal, and suits are now pending in the United States court against a number of such companies. The argument advanced by the proprietors of the private dispatch companies and some of their patrons, that they give a better service than the Department is able to give, is not borne out by the facts. The private companies make but from two to three deliveries per day, while in one portion of New York City the Department makes nine deliveries, and in many parts of the city five, and in no portion of the city less than three deliveries per day. The only thing that can be gained by the patrons of the private dispatch companies is the saving of money, these companies charging but one cent while the Government charges two cents local postage. I am fully convinced that a reduction of local postage would result in a very great increase of business, as well as meet the demands of the cities now served by carriers.

No branch of the service has grown more rapidly or produced better results than the free-delivery service. It should be the policy of the Department to improve the efficiency of the service where it now exists, and urge upon Congress the granting of an appropriation sufficient to extend it to all cities entitled to it under the law.

REVIEW OF THE SERVICE.

With this report closes twenty years of this service, it having been inaugurated July 1, 1863. Beginning with the single idea of delivering and collecting mail matter by carrier in cities, and without other information on the subject, its operations could be systematized only as experience suggested better methods of performing a great variety of details. Years necessarily elapsed before this could be done, and the present plan of reports could be formulated. The earlier reports were therefore incomplete and unsatisfactory; still a summary of the growth of the service as compiled from them may prove interesting.

Years.	Number of offices.	Number of carriers.	Cost of service.	Postage on local matter.	Excess of cost.	Excess of postage on local matter.
1863-'64	66	685	\$317,061 22			
1864-'65	45	757	448,664 51			
1865-'66	46	863	589,236 41			
1866-'67	47	943	699,934 34			
1867-'68	48	1,198	995,934 59			
1868-'69	48	1,246	1,183,915 31			
1869-'70	51	1,362	1,230,079 85	\$681,864 70	\$548,215 15	
1870-'71	52	1,419	1,353,923 23	758,120 78	595,802 45	
1871-'72	52	1,443	1,385,965 76	907,351 93	478,613 83	
1872-'73	52	1,499	1,422,405 48	1,112,251 21	310,244 27	
1873-'74	87	2,049	1,802,696 41	1,611,481 66	191,214 75	
1874-'75	87	2,195	1,880,041 99	1,947,599 54		\$67,557 55
1875-'76	87	2,269	1,981,186 51	2,065,561 73		84,375 22
1876-'77	87	2,265	1,893,619 85	2,454,597 83		360,977 98
1877-'78	87	2,275	1,824,166 96	2,452,251 51		628,084 55
1878-'79	88	2,359	1,947,706 61	2,812,523 86		864,771 14
1879-'80	104	2,688	2,363,693 14	3,068,797 14		705,104 00
1880-'81	109	2,861	2,499,911 54	3,273,630 39		773,718 85
1881-'82	112	3,115	2,623,262 74	3,816,576 09		1,193,313 35
1882-'83	154	3,680	3,173,336 51	4,195,230 52		* 1,021,894 01

* The apparent reduction in postage on local matter for the last year is accounted for by the increased expenditure (\$3,173,336.51) required by the act of August 2, 1882, explained above.

In 1864-'65 the cost per letter for delivery at nine of the principal cities was 1.1 cents each, as against 2.4 mills for delivery and collection of each piece of mail matter in 1882-'83 in one hundred and fifty-four cities, a reduction of 8.6 mills per piece.

Appended to this report, on page —, will be found a tabular statement, marked F, giving, in detail, much information concerning the operations of the free-delivery system during the past fiscal year.

NEEDED LEGISLATION.

LEASES.

Great embarrassment in leasing buildings for post-office use now exists, on account of a lack of well-defined authority to make contracts beyond the fiscal year; or, in other words, in the absence of a special statute, it is deemed best not to bind the Government for a longer term than the fiscal year covered by the appropriation applicable for the payment of rent. This should be remedied without unnecessary delay.

One of the primary objects in making a lease for a term of years, is a minimum rental. This can generally be secured when a reasonable assurance can be given that the rent will be paid for four or more years, but parties having capital to put into buildings for postal purposes will not accept annual leases at low figures. The Government is therefore obliged to pay higher rates than private citizens; and, practically, leases are little more than yearly allowances for rent. In my judgment it will not be advisable to name a specific term of years. Generally the time should be limited to four years, but cases occur where it is in the interest of the Government to make contracts for five, six, and even ten years. I am of the opinion that the Department should have ample discretionary power in the premises; and I so recommend.

MONEY-ORDER CLERK-HIRE.

The endeavor to "divorce" the money-order work from other postal business, under act of Congress approved March 3, 1883, is causing much trouble all over the country and great annoyance to this office, and I am firmly of the opinion that the law should be so amended as to enable the Department to provide for this work in the same manner it now pays for clerical assistance in transacting other postal business; that is, the annual allowance for clerk-hire, as made by this office, should cover the entire cost of the clerical labor required at any and all points. I hope this matter will be brought to the attention of Congress.

OFFICE-RENT AT THIRD-CLASS POST-OFFICES.

In another part of this report (under the head of "leases") I touched upon the subject of the Government paying the office-rent at third-class offices. This is an important matter, as you know, especially to a class of meritorious postmasters. I consider these postmasters, as a class, the most deserving of attention at the present time; and, as I have heretofore said, it is a great hardship to compel them to pay their office expenses. I therefore recommend that provision be made for paying at least the office-rent at offices of this class.

At the proper time a list of these offices, with the salaries of the postmasters, and an estimate of the amount required to pay the rent, can be furnished.

PERCENTAGE OF GROSS RECEIPTS FOR EXPENSES.

The present system of making allowances for expenses at offices of the first and second classes upon the basis of the surplus box-rents and commissions (sections 124 and 125 P. L. and R., edition of 1879) is not adapted to the practical requirements of the postal service of our large and growing country.

Besides, it is not just. An equitable apportionment of allowances cannot be made under an iron-clad construction of the present law. I favor the plan, heretofore suggested, of allowing postmasters at offices of this character a percentage of the gross receipts accruing at their respective offices, to cover the cost of maintaining the postal service thereat. I think these offices should be grouped on the basis of the gross receipts, and rates of percentage fixed on the revenue returned. These rates should be sufficient to provide for the reasonable expenses imposed upon the postmasters at the offices named. I am now collecting data by which I hope in the near future to suggest rates of percentage which will, in my judgment, meet the requirements of the service.

OFFICE FURNITURE.

Under this head (page 17 of this report) it has been shown that the appropriation applicable for the purpose was not large enough to meet the wants of the service. For this reason bills aggregating \$6,173.87 were disallowed. If the appropriation would have warranted the expenditure, about \$4,500 of the above amount would have been allowed. In addition to the disallowance named, vouchers for safes (see page 17 of this report) in the sum of \$5,722 were suspended. And as the postmasters at the offices mentioned in the list were instructed to pay for these safes, provision should be made to reimburse them for the expense incurred. I therefore recommend that a supplementary appropriation of \$9,222 be asked for.

STATIONERY.

The appropriation for this purpose was \$55,000, being \$5,000 less than the estimate.

The expenditures show that this estimate was very close, for, notwithstanding the careful inspection of the accounts, the appropriation was exceeded in the sum of \$1,784.05, and bills amounting to \$3,172.96 were disallowed, a total sum of \$4,929.01 in excess of the amount appropriated.

As most of the accounts disallowed are just, I recommend that not less than \$2,500 be asked to reimburse postmasters who have in good faith paid the bills.

In closing this report I desire to bear testimony to the industry and faithfulness with which the different heads of divisions of this office, as well as the employés, have discharged their duties. The chiefs of divisions have rendered me that efficient service to be expected of officers who give diligent attention and careful and constant study to the work devolving upon them. Such subordinate officers, who always have opinions of their own and freely express them without stopping to first consider whether or not the opinions they honestly entertain are those of their superior officer, are the class of officers from whom a

superior gets his best and most valuable assistance. It is from such subordinates that the head of any office gets the most cheerful acquiescence when he assumes the responsibility of final decision which the law places upon him.

I have the honor to be, very respectfully, your obedient servant,
FRANK HATTON,
First Assistant Postmaster-General.

HON. WALTER Q. GRESHAM,
Postmaster-General.

A.—Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ended June 30, 1883; also statement of the number of post-offices in each State and Territory June 30, 1882, and June 30, 1883, with increase or decrease.

States and Territories.	Post-offices.			Postmasters.			Whole number of post-offices June 30, 1882.	Whole number of post-offices June 30, 1883.	Increase.	Decrease.	
	Established.	Discontinued.	Names and sites changed.	Resigned and commissions expired.	Removed and suspended.	Deceased.					Total number of cases.
Alabama	104	42	18	218	19	10	411	1,260	1,322	62	.....
Alaska	3	1	1	1	.....	.....	6	4	6	2	.....
Arizona	35	25	5	38	1	.....	104	115	125	10	.....
Arkansas	107	63	43	273	36	12	534	980	1,024	44	.....
California	77	52	11	167	6	9	322	947	972	25	.....
Colorado	97	48	25	139	7	4	320	458	487	49	.....
Connecticut	1	2	11	43	2	7	66	460	459	1	.....
Dakota	227	55	46	131	10	4	473	537	709	172	.....
Delaware	2	.....	4	10	3	1	20	117	119	2	.....
District of Columbia	2	.....	.....	1	.....	.....	4	5	6	1	.....
Florida	68	20	16	105	12	4	225	392	440	48	.....
Georgia	127	74	25	229	26	16	497	1,235	1,288	53	.....
Idaho	30	18	3	49	5	2	107	130	142	12	.....
Illinois	66	29	55	320	18	16	504	2,075	2,112	37	.....
Indiana	97	45	35	340	30	19	566	1,735	1,787	52	.....
Indian Territory	21	9	5	37	1	.....	73	110	122	12	.....
Iowa	65	53	79	280	22	12	511	1,554	1,566	12	.....
Kansas	92	89	85	314	20	11	611	1,563	1,566	3	.....
Kentucky	135	52	43	370	34	17	651	1,510	1,593	83	.....
Louisiana	34	25	13	107	8	5	192	1,519	1,528	9	.....
Maine	22	4	3	80	10	21	140	956	974	18	.....
Maryland	62	13	6	82	3	14	180	749	798	49	.....
Massachusetts	8	8	10	41	2	8	77	771	771	.....	.....
Michigan	81	34	32	228	13	12	400	1,479	1,526	47	.....
Minnesota	73	46	32	159	16	9	335	1,025	1,052	27	.....
Mississippi	71	42	6	138	21	10	288	781	810	29	.....
Missouri	122	74	44	374	31	16	661	1,864	1,912	48	.....
Montana	52	38	7	34	4	2	137	185	199	14	.....
Nebraska	74	40	54	159	13	6	346	841	875	34	.....
Nevada	16	9	3	34	2	2	66	132	139	7	.....
New Hampshire	12	1	2	27	5	6	53	479	490	11	.....
New Jersey	20	9	7	62	3	14	115	712	723	11	.....
New Mexico	30	29	4	66	5	2	136	172	173	1	.....
New York	57	17	16	285	27	35	437	3,042	3,082	40	.....
North Carolina	171	76	22	274	31	22	596	1,590	1,685	95	.....
Ohio	105	27	54	370	23	14	593	2,542	2,629	78	.....
Oregon	39	29	13	92	2	2	177	397	407	10	.....
Pennsylvania	153	33	39	406	20	47	698	3,596	3,716	120	.....
Rhode Island	3	2	1	22	.....	.....	28	121	122	1	.....
South Carolina	73	38	11	97	18	3	240	795	770	25	.....
Tennessee	144	54	59	298	40	12	607	1,625	1,715	90	.....
Texas	112	102	39	394	26	19	692	1,438	1,448	10	.....
Utah	7	13	4	36	8	4	85	218	225	7	.....
Vermont	7	.....	.....	48	3	6	64	498	505	7	.....
Virginia	125	65	34	309	87	17	637	1,843	1,903	60	.....
Washington	36	22	6	44	3	1	112	282	296	14	.....
West Virginia	87	40	16	177	12	5	337	992	1,039	47	.....
Wisconsin	65	42	52	195	17	10	381	1,399	1,422	23	.....
Wyoming	23	11	2	31	.....	.....	67	81	83	12	.....
Totals	3,253	1,621	1,101	7,734	705	468	14,882	46,231	47,863	1,633	1

B.—Statement showing the number of Presidential post-offices in each State and Territory June 30, 1882, and June 30, 1883, 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, 1883.

States and Territories.	Number of Presidential post-offices June 30, 1882.	Number of Presidential post-offices June 30, 1883.	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, 1883.	Number of money-order post office stations.
Alabama.....	19	20	1		1	4	15	1,302	78	
Alaska.....								6		
Arizona.....	6	5		1		3	2	120	9	
Arkansas.....	12	15	3		1	5	9	1,009	87	
California.....	52	57	5		4	16	37	915	154	4
Colorado.....	35	38	3		1	16	21	449	66	
Connecticut.....	49	53	4		3	13	37	406	63	
Dakota.....	11	20	9			5	15	889	48	
Delaware.....	6	7	1			1	6	112	14	
District of Columbia.....	1	1			1			5	1	3
Florida.....	3	13	5			2	11	427	34	
Georgia.....	27	28	1		3	4	21	1,260	89	
Idaho.....	2	2					1	140	16	
Illinois.....	170	186	16		6	24	146	1,926	515	8
Indiana.....	80	87	7		5	18	64	1,700	263	
Indian Territory.....								122	4	
Iowa.....	109	120	11		6	24	90	1,446	420	1
Kansas.....	69	79	10		1	13	65	1,487	250	1
Kentucky.....	30	34	4		2	8	24	1,559	96	
Louisiana.....	10	14	4		1	1	12	514	50	
Maine.....	30	31	1		3	10	18	343	105	
Maryland.....	18	20	2		1	2	17	778	56	
Massachusetts.....	112	116	4		7	35	71	655	165	13
Michigan.....	97	105	8		5	34	66	1,421	303	
Minnesota.....	42	51	9		2	11	38	1,091	152	
Mississippi.....	21	22	1			4	18	788	87	
Missouri.....	58	66	8		3	8	55	1,846	242	3
Montana.....	10	9		1		3	6	190	20	
Nebraska.....	34	39	5			6	33	836	132	
Nevada.....	11	11				4	7	128	19	
New Hampshire.....	29	30	1			6	24	460	71	
New Jersey.....	55	58	3		1	15	42	665	80	4
New Mexico.....	4	6	2			2	4	167	15	
New York.....	197	207	10		11	42	154	2,875	406	19
North Carolina.....	16	18	2			3	15	1,667	97	
Ohio.....	125	134	9		7	40	87	2,486	400	3
Oregon.....	9	12	3			3	9	395	49	
Pennsylvania.....	144	154	10		5	32	117	3,562	328	9
Rhode Island.....	11	11			2	4	5	111	17	
South Carolina.....	14	16	2		1	2	13	754	48	
Tennessee.....	20	21	1		2	3	16	1,694	102	
Texas.....	54	61	7		4	16	41	1,387	196	
Utah.....	6	7	1		1	1	5	218	17	
Vermont.....	24	27	3			6	21	478	84	
Virginia.....	26	28	2		3	5	20	1,875	95	
Washington.....	8	8				2	6	288	18	
West Virginia.....	10	14	4		1	2	11	1,025	53	
Wisconsin.....	66	78	12		4	18	56	1,344	233	2
Wyoming.....	4	4				2	2	89	10	
Totals.....	1,951	2,143	194	2	98	492	1,553	45,720	5,857	70

C.—Statement showing the total amount of post-office supplies received and issued during the fiscal year ending June 30, 1883.

RECEIVED.

Date.	Stamps.				Twine.			Balances.				Wrapping paper.		Ink.	Lbs. Number								
	No. 1.	Hour, No. 1.	No. 2.	Name.	Cans. In.	Steel-type.	Metal-type.	Misc. a.	Oct. n.	Received.	W e a s o n patent	Cotton.	Hemp.			Jute.	8-ounce.	4 pounds.	240 pounds.	600 pounds.	20 x 25.	26 x 40.	
First quarter.	398	106	677	147	1,000	1,080	1,375	.....	74	.....	.....	24,834	33,404	128,432	4,315	100	50	30	5	5,482	277	621	1,500
Second quarter.	442	100	2,438	.....	3,000	10,188	2,617	.....	32	7	.....	24,042	49,837	142,883	4,328	119	30	20	6	5,481	273	3,535	2,500
Third quarter.	796	160	5,731	133	.....	125	1,425	475	515	209	.....	7,942	30,000	104,028	2,568	111	23	14	2	4,204	214	4,000	4,000
Fourth quarter.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,677	125	9	10	1	4,508	240	3,200	3,700
Total.....	1,616	381	8,846	280	4,000	11,368	5,617	475	708	228	22	71,018	149,805	584,699	12,888	455	112	74	12	19,835	1,004	11,376	11,700

ISSUED.

Date.	Stamps.				Twine.			Balances.				Wrapping paper.		Ink.	Lbs. Number								
	No. 1.	Hour, No. 1.	No. 2.	Name.	Cans. In.	Steel-type.	Metal-type.	Misc. a.	Oct. n.	Received.	W e a s o n patent	Cotton.	Hemp.			Jute.	8-ounce.	4 pounds.	240 pounds.	600 pounds.	20 x 25.	26 x 40.	
First quarter.	398	106	677	147	1,000	1,080	1,375	.....	74	.....	.....	24,834	33,404	128,432	4,315	100	50	30	5	5,482	277	621	1,500
Second quarter.	442	100	2,438	.....	3,000	10,188	2,187	.....	32	7	.....	24,042	49,837	142,883	4,328	119	30	20	4	5,641	273	3,535	3,500
Third quarter.	796	160	5,731	138	.....	125	1,425	475	515	209	.....	7,942	30,000	104,028	2,568	111	23	14	2	4,204	214	4,000	4,000
Fourth quarter.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,677	125	9	10	1	4,508	240	3,200	3,700
Total.....	1,616	381	8,846	280	4,000	11,368	5,617	475	708	228	22	71,018	149,805	584,699	12,888	455	112	74	12	19,835	1,004	11,376	11,700

Number of blanks, books, and facing-slips issued during the fiscal year ending June 30, 1883.

Date.	Blanks.	Books.	Facing-slips.
First quarter, 1882-'83	11, 044 300	29, 636	11, 750, 400
Second quarter, 1882-'83	12, 164 609	19, 887	13, 708, 800
Third quarter, 1882-'83	15, 912, 600	44, 541	11, 750, 400
Fourth quarter, 1882-'83	11, 034, 955	25, 465	11, 760, 400
Total	50, 156, 464	119, 529	48, 960, 000

D.—Statement of the different sums appropriated and expended for supplies on account of blank agency, Post-Office Department, during the fiscal year ending June 30, 1883.

1882-'83.	Appropriation.	Expended.	Balance.
Wrapping paper	\$22, 000	\$21, 999 95	\$0 05
Jute twine	60, 000	41, 444 78	10
Hemp twine		11, 324 00	
Cotton twine		7, 231 12	
Balancee and scales	15, 000	14, 927 24	72 66
Marking-stamps	15, 000	15, 000 00	
Total	112, 000	111, 927 19	72 81

E.—Special appropriation for fourth-class offices, 1882-'83, act of May 4, 1882.

Articles.	Appropriation.	Expended.	Balance.
Marking-stamps	\$35, 000 00	\$5, 306 72	\$273 28
Letter-balances		19, 600 00	
Canceling-ink		2, 620 00	
Canceling-pads		7, 200 00	
Total	35, 000 00	34, 726 72	273 28

Department stationery: Appropriated, \$9,000; expended, \$9,000.
 Post-Office printing and binding: Appropriated, \$150,000; expended, \$150,000.

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

Post-offices.	Carriers in service June 30, 1883.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Akron, Ohio	6	568,172	215,487	46,109	82,410	2,945	494,312
Albany, N. Y.	31	2,869,025	614,386	365,839	840,716	11,464	1,648,930
Allegheny, Pa.	17	1,401,596	340,980	246,182	167,532	9,779	1,152,473
Allentown, Pa.	6	259,682	91,450	25,822	6,645	1,346	218,802
Altoona, Pa.	6	148,976	49,765	16,951	4,249	526	136,373
Atchison, Kans.	6	323,406	104,104	22,511	14,233	2,371	218,214
Atlanta, Ga.	15	2,153,498	522,771	260,959	271,532	28,628	1,663,532
Auburn, N. Y.	8	773,538	226,700	99,377	41,977	3,737	583,567
Augusta, Ga.	8	537,644	218,400	45,003	31,445	6,153	403,250
Augusta, Me.	4	460,026	135,351	20,141	12,141	23,398	147,876
Austin, Tex.	4	21,330	5,603	1,094	634	112	14,728
Baltimore, Md.	105	7,627,390	1,988,096	1,732,747	1,671,258	60,099	4,477,517
Bangor, Me.	5	334,179	83,029	30,796	17,624	2,855	223,832
Bay City, Mich.	6	190,119	57,210	31,426	16,974	1,912	173,930
Binghamton, N. Y.	7	98,978	32,817	11,909	4,889	540	70,098
Bloomington, Ill.	6	607,213	224,480	45,366	62,721	5,421	572,344
Boston, Mass.	244	17,884,951	5,273,181	8,771,839	4,730,689	106,051	12,025,225
Bridgeport, Conn.	8	473,253	136,023	75,458	44,822	2,841	38,634
Brooklyn, N. Y.	133	8,523,516	2,370,909	3,079,200	2,234,004	56,175	6,439,133
Buffalo, N. Y.	43	5,889,614	1,221,642	1,047,550	949,705	39,933	4,420,573
Burlington, Iowa	7	1,041,758	157,117	101,151	93,861	10,288	738,037
Burlington, Vt.	5	522,076	150,342	56,147	16,025	4,474	351,899
Camden, N. J.	8	612,233	229,256	77,589	89,633	3,643	523,818
Canton, Ohio	5	368,008	139,147	39,218	15,970	2,350	331,682
Cedar Rapids, Iowa	4	132,892	40,730	13,511	7,456	672	136,525
Charleston, S. C.	11	970,614	286,461	94,674	107,643	12,961	537,293
Chicago, Ill.	250	37,365,582	8,592,350	7,824,553	5,337,108	320,438	14,012,696
Cincinnati, Ohio	100	9,657,190	1,871,740	2,204,120	1,634,860	65,730	4,558,520
Cleveland, Ohio	45	6,145,207	1,688,083	1,128,642	675,801	69,959	3,574,145
Columbus, Ohio	18	2,176,639	649,734	181,372	144,836	15,861	1,540,591
Concord, N. H.	5	513,785	153,712	27,101	22,646	3,257	350,582
Council Bluffs, Iowa	5	173,688	49,566	15,738	7,793	2,290	143,816
Covington, Ky.	6	395,832	125,396	27,473	29,445	2,088	314,298
Dallas, Tex.	6	476,432	104,348	33,539	43,161	2,163	276,907
Davenport, Iowa	9	1,082,709	282,964	61,546	55,168	5,359	704,266
Dayton, Ohio	15	1,606,783	492,750	217,641	137,690	13,625	1,038,790
Denver, Colo.	17	2,815,611	624,228	468,171	812,295	12,447	1,942,091
Des Moines, Iowa	12	1,938,064	641,997	170,424	143,647	13,111	1,282,271
Detroit, Mich.	38	7,023,288	1,330,131	1,112,193	571,212	68,406	3,468,298
Dubuque, Iowa	7	626,127	180,270	59,306	50,388	6,759	545,995
Easton, Pa.	7	732,702	177,776	75,411	47,383	2,968	484,451
East Saginaw, Mich.	6	850,930	113,280	86,530	15,001	2,749	254,332
Elizabeth, N. J.	7	767,073	183,179	184,972	78,285	7,820	830,097
Elmira, N. Y.	8	1,389,201	404,946	98,948	66,446	8,212	625,268
Erie, Pa.	9	1,527,217	211,024	166,194	146,689	1,801	1,041,122
Evansville, Ind.	9	985,986	350,507	44,182	67,456	9,451	678,149
Fall River, Mass.	8	763,744	81,005	64,656	50,968	1,439	625,874
Fort Wayne, Ind.	8	569,942	185,120	81,228	65,955	5,792	693,447
Galesburgh, Ill.	5	81,186	21,180	3,768	3,743	1,099	46,728
Galveston, Tex.	9	1,272,015	204,481	51,192	85,432	12,214	483,417
Glocester, Mass.	4	9,121	2,269	681	506	27	11,980
Grand Rapids, Mich.	14	1,989,411	623,220	387,560	213,099	13,396	1,357,829
Hannibal, Mo.	5	58,424	21,892	6,545	2,718	540	62,834
Harrisburg, Pa.	8	561,273	214,860	53,146	51,175	2,918	802,723
Hartford, Conn.	15	904,558	234,625	196,447	109,528	3,525	810,984
Haverhill, Mass.	6	547,609	144,700	32,550	18,353	1,018	351,857
Hoboken, N. J.	6	402,771	118,238	44,051	58,510	3,282	187,040
Holyoke, Mass.	6	205,151	50,183	33,991	7,625	834	177,884
Houston, Tex.	7	650,316	173,116	70,231	85,176	6,810	434,963
Indianapolis, Ind.	33	3,238,569	983,995	614,449	510,358	44,147	2,308,617
Jackson, Mich.	6	658,911	216,822	51,858	36,661	2,775	474,294
Jacksonville, Fla.	5	18,687	6,623	820	369	1,708	8,613
Jersey City, N. J.	27	1,635,881	413,115	271,060	236,906	7,797	961,315
Kalamazoo, Mich.	5	340,240	138,350	15,349	11,446	2,973	260,010
Kansas City, Mo.	25	4,101,028	1,205,714	278,601	245,544	53,977	2,421,587
Keokuk, Iowa	6	234,035	79,464	26,279	16,629	1,924	122,578
Knoxville, Tenn.	5	9,224	3,412	815	193	84	6,004
La Fayette, Ind.	6	462,093	171,170	43,385	23,844	3,124	476,232
Lancaster, Pa.	7	752,595	195,916	51,992	49,348	2,894	439,106
Lansing, Mich.	4	137,153	53,282	10,999	7,385	643	133,770

OPERATIONS OF FREE-DELIVERY SYSTEM.

system for the fiscal year ended June 30, 1883.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
Letters.	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece, in mills.	Per carrier.		
456, 219	159, 446	136, 545	2, 111, 854	351, 892	\$4, 596 75	2.1	\$766 12	\$1, 830 60	
1, 821, 729	642, 020	255, 840	9, 870, 449	279, 892	20, 268 62	3.3	942 21	13, 106 97	
385, 475	288, 636	145, 561	4, 647, 244	275, 967	12, 779 02	2.7	751 70	10, 062 85	
186, 417	117, 615	26, 586	4, 647, 365	157, 894	2, 000 32	5.1	500 00	749 01	Oct. 1 '82
98, 237	80, 149	4, 820	477, 546	79, 591	2, 404 32	5.1	400 72	702 40	Nov. 28 '82
217, 698	95, 569	4, 855	1, 047, 396	174, 566	4, 656 69	5.4	776 61	620 74	July 1 '82
1, 067, 430	385, 991	130, 757	6, 488, 898	432, 593	9, 847 87	1.5	656 82	10, 103 92	
537, 341	191, 447	82, 662	2, 540, 346	317, 843	6, 689 38	2.7	858 97	2, 060 22	
291, 235	121, 523	38, 878	1, 683, 642	211, 891	5, 463 65	3.2	682 85	1, 666 01	
388, 815	108, 172	38, 722	1, 383, 642	535, 410	3, 419 80	2.5	854 05	1, 949 25	
14, 396	4, 473	1, 563	63, 873	15, 968	668 82	10.5	187 20	242 43	
15, 879, 563	5, 046, 810	733, 253	39, 212, 496	373, 452	95, 240 35	2.4	907 05	67, 146 72	May 1 '83
401, 514	144, 997	39, 823	1, 285, 759	257, 152	3, 983 37	2.4	796 77	1, 624 81	
96, 234	27, 102	12, 550	807, 457	101, 243	2, 348 76	2.8	391 46	1, 287 65	Dec. 1 '82
265, 768	160, 201	169, 053	2, 297, 004	45, 429	1, 223 03	1.1	176 15	786 00	Apr. 1 '83
294, 792	9, 384, 707	8, 253, 583	2, 297, 567	348, 928	4, 916 80	2.2	819 47	2, 077 79	
294, 792	9, 384, 707	8, 253, 583	93, 587, 018	385, 553	225, 674 40	2.4	924 89	37, 029 44	
815, 584	3, 024, 216	2, 063, 863	1, 223, 494	152, 937	6, 457 43	3.2	807 18	23, 746 53	
7, 513, 232	3, 423, 232	1, 175, 020	84, 815, 447	261, 770	122, 042 34	3.5	917 61	8, 188 58	
4, 830, 110	1, 990, 876	603, 842	20, 997, 845	488, 322	38, 755 78	1.8	901 30	36, 683 33	
775, 772	208, 695	155, 303	3, 281, 982	488, 354	5, 807 46	2.4	829 63	3, 055 81	
371, 849	118, 632	76, 741	1, 069, 685	333, 937	4, 008 18	2.9	825 43	1, 729 39	
467, 812	149, 861	164, 799	1, 378, 487	276, 043	6, 603 86	2.4	851 68	2, 722 38	
234, 888	83, 995	160, 789	1, 874, 487	254, 969	2, 625 25	2.6	725 05	1, 572 75	Sept. 1 '82
122, 662	52, 228	8, 148	1, 514, 812	128, 703	8, 842 85	2.5	110 71	1, 180 55	Sept. 1 '82
772, 735	360, 170	97, 917	3, 240, 468	294, 568	8, 406 98	2.6	784 26	3, 975 48	
41, 876, 580	11, 130, 695	10, 928, 394	136, 886, 386	547, 545	225, 328 81	1.8	901 31	336, 650 47	
4, 860, 010	2, 210, 290	1, 574, 340	29, 758, 300	297, 563	32, 664 30	3.1	926 56	92, 640 49	
4, 441, 941	1, 694, 308	735, 211	20, 152, 687	447, 887	42, 871 95	2.1	796 25	65, 153 39	
1, 297, 473	584, 061	172, 386	6, 622, 634	367, 924	14, 334 26	2.1	796 25	7, 476 13	
343, 179	138, 968	84, 603	1, 657, 938	325, 567	4, 022 53	2.4	809 50	1, 317 56	
145, 597	66, 632	45, 457	620, 557	124, 115	3, 455 55	2.5	898 09	1, 317 08	Oct. 1 '82
232, 176	81, 218	52, 821	1, 250, 757	208, 459	5, 075 98	1.8	845 99	1, 187 08	
814, 390	108, 117	29, 981	1, 250, 238	232, 373	4, 580 35	3.3	788 33	1, 107 00	
487, 660	217, 052	55, 417	2, 952, 089	328, 010	7, 410 35	2.5	823 37	4, 436 00	
1, 054, 193	470, 926	402, 044	5, 436, 442	362, 429	12, 042 92	2.2	798 37	6, 470 49	
1, 004, 906	412, 529	262, 788	8, 370, 066	504, 239	12, 042 92	1.4	789 29	13, 475 78	
1, 047, 704	516, 424	258, 988	5, 982, 630	498, 719	9, 231 63	1.5	789 29	5, 300 65	
2, 770, 942	1, 208, 899	472, 099	18, 015, 463	474, 091	36, 256 88	2.5	954 13	28, 632 38	
802, 070	228, 517	65, 283	2, 369, 715	318, 631	6, 373 07	2.7	910 44	1, 800 41	
465, 862	192, 150	40, 894	2, 222, 297	217, 471	6, 067 02	2.7	866 76	2, 144 32	
224, 697	82, 235	27, 168	1, 106, 862	184, 477	3, 008 49	2.7	501 41	1, 669 05	Oct. 1 '82
444, 389	175, 086	97, 179	2, 732, 437	390, 349	5, 696 70	2.1	842 38	1, 580 60	
501, 866	223, 893	107, 440	3, 436, 020	436, 502	6, 714 55	1.9	839 32	3, 031 35	
384, 294	229, 729	94, 575	4, 072, 845	459, 516	7, 779 57	1.1	864 39	6, 059 10	
786, 047	338, 966	75, 939	3, 589, 693	368, 299	7, 487 95	2.1	833 10	1, 905 00	
290, 442	67, 598	53, 175	1, 998, 901	249, 863	6, 845 97	3.4	855 74	3, 008 20	
800, 742	184, 188	42, 917	2, 140, 561	267, 570	7, 539 73	3.5	949 99	3, 333 15	
28, 478	8, 278	2, 688	201, 484	40, 297	910 85	5.5	182 17	3, 221 18	
924, 966	278, 795	101, 418	3, 364, 962	373, 885	7, 559 39	2.2	859 99	2, 674 62	Apr. 1 '83
8, 116	3, 904	1, 000	68, 564	9, 138	346 08	9.4	86 52	79 69	June 1 '83
1, 759, 808	617, 077	198, 460	7, 155, 659	511, 117	9, 280 09	1.3	662 86	10, 561 26	
28, 168	12, 596	2, 688	1, 185, 545	37, 109	909 02	8.8	190 60	6, 615 41	Apr. 1 '83
238, 871	121, 920	23, 476	2, 070, 362	258, 795	6, 307 31	3.4	788 41	3, 355 69	
473, 827	163, 949	61, 690	2, 946, 543	196, 436	11, 161 00	3.8	744 07	10, 978 54	
387, 324	65, 210	26, 072	1, 422, 993	217, 782	3, 982 36	2.7	682 72	1, 655 15	Sept. 1 '82
187, 744	104, 623	18, 789	1, 126, 688	185, 498	4, 062 57	3.5	662 09	1, 850 14	
151, 652	104, 283	17, 626	686, 211	114, 368	3, 005 08	3.5	610 84	1, 213 13	Oct. 1 '82
319, 999	104, 203	25, 740	1, 820, 274	280, 039	6, 429 20	3.5	918 48	1, 300 81	
2, 350, 845	1, 008, 054	804, 895	11, 283, 929	341, 331	31, 654 69	2.8	959 23	16, 862 26	
352, 970	166, 160	41, 343	2, 245, 700	374, 283	5, 310 44	2.3	885 07	1, 565 26	
21, 777	8, 025	4, 204	71, 575	14, 315	673 92	9.4	124 78	1, 151 58	May 1 '83
1, 010, 861	489, 734	206, 253	5, 232, 942	193, 819	25, 523 04	4.9	945 30	8, 483 44	
153, 115	75, 962	50, 223	1, 053, 668	210, 733	8, 000 28	2.8	600 05	722 21	Oct. 1 '82
1, 723, 602	772, 863	508, 587	11, 311, 683	452, 464	20, 498 79	1.8	819 95	16, 135 46	
150, 927	53, 346	11, 006	696, 093	139, 219	1, 727 29	2.4	345 46	854 80	Jan. 1 '83
17, 823	7, 498	11, 438	42, 462	7, 067	480 15	11.3	80 02	78 78	June 1 '83
297, 056	102, 417	46, 550	1, 615, 871	267, 615	4, 616 77	2.8	769 46	1, 567 29	
342, 800	92, 081	38, 123	1, 864, 055	266, 378	5, 713 85	3.1	816 28	1, 694 92	
164, 948	95, 929	87, 740	690, 899	172, 725	2, 087 47	3.8	521 87	1, 154 55	Oct. 1 '82

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

Post-offices.	Carriers in service June 30, 1883.	Delivered.					
		Mail.		Local.		Registered let- ters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Lawrence, Mass.....	9	833,500	109,278	94,077	102,324	1,745	828,044
Leadville, Colo.....	5	605,541	44,714	25,976	23,439	1,166	230,845
Leavenworth, Kans.....	6	600,159	127,385	24,815	32,268	2,731	538,148
Lewiston, Me.....	5	140,306	47,572	6,400	6,349	1,075	117,633
Lexington, Ky.....	5	80,154	32,963	3,783	2,799	204	50,339
Lincoln, Nebr.....	5	300,909	90,067	101,509	18,091	1,846	164,517
Little Rock, Ark.....	6	601,481	173,326	102,406	102,430	5,208	280,083
Louisville, Ky.....	40	5,988,433	1,283,433	636,297	793,716	61,097	2,568,577
Lowell, Mass.....	14	1,087,360	244,722	141,272	100,065	3,754	681,396
Lynchburgh, Va.....	6	105,715	40,330	4,981	1,945	1,309	24,206
Lynn, Mass.....	12	918,158	277,802	60,823	112,248	1,069	640,493
Macon, Ga.....	6	489,521	293,084	28,785	23,051	7,428	277,085
Madison, Wis.....	5	61,799	19,958	4,350	1,169	410	57,647
Manchester, N. H.....	9	706,736	204,788	37,193	60,310	5,322	623,478
Mansfield, Ohio.....	4	418,880	147,396	26,077	15,555	2,283	320,500
Memphis, Tenn.....	14	1,411,612	287,231	132,778	160,541	21,311	655,795
Meriden, Conn.....	4	215,069	47,563	43,721	24,157	1,063	184,771
Milwaukee, Wis.....	36	5,247,941	884,056	808,568	773,190	37,679	2,280,501
Minneapolis, Minn.....	23	1,908,737	410,668	317,041	217,134	12,843	1,445,508
Mobile, Ala.....	7	531,500	134,874	62,279	60,839	5,084	665,993
Nashville, Tenn.....	16	1,812,805	581,659	106,715	192,068	29,062	1,507,889
Newark, N. J.....	33	2,654,622	776,286	595,120	497,911	16,907	1,619,970
New Bedford, Mass.....	9	810,692	169,531	94,781	50,618	3,276	560,145
New Haven, Conn.....	19	1,949,790	323,348	405,698	219,771	10,569	1,891,012
New Orleans, La.....	54	2,668,836	460,908	569,399	497,085	43,725	2,097,544
Newport, R. I.....	5	316,346	60,747	65,785	12,681	954	145,329
New York, N. Y.....	585	55,644,661	13,792,119	35,145,710	15,411,415	501,390	22,563,246
Norfolk, Va.....	8	829,363	238,978	85,974	79,101	4,117	519,963
Oakland, Cal.....	10	860,832	132,098	86,120	108,560	3,208	696,857
Omaha, Nebr.....	12	1,684,187	377,502	227,860	166,226	10,061	1,500,254
Oshkosh, Wis.....	6	156,502	38,833	22,142	12,258	955	146,784
Oswego, N. Y.....	6	548,913	136,459	43,305	23,541	6,190	360,080
Paterson, N. J.....	11	782,120	142,213	102,736	79,477	3,928	920,355
Pawtucket, R. I.....	6	121,807	33,875	17,323	13,065	499	153,644
Peoria, Ill.....	10	851,235	275,455	64,973	58,042	4,930	649,390
Petersburgh, Va.....	6	566,149	205,073	30,315	41,238	5,236	472,284
Philadelphia, Pa.....	371	27,353,774	8,361,971	18,919,872	9,370,540	182,259	22,723,048
Pittsburgh, Pa.....	46	4,628,161	1,145,659	1,407,544	746,468	28,323	2,552,222
Pittsfield, Mass.....	4	14,124	4,285	1,931	712	74	10,489
Portland, Me.....	11	836,598	261,275	97,416	108,180	5,833	653,966
Portland, Ore.....	6	371,693	45,597	48,914	20,853	3,412	313,551
Portsville, Pa.....	4	323,805	112,873	33,181	15,272	1,281	518,412
Poughkeepsie, N. Y.....	7	671,128	134,207	67,750	44,193	2,879	660,817
Providence, R. I.....	34	1,407,957	514,157	521,907	273,543	8,081	1,316,026
Quincy, Ill.....	9	849,784	319,527	58,281	84,851	9,795	736,864
Racine, Wis.....	5	368,012	92,067	14,789	7,065	1,569	290,747
Reading, Pa.....	13	881,054	267,844	91,748	94,383	2,554	668,860
Richmond, Ind.....	6	546,051	198,990	44,692	17,975	2,816	427,878
Richmond, Va.....	20	1,639,045	547,196	173,598	177,844	19,977	784,686
Rochester, N. Y.....	31	4,366,758	747,376	503,946	435,310	15,329	2,401,970
Rockford, Ill.....	7	462,912	182,632	47,931	27,872	8,122	415,068
Sacramento, Cal.....	7	409,280	74,443	38,109	37,789	2,671	351,995
Saint Joseph, Mo.....	12	1,504,538	464,012	197,771	175,046	13,705	1,327,640
Saint Louis, Mo.....	138	14,996,320	3,532,016	3,110,262	2,337,117	170,930	6,557,589
Saint Paul, Minn.....	23	2,805,164	642,703	288,761	188,731	37,124	1,737,602
Salem, Mass.....	8	424,276	134,403	59,887	59,887	1,333	672,791
San Antonio, Tex.....	6	340,029	62,192	18,066	13,072	2,858	287,668
Sandusky, Ohio.....	5	153,573	60,801	13,735	8,615	650	168,508
San Francisco, Cal.....	72	5,730,212	665,445	2,322,297	1,545,881	71,894	3,868,574
Savannah, Ga.....	8	659,347	215,968	89,020	76,569	7,647	423,265
South Bend, Ind.....	6	260,118	84,824	18,663	19,604	2,206	201,534
Springfield, Ill.....	9	743,077	223,042	46,658	37,312	4,477	670,257
Springfield, Mass.....	116	838,339	261,296	116,123	70,446	2,826	528,065
Springfield, Ohio.....	9	725,176	284,335	66,767	42,388	12,037	719,267
Syracuse, N. Y.....	20	2,823,228	638,827	358,715	271,390	12,305	1,356,087
Taunton, Mass.....	6	235,666	68,448	58,953	16,362	880	212,213
Terre Haute, Ind.....	8	816,712	309,305	66,183	48,608	8,406	663,199
Toledo, Ohio.....	19	2,266,755	484,681	213,060	183,076	16,675	1,313,294
Topeka, Kans.....	7	1,340,363	447,061	277,836	148,051	8,886	752,225
Trenton, N. J.....	10	698,341	162,843	73,134	62,711	2,447	454,138

system for the fiscal year ended June 30, 1883—Continued.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
Letters.	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece, in mills.	Per carrier.		
889,368	124,782	121,425	3,104,513	344,946	\$7,917 91	2.5	\$879 77	\$3,022 85	
155,401	27,298	28,025	1,142,400	228,480	4,252 40	3.7	850 48	1,165 08	
564,176	136,898	95,077	2,121,857	353,609	4,298 98	2	716 49	1,160 72	
95,672	38,954	14,557	468,698	93,728	2,287 63	4.8	457 52	850 10	Nov. 1, '83
44,713	24,425	8,743	352,123	50,425	920 38	3.6	184 07	225 08	Apr. 1, '83
157,287	65,070	26,953	923,199	184,640	3,743 17	4	748 03	1,026 63	Sept. 1, '83
479,920	217,307	49,187	2,020,948	336,825	4,431 35	2.1	738 89	3,962 66	
3 384,324	1,262,553	611,834	16,560,264	414,007	37,447 23	2.2	936 18	30,080 47	
742,479	229,954	75,602	3,306,604	236,166	11,123 35	3.3	723 09	6,107 95	
65,300	26,270	3,583	2,273,622	45,604	1,411 20	5.1	235 20	3,274 24	Mar. 1, '83
694,862	249,529	63,885	3,019,469	251,622	9,578 84	3.1	798 23	3,817 40	
491,448	253,689	39,841	1,843,932	307,322	4,504 12	2.4	750 68	1,200 59	
45,202	18,112	6,681	2,215,328	43,066	936 45	4.3	187 29	241 29	Apr. 1, '83
327,023	119,195	24,975	2,107,020	234,113	6,890 16	3.2	765 57	1,637 46	
241,913	103,266	42,667	1,323,926	330,981	3,320 30	2.5	830 07	1,014 11	
623,100	244,823	101,281	3,648,479	280,605	10,884 60	3	777 47	4,463 68	
59,351	24,827	7,169	607,691	151,923	3,400 00	5.6	850 00	3,624 90	
2,580,830	837,854	399,244	13,858,372	384,954	33,907 54	2.4	941 87	27,120 24	
1,363,064	424,736	123,852	6,223,583	270,590	18,128 81	2.9	788 21	12,000 27	
401,697	119,783	47,402	2,129,541	304,220	5,087 96	2.4	726 85	2,665 09	
945,371	380,383	206,357	5,831,909	364,494	12,123 23	3.7	757 70	7,516 19	
1,685,820	729,181	194,971	8,770,488	263,772	20,984 39	3.4	908 62	19,603 75	
463,168	144,168	29,939	2,328,318	258,480	7,575 42	3.2	841 71	3,014 99	
1,032,786	228,258	174,619	6,296,721	331,406	16,494 20	2.6	888 11	19,419 81	
3,272,708	1,064,299	1,048,460	11,763,304	217,830	51,093 67	4.3	945 99	21,343 81	
237,062	46,183	15,239	900,326	180,065	3,872 84	4.2	766 57	2,437 97	Sept. 1, '82
77,731,713	24,188,288	13,851,432	258,890,064	442,561	522,889 00	2	893 83	1,475,533 88	
836,634	318,993	118,119	3,031,462	378,933	6,107 21	2	763 40	4,385 98	
501,669	110,379	78,330	2,518,053	251,805	8,177 48	3.2	817 75	3,218 31	
643,835	294,456	78,696	4,983,683	415,307	10,511 69	2.1	875 97	9,483 19	
82,176	28,014	6,108	487,772	81,295	2,998 48	6.1	490 74	917 95	Oct. 1, '82
302,871	110,048	47,151	1,578,558	263,063	4,894 15	3.1	815 69	1,228 00	
430,985	157,250	112,050	2,731,114	248,283	9,075 02	3.3	825 00	4,017 11	
113,127	34,854	43,906	532,100	84,683	3,027 14	5.7	504 52	2,983 01	Oct. 1, '82
712,963	298,698	116,661	2,971,167	297,117	8,680 04	2.9	868 00	2,472 43	
409,749	286,892	48,230	2,047,160	341,193	5,085 10	2.5	847 51	1,482 08	
44,370,748	16,408,403	10,352,393	160,043,909	431,116	353,158 63	2.2	951 91	608,653 05	
3,002,882	1,177,614	423,000	15,111,853	328,518	40,354 84	2.6	877 28	59,574 25	June 1, '82
8,681	2,777	721	43,785	10,946	335 82	7.6	83 85	122 23	
1,086,270	394,686	189,171	3,933,395	357,581	8,995 22	2.3	817 74	6,030 53	
652,538	122,964	50,758	1,639,090	273,182	5,508 36	3.3	918 06	3,177 95	
191,728	86,531	127,651	1,410,734	352,683	3,488 72	2.4	859 68	1,036 21	
977,833	157,376	104,172	2,520,364	860,052	5,903 05	2.3	843 29	2,488 98	
2,053,914	632,074	296,588	7,024,249	206,595	32,643 31	4.6	960 10	29,920 52	
480,377	216,726	49,357	2,805,492	311,721	7,165 97	2.5	796 22	2,301 17	
140,909	37,552	10,931	933,181	186,636	3,632 98	3.9	728 59	761 01	Sept. 1, '82
463,179	239,146	63,279	2,772,947	213,304	9,948 54	3.6	705 27	3,490 06	
333,666	143,525	168,499	1,884,292	314,048	4,945 78	2.6	824 29	1,869 35	
1,091,093	492,821	127,179	5,052,839	252,642	15,574 82	3	778 74	5,990 25	
2,167,673	632,074	296,588	11,585,830	373,091	28,364 59	2.4	914 99	16,912 91	Oct. 1, '82
786,636	300,691	47,359	2,703,822	368,270	3,138 28	1.1	448 32	1,909 77	
3,007,928	65,329	50,330	1,337,874	191,125	5,617 65	4.2	802 52	1,846 65	
1,276,666	501,577	230,514	5,691,468	474,289	8,707 75	1.5	725 64	6,836 11	
9,829,397	3,861,234	2,367,634	46,765,499	338,880	135,061 98	2.9	978 71	124,927 89	
2,438,682	775,278	279,170	9,193,215	396,705	18,265 04	2	794 18	12,162 61	Sept. 1, '82
271,791	87,607	53,138	1,657,463	207,188	6,218 06	3.7	777 26	2,423 41	
260,758	61,238	25,286	1,021,167	170,194	3,940 88	3.8	656 81	703 34	Sept. 1, '82
50,219	25,241	9,255	492,597	98,519	1,993 95	4	398 79	666 18	Dec. 1, '82
7,305,542	1,782,696	1,485,230	24,724,771	343,441	65,514 54	2.6	909 92	71,550 54	
690,568	249,684	85,052	2,506,995	313,374	6,765 47	2.7	843 68	5,686 71	
129,660	39,388	14,568	770,565	128,427	2,375 18	3	395 65	647 25	Dec. 1, '82
385,067	152,120	168,277	2,428,287	269,809	6,719 85	2.7	748 65	1,837 50	
437,765	164,680	46,332	2,460,872	246,087	6,780 94	2.7	678 09	5,653 20	
277,607	121,857	66,425	2,315,759	256,195	6,476 51	2.8	719 61	3,049 01	
1,063,303	461,579	169,135	7,174,572	358,728	16,168 71	2.2	808 43	10,366 75	
193,186	60,672	33,309	879,859	146,598	4,651 82	5.3	773 30	2,717 95	July 1, '82
573,530	286,363	131,847	2,923,453	365,432	6,360 47	2.1	795 06	2,578 27	
1,538,973	671,411	322,876	7,010,801	368,986	14,810 46	2.1	779 49	4,048 67	
950,275	363,176	96,197	4,385,285	626,469	5,333 14	1.2	761 88	7,463 97	
520,686	51,415	40,668	1,966,272	196,627	7,707 19	3.9	770 72	4,493 13	

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

Post-offices.	Carriers in service June 30, 1889.	Delivered.					
		Mail.		Local.		Registered let- ters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Troy, N. Y.	24	2, 428, 928	520, 278	402, 688	259, 667	7, 206	1, 399, 223
Utica, N. Y.	18	1, 850, 190	384, 487	142, 798	88, 735	8, 687	783, 614
Washington, D. C.	60	4, 566, 519	909, 432	719, 532	488, 700	39, 555	3, 413, 394
Watertown, N. Y.	6	127, 962	85, 144	7, 322	3, 475	749	83, 078
Wheeling, W. Va.	10	834, 129	187, 977	60, 533	57, 809	10, 046	562, 794
Wilkes Barre, Pa.	7	150, 287	48, 462	28, 843	9, 009	602	123, 069
Williamsport, Pa.	6	449, 317	143, 269	73, 307	35, 523	1, 732	297, 491
Wilmington, Del.	12	1, 013, 812	245, 173	170, 742	129, 163	4, 292	631, 058
Wilmington, N. C.	6	20, 932	6, 252	2, 486	458	281	31, 656
Worcester, Mass.	15	1, 061, 377	279, 323	167, 242	149, 842	4, 199	864, 253
Yonkers, N. Y.	5	12, 042	2, 728	2, 684	578	42	7, 579
York, Pa.	5	130, 877	48, 314	14, 742	7, 084	701	106, 008
Youngstown, Ohio.	6	352, 547	120, 744	38, 603	13, 726	1, 753	272, 242
Zanesville, Ohio.	5	423, 994	173, 145	30, 049	24, 302	4, 968	348, 661
Total	3, 680	342, 013, 750	86, 133, 228	104, 437, 146	60, 472, 193	2, 830, 208	203, 568, 065
Amount paid post-office inspectors on free-delivery service							
Total							

system for the fiscal year ended June 30, 1883—Continued.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
Letters.	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece, in mills.	Per carrier.		
1,797,241	514,049	447,989	7,777,259	324,052	\$118,999 18	2.4	\$791 63	\$12,270 95	
1,156,444	397,882	136,572	4,449,304	342,254	10,597 48	2.3	815 19	4,908 22	
3,266,130	1,080,931	647,681	15,231,674	220,749	60,889 47	4	882 45	29,287 34	
62,833	18,917	27,690	367,170	61,195	1,080 27	3	180 04	286 52	
763,527	275,897	127,341	2,900,053	290,005	7,986 29	2.7	798 63	2,489 71	
127,864	31,139	12,334	526,579	75,325	2,539 02	4.8	362 71	1,801 57	Apr. 1, '83
341,158	108,977	40,406	1,491,170	248,528	3,002 58	2	500 43	2,492 76	Jan. 1, '83
496,448	212,760	34,282	2,937,730	244,811	9,299 27	3.1	774 94	5,470 32	Oct. 1, '82
18,145	6,491	6,714	83,398	13,900	774 64	9.2	129 11	316 47	May 1, '83
565,182	225,895	55,973	3,373,285	244,886	12,461 59	3.6	830 77	8,006 00	
8,081	2,406	599	36,739	7,348	438 41	11.9	87 68	170 60	June 1, '83
72,866	31,791	22,266	434,399	36,880	2,017 12	4.6	403 42	611 85	Dec. 1, '82
129,485	48,676	33,285	1,011,061	168,510	3,600 75	3.5	600 12	1,364 53	Sept. 1, '82
310,630	155,373	32,474	1,503,626	300,725	4,218 07	2.8	843 61	1,342 02	
345,317,803	115,113,531	64,751,842	1,324,637,701	359,955	3,164,628 03	2.4	859 95	4,195,230 52	
					8,708 48				
					3,173,336 51				

REPORT
OF THE
SECOND ASSISTANT POSTMASTER-GENERAL
FOR
1883.

REPORT

OF

THE SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 24, 1883.

SIR: The cost of inland transportation on the 30th day of June, 1883, was:

For 1,513 railroad routes, aggregating 110,208 miles	\$13,887,800
For 115 steamboat routes, aggregating 16,093 miles.....	607,621
For 11,327 star routes, aggregating 226,865 miles	4,739,478
Total cost.....	19,234,899

Comparison with the last annual statement shows, for the railroad service, an increase of 124 routes, of 9,645 miles, and of \$1,134,616 in annual cost; for the steamboat service an increase of 6 routes, of 659 miles, and of \$33,602 in annual cost; for the star service, an increase of 530 routes, a decrease of 754 miles, and of \$814,371 in annual cost.

This statement is based upon contract prices and annual salaries, irrespective of fines and deductions; the amounts actually disbursed appear in the report of the Auditor.

The number of contracts drawn in duplicate during the year ended June 30, 1883, was 5,000.

STAR SERVICE.

The rate of expenditure for the star service on June 30, 1883, was \$4,739,478, a decrease of \$814,371 compared with the cost on June 30, 1882. This rate was increased from July 1, 1883, \$252,692, which amount represents the cost of new service that went into operation on that date, and also the increased cost of the service that was relet in Michigan, Wisconsin, Illinois, Iowa, and Minnesota under new contracts from that date. This leaves a net decrease since June 30, 1882, of \$561,679.

I have thought it necessary here to present, for permanent record, a comparative statement showing the work of this office affecting the cost of the star service during the latter part of the fiscal year ended June 30, 1881, and during the years ended June 30, 1882, and June 30, 1883, as thereby a large reduction of expense was effected without in any manner curtailing needed mail facilities.

The extension of railroad service contributed temporarily to a portion of the reduction, but this decrease in cost was in great measure

counteracted by the establishment of the new lateral service which became immediately necessary; the result, however, stands as follows:

Years.	Mileage.	Cost.	Decrease.
	<i>Miles.</i>		
June 30, 1880.....	76,070,995	\$7,321,499	
June 30, 1881.....	79,357,296	6,957,355	\$364,144
June 30, 1882.....	76,924,867	5,558,849	1,403,506
June 30, 1883.....	77,998,782	4,739,478	814,371

Increase in mileage for 1883 over 1880, 1,927,787 miles.

Decrease in cost for 1883 compared with cost for 1880, \$2,582,021.

This statement is the more necessary at this time in view of the fact that, having regard to postal requirements, the cost of the star service has reached the lowest point attainable, and that henceforth increased expense is inevitable by reason of the continuous growth of the country and the very rapid settlement of the Western States and Territories.

Complaints have been numerous in relation to the equipment used in the performance of service on the small routes, the means employed being inadequate to secure the proper facilities. These complaints have their origin primarily from the methods employed to secure profits by subletting mail contracts, the margin allowed by the contractor to the subcontractor or carrier being so small that an inferior grade of service naturally results. Restrictions have accordingly been placed upon subletting by means of a form of subcontract, prescribed by regulation, which will, to some extent, increase the cost, obtaining at the same time a much-needed improvement of the service. Under the present laws relating to subcontracts a few contractors have, by certain objectionable practices, seriously interfered with the regular transaction of the business of this office, and in many instances have succeeded in evading their obligations to subcontractors. While these practices need not be designated here, as they are well known, the new subcontract will to some extent prevent them, and aid in the enforcement of the statutes, giving thereby greater security to subcontractors. It is anticipated that such service as may be readvertised within the next eighteen months will be relet at an increase in cost, for the reason that the present rate is regarded as too low. To provide for this increase, and also for an expected larger percentage of new service which will be made necessary during the period indicated, for reasons heretofore stated, I recommend that the sum of \$5,600,000 be appropriated for the star service for the fiscal year ending June 30, 1885.

STEAMBOAT SERVICE.

The rate of expenditure for the steamboat service for the year ended June 30, 1883, was \$607,621. As in the star service, I present here for permanent record a statement of the reduction of the cost of this service since June 30, 1880:

Cost June 30, 1880.....	\$867,221	
Cost June 30, 1881.....	753,167	Decrease, \$134,054
Cost June 30, 1882.....	574,019	Decrease, 179,148
Cost June 30, 1883.....	607,621	Increase, 33,602

Making a net decrease from about May 1, 1881, to June 30, 1883, of \$279,600.

I think that for the fiscal year ending June 30, 1885, the sum of

\$625,000 should be appropriated in order to provide for any new and permanent service that may be found necessary, and to meet any emergencies that may temporarily arise from the overflow of rivers in the Southern States.

LEGISLATION.

The recommendations of this office that sections 3953 and 3961 of the Revised Statutes, and the proviso of the second section of the act of April 7, 1880, should be repealed have not been acted upon by Congress. The first section requires the deposit of certified checks with proposals for carrying the mails. This section operates to restrict competition, and at the same time affords but little additional security. The second section and the proviso of the act of April 7, 1880, prescribe an impracticable and, as has been demonstrated, an unsafe method for determining the allowances for expedition in carrying the mails on star routes. I have urged a substitute for the latter statutes that directs readvertisement in the very few cases that require expedition. These recommendations are renewed, and I desire further to invite your attention to the necessity for additional legislation respecting the disqualification of bidders for mail service.

The only statutes now in force disqualifying bidders are sections 3949 and 3950 of the Revised Statutes, the first permitting the rejection of the proposal of a bidder who has willfully or negligently failed to perform a former contract; the second excluding any person for five years for the first offense of entering into a combination to prevent the making of any bid, and for the second a continuous disqualification. To these offenses should be added, within the discretion of the Postmaster-General according to the evidence before him, disqualification for imposing or aiding to impose upon the Post-Office Department insufficient bonds upon any proposal or contract for carrying the mail, or for making a false statement to any postmaster to secure a certificate to the sufficiency of the sureties upon any such proposal or contract, or for making or filing, or aiding in making or filing, any false statement in relation to any post-route, or service thereon, with the intent thereby to defraud or cause loss to the United States.

MAIL MESSENGERS.

The estimate for mail messengers for the fiscal year ended June 30, 1883, made in my report for the year 1882, was \$800,000, and this sum was appropriated. The rate of expenditure on June 30, 1883, was \$803,338, reduced, however, to an amount within the appropriation by deductions of pay for lapses and failures in a number of cases.

By the reduction of the rate of letter postage, and the simultaneous increase of compensation of postmasters at post-offices of the fourth class, and the consequent inability of the larger number of postmasters to pay these employes monthly out of the proceeds of their offices, an order was made to pay them quarterly by warrants upon the Treasury.

The change from monthly to quarterly payments precipitated a large number of resignations, and a compulsory readvertisement of the service, thereby causing increased expense. This method of payment increases the cost in nearly every case, as the messengers are unwilling to wait three months for their earnings without greater compensation. The rapid growth of the railway service has added largely to the expense of this service, so that the average cost of new service during the

last four months has been at the rate of \$100,000 per annum. This rate of expenditure will make necessary a deficiency appropriation of \$75,000 for the current year, and an appropriation for the fiscal year ending June 30, 1885, of \$1,100,000.

FINES AND DEDUCTIONS.

The amount of fines and deductions from all branches of the service for the year ended June 30, 1883, was \$214,992.70, and the remissions for the same period amounted to \$21,475.77, leaving the net amount of fines and deductions for the year \$193,516.93. (See table marked F.)

MAIL EQUIPMENTS.

During the year ended June 30, 1883, \$199,489.04 was expended for mail bags and mail catchers, including repairs and mail-bag labels and label cases, the appropriation therefor being \$200,000.

The appended table (marked O) shows a detailed statement of such expenditure. By reference to that table it will be seen that the total number of mail bags of every description purchased amounted to 130,000, of which 15,000 were locked pouches for letters and other mailable matter of the first class, and 111,500 were mail sacks for printed and other mailable matter included in the second, third, and fourth classes; that \$45,212.53 was expended for repairs (the total number of mail bags repaired being 529,320), and \$4,938.75 for mail catchers, including repairs.

Mail bags, from their peculiar and distinctive character of manufacture, necessarily consume considerable time for making. Their material, whether leather or canvas, being manufactured, as it is, for that purpose and no other, they are not to be had at any time and in any desired quantity already made, as if they were common commodities in the market, but can only be procured some months after previous orders for their manufacture and delivery. Hence a suitable surplus or reserve stock, made in advance of immediate wants, was hitherto prudently kept collected at depositories convenient for speedy distribution, when drawn upon by requisitions from the Department to promptly supply all sudden emergencies and immediate requirements of the service. But the appropriations made in the last few years for mail bags proved to be inadequate to replace the continual reduction from wear, tear, and decay, and at the same time supply the rapidly-increasing demands occasioned by the unceasing and extensive growth of the service, especially on railways, without depleting the reserved stock. The speedy replenishing and future maintenance of such reserved stock, now almost exhausted, is a necessity which will require an appropriation for mail bags and mail catchers for the ensuing year, exceeding that of the current year, the amount of which being \$220,000.

The continually increasing quantities of documents, blanks, blank books, and official supplies sent daily from the several executive departments to different and often distant places in the United States, besides the public documents sent from the Capitol, contribute in no small degree to the growing demands for canvas mail bags, and to their wear, tear, and destruction. By reference to the appended table (marked P) it will be seen that \$24,999.52 were expended for mail locks and keys during the year ended June 30, 1883, the appropriation for the same being \$25,000.

During the year all postmasters and postal clerks were furnished with keys, safety chains, and full instructions for the new general mail locks which went into use on September 1, 1883, simultaneously throughout the postal service, in place of all the old locks withdrawn as unfit for further use. Accompanied herewith is a tabular statement (marked N) of all contracts for mail equipments in operation on the 30th of June, 1883.

It is estimated that for the year ending June 30, 1885, the following amounts will be necessary for expenditure:

For mail bags and mail catchers	\$250,000
For mail locks and keys	25,000

CLERICAL FORCE.

In my preceding report and estimates an addition to the clerical force of this office was not asked for, because I believed that the work could be performed up to June 30, 1884, with the present quota.

On account of the increase of business I am obliged to request that the following additional clerks be furnished: One clerk of class four, who, in addition to his other duties, shall have charge of the library; one clerk of class three; two clerks of class two; two clerks of class one, and one assistant messenger, at \$600 per annum.

The importance of the duties required of the principal clerk in charge of the division of mail equipments justifies the recommendation that he be designated as chief of the division of mail equipments, at a salary of \$2,000 per annum. If this recommendation is adopted, one clerk of class four can be dispensed with.

RAILROAD SERVICE.

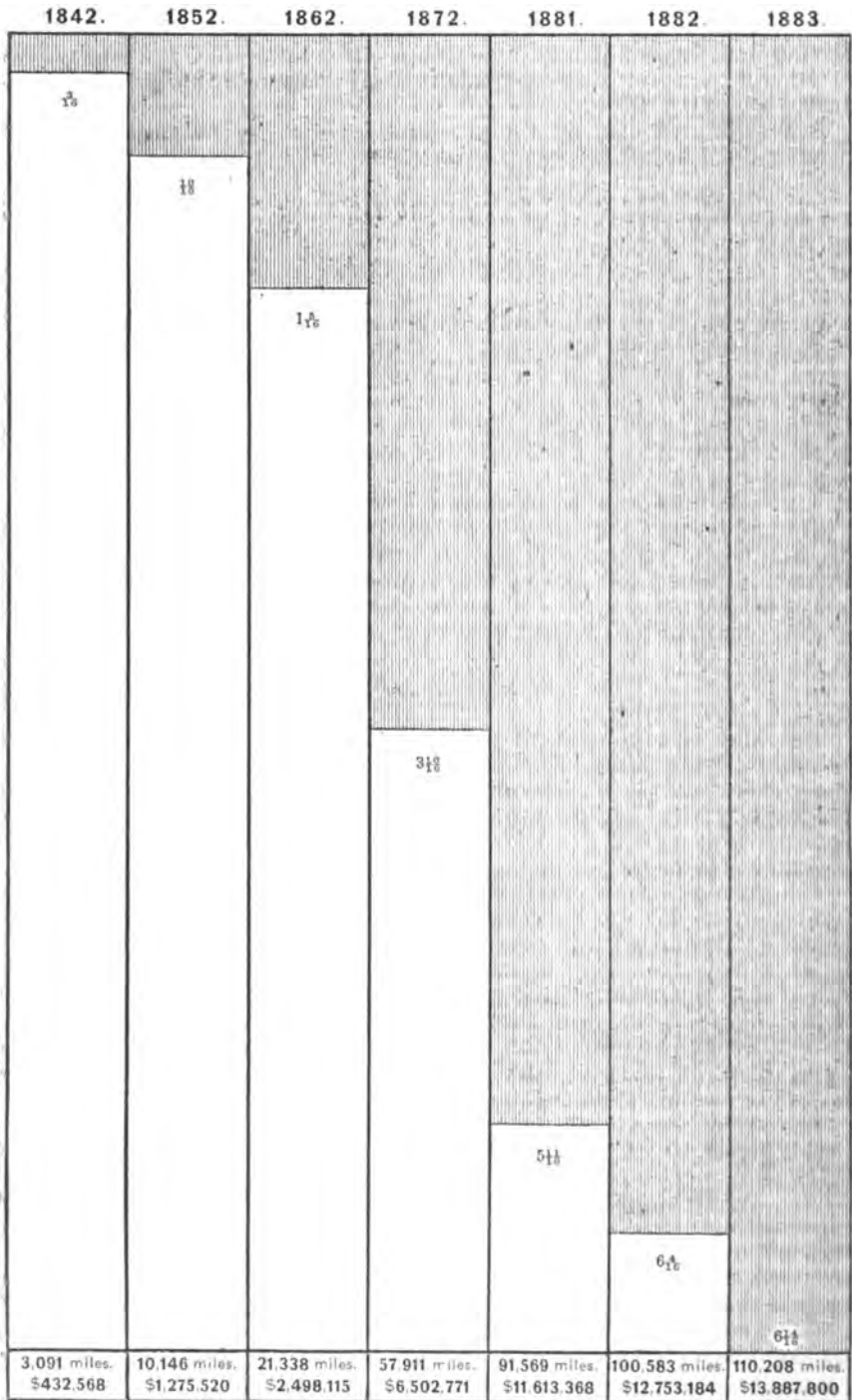
The most potent factor in the phenomenal development of the vast resources of the United States is the railroad system. It has released the great wealth of the mountain-locked regions, and brought to market the already immense and growing productions of the broad and fertile prairies of the great West, thus making these sections of the country desirable and profitable fields for the employment of energy and capital.

The railroad system was inaugurated in 1830, with a span of 23 miles; it has grown for the subsequent decades with the population of the country. From 1830, at an increase of 281 miles per annum, to 2,818 miles in 1840; from 1840, at an increase of 620 miles per annum, to 9,021 miles in 1850; from 1850, at an increase of 2,142 miles per annum, to 30,635 miles in 1860; from 1860, at an increase of 2,227 miles per annum, to 52,914 miles in 1870; from 1870, at an increase of 1,075 miles per annum, to 93,761 miles in 1880; and from 1880, at an increase of 10,000 miles per annum, to 123,671 miles in 1883.

The use of the system for the transportation of the mails has been nearly equal to its mileage; and the cost of such service now constitutes about one-third of the total expenditure of the Post-Office Department. At first sight it might appear that there was growing up a *very expensive* branch of the postal service, constantly ramifying, adding to its cost, and eating up the largest share of the postal revenues. But we must keep in mind the fact that it is the extension of the railroad system that is the very cause, in great part, of the increased revenue of the Department. And what is more significant is this further fact that an examination of the figures herewith presented will reveal that there

CHART SHOWING THE RATE OF INCREASE IN THE RAILWAY SERVICE. AND COST OF THE SAME.

[Scale $\frac{1}{8}$ inch to 1,000 miles.]



N. P.—The increase in mileage in past two years is but a trifle under the total mileage in 1862.

has been no material proportionate increase. Indeed, considering the volume of the mails, and greatly increased facilities provided, there has been an actual diminution in the cost of railroad service as compared with the revenues of the Department. The situation may be clearly understood by reference to the preceding chart, from which may be seen at a glance the relative increase of the service and cost.

It is therefore worthy of note in this connection that the rapid displacement by railroad transportation of other modes of conveyance is concurrent with the most satisfactory proportion that has ever existed between the revenues and expenditures of the Post Office Department.

The cost of railroad service has increased from June 30, 1879, to June 30, 1883, from \$9,567,590 to \$13,888,799—about 45 per cent. The revenues of the Department for the same period grew from \$30,041,982 to nearly \$45,500,000—about 50 per cent.

It will thus appear that increased use of the railroads for postal purposes is consistent with increased postal revenues. Therefore, accepting the experience of the past as a guide to the future, it may be concluded, other things being equal, that the relative proportion of increased railroad service and increased postal revenues will continue. For general but almost indefinite governmental protection society must respond in taxes, and for the assertion of personal rights in the courts the individual must pay roundly. But in the superior postal facilities enjoyed by the widely spread population of this country at so small a cost is found the one governmental relation in which the citizen is constantly reminded that a great establishment is maintained for his convenience and interest without any sacrifice on his part. And so viewing the postal service, I have extended it to every point where needed, and exercised vigilant care to advance its efficiency and increase its usefulness.

The railroad service now aggregates 109,827 miles, of which 24,500 miles, or 20 per cent., has been established since June 30, 1880. The increase for these three years is greater than the total railroad service in operation on the 30th of June, 1858, the close of the first 28 years of the system. These data show not only the enormous growth of the service, but also indicate the great care and responsibility devolving upon this office in the arrangement of the routes, the adjustment of the rates of pay, and the conduct of the business incident to the expenditure, through so many channels, of more than a million dollars a month, or, as already stated, about one-third of the total expenditures of the Department. The items for which this expenditure is made are given in detail in table. The complete publicity thus given to the details of this business is the outgrowth of a sentiment prevalent in this country as to the right of the people to a full knowledge of all transactions affecting the public welfare.

PACIFIC ROADS.

The decisions of the courts, and the First Comptroller relinquishing to the Pacific Railroad companies operating subsidized lines all sums earned on subsidized lines leased or operated by them, requires a direct expenditure out of the appropriation for railroad transportation of over \$600,000 per annum. This item has been particularly explained in the late annual reports, but was not included in the estimates; consequently these decisions carry with them the necessity for an additional appropriation for the current fiscal year, 1884, and also constitute an im-

portant element of cost to be provided for in the estimates and appropriation for 1885.

STATEMENT.

First. Cost of transportation on all routes, on which rates have been fixed, to June 30, 1883, by Post-Office Department books.....	\$12, 288, 799
Cost June 30, 1882	11, 297, 333
	\$991, 466
Increase for 1883 over 1882	
Rate of increase, 8.77 per cent.	
New routes June 30, 1883, unadjusted, 7, 234 miles.	
Second. Cost June 30, 1883	\$12, 288, 799
Estimated on 7, 234 miles	225, 000
	\$12, 513, 799
Less amount earned by and withheld from Pacific roads indebted to the United States	823, 748
	\$11, 690, 051
Total.....	
This total represents the cost for which direct <i>payment</i> must be made.	
Third. Appropriation for 1884	\$11, 725, 000
Cost June 30, 1883.....	11, 690, 051
	\$34, 949
Excess available for increased service for 1884	
Fourth. Cost, Auditor's statement:	
To June 30, 1883, paid \$11,579,172.66; unpaid, \$423,992.92	\$11, 579, 172 66
Cost June 30, 1882	10, 286, 085 00
	\$1, 293, 087 66
Increase for 1883 over 1882	
Rate of increase, 12.57 per cent.	

ESTIMATES.

The increase in length of routes for the year ending June 30, 1883, was 9,264 miles, or 9 per cent. more than the mileage June 30, 1882, and the system continues to expand in about the same proportion. The total increase for the three years ending June 30, 1883, reaches the enormous result of 24,500 miles, about equal to the circumference of the world. It should be borne in mind that this unprecedented extension of the service represents a corresponding distribution of population, and tends to greatly increase correspondence and consequently the postal revenue. By the decisions mentioned the actual cost is not increased as the sum involved was placed to the credit of the companies indebted to the United States. Now, however, such earnings are to be *paid* to the companies, and must therefore be considered and provided for in the estimate and appropriation.

1884.

It is clear therefore that the \$11,725,000 provided for the current year is insufficient, being but about the cost on June 30, 1883. Adding thereto 8 per cent. (or \$935,200) for extension of routes and expansion of service on old routes, and \$12,625,200 is reached, which is the amount that will probably be required for the current year.

ESTIMATE FOR 1885.

Accepting \$12,625,200 as the proper basis, being in accordance with the experience of recent years as to the growth of the service and cost, and allowing for the usual increase at 8 per cent., and the amount re-

quired for the fiscal year ending June 30, 1885, will be \$13,735,216, or \$1,010,016 more than the amount that will probably be required for the current year.

RAILWAY POST-OFFICE CARS.

The appropriation for the current year for railway post-office cars is \$1,575,000.

The cost of the service on the 30th June, 1883, was at the rate of \$1,599,001 per annum. It is believed that the present service can be maintained and such additional service provided as may become necessary during the ensuing fiscal year for the sum of \$1,625,000, which is but \$50,000, or about 3 per cent. more than the appropriation for the current year.

SPECIAL FACILITIES.

The cost of "special facilities" on railroad routes for the year ending June 30, 1883, was \$185,000, and a like amount is appropriated for the current year. The results secured by this expenditure are very highly appreciated by the communities interested, and I therefore recommend that a like sum be appropriated for 1885.

LAWS RELATING TO RAILROADS.

In my previous reports I have briefly alluded to the insufficiency of the present laws to meet the requirements of the public interests with regard to the transportation of mails on railroad routes. Congress, acting upon the suggestion so made, provided for a revision of the system. And the Postmaster-General in March last appointed a committee, of which I am chairman, to conduct the work incident to the proposed change.

It is hoped that the committee will be able to submit its report to you at an early day, in which will be found a comprehensive expression of my views on this subject.

Very respectfully,

RICHARD A. ELMER,
Second Assistant Postmaster-General.

Hon. W. Q. GRESHAM,
Postmaster-General.

ADDENDUM.

Table A exhibits cost, appropriation, and estimates.

Table B shows length of routes, annual transportation, and cost in the several classes of inland mail service.

Table C is a statement of the railway mail service.

Table D is a statement of the steamboat service.

Table E shows the increase and decrease in transportation and cost.

Table F is a statement of deductions, fines, and remissions.

Table G shows weight of mails, speed and accommodations for mails, and agents on railroad routes, with an index.

Table H shows the readjustment of pay on railroad routes, with an index.

Table I shows the rate of pay for railway post-office cars, with increase and decrease since last annual report.

Table K states expenditures for necessary and special facilities on trunk lines.

Table L is a statement of railroad service established since last annual report.

Table M shows the growth of railway mail service from 1836 to 1883.

Table N is a statement of all contracts for mail equipments and use of patents.

Table O is a statement of expenditures for certain mail equipments.

Table P is a statement of expenditures for mail locks and keys.

A.—Inland mail service, June 30, 1883.—Cost, appropriation, estimates, and rate of increase and decrease.

Object.	Cost for 1882.	Cost for 1883.	Increase or decrease per cent. in cost for 1883 as to cost for 1882.		Appropriation for 1884.	Increase or decrease per cent. in appropriation for 1884 as to appropriation for 1883.		Estimate for 1885.	Increase or decrease per cent. as to appropriation for 1884.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, railroad routes	\$11,297,323	\$12,288,789	8.78		\$11,700,000	4.79		\$13,735,216 00	17.39	
Railway post-office car service	1,455,851	1,509,001	9.83		1,575,000	1.50		1,625,000 00	3.17	
Necessary and special facilities on trunk lines	374,531	185,121		50.57	185,000		.07	185,000 00		
Inland transportation, steamboat routes	574,019	607,621	5.85		600,000		1.25	625,000 00	4.17	
Inland transportation, star routes	5,553,849	4,739,478		14.66	5,250,000	10.77		5,600,000 00	6.07	
Railway postal clerks	3,235,853	3,532,420	18.44		3,877,120	3.77		4,285,289 60	8.00	
Mail messengers	739,207	803,338	10.16		850,000	5.81		1,100,000 00	29.41	
Mail locks and keys	25,000	25,000			20,000		20.00	25,000 00		
Mail bags and mail bag catchers	198,321	199,489	.56		220,000	10.30		250,000 00	13.64	
Packing trunks for registered mail					9,000					
Miscellaneous items in the office of the Second Assistant Postmaster-General	480	192		60.00	1,000	420.83		1,000 00		
Total					24,387,120			27,441,503 60	12.52	

NOTE.—No allowance is made in this table for fines and deductions; the amounts actually disbursed appear in the report of the Auditor.

B.—Table of inland mail service in operation June 30, 1883.

[The entire service and pay on each route are set down to the State or Territory under which the route is numbered, though extending sometimes into other States and Territories, instead of being divided among the States or Territories in which the different portions lie.]

States and Territories.	Length of routes.	Length of routes and annual cost in each class of service.						Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.		
		Star.		Steamboat.		Railroads.							
		Miles.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.					Miles.	Miles.	Dollars.
Maine.....	5,600	3,640	88,058	824	4,817	1,117	124,872	1,804,874	1,429,686	3,443,588	237,457		
New Hampshire.....	1,994	1,225	32,138	60	2,250	700	67,037	803,918	1,160,207	1,865,912	106,588		
Vermont.....	2,363	1,516	41,129	60	4,129	862	96,522	1,084,915	1,084,108	1,968,730	148,044		
Massachusetts.....	3,375	1,210	80,244	94	11,325	2,062	335,870	398,848	5,222,983	6,298,463	478,417		
Rhode Island.....	1,406	1,170	9,643	138	11,505	170	22,208	3,105	426,473	624,153	46,559		
Connecticut.....	1,940	32,830	32,830			1,102	187,542	26,004	274,416	2,632,200	3,208,043	247,278	
New York.....	15,454	8,633	290,588	150	7,154	6,665	1,229,819	908,708	1,636,617	15,000,032	1,624,349		
New Jersey.....	2,474	9,849	27,869			1,625	236,153	33,577	236,732	3,000,937	3,522,217	237,341	
Pennsylvania.....	14,588	9,348	244,361			5,540	720,249	81,020	801,269	8,423,372	12,948,372	1,045,630	
Delaware.....	4,479	135	6,065			2,284	22,896	22,896	106,704	280,163	386,807	56,591	
Maryland.....	4,203	2,017	62,580	970	16,173	1,210	236,494	88,834	1,131,404	2,888,858	4,362,820	394,090	
Virginia.....	12,009	8,321	116,570	724	35,500	2,764	349,402	69,708	8,123,780	3,243,462	6,633,714	574,160	
West Virginia.....	6,000	5,437	60,007	242	20,244	321	42,835	8,369	1,308,354	1,513,647	1,731,167	131,623	
North Carolina.....	11,484	9,456	107,684	536	16,363	1,302	123,060	12,906	3,036,026	4,203,585	4,019,233	281,073	
South Carolina.....	4,922	3,542	49,504	51	1,362	1,320	110,723	19,630	180,733	1,487,664	2,450,878	181,289	
Georgia.....	9,360	6,212	86,114	8	4,415	3,140	260,312	51,281	320,603	3,359,211	5,096,191	407,182	
Florida.....	7,283	3,450	62,249	2,928	70,775	907	43,261	43,261	41,284	865,275	1,030,333	176,308	
Alabama.....	12,002	9,401	135,733	2,529	7,259	2,800	174,331	20,468	2,640,841	1,994,162	4,709,315	337,771	
Mississippi.....	8,016	6,106	89,190	499	5,676	1,411	117,196	8,607	125,003	1,383,162	2,253,518	3,703,316	220,669
Tennessee.....	9,240	7,953	113,443	139	3,219	1,154	112,007	13,992	125,069	2,905,768	4,124,492	3,783,652	242,661
Kentucky.....	10,891	7,535	110,185	705	36,215	2,291	264,140	20,772	298,912	2,501,544	4,336,476	438,312	
Ohio.....	14,525	6,117	137,914	248	17,958	8,460	1,189,081	218,917	1,407,178	12,672,970	15,911,643	1,563,050	
Indiana.....	9,244	4,806	82,504			4,438	471,450	70,380	550,830	1,614,314	3,477,908	1,633,424	
Illinois.....	12,334	4,694	106,131			7,690	864,944	117,849	982,793	7,788,428	9,183,296	1,088,924	
Michigan.....	9,708	4,617	63,785	644	15,400	3,963	366,401	20,773	367,134	5,629,664	7,306,806	486,329	
Wisconsin.....	9,208	5,305	79,330			3,967	302,365	41,733	1,333,118	3,701,367	5,236,465	423,373	
Minnesota.....	9,807	63,846	63,846			5,188	342,852	7,126	349,778	4,087,952	5,174,769	413,654	
Iowa.....	12,268	5,630	69,068			6,692	435,236	35,029	470,265	4,872,535	6,500,628	559,659	
Missouri.....	16,224	9,934	149,557			5,837	656,190	95,425	751,614	6,803,044	9,918,690	926,181	
Arkansas.....	10,031	7,750	127,701			8,805	41,293	41,293	2,312,994	4,370,330	6,683,324	245,745	
Louisiana.....	6,221	4,008	77,627			1,043	103,714	5,165	108,879	1,038,703	1,848,045	2,228,633	

Texas	18,871	13,068	265,514	492	3,000	5,871	480,002	460,002	4,248,600	30,744	4,058,601	8,048,035	718,516
Kansas Territory	2,486	2,884	48,254			72	480,844		3,765,466		44,072	800,128	48,000
Nebraska	14,926	10,894	162,167			4,122	435,420	27,723	3,502,960		4,655,040	8,158,630	625,316
Dakota Territory	2,130	6,282	102,738			2,848	840,093	60,167	1,968,451		2,323,021	4,291,475	714,015
Montana Territory	6,640	4,652	81,880			968	34,168		1,292,850		600,229	1,802,070	116,058
Wyoming Territory	8,117	3,083	91,880			34	4,087		1,111,311		49,404	1,160,805	95,017
Colorado	2,183	1,860	64,862			323	220,881	4,934	550,360		201,583	751,043	56,982
New Mexico Territory	5,745	3,266	127,765			2,479	32,400		939,347		2,365,757	3,305,104	362,540
Arizona Territory	2,815	2,034	59,484			781	32,400		726,107		543,233	1,269,340	91,884
Utah Territory	2,815	2,260	88,945			555	64,280		783,262		304,105	1,179,307	148,255
Idaho Territory	3,517	2,563	114,577			954	90,934		1,029,486		967,167	1,996,663	205,511
Washington Territory	2,233	2,233	107,857						1,015,424			1,015,424	107,857
Oregon	4,825	2,090	58,161	1,592	56,675	637	27,015		608,348	156,824	430,530	1,204,722	143,851
Nevada	5,049	4,138	105,245	291	13,357	620	65,598		1,178,776	148,928	453,722	1,781,426	184,180
California	2,923	2,526	113,956			397	24,530		834,052		289,460	1,223,512	138,486
Alaska	13,179	8,635	332,240	1,160	39,889	3,184	503,632	53,761	3,528,115	227,404	2,881,383	6,639,044	923,542
Total	353,106	226,865	4,739,478	16,003	607,021	110,208	12,288,799	1,509,001	13,857,800	77,998,782	4,062,878	129,198,641	211,260,201
Railway postal clerks													19,234,899
Mail messengers													3,832,420
Aggregate													803,338
													23,870,600

NOTE.—This table shows contract prices and annual salaries, irrespective of fines and deductions; the amounts actually disbursed appear in the report of the Auditor.

C.—Railroad service as in operation on the 30th of June, 1883.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mille for transportation.	Cost per mille for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
MAINE.										
1	Boundary Line (n. o.) and Presque Isle.	New Brunswick Rwy.	30.04	6	1,284.21			42.75		
2	Newport and Dexter.	Maine Central R. R.	14.90	12	687.93			46.17		
3	Farrington and Brunswick.	do	67.69	14.95	4,991.95			73.53		
4	Belfast and Burnham Village.	do	23.93	12	2,061.10			60.71		
5	Portland and Skowhegan.	do	102.96	8.22	7,629.43	1,601.66	9,231.41	74.39	15.63	
6	Portland and Bangor.	do	137.72	27	37,444.69	18,772.00	51,216.69	271.89	100.00	
7	Portland and Canada Line (n. o.).	Grand Trunk Rwy.	166.55	10.88	16,419.24			99.18		
8	Portland and Rochester.	Portland and Rochester R. R.	55	9.65	6,583.50			119.70		
9	Milo Junction (n. o.) and Katahdin Iron Works.	Bangor and Katahdin Iron Works Rwy.	18.94	9.73	809.68			42.75		
10	Portland and South Lauenburgh.	Portland and Ogdensburgh R. R.	114.05	9.87	9,166.19			80.37		
11	Brunswick and Bath.	Maine Central R. R.	9.14	27	937.76			102.60		
12	Bangor and Vanceborough.	do	111.02	12	19,107.47	4,275.75	23,383.22	167.58	37.50	
13	Bangor and Bucksport.	Eastern Maine Rwy.	19.41	12	1,311.13			67.50		
14	Oldtown and Blanchard.	Bangor and Piscataquis R. R.	64.03	6	5,310.64			82.94		
15	Woolwich and Rockland.	Knox and Lincoln R. R.	49.80	12	4,398.65			89.78		
16	Houlton and New Brunswick Line (n. o.).	New Brunswick Rwy.	3.93	6	194.88			49.59		
17	Calais and Princeton.	Saint Croix and Penobscot R. R.	21.27	6	909.29			42.75		
18	Oakland and North Anson.	Somerset R. R.	25.77	6	1,432.29			55.58		
19	Mechanic Falls and Gilbertville.	Rumford Falls and Beckfield R. R.	27.64	6	1,450.26			49.59		
20	Farrington and Phillips.	Sandy River R. R.	1.83	12	780.18			42.75		
21	Lewiston and South Auburn.	Grand Trunk Rwy.	5.85	12	250.08			42.75		
22	Bridgton Junction (n. o.) and Bridgton.	Bridgton and Saco River R. R.	18.50	12	723.48			43.61		
			1,117.19			124,872.03	19,649.73	144,521.76		

NEW HAMPSHIRE.

1001	Concord and Nashua	Concord R. R. Corporation	38.98	7,280.74	1,451.20	8,740.94	300.83	40.00	
1002	Concord and Portsmouth	do	50.66	4,602.45			78.66		
1003	Manchester and North Weare	do	19.95	832.90			42.75		
1004	Hooksett and Pittsfield	do	30.35	901.85			48.74		
1005	Concord and Wells River	Boston, Concord and Montreal R. R.	94.01	12,619.90	880.87	15,500.77	184.24	9.37	
1006	Groveton and Wells River	do	53.71	5,648.08			105.17		
1007	Wing Road (n. o.) and Fabian House	do	18.54	949.28			70.11		
1008	Concord and White River Junction	Northern R. R.	69.64	11,789.35	2,838.77	14,618.12	109.29	40.62	
1009	Concord and Claremont Junction (n. o.)	Concord and Claremont R. R.	56.80	2,962.68			52.16		
1010	Contoocook and Peterborough	do	32.76	1,400.40			42.75		
1011	Nashua and Greenfield	Boston and Lowell R. R. Corporation.	26.59	1,962.56			72.68		
1012	Nashua and Rochester	Worcester and Nashua R. R.	48.83	5,185.45			105.17		
1013	Dover and Alton Bay	Boston and Maine R. R.	28.42	1,555.14			54.72		
1014	Conway Junction (n. o.), North Conway, Wolfborough Junction and Wolfborough	Eastern R. R.	71.09	5,806.20			82.94		
1015	Portsmouth and Dover	do	12.11	517.70			42.75		
1016	Greenfield and Keene	do	11.32	483.93			42.75		
1017	Whitefield Junction (n. o.) and Meadows	Manchester and Keene R. R. James A. Weston, George A. Ramsdell, and John Kimball, trustees.	29.84	1,375.60			42.75		
1018	Whitefield Junction (n. o.) and Meadows	Whitefield and Jefferson R. R.	8.52	364.20			42.75		
1019	Vesant	Northern R. R.	13.11	560.45			42.75		
1020	Franklin and Bristol	Boston & Maine R. R.	2.50	117.57			47.08		
1021	Rollingford (n. o.) and Great Falls	do	709.08	67,036.57	5,160.84	872,197.41			
VERMONT									
2001	Burlington and Rouse's Point	Central Vermont R. R.	57.10	8,543.87	1,570.15	10,114.02	149.63	{ 50.00 10.62	For 24.5 miles. For 22.6 miles.
2002	Windsor and Essex Junction	do	110.13	13,759.17	4,975.62	22,773.62	161.60	{ 50.00 12.50	For 96 miles. For 14.13 miles.
2003	Bellows Falls and Burlington	Sullivan County R. R.	126.29	17,602.22	713.66	18,315.88	146.21	10.62	For 67.3 miles.
2004	Bellows Falls and Windsor	Vermont R. R. Co. of 1871	26.32	4,230.67	329.00	4,559.67	160.74	12.50	
2005	Brattleborough and Bellows Falls	Central Vermont R. R.	24.02	8,002.04	300.25	4,202.29	162.45	12.50	
2006	Saint Albans and Canada Line (n. o.)	Central Vermont R. R.	14.32	0.863.85			61.56		
2007	Saint Albans and Richford	Morrisville R. R., W. C. Smith, E. P. Cheney, and W. B. Stevens, trustees.	28.91	2,002.80			69.26		
2008	Leicester Junction and Addison Junction	Central Vermont R. R.	15.62	667.75			42.75		
2009	Richford and Newport	Southeastern Rwy.	32	2,243.52			70.11		

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
VERMONT—Continued.										
2010	White River Junction and Derby Line.	Connecticut and Passumpsic Rivers, and Massachusetts Valley R. R.	115.02	9.39	15,046 91	1,928 23	16,973 14	130 82	{ 12 50 9 37	For 105.3 miles. For 65.1 miles.
2011	South Lanesburgh and Swanton	St. Johnsbury and Lake Champlain R. R.	118	7.01	8,272 98	.....	.....	70 11	.....	.....
2012	Wells River and Montpelier	Montpelier and Wells River R. R.	38.80	12	2,521 22	.....	.....	64 98	.....	.....
2013	Wells River Junction and Woodstock.	Woodstock R. R.	14.44	12	617 31	.....	.....	42 75	.....	.....
2014	Burlington and Cambridge Junction (n. o.)	Burlington and La Moille R. R.	34.47	9	1,473 59	.....	.....	43 75	.....	.....
2015	Rutland and Bennington	Bennington and Rutland R. R.	57.60	18.25	7,781 18	557 55	8,338 73	135 09	10 62	For 52.5 miles.
2016	Brattleborough and South Londonderry.	Central Vermont R. R.	36.15	6	2,849 02	.....	.....	64 98	.....	.....
2017	Montpelier and Barre	do	7	18	299 25	.....	.....	42 75	.....	.....
2018	North Bennington and State Line (n. o.)	Bennington and Rutland R. R.	1.90	24	277 84	19 64	296 98	130 37	10 62	For 1.85 miles.
MASSACHUSETTS.										
2001	Boston and Portland	Eastern R. R.	852.48	.....	98,522 02	10,393 10	106,915 12	.....	.....	.....
2002	Boston and East Saugus	do	108.08	31.54	41,502 75	10,908 00	52,410 75	390 48	100 00	.....
2003	Boston and Rockport	do	12.77	24.28	1,460 41	.....	.....	42 75	.....	.....
2004	Salem and Marblehead	do	19.69	18	1,245 78	.....	.....	63 27	.....	.....
2005	Salem and Lawrence	do	3.92	16.55	167 88	.....	.....	42 75	.....	.....
2006	Franklin and Valley Falls	New York and New England R. R.	21.29	9.68	910 14	.....	.....	42 75	.....	.....
2007	East Salisbury and Amesbury	Eastern R. R.	14.40	.....	615 60	.....	.....	42 75	.....	.....
2008	Wenham and Essex	do	4.01	18	174 87	.....	.....	43 61	.....	.....
2009	Lynn and Marblehead	do	42.75	13	231 27	.....	.....	42 75	.....	.....
2010	Wakefield and Peabody	do	6.07	12.24	259 49	.....	.....	42 75	.....	.....
2011	Boston and Portland	do	8.02	6	842 98	.....	.....	42 75	.....	.....
2012	Boston and Medford	Boston and Maine R. R.	116.33	23.05	18,897 80	3,730 31	22,628 11	163 45	{ 41 25 31 25	For 9.5 miles. For 106.83 miles.
		do	5.31	21	227 00	.....	.....	42 75	.....	.....

3013	Georgetown and Haverhill.....	Boston and Maine R. R.	7.76	12	298.60	360.00	1,660.70	38.48	10.00
3014	Wakefield Junction (n. o.) and Newburyport.....	do	80.80	18.61	1,316.70			42.75	
3015	Newton Junction and Merrimac.....	do	4.85	13	207.83			42.75	50.00
3016	Boston and Lowell.....	Boston and Lowell R. R. Corporation.	28.02	41.87	5,673.83	1,301.00	6,373.33	184.94	
3017	Lowell and Lawrence.....	do	14.25	21	609.18			42.75	
3018	Winchester and Woburn.....	do	2.25	21	95.83			42.75	
3019	Somerville Station (n. o.) and Bedford.....	do	12.57	19.80	597.96			42.75	
3020	Ayer and Lowell.....	do	16.74	12	1,660.16			83.20	
3021	Greenfield and Greenfield.....	Fitchburg R. R.	105.71	36.24	21,782.60	1,862.06	23,764.66	206.06	18.75
3022	Boston and North Adams.....	do	37.12	21	7,236.17	696.00	7,932.17	194.94	18.75
3023	South Acton Depot (n. o.) and Hudson.....	do	8.18	18	3,892.44			42.75	
3024	Ayer and Greenville.....	do	23.83	12	1,466.97			61.56	
3025	Boston and Albany.....	Boston and Albany R. R.	202.06	45.11	107,803.05	25,228.07	133,031.12	533.52	185.00
3026	Granton Depot (n. o.) and Millbury.....	do	4.46	9	171.62			38.48	
3027	Amherst Station (n. o.) and New-Ton Lower Falls.....	do	2.09	15	89.34			42.75	
3028	South Framingham and Milford.....	do	12.31	24	526.25			42.75	
3029	Pittsfield and North Adams.....	do	21.18	23.88	1,177.18	211.80	1,388.98	55.58	10.00
3030	Palmer and Winchendon.....	do	49.67	12.54	2,505.85			50.45	
3031	North Brookfield and East Brookfield.....	do	4.37	27	186.81			42.75	
3032	Natick and Saxtonville.....	do	8.87	12	165.44			42.75	
3033	Boston and Bellingham.....	New York and New England R. R.	31.74	23.48	1,573.86			49.59	
3034	Boston and Willimantic.....	do	85.90	28.6	17,579.94			206.06	
3035	Boston and Providence.....	Boston & Providence R. R.	44.19	52.45	9,256.92	3,402.63	12,659.55	209.48	77.00
3036	Houston and Deetham.....	do	10.25	23.37	473.24			46.17	
3037	Custom Depot (n. o.) and Stoughton.....	do	4.16	21	177.84			42.75	
3038	Boston and South Braintree.....	Old Colony R. R.	11.86	110.87	3,156.24	142.00	2,298.24	189.81	12.50
3039	South Braintree Junction (n. o.) and New-Port.....	do	61.25	21.42	6,127.45	288.62	6,416.07	100.04	12.50
3040	South Abington and Bridgewater.....	do	8.13	8.39	347.55			42.75	
3041	Middleborough and Provincetown.....	do	86.30	12	10,625.95	1,078.75	11,704.00	123.12	12.50
3042	Boston and Oakdale.....	Massachusetts Central R. R.	41.24	20.37	1,763.01			42.75	
3043	Attleboro and Middleborough.....	Old Colony R. R.	21.98	10.93	839.64			42.75	
3044	South Braintree and Fall River.....	do	34.43	28.03	2,555.01			68.40	
3045	Buzzard's Bay and Wood's Hole.....	do	17.83	12	792.72			44.46	
3046	South Braintree and Plymouth.....	do	28.62	20.19	1,729.76			64.88	
3047	Loring and Fract's Junction.....	do	4.83	18	239.51			49.59	
3048	Xarmouth Junction and (n. o.) Hyannis.....	do	3.36	12	143.64			42.75	
3049	South Framingham and Lowell.....	do	30.34	12	8,099.12			99.18	
3050	Fair Haven and West Wareham.....	do	15.59	12	719.70			46.17	
3051	New Bedford and Fitchburg.....	do	92.77	21.03	7,453.92			60.37	
3052	East Thompson and Southbridge.....	New York and New England R. R.	18.06	12	772.96			42.75	
3053	Greenfield and Turner's Falls.....	Fitchburg R. R.	4.37	24	186.81			42.75	
3054	New Bedford and Fall River.....	Fall River R. R.	15.00	18	641.25			42.75	
3055	Fitchburg and Bellows Falls.....	Cheshire R. R.	64.54	18	9,105.30			141.08	

For 96.63 miles.
For 103.43 miles.

For 23.09 miles.

C.—Railroad service as in operation on the 30th of June, 1883.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
MASSACHUSETTS.—Continued.										
3066	South Vernon Junction (n. o.) and Keene.	Connecticut River R. R.	24.32	12	1,893 29			67 29		
3067	Worcester and Winchendon.	Boston, Barre and Gardner R. R.	37.92	16.32	2,982 78			78 66		
3068	Winchendon and Peterborough.	Cheshire R. R.	16.62	9.79	767 34			46 17		
3069	Milford and Bellingham.	Milford and Woonsocket R. R.	4.10	12	175 27			42 75		
3069	Milford and Ashland.	Hopkinton R. R.	11.98	12	510 00			42 75		
3061	Palmer and Miller's Falls.	Central Vermont R. R.	84.88	8.68	2,302 89			67 55		
3062	Miller's Falls and Brattleborough.	do.	21.39	22.66	2,844 64			187 66	12 50	For 10.28 miles.
3063	Lawrence and Manchester.	Manchester and Lawrence R. R.	27.06	18	3,678 80		128 50	185 86		
3064	Braintree Junction (n. o.) and Kings-ton Station (n. o.).	Old Colony R. R.	32.20	18.39	1,789 67			55 58		
3065	Atlantic and West Quincy.	do.	3.66	12	186 46			42 75		
3066	Worcester and Nashua.	Worcester and Nashua R. R.	46.93	16.34	6,179 27			131 67		
3067	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R.	52.94	42.7	9,781 96		661 75	183 83	12 50	
3068	Springfield and Athol.	Boston and Albany R. R.	47.89	6	2,384 16			48 74		
3069	Holyoke and Westfield.	New Haven and Northampton Company.	10.53	12	450 15			42 75		
3070	Ashburnham Depot and Ashburnham.	Ashburnham R. R.	2.89	24	123 54			42 75		
3071	Van Deusen and State Line.	Housatonic R. R.	11.02	11.46	687 86			62 43		
3072	Boston and Walham.	Fitchburg R. R.	10.90	11.38	466 97			43 75		
3073	Lowell and Nashua.	Boston and Lowell R. R. Corporation.	14.77	30	2,727 72		786 50	184 68	50 00	
			2,061.56		385,969 96		50,877 99	395,847 85		
RHODE ISLAND.										
4001	Providence and Worcester.	Providence and Worcester R. R.	43.92	27.3	4,318 65			96 83		
4002	Providence and Groton.	New York, Providence and Boston R. R.	62.10	32.33	13,858 23		3,105 00	223 16	50 00	

4003	Vacant.														
4004	Providence and Bristol	Providence, Warren and Bristol R. R.	14.39	15.41	935 00										64 98
4005	Warren and Fall River	Fall River, Warren and Providence R. R.	9.95	18	484 96										48 74
4006	Providence and Pascoag	Providence and Springfield R. R.	23.15	6	1,008 86										60 26
4007	Kingston Depot and Narragansett Pier	Narragansett Pier R. R.	9.14	12.9	890 78										42 75
4008	Auburn and Hope	New York, Providence and Boston R. R.	10.77	12	480 41										42 75
4009	Wood River Junction (n. o.) and Hope Valley.	Wood River Branch R. R.	5.95	18	264 86										42 75
			179.37		22,305 76	3,105 00	25,410 76								
CONNECTICUT.															
5001	Norwich and Worcester	New York and New England R. R.	60.69	21	5,244 96										88 07
5002	Vacant.														
5008	Middletown and Berlin Depot	(n. o.) New York, New Haven and Hartford R. R.	11.15	27	429 05										38 48
5004	New Haven and New London	do	51.71	31	11,760 40	3,878 25	15,638 65								227 48
5005	New York and Springfield	do	135.59	61.55	91,352 40	23,025 28	114,377 68								673 74
5006	Waterbury and Watertown	Naugatuck R. R.	6.41	12	274 02										42 75
5007	Hopewell Junction and Providence	New York and New England R. R.	163.08	17.5	23,435 55										132 53
5008	Vernon Depot and Melrose	do	24.50	24	209 87										74 39
			12.95												45 82
5009	New London and Palmer	Central Vermont R. R.	65.47	18.23	4,982 26										76 10
5010	New Haven and Williamsburgh	New Haven and Northampton Company.	85.17	15.03	8,666 04										101 75
5011	Bridgport and Winstead	Naugatuck R. R.	62.03	18.04	6,153 13										99 18
5012	Housatonic and Pittsfield	Housatonic R. R.	110.55	18	11,153 38										100 89
5013	South Norwalk and Danbury	Danbury and Norwalk R. R.	23.61	24	2,281 19										96 62
5014	New Haven and Willimantic	Boston and New York Air Line R. R.	54.62	10.41	7,518 96										137 66
5015	Hartford and Saybrook Point	Hartford and Connecticut Valley R. R.	44.40	9.7	2,981 08										66 69
5016	Hartford and Springfield	New York and New England R. R.	38.01	6	1,411 17										42 75
5017	New Haven and Ansonia	New Haven and Derby R. R.	18.29	24	808 83										60 71
5018	Hartford and Millerton	Connecticut Western R. R.	69.93	25.5	5,441 25										77 81
5019	Litchfield and Haverhill	Shepaug R. R.	32.75	6	1,456 06										44 48
5020	Turnerville and Colchester	Boston and New York Air Line R. R.	4.60	15	198 65										49 75
5021	Farmington and New Hartford	New Haven and Northampton Company.	14.30	16.7	783 59										51 30

For 78.23 miles.
For 62.36 miles.

Pay not fixed on 8.33 miles.

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for		Annual pay for office cars.	Total annual pay.	Cost per mile for		Remarks.
					Dollars.	transportation.			Dollars.	transportation.		Dollars.	office cars.
CONNECTICUT—Continued.											
5022	Danbury and Brookfield Junction (n. o.).	Housatonic R. R.	Miles. 6.25	18	Dollars. 297 18						
5023	Branchville and Edgefield.	Danbury and Norwalk R. R.	4.59	6	190 22				42 75		
5024	Redb and Hawleyville.	do	6.54	6	307 57				42 75		
5025	Windsor Locks and Suffield.	New York, New Haven and Hartford R. R.	4.79	21	294 77				42 75		
			1,101.98		187,542.05	296,903.53	214,445.63				
NEW YORK.											
6001	New York and Dunkirk	New York, Lake Erie and Western R. R.	459.55	25.98	103,339.00	31,062.00	135,001.00		224.87	80.00	For 222 miles.
6002	Tallman and Piermont.	do	14.15	7.24					42.75	40.00	For 127.35 miles.
6003	Buffalo and Suspension Bridge.	do	26.10	28.24	1,983.76				75.23		
6004	Newburgh and Greycourt (n. o.).	do	19.06	20.95	1,271.11				66.00		
6005	Rochester and Avon.	do	19.09	22	1,948.61				86.36		
6006	Avon and Danville.	do	30.19	18.03	2,168.24				71.82		
6007	Attica and Corning.	do	110.97	16.35	10,057.21				90.63		
6008	Buffalo and Hornesville.	do	92.72	25.08	14,066.44				138.18		
6009	Goshen and Montgomery.	do	10.65	12	682.98				64.13		
6010	Goshen and Pine Island.	do	12.09	12	516.84				42.75		
6011	New York and Buffalo.	New York Central and Hudson River R. R.	442	46.52	450,848.84	153,020.00	603,868.84		1,020.02	3300.00	
6012	Troy and Schenectady.	do	22	24.50	4,081.88				185.54		
6013	Syracuse and Rochester.	do	104	36.48	16,361.28	4,160.00	20,521.28		157.32	40.00	
6014	Canandaigua and Tonawanda.	do	86	6	3,676.50				42.75		
6015	Buffalo and Lockport.	do	22	18	1,072.28				48.74		
6016	Buffalo and Lewiston.	do	29	33.51	2,653.21				91.49		
6017	New York (155th st.) and Brewster's Station.	New York City and Northern R. R.	54.70	6	2,739.61				50.45		
6018	Rochester and Niagara Falls.	New York Central and Hudson River R. R.	76	25	11,306.52				148.77		
6019	Dunkirk and Titusville.	Dunkirk, Allegheny Valley and Pittsburgh R. R.	91.16	9.62	5,378.44				59.00		

6020	Albany Junction, (n. o.) and Troy	Delaware and Hudson Canal Co.	6. 20	24	736 26	117 14
6021	Rochester and Charlotte	New York Central and Hudson River R. R.	9	17. 5	384 75	42 76
6022	New York and Chatham	do	130. 50	12. 08	12, 719 83	97 47
6023	Golden's Bridge and Malapoa	do	7. 80	12	330 02	42 75
6024	Eagle Bridge and Rutland	Delaware and Hudson Canal Co.	62. 87	8. 97	4, 300 30	68 40
6025	Schenectady and Ballston	do	15. 30	12	640 80	42 75
6026	Albany and Mooers	do	188. 79	20. 37	28, 731 95	152 19
6027	Colchester and Cherry Valley	do	22. 96	12	977 26	42 75
6028	Albany and Binghamton	do	143. 23	10. 87	14, 695 39	102 60
6029	Plattsburgh and Au Sable Forks	do	23. 52	6	1, 005 48	42 75
6030	Quaker Street and Schenectady	do	15. 47	12	661 34	42 75
6031	Nauvau Junction (n. o.) and Jefferson Junction (n. o.)	do	21. 70	6	964 78	44 40
6032	Fort Edward and Lake George	do	15. 95	22	881 95	52 16
6033	West Chazy and Rome's Point	do	14. 78	12. 5	2, 047 17	138 51
6034	Oswego and Richland	Rome, Watertown and Ogdensburg R. R.	29. 03	12	2, 353 14	80 37
6035	Watertown and Cape Vincent	do	25. 82	12	1, 214 31	47 03
6036	Rome and Ogdensburg	do	141. 09	17. 07	17, 361 11	122 27
6037	Syracuse and Pulaski	do	38. 48	18	2, 697 83	70 11
6038	Oswego and Lewiston	do	146. 64	6	11, 534 70	78 66
6039	Watertown and Sackett's Harbor	Utica and Black River R. R.	12. 51	12	534 80	42 75
6040	Chenango Forks and Norwich	Delaware, Lackawanna and Western R. R.	30. 32	12	2, 281 27	75 24
6041	Utica and Norwich	do	54. 28	13. 74	4, 455 30	82 08
6042	Owego and Ithaca	do	34. 13	12	2, 217 70	64 88
6043	Cassville Junction (n. o.) and Richfield Springs	do	22. 04	12	1, 111 91	50 45
6044	Mineola and Locust Valley	Long Island R. R.	10. 53	13	450 16	42 75
6045	Long Island City and Greenport	do	97. 17	12	9, 388 56	96 62
6046	Hicksville and Port Jefferson	do	33. 50	13	2, 176 83	64 98
6047	Vacant	do				
6048	Oswego and Middletown	New York, Ontario and Western Rwy.	249. 43	7. 76	15, 354 91	61 56
6049	Wellsville and Eldred	Bradford, Eldred and Cuba R. R.	33. 14	6	1, 416 73	42 75
6050	Walton and Delhi	New York, Ontario and Western Rwy.	17. 82	6	777 13	43 61
6051	Clinton and Rome	Delaware and Hudson Canal Co.	13. 19	12	593 87	42 75
6052	Buffalo and Cleveland	Lake Shore and Michigan Southern Rwy.	183. 76			945 63
	Cleveland and Elyria		23. 30			845 63
	Elyria and Millbury		78. 80	19. 36	305, 661 92	537 28
	Millbury and Toledo		8		116, 989 45	482, 651 97
	Toledo and Elkhart		142. 70			869 20
	Elkhart and Chicago		101. 62			460 83
6053	Rome's Point and Ogdensburg	Ogdensburg and Lake Champlain R. R.	119. 28	9	10, 810 34	713 83
6054	Chatham and Bennington	Lebanon Springs R. R.	57. 80	9	3, 212 32	55 36

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
NEW YORK—Continued.										
6065	Schoharie and Middleburgh	Middleburgh and Schoharie R. R.	3.50	12	235 12			42 75		
6066	Schoharie Junction (n. o.) and Schoharie	Schoharie Valley R. R.	4.38	12	213 48			48 74		
6067	Utica and Hamiltonville	Delaware & Hudson Canal Co. Buffalo, New York and Philadelphia Rwy.	31.59	12	1,898 64			58 14		
6068	Buffalo and Emporium	Allegany Central R. R.	40.51	12	1,781 80			76 95		
6069	Olean and Angelica	Skaneateles R. R.	5.16	21	220 99			42 75		
6070	Skaneateles Junction (n. o.) and Skaneateles	Skaneateles R. R.	5.16	21	220 99			42 75		
6071	Buffalo and Cory	Buffalo, Pittsburgh and Western R. R.	95.91	20	6,744 61			71 82		
6072	Greycourt (n. o.) & McAffee Valley	Warwick Valley R. R.	21.72	12	928 59			42 75		
6073	Canadagua and Elmira	Northern Central Rwy.	86.79	18	7,757 15			111 15		
6074	Syracuse and Oswego	Delaware, Lackawanna and Western R. R.	85.60	18.5	3,378 79			94 91		
6075	Syracuse and Binghamton	Syracuse, Binghamton and New York R. R.	80.31	18	6,660 91			82 94		
6076	Rouse's Point and Canada Line (n. o.)	ChAMPLAIN and St. LAWRENCE R. R.	1.20	6	112 88			94 05		
6077	Troy and North Adams	Troy and Boston R. R.	48.46	30.18	9,873 72	908 62	10,782 94	203 75	18 75	
6078	Stapleton and Tottenville	Staten Island R. R.	13	12	555 75			42 75		\$48 per annum additional for service between New York and Stapleton.
6079	Hudson and Chatham	Boston and Albany R. R.	17.94	18	766 63			42 75		
6080	East Gainesville and Perry	Silver Lake Rwy.	6.83	12	291 68			43 75		
6081	Syracuse and Earlville	Syracuse, Chenango and New York R. R.	44.11	11.49	2,187 41			49 59		
6082	Lyons and Sayre	Genova, Ithaca and Sayre R. R.	92.62	6	6,968 72			75 24		
6083	Rondout and Stamford	Ulster and Delaware R. R.	73.64	12	5,288 82			71 82		
6084	Vall's Gate Junction (n. o.) and Newburgh Junction (n. o.)	New York Lake Erie and Western R. R.	12.60	22.10	646 38			51 80		
6085	Elmira and Cortland	Utica, Ithaca and Elmira R. R.	70.98	15	5,400 05			76 10		

6076	Fresville and Auburn	Southern Central R. R.	39.70	0	1,007 17	42 75
6077	Saratoga Springs and Schuylersville	Boston, Hoosac Tunnel and Western Rwy.	13.55	6	579 26	42 75
6078	Port Jervis and Monticello	Port Jervis and Monticello R. R.	24.70	6	1,077 10	43 16
6079	Poughkeepsie and State Line (n. o.)	Poughkeepsie, Hartford and Boston R. R.	44.88	6	1,920 75	42 75
6080	Cannastota and Cortland	Cazenovia, Cannastota and Do Rwy. R. R.	49.08	7.82	3,281 42	65 84
6081	Fonda and Northville	Fonda, Johnstown and Gloversville R. R.	26.92	14.23	1,963 89	71 82
6082	Johnsonville and Greenwich	Greenwich and Johnsonville R. R.	14.99	15.37	640 82	42 75
6083	Montgomery and Loudout	Walkill Valley R. R.	35.71	6.83	1,892 96	53 01
6084	Sayre and Fair Haven	Southern Central R. R.	117.20	12.82	6,113 15	52 16
6085	Dutchess Junction and Millerton	Newburgh, Dutchess and Connecticut R. R.	57.87	6	3,221 97	55 58
6086	Cooperstown and Juncton (n. o.)	Cooperstown and Susquehanna Valley R. R.	16.25	12	847 60	52 16
6087	Utica and Watertown	Utica and Black River R. R.	91.97	16.96	11,953 42	129 96
6088	Carthage and Ogdensburgh	do	60.77	12	5,683 76	83 20
6089	Cayuga and Ithaca	Geneva, Ithaca and Sayre R. R.	38.15	6	1,874 50	47 88
6090	Sodus Point and Stanley	Lake Ontario Southern R. R.	34	6	1,453 50	42 75
6091	Buffalo and Jamestown	New York, Lake Erie and Western R. R.	60.73	13	4,531 05	64 98
6092	Middletown and Pine Bush	Middletown and Crawford R. R.	14.18	6	608 19	42 75
6093	Long Island City and Sag Harbor	Long Island R. R.	99.67	12	7,840 04	78 66
6094	Long Island City and Whitestone (n. o.)	do	12	12	738 72	61 56
6095	Saratoga Springs and North Creek	Aldronack R. R.	57.96	6	4,212 53	72 68
6096	Bath and Hammondsport	Bath and Hammondsport R. R.	9.81	21	419 37	42 75
6097	Rhinecliff and Boston Corners	Hartford and Connecticut Western R. R.	35.70	7.20	1,770 36	49 50
6098	Whitehall and Castleton	Delaware and Hudson Canal Co.	14.34	15	956 33	66 69
6099	Crown Point and Hammondville	Crown Point Iron Company's Railroad.	11.96	6	460 99	38 48
6100	Valley Stream and Occanus	Long Island R. R.	8.50	12	383 37	42 75
6101	Sidney Plains and New Berlin	New York, Ontario and Western Rwy.	25.44	6	1,087 56	42 75
6102	Rochester and Salamanca	Rochester and Pittsburgh R. R.	109.14	12	5,319 48	48 74
6103	Corning and Geneva	Fall Brook Coal Co.	58.23	6	4,482 82	76 10
6104	Springville and Sardinia Junction (n. o.)	Springville and Sardinia Rwy.	11.59	12	485 47	42 75
6105	Plattsburgh and Rodgersfield	Chateaugay R. R.	34.67	12	1,482 14	42 75

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
NEW YORK—Continued.										
6106	Albany and Troy	New York Central and Hudson River R. R.	7.37	75	1,518 66			208 06		
6107	Mechanicville and Eagle Bridge	Boston, Hoosac Tunnel and Western Rwy.	30.47	12	1,557 76			78 10		
6108	Attica and Cuba	Tonawanda Valley and Cuba R. R.	38.50	6	2,543 62			42 75		
6109	Rew Rochelle and Harlem River (n. o.)	New York, New Haven and Hartford R. R.	11.87	14.4	1,765 90			148 77		
6110	DeKalb Junction and Norwood	Rome, Western and Ogdensburgh R. R.	34.61	18	1,346 65			54 72		
6111	Mineola and Hempstead	Long Island R. R.	2.50	18	108 87			42 75		
6112	Stewart Junction (n. o.) and Babylon	Long Island R. R.	30.80	6	876 37			42 75		
6113	Summitville and Eldenville	New York, Ontario and Western Rwy.	8.35	6	372 86			43 61		
6114	Clove Branch Junction and Clove Valley	Newburgh, Dutchess and Connecticut R. R.	8.10	6	346 27			42 75		
6115	Theresa Junction (n. o.) and Clayton	Utica and Black River R. R.	16.23	12	683 83			42 75		
6116	North Hoosac Junction (n. o.) and State Line (n. o.)	Troy and Boston R. R.	5.50	27	757 13	58 41	815 54	137 66	10 62	
6117	Manor Junction (n. o.) and Eastport Junction (n. o.)	Long Island R. R.	5.37	6	228 56			42 75		
6118	Phoenicia and Hunter	Stony Clove and Catskill Mountain R. R.	14.73	6	659 71			42 75		
6119	Herkimer and Poland	Herkimer, Newport and Poland Narrow Gauge Rwy.	17	12	726 75			42 75		
6120	Whitestone Junction (n. o.) Great Neck Station (n. o.)	Long Island R. R.	6.96	12	309 44			44 46		
6121	Mechanicville and Schuylersville Junction (n. o.)	Boston, Hoosac Tunnel and Western Rwy.	12.98	6	554 89			42 75		
6122	Addison and Gaines	Addison and Northern Pennsylvania Rwy.	41.25	6	1,763 43			42 75		
6123	Rochester and Hinsdale	Buffalo, New York and Philadelphia Rwy.	96.92	6	4,613 30			46 17		
6124	Brooklyn and Jamaica	Long Island R. R.	9.18	6						Pay not fixed.

		11.19	6													
6126	Hopewell Junction and Wicopee Junction (n. o.)	New York and New England R. R.	11.19	6												
6126	Buffalo Erie Street Station and Black Rock (New York Central Station) (n. o.)	Grand Trunk Rwy.	4.99	6												
6127	Broadford Junction (n. o.) and Broadford	Rocheater and Pittsburgh R. R.	18	6												
			6,665.43													
	NEW JERSEY.															
7001	New York and Easton	Central R. R. Co. of New Jersey	74	12	10,123.20										136.80	
7002	Somerville and Flemington	do	16.06	18	986.56										42.75	
7003	Elizabethport (n. o.) and Bayhead Junction (n. o.)	do	50	15	5,942.50										48.85	
7004	New York and Philadelphia	Pennsylvania R. R.	89.84	107.48	123,715.62	35,577.50	157,293.12								1,381.68	375.00
7005	Camden and Monmouth Junction	do	53.32	8.69	3,738.26										70.11	
7006	Camden and Hightstown	do	68.13	10.5	3,543.23										66.60	
7007	Burlington and Medford	do	14.97	14	639.96										42.75	
7008	Trenton and Manunka Chumk (n. o.)	do	67.85	27.46	5,453.10										80.37	
7009	Lambertville and Flemington	do	12.62	12	535.23										42.75	
7010	East Millstone and New Brunswick	do	8.41	12	359.52										42.75	
7011	Rocky Hill and Monmouth Junction	do	6.76	12	288.99										42.75	
7012	Kingora and Lewistown	do	10.70	6	457.42										42.75	
7013	Hoboken and Easton	do	84.24	10.28	10,371.62										123.12	
7014	Dover and Chester	Morris and Essex R. R.	13.94	18.41	595.93										42.75	
7015	Philadelphia and Atlantic City	Camden and Atlantic R. R.	59.51	13	4,579.29										76.95	
7016	Vacant															
7017	Jersey City and Nyaek	Northern R. R. Co. of New Jersey	28.45	12.47	1,727.19										60.71	
7018	Easton and Metuchen	Lehigh Valley R. R.	54	19	4,986.36										92.34	
7019	Newfield and Atlantic City	West Jersey R. R.	34.71	12	1,483.85										42.75	
7020	Pleasantville and Somers Point	do	7.31	6												
7021	Elmer and Salem	do	17.01	12	756.96										44.46	
7022	Woodbury and Swedesborough	do	11.28	12	482.22										52.75	
7023	Jamaburgh and Seagirt (n. o.)	Pennsylvania R. R.	27.64	12	1,488.06										53.87	
7024	Jersey City and Stony Point	New Jersey and New York R. R.	42.24	16.06	2,393.23										52.16	
7025	Waterloo and Franklin Furnace	Sussex R. R.	24.76	15.3	1,053.49										42.75	
7026	Sandy Hook (n. o.) and Pemberton Junction (n. o.)	New Jersey Southern Rwy.	66	6	2,778.75										42.75	
7027	Newark and Mont Clair	Newark and Bloomfield R. R.	6.59	29.64	369.92										47.03	
7028	Hoboken and Denville	Delaware, Lackawanna and Western R. R.	34.17	30	4,148.57										121.41	
7029	Whiting and Atco	New Jersey Southern Rwy.	33.30	6	1,423.57										42.75	
7030	Newark and Paterson	New York, Lake Erie and Western R. R.	13.24	15	566.01										42.75	

Pay not fixed.

Pay not fixed.

Pay not fixed.

Pay not fixed.

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
New Jersey—Continued.										
7031	Azaron and Bridgeton	Vineland R. R.	37.75	6	1,046 27			43 61		
7032	Whiting and Beach Haven	Tuckerton R. R.	38.73	12	1,601 79			43 61		
7033	Bridgeton and Fort Norris	Cumberland and Manrico Rivers R. R.	20.60	12	1,880 65			42 75		
7034	Jersey City and Greenwood Lake	New York and Greenwood Lake R. R.	51.10	12	2,184 52			42 75		
7035	Aton Junction (n. o.) and Williams-town.	Williamstown R. R.	9	16.92	384 75			42 75		
7036	Summit and Bernardsville	Passaic and Delaware R. R.	14.72	6	629 28			42 75		
7037	Jersey City and Middletown	New York, Susquehanna and Western R. R.	88.40	10	5,366 76			60 71		
7038	Rahway and Perth Amboy	Pennsylvania R. R.	7.34	12	313 78			42 75		
7039	Woodbury and Penn's Grove	Delaware River R. R.	26.48	13	675 52			42 75		
7040	High Bridge and Rockaway	Central R. R. Co. of New Jersey.	30.31	6	1,285 75			42 75		
7041	Camden and Cape May	West Jersey R. R.	81.15	12	6,383 25			78 06		
7042	Delaware Station and Blarstown	New York, Susquehanna and Western R. R.	11.41	6	487 77			42 75		
7043	Keypoint and Freehold	Freehold and New York Rwy.	14.99	16.84	666 45			44 46		
7044	Trenton and Trenton Junction	Philadelphia and Reading R.	4.28	12	182 97			42 75		
7045	Haddonfield and Marlton	Philadelphia, Marlton and Mcford R. R.	7.24	6	309 51			42 75		
7046	Bordentown and Trenton	Pennsylvania R. R.	6.04	18	294 38			48 74		
7047	Jamesburgh and South Amboy	do	14.20	10.10	801 30			56 43		
7048	Branchville Junction (n. o.) and Branchville.	Sussex R. R.	6.63	11.09	283 43			42 75		
7049	Easton town and Port Monmouth	New Jersey Southern Rwy.	9.8	10.10	418 95			42 75		
7050	Manchester and Barnegat	do	22.42	11.81	958 45			42 75		
7051	Glassborough and Bridgeton.	West Jersey R. R.	21.03	12	1,564 42			74 39		
7052	Bedford and McAfee Valley	Lobhigh and Hudson River Rwy.	41.48	6	1,950 80			47 03		
7053	Princeton Junction and Princeton.	Pennsylvania R. R.	3.37	26	175 77			52 16		Pay not fixed.
7054	Whiting and Bayhead Junction (n. o.)	Philadelphia and Long Branch R. R.	23.58	6						

7055	East Junction (n. o.) and West Junction, n. o.	New York, Lake Erie and Western R. R.	9.98	6	426 64			42 75	
7056	Vacant.	West Jersey R. R.	11.47	12	627 63			54 72	
7057	Swedenborough and Riddleton Junction (n. o.).		1,625.15		230,154 60	351,577 50	259,732 10		
PENNSYLVANIA.									
8001	Philadelphia and Pittsburgh	Pennsylvania R. R.	353	34 64	351,616 24	79,423 00	431,041 24	986 08	225 00
8002	Philadelphia and Pottsville.	Philadelphia and Reading R.	92 64	22 7	13,365 53			143 64	
8003	Philadelphia and West Chester.	Central R. R.	28 68	24	3,162 35			116 28	
8004	Philadelphia and Bethlehem.	Philadelphia and Reading R.	56 52	40 86	7,978 84			141 08	
8005	Philadelphia and Norristown.	do	16 47	18	943 56			57 28	
8006	Philadelphia and Darby.	Philadelphia and Darby R.	7 05	12	271 28			38 46	
8007	Bridgeport and Downingtown.	Philadelphia and Reading R.	21 64	6	832 70			38 48	
8008	Chester and Port Deposit.	Philadelphia and Baltimore Central R. R.	59 34	24	5,073 57			85 50	
8009	Honesdale and Lackawaxen.	New York, Lake Erie and Western R. R.	26 13	12	1,295 78			49 56	
8010	Easton and Waverly.	Lehigh Valley R. R.	205 57	23 38	20,353 34			142 79	
8011	Penn Haven Junction (n. o.) and Mount Carmel.	do	52 83	15	2,348 82			44 46	
8012	Hazle Creek Bridge (n. o.) and Audensend.	do	8 52	6	364 23			42 75	
8013	Pottsville and Herndon.	Philadelphia and Reading R.	81 03	10 44	4,365 08	600 00	4,065 08	53 87	10 00
8014	Port Clinton and Williamsport.	do	121 66	7	6,083 11			49 59	
8015	Sunbury and Tomblicken (n. o.)	Pennsylvania R. R.	43 61	6	1,894 32			42 75	
8016	Penn Haven Junction (n. o.) and Tomblicken (n. o.)	Lehigh Valley R. R.	24 70	13 72	1,363 82			56 43	
8017	Scranton and Northumberland.	Delaware, Lackawanna and Western R. R.	80 80	18	7,202 30			89 78	
8018	Scranton and Carbondale.	Delaware and Hudson Canal Co.	17 57	12	1,126 76			64 13	
8019	Binghamton and New Hampton.	Delaware, Lackawanna and Western R. R.	144 56	17 56	15,450 57			106 88	
8020	Elmira and Hoytville.	Tioga R. R.	65 95	12	3,569 25			66 69	Pay not fixed on 11.98 miles.
8021	Williamsport and Elmira.	Northern Central Rwy.	79 71	18	10,222 80			123 25	
8022	Sunbury and Erie.	Pennsylvania R. R.	39 81					176 13	
8023	Sunbury and Mount Carmel.	Northern Central Rwy.	248 68	14 15	20,503 67	905 25	27,408 92	78 66	25 00
8024	Buttville and Carrollton.	New York, Lake Erie and Western R. R.	27 44	12	1,173 00			42 75	
8025	Irvine and Corry.	Buffalo, Pittsburgh and Western R. R.	25 64	25 57	1,819 67			70 87	
8026			95 12	12 97	5,855 58			61 56	

For 60 miles.

Pay not fixed on 11.98 miles.

For 39.81 miles.

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—Continued.										
8026	Strasburgh and Leaman Place.....	Strasburgh R. R., Isano	5.40	6	250 85	.....	.....	.....	.....	.....
8037	Lancaster and Middletown.....	Penneygar, Vesee.	31.64	14.51	2,353 69	.....	.....	74 39	.....	.....
8028	Harrisburgh and Auburn.....	Philadelphia and Reading R.	58.78	7.79	2,519 25	.....	.....	42 75	.....	.....
8029	Newcastle and Homewood.....	Pennsylvania Company	15.43	12	1,570 00	.....	.....	101 75	.....	.....
8030	Harrisburgh and Martinsburgh.....	Cumberland Valley R. R.	94.63	15.31	9,223 58	.....	.....	97 47	.....	.....
8031	Columbia and Sinking Spring.....	Reading and Columbia R.R.	40.14	15.52	2,059 18	.....	.....	51 30	.....	.....
8032	Columbia and Frederick.....	Pennsylvania R. R.	63.52	7.14	3,507 28	.....	.....	50 45	.....	.....
8033	Junction (n. o.) and East Berlin.....	Hanover Junction, Hanover	7.36	6	314 64	.....	.....	42 75	.....	.....
8034	Huntington and Mount Dallas Sta- tion (n. o.).....	and Gettysburgh R. R.	45.15	12	3,358 70	.....	.....	74 39	.....	.....
8035	Tyrene and Curwinstville.....	Huntington and Broad Top Mountain R. R. and Coal Co.	.....	11.10	3,178 44	.....	.....	66 69	.....	.....
8036	Altoona and Henrietta.....	Pennsylvania R. R.	24.32	12	1,471 69	.....	.....	42 75	.....	.....
8037	Cresson and Ebersburgh.....	do	6.30	12	470 27	.....	.....	43 61	.....	.....
8038	Tyrene and Lockhaven.....	do	10.99	6	3,342 68	.....	.....	60 71	.....	.....
8039	Blairstown and Allegheny.....	do	63.54	12	4,672 69	.....	.....	73 53	.....	.....
8040	Washington and Wheeling.....	Haltmore and Ohio R. R.	32.43	12	1,441 83	.....	.....	44 46	.....	.....
8041	Pittsburgh and Oil City.....	Allegheny Valley R. R.	132.08	13	17,165 11	.....	.....	129 06	.....	.....
8042	Branch Junction and Indiana.....	Pennsylvania R. R.	19.14	12	1,243 71	.....	.....	64 98	.....	.....
8043	Meadville and Oil City.....	New York, Pennsylvania and Ohio R. R.	38.62	12	2,253 20	.....	.....	60 71	.....	.....
8044	Eric and New Castle.....	Pennsylvania Company	99.24	12	8,250 80	.....	.....	83 79	.....	.....
8045	Oil City and Ashabula.....	Lake Shore and Michigan Southern Rwy.	87.56	9.4	5,240 46	.....	.....	59 85	.....	.....
8046	Bethlehem and Bangor.....	Lehigh and Lackawanna R. R.	32.20	12	1,376 54	.....	.....	42 75	.....	.....
8047	Downingtown and New Holland.....	Pennsylvania R. R.	27.69	10	1,444 31	.....	.....	52 16	.....	.....
8048	West Chester and Frazer.....	do	7.14	6	274 74	.....	.....	38 48	.....	.....
8049	Levittown Junction (n. o.) and Mifflin.....	do	12.94	12	553 18	.....	.....	42 75	.....	.....
8050	Pottsville and Frackville.....	Philadelphia and Reading R. R.	11.62	10.47	496 75	.....	.....	42 75	.....	.....

8051	Greenville and Hilliard's	Shenango and Alleghany R. R.	48.40	12	2,102.84	45.32
8052	Carbide and Pine Grove Furnace	South Mountain Rwy. and Mining Co.	18.92	12	808.83	42.76
8053	Freeport and Butler	Pennsylvania R. R.	22.14	12	1,287.21	58.14
8054	Wilmington and Reading	Wilmington and Northern R. R.	73.08	6	3,124.17	42.76
8055	Pittsburgh and Washington	Pittsburgh, Cheimoad and Saint Louis Rwy.	23.49	21	1,787.58	78.10
8056	Pecklomen Junction (n. o.) and Emanus	Pecklomen R. R.	37.60	7.75	1,639.73	43.61
8057	Pottstown and Barto's	Philadelphia and Reading R. R.	13.28	9.43	587.72	42.75
8058	Jeddoo and Froeland	Lehigh Valley R. R.	3.24	6	138.51	42.75
8059	Lebanon and Toward City	Philadelphia and Reading R. R.	43.40	10.99	1,855.35	42.75
8060	Towards and Bernice	State Line and Sullivan R. R.	24.16	6	1,032.41	42.75
8061	Schuylkill Haven and Glen Carbon	Philadelphia and Reading R. R.	14.26	10.4	609.61	42.75
8062	Topcon and Katztown	do	4.84	21	208.91	42.75
8063	Pittsburgh and Cumberland	Baltimore and Ohio R. R.	150.32	19.10	16,708.05	111.15
8064	Carbondale and Susquehanna	New York, Lake Erie and Western R. R.	39.14	6	1,673.23	42.75
8065	Corning and Antrim	Fall Brook Coal Co.	52.40	12	3,584.16	68.40
8066	Phoenixville and Uwehland	Philadelphia and Reading R. R.	11.83	6	505.73	42.75
8067	Lewisburgh and Spring Mills	Pennsylvania R. R.	42.45	7.32	1,814.73	42.75
8068	Union City and Titusville	Buffalo, Pittsburgh and West- ern R. R.	14.10	6	602.77	42.75
8069	Towards and Tarday	Towards Coal Co.	17.19	6	681.47	38.48
8070	Rockwood and Johnstown	Somerset and Cambria R. R.	45.37	12	1,939.56	42.75
8071	South Penn Junction (n. o.) and Richmond Furnace	Cumberland Valley R. R.	19.38	6	828.49	42.75
8072	Mount Dallas Station (n. o.) and Cumberland	Pennsylvania R. R.	45.29	12	2,594.66	57.29
8073	Allentown and Harrisburgh	Philadelphia and Reading R. R.	89.51	28.21	11,575.99	129.11
8074	Cashobocken and Flourtown	do	7.26	6	279.36	38.48
8075	Lansdale and Boylston	do	10.57	18	586.97	52.16
8076	Red Bank Furnace and Driftwood	Allegheny Valley R. R.	110.45	12	6,327.67	57.29
8077	Chambersburg and Waynesborough	Mont Alto R. R.	23.43	12	1,001.63	42.75
8078	Punkhannock and Montrose	Montrose Rwy.	28.27	12	1,208.54	42.75
8079	Wilkes-Barre and Scranton	Central R. R. Co. of New Jersey	19.56	6	848.58	42.75
8080	Mechanicsburgh and Dillaburgh	Cumberland Valley R. R.	8.85	12	378.33	42.75
8081	Pittsburgh and West Brownsville	Pennsylvania R. R.	31.30	12	2,897.15	60.71
8082	Valley Junction (n. o.) and Ebb- vale	Bachman Valley R. R.	23.32	9.3	709.71	42.76
8083	Bellefonte and Snow Shoe	Pennsylvania R. R.	12.97	12	951.18	54.72
8088			22.26	12		42.75

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—Continued.										
8084	Holidaysburgh and Mines	Pennsylvania R. R.	22.55	0.85	955.45	42.75	42.75	42.75		
8085	Mount Union and Robertsdale	East Broad Top R. R. and Coal Co.	30.06	7.89	1,285.06	42.75	42.75	42.75		
8086	Foxburgh and Callery Junction (n. o.)	Pittsburgh and Western R.	43.58	12	1,833.97	68.00	68.00	68.00		Pay not fixed on 16.08 miles.
8087	Bellows and Coalport	Bell's Gap R. R.	23.69	12	1,019.74	42.75	42.75	42.75		
8088	Philipsburgh and Morrisdale Mines	Pennsylvania R. R.	3.70	6	138.17	42.75	42.75	42.75		
8089	Reading and Slatington	Philadelphia and Reading R. R.	43.73	6	1,869.45	42.75	42.75	42.75		
8090	Berlin and Garrett	Baltimore and Ohio R. R.	0.10	12	389.02	42.75	42.75	42.75		
8091	Larabee and Chermont	McKean and Endigo R. R.	22.04	8.45	942.51	42.75	42.75	42.75		
8092	York and Peach Bottom	York and Peach Bottom Rwy.	40.07	6	1,081.32	47.03	47.03	47.03		Pay not fixed on 4.32 miles.
8093	Lawsonham and Sligo	Allegheny Valley R. R.	10.39	6	444.17	42.75	42.75	42.75		
8094	Oxford and Peter's Creek	Peach Bottom R. R.	20	8.25	855.00	42.75	42.75	42.75		
8095	Pittsburgh and Castle Shannon	Pittsburgh and Castle Shannon R. R.	6.02	6	257.35	42.75	42.75	42.75		
8096	New Castle and Stoneborough	New Castle and Oil City R. R.	35.05	7.34	1,633.19	46.36	46.36	46.36		
8097	White Haven and Upper Lehigh	Central R. R. Co. of New Jersey.	0.85	6	379.02	38.48	38.48	38.48		
8098	Norristown and Laundale	Stoney Creek R. R.	16.30	6	440.32	42.75	42.75	42.75		
8099	Osceola Mills and Ramsay	Pennsylvania R. R.	8.58	12	379.62	42.75	42.75	42.75		
8100	Tamaqua and Mauch Chunk	Central R. R. Co. of New Jersey.	13.70	6	565.67	42.75	42.75	42.75		
8101	Wilkes-Barre and Wanamie	do.	11.55	6	444.44	38.48	38.48	38.48		
8102	Hanover Junction and Gettysburgh	Hanover Junction, Hanover and Gettysburgh R. R.	16.86	12	2,055.62	64.96	64.96	64.96		
8103	Jenkintown and Bound Brook	Philadelphia and Reading R. R.	49.82	13.1	2,129.80	42.75	42.75	42.75		
8104	Southwest Junction (n. o.) and Fair chance.	Pennsylvania R. R.	44.12	6	2,829.41	64.13	64.13	64.13		
8105	Sheffield and Sheffield Junction (n. o.)	Pennsylvania Valley R. R.	12.34	6	523.26	42.75	42.75	42.75		
8106	Millersburgh and Williamstown	Northern Central Rwy.	21.04	10.14	809.46	42.75	42.75	42.75		
8107	Meadville and Linesville	Pennsylvania Company	21.10	6	902.62	42.75	42.75	42.75		

8108	Lewistown (junction, o.) and Sol- in's Grove Junction (n. o.)	Pennsylvania R. R.	45	6	1,228 75	42 75
8109	Abington Station (n. o.) and Bready- ville.	Northeast Pennsylvania R. R.	9.64	10.20	518 47	53 16
8110	Catawissa Junction (n. o.) and Hughesville.	Williamsport and North Branch R. R.	5.74	12	245 38	42 75
8111	Vacant.					
8112	Foxburgh and Sheffield Junction (n. o.)	Bittsburgh, Bradford and Buffalo Rwy.	64.30	12.31	4,233 51	65 84
8113	Tyrone and Beacon	Pennsylvania R. R.	25.84	6	1,104 66	42 75
8114	Washington and Waynesburgh	Waynesburgh and Washing- ton R. R.	28.97	12	1,857 84	64 13
8115	Pittsburgh and Washington	Baltimore and Ohio R. R.	38.26	6	1,635 61	42 75
8116	Honesdale and Carbondale	Delaware and Hudson Canal Co.	19.62	12	838 75	42 75
8117	Newtown Junction (n. o.) and New- town.	Philadelphia, Newtown and New York R. R.	27.10	12	1,158 52	42 75
8118	Ligonier and Ligonier	Ligonier Valley R. R.	10.67	6	456 14	42 75
8119	Shenandoah and Mahanoy Plaue	Philadelphia and Reading R. R.	6.90	12	294 97	42 75
8120	Vacant.					
8121	Bradford and Olean	Olean, Bradford and Warren R. R.	23.90	12	1,228 07	51 30
8122	Summit City and Bradford	Kendall and Eldred R. R.	7.66	12	327 46	42 75
8123	Pittsburgh and Youngstown	Pittsburgh and Lake Erie R. R.	70.93	22.53	10,615 25	149 63
8124	Columbia and Port Deposit	Pennsylvania R. R.	39.62	6	1,524 57	38 48
8125	Allegheny and New Castle Junc- tion (n. o.)	Pittsburgh and Western R. R.	58.60	6	2,017 80	42 75
8126	Bowmansdale and Walnut Bottom	Harrisburgh and Potomac R. R.	25.63	6	876 54	34 20
8127	Montour Junction (n. o.) and Im- perial.	Montour R. R.	10.97	15.84	468 96	42 75
8128	Portland and Nazareth	Bangor and Portland Rwy.	25.07	14	1,071 73	42 75
8129	Irwin's Station and Sewickley (n. o.)	Penn. Gas Coal Co's Youghi- ogeny Railroad.	9.79	6	334 81	34 20
8130	Daguecabonds and Dagus Mines	Northwestern Mining and Ex- change Co.	6.01	6	256 92	42 75
8131	Landenburgh and Pomeroy	Pennsylvania R. R.	18.64	6	796 86	42 75
8132	Bradford and Snuethport	Bradford, Bordell and Kinzua R. R.	26.05	12	1,113 63	42 75
8133	Kinzua Junction (n. o.) and Eldred	Bradford, Bordell and Kinzua R. R.	14.25	12	670 17	47 03
8134	Lumber Yard (n. o.) and Elbervale	Lobigh Valley R. R.	6.23	12	266 33	43 75
8135	Tunnel and Eckley	do	2.24	6	95 76	43 75
8136	Blossburgh and Morris Run	Toga R. R.	4.09	12	174 84	42 75
8137	Junction and Quarryville	Reading and Columbia R. R.	23.05	14.22	1,004 62	42 75
8138	Saxton and Dudley	Huntingdon and Broad Top Mountain R. and Coal Co.	6.18	6	264 19	43 75
8139	Lawrenceville and Elkland	Fall Brook Coal Co	12.98	12	832 40	64 13

Pay not fired on 11.04
miles.

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and termin.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—Continued.										
8140	Duncansville and Newry.....	Pennsylvania R. R.....	3.18	12	135 84			42 75		
8141	Broad Ford and Mount Pleasant.....	Baltimore and Ohio R. R.....	10.45	6	446 74			42 75		
8142	Vacant.									
8143	Coalville Junction (n. o.) and Coal-town.	Shenango and Allegheny R. R.....	3	6	128 25			42 75		
8144	Port Allegheny and Coudersport.....	Coudersport and Fort Alle-gany R. R.....	16.68	6	713 07			42 75		
8145	Mercersburgh Junc. (n. o.) and Mer-cersburgh.	Cumberland Valley R. R.....	2.58	6	110 20			42 75		
8146	West Brownsville and Uniontown.....	Pennsylvania R. R.....	18.54	6	887 86			47 88		
8147	Clarion Junction (n. o.) and Clarion.	Pittsburgh, Bradford and Buf-falo Rwy.	6.73	12	287 70			42 75		
8148	North Clarendon and Cherry Grove.	Warren and Farnsworth Val-ley R. R.....	10.47	6	447 59			42 75		Late branch of route No. 8071.
8149	Lebanon and Cornwall.....	Cornwall R. R.....	5.62	6	240 25			42 75		
			5,540.46		720,248 86		81,020 25	801,269 21		
DELAWARE.										
9501	Wilmington and Delmar.....	Philadelphia, Wilmington and Baltimore R. R.....	97.02	12 06	12,442 81			128 25		
9502	Delmar and Crisfield.....	Eastern Shore R. R.....	38	6	3,151 72			82 94		
9503	Clayton and Oxford.....	Delaware and Chesapeake Rwy.	54.50	6	2,795 85			51 30		
9504	Harrington and Lewes.....	Junction and Breakwater R. R.....	40	12	2,052 00			51 30		
9505	Wilmington and Landenburgh.....	Delaware Western R. R.....	20.55	6	878 51			42 75		
9506	Georgetown and Solbyville.....	Breakwater and Frankford R. R.....	20.77	6	1,029 88			49 59		
9507	Newark and Delaware City.....	Philadelphia, Wilmington and Baltimore R. R.....	12.75	12	545 06			42 75		
			283.50		29,895 98			22,805 98		

MARYLAND.		VIRGINIA.							
10001	Baltimore and Philadelphia.....	Philadelphia, Wilmington and Baltimore R. R.	26	37.75	53,434.56	9,600.00	63,034.56	556.61	100.00
10002	Baltimore and Sanbury.....	Northern Central Rwy.....	137.80	23.83	26,391.45	3,445.00	29,836.45	191.52	25.00
10003	Baltimore and Wheeling.....	Baltimore and Ohio R. R.....	394.30	27.47	119,342.78	38,104.40	158,447.18	302.67	120.00
10004	Araby and Frederick.....	do.....	3.11	27	175.49			56.43	40.00
10005	Weyerton and Hagerstown.....	do.....	24.56	12	1,427.91			58.14	
10006	Baltimore and Williamsport.....	Western Maryland R. R.....	93.20	12	7,062.52	2,165.00	9,227.52	76.10	25.00
10007	Annapolis and Annapolis Junction.....	Annapolis and Elk Ridge R. R.	21.11	13	1,467.82			66.69	
10008	Cambridge and Seaford.....	Dorchester and Delaware R. R.	33.61	6	1,494.30			44.40	
10009	Salisbury and Ocean City.....	Wicomico and Pocomoke R. R.	36.68	6	1,311.57			42.75	
10010	Townsend and Centerville.....	Queen Anne and Kent R. R.....	35.19	6	1,504.37			42.75	
10011	Cumberland and Piedmont.....	Cumberland and Pennsylvania R. R.	33.76	12	1,818.65			53.87	
10012	Clayton and Chestertown.....	Kent County Railroad; Fred. Gerker, lessee.	22.73	6	2,126.79			64.98	
10013	Bay View (n. o.) and Washington.....	Baltimore and Potomac R. R.	45.29	49.6	25,119.90	4,520.00	29,639.90	555.75	100.00
10014	Bowie and Pope's Creek.....	do.....	48.80	6	2,968.11			60.71	
10015	Newtown Junction (n. o.) and Pocomoke City.....	Peninsula R. R.; Wm. Painter, lessee.	9.75	12	410.81			42.75	
10016	Selbyville and Franklin City.....	Warecross R. R.....	36.03	6	1,663.50			46.17	
10017	Baltimore and Harner's Ferry.....	Baltimore and Ohio R. R.....	81.13	12.33	5,689.02			70.11	
10018	Lake Roland and Stevenson.....	Northern Central Rwy.....	5.50	6	211.04			38.48	
10019	Emmitsburg and Rocky Ridge.....	Emmitsburg R. R.....	7.56	18	310.36			42.75	
10020	Valley Junction and Glyndon.....	Baltimore and Hanover R. R.	30.3	13	1,475.40			72.68	
10021	Edgemont and Chambersburg.....	Western Maryland R. R.....	21.9	12	936.21			42.75	
10022	Vacant.....	Pennsylvania R. R.....	4.11	21	175.70			42.75	
10023	Perryville and Port Deposit.....	do.....	1,216.12		256,493.86	58,864.40	315,358.26		
11001	Washington and Richmond.....	Richmond, Fredericksburg and Potomac R. R.	116	20	36,498.24	13,920.00	50,418.24	316.64	120.00
11002	Alexandria and Lynchburg.....	Virginia Midland Rwy.....	167.71	14	1,688.92	13,416.80	55,105.72	246.24	80.00
11003	Massena and Strasburg.....	do.....	62.65	6	2,588.48			57.59	
11004	Alexandria and Round Hill.....	Washington and Western R. R.	62.50	*16.37	2,980.58			57.59	
11005	Newport News and Ashland.....	Chesapeake and Ohio Rwy.....	510.18	13	54,089.28			106.02	
11006	Richmond, Va., and Charlotte, N. C.....	Richmond and Danville R. R.	140.00	21	60,857.97	14,864.20	75,667.17	215.48	25.00
11007	Richmond and West Point.....	do.....	141.74	9	2,043.22			50.45	80.00
11008	Richmond and Petersburg.....	Richmond and Petersburg R. R.	23.39	28	5,089.72	1,871.20	6,970.92	218.03	80.00
1009	Petersburgh and Weldon.....	Petersburgh R. R.....	65.31	*17.5	13,178.25	5,224.80	18,403.05	201.78	80.00

For 223.75 miles.
For 96.30 miles.

For 96.6 miles.

C.—Railroad service as in operation on the 30th of June, 1893—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
VIRGINIA—Continued.										
11010	Petersburgh and City Point.	Norfolk and Western R. R.	10.46	6	447 16	.....	447 16	42 75	.....
11011	Petersburgh and Norfolk	do	82.14	7	8,427 56	.....	8,427 56	102 60	.....
11012	Petersburgh and Lynchburg	do	123.79	7	6,068 56	.....	6,068 56	53 87	.....
11013	Lynchburg and Bristol.	do	{ 53.36 } 132.16	{ 7 } 7	36,374 98	8,942 00	45,316 98	176 99	{ 25 00 } 50 00	
11014	Glade Spring and Saltville.	do	10.03	6	428 78	.....	428 78	42 75	.....
11015	Portsmouth and Weldon.	Seaboard and Roanoke R. R.	79.31	6	5,357 39	.....	5,357 39	67 55	.....
11016	Lynchburg and Danville Junction (n. o.).	Virginia Midland Rwy.	66.34	14	11,684 46	5,307 20	16,991 66	176 13	80 00	10.06 m. no pay fixed.
11017	Bermuda Hundred and Winterpock.	Bright Hope Rwy.	28.81	6	641 25	.....	641 25	34 20	.....
11018	Washington and Alexandria.	Alexandria and Washington R. R.	7	33	1,783 53	175 00	1,958 53	254 70	25 00	
11019	Sutherland and Milton.	Richmond and Danville R. R.	7	12	299 25	.....	299 25	42 75	.....
11020	Fredericksburgh and Orange C. H.	Potomac, Fredericksburgh and Piedmont R. R.	38.83	6	1,659 98	.....	1,659 98	42 75	.....
11021	Hagerstown, Md., and Roanoke, Va.	Shenandoah Valley R. R.	230.89	*10.32	30,972 19	5,897 25	36,869 44	129 11	25 00	
11022	Elba and Rocky Mount.	Virginia Midland Rwy.	37.23	6	1,501 58	.....	1,501 58	42 75	.....
11023	Richmond and Lynchburg.	Richmond and Alleghany R. R.	147.50	6	8,827 87	.....	8,827 87	59 85	.....
11024	Owi Run and Warrenton.	Virginia Midland Rwy.	9.17	7	392 01	.....	392 01	42 75	.....
11025	Orange and Gordonsville.	do	6.79	*9.50	594 35	.....	594 35	60 71	.....
11026	Norfolk, Va., and Edenton, N. C.	Norfolk Southern R. R.	74.05	6	4,748 81	.....	4,748 81	64 13	.....
11027	Clifton Forge and Lynchburg.	Richmond and Alleghany R. R.	87.47	6	4,487 21	.....	4,487 21	51 30	.....
11028	Danville and Martinsville.	Danville and New River R. R.	44.74	6	1,912 63	.....	1,912 63	42 75	.....
11029	Balcony Falls and Lexington.	Richmond and Alleghany R. R.	20.50	6	1,876 37	.....	1,876 37	42 75	.....
11030	Lorain (n. o.) and Hungary (n. o.).	do	12	6	461 76	.....	461 76	38 48	.....
11031	Newport News and Fortress Monroe.	Chesapeake and Ohio Rwy.	10.75	6	759 66	.....	759 66	42 75	.....	No pay fixed.
11032	Keyville and Chase City.	Richmond and Mecklenburgh R. R.	17.77	6	.....	.....	.....	.....	.....
11033	New River Depot and Pocahontas.	Norfolk and Western R. R.	73.59	6	349,401 95	69,708 45	419,110 40	.....	.....	Do.
			2,763.98				419,110 40			
WEST VIRGINIA.										
12001	Harper's Ferry and Staunton	Baltimore and Ohio R. R.	{ 103.13 } 28.38	{ *8.71 }	8,366 36	.....	8,366 36	65 69	.....
12002	Grafton and Parkersburgh	do	{ 104.50 }	{ *23.5 }	29,305 98	8,960 00	37,665 98	280 44	80 00	

12003	Volcano Junction and Volcano.....	7. 02	12	390 19	300 10	42 75	
12004	Pennaborough and Ritchie C. H.....	9	12	384 75	384 75	42 75	
13005	Steubenville and Wheeling.....	24. 13	*28	1, 088 40	1, 088 40	76 10	
12006	Clarksburgh and Weston.....	98. 25	12	1, 795 50	1, 795 50	68 40	
12007	Piedmont and Elk Garden.....	14. 50	6	619 87	619 87	42 75	
12008	Winfreds Junction (n. o.), and Win- ifrede.	4. 54	6	104 08	104 08	42 75	
		321. 45		42, 655 13	8, 360 00		
NORTH CAROLINA.							
13001	Raleigh and Weldon.....	97. 63	6	7, 095 74	7, 095 74	72 68	
13002	Weldon and Wilmington.....	162. 07	14	29, 699 05	42, 065 26	179 85	80 00
13003	Wilmington and Charlotte.....	186. 80	6	9, 690 05	9, 690 05	51 30	
13004	Goldsborough and Greensborough.....	130. 35	13	4, 138 83	9, 138 83	70 11	
13005	Smithfield and Morehead City.....	116. 60	6	6, 879 40	6, 879 40	59 00	
13006	Salisbury and Warm Springs.....	183. 67	6	15, 801 74	15, 801 74	86 36	
13007	Charlotte and Augusta.....	197. 53	*10. 07	25, 333 22	25, 333 22	128 25	
13008	Charlotte and Shelby.....	55. 59	6	3, 041 88	3, 041 88	54 72	
13009	Charlotte and Statesville.....	48. 38	6	2, 279 87	2, 279 87	46 17	
13010	Raleigh and Hamlet.....	97. 58	6	6, 173 88	6, 173 88	63 27	
13011	Fayetteville and Gulf.....	43. 03	6	1, 925 03	1, 925 03	42 75	
13012	Greensborough and Winston.....	24. 98	6	1, 585 78	1, 585 78	54 72	
13013	Jameville and Washington.....	22. 57	9	964 80	964 80	42 75	
13014	Oxford and Henderson.....	13. 40	6	572 85	572 85	42 75	
13015	Rocky Mount and Tarborough.....	17. 80	7	769 95	769 95	42 75	
13016	Ashville Junction (n. o.), and Pigeon River.	19	0				No pay fixed.
13017	Alma and Little Rock R. R.....	12. 59	6	538 21	538 21	42 75	
13018	University Station and Chapel Hill.....	11. 70	6	500 17	500 17	42 75	
13019	Halifax and Scotland Neck.....	21	6	897 75	897 75	42 75	
13020	Tarborough and Williamston.....	38. 88	7	1, 320 12	1, 320 12	42 75	
		1, 502. 24		122, 659 99	12, 965 60		
SOUTH CAROLINA.							
14001	Columbia and Greenville.....	143. 84	6	9, 868 35	9, 868 35	68 40	
14002	Columbia and Wilmington.....	118	14	23, 922 90	32, 722 90	163 87	80 00
14003	Columbia and Charleston.....	131. 02	*22. 04	10, 754 12	10, 754 12	82 96	

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for		Total annual pay.		Cost per mile for		Remarks.	
					Dollars.	Transportation.	Dollars.	Office cars.	Dollars.	Transportation.		Dollars.	Office cars.
SOUTH CAROLINA—Continued.												
14004	Charleston and Savannah.	Charleston & Savannah Rwy	115	14	16,911 90	2,928 37	22,661 00	347 00	50 00			
14005	Charleston and Florence.	Northeastern R. R.	102	14	16,395 48	5,777 76	21,495 48	160 74	50 00			
14006	Florence and Cheraw.	Cheraw and Darlington Rwy.	40.00	6	1,818 41	1,365 00	1,818 41	44 46				
14007	Chester C. H. and Lincolnton.	Chester and Lenoir Narrow Gauge R. R.	65.17	6	3,120 85	1,291 04	3,120 85	47 98				
14008	Alstons and Spartanburgh.	Columbia and Greenville R. R.	68.50	6	2,928 37	1,112 35	2,928 37	42 75				
14009	Hodges and Abbeville.	do	11.82	6	565 30	1,710 00	565 30	42 75				
14010	Port Royal and Augusta.	Port Royal and Augusta R. R.	110.77	7	5,777 76	1,860 90	5,777 76	32 16				
14011	Spartanburgh and Hendersonville.	Asheville & Spartanburgh R. R.	51.25	6	2,190 93	1,860 90	2,190 93	42 75				
14012	Newberry and Laurens.	Laurens Rwy.	31.93	6	1,365 00	1,291 04	1,365 00	42 75				
14013	Chester and Lancaster.	Chester and Chester R. R.	30.20	6	1,291 04	1,112 35	1,291 04	42 75				
14014	Cheraw and Wadesborough.	Cheraw and Salisbury R. R.	26.02	6	1,112 35	1,710 00	1,112 35	42 75				
14015	Lanes and Sumter.	Central Railroad Company of South Carolina.	40	6	1,710 00	1,860 90	1,710 00	42 75				
14016	Belton and Wallhalla.	Columbia and Greenville R. R.	43.63	6	1,860 90	6,044 88	1,860 90	42 75				
14017	Branchville and Augusta.	South Carolina R. R.	75.45	21	6,044 88	2,135 72	6,044 88	88 07				
14018	Kingsville and Camden.	do	39.03	9.5	2,135 72	402 70	2,135 72	54 72				
14019	Blackville and Barnwell.	Barnwell R. R.	9.42	6	402 70	1,710 00	402 70	42 75				
			1,328.85		110,722.96	19,650.00	130,372.96					
GEORGIA.												
15001	Atlanta and Air-Line Junction (n. o.).	Richmond and Danville R. R.	209.33	14	49,510.93	21,546.40	71,057.33	183.83	80.00			
15002	Atlanta and Chatsanooga.	Western and Atlantic R. R.	138.47	14	23,441.56	12,462.30	35,903.86	169.29	90.00			
15003	Atlanta and West Point.	Atlanta and West Point R. R.	86.00	14	14,833.07	4,320.00	19,153.07	171.66	50.00			
15004	Augusta and Atlanta.	Georgia R. E. and Banking Co.	172.69	21	24,700.82	4,314.75	29,195.57	143.64	25.00			
15005	Milledon and Augusta.	Central R. E. and Banking Co.	53.37	14	3,537.04	793.41	3,537.04	65.84				
15006	Washington and Barnett.	Georgia R. E. and Banking Co.	18.66	6	793.41	2,030.71	793.41	42.75				
15007	Union Point and Athens.	do	40.86	9.5	2,030.71	808.08	2,030.71	49.29				
15008	Kingsdon and Rome.	Rome R. R.	20.32	14	29,098.01	8,037.00	37,755.01	168.44	50.00			
15009	Savannah and Jacksonville.	Savannah, Florida and West-ern Rwy.	172.75	14	29,098.01	14,554.42	29,098.01	75.24				
15010	Savannah and Macon.	Central R. E. and Banking Co.	193.44	14	14,554.42	6,356.73	14,554.42	63.37				
15011	Macon and Columbus.	Southwestern R. R.	106.47	6	6,356.73	14,199.84	6,356.73	136.80				
15012	Macon and Atlanta.	Central R. E. and Banking Co.	103.80	14	14,199.84		14,199.84					

		\$51.98	*11.03	16,294.59	16,294.59	85.50	160.94 m. no pay fixed.
15018	Rome and Brunswick						
15014	Gordon and Eatonton	38.87	6	1,648.96	1,648.96	42.75	
15015	Vacant						
15016	Macon and Bufala	148.99	7	12,434.98	12,434.98	86.96	
15017	Fort Valley and Perry	13.32	6	569.43	569.43	42.75	
15018	Waycross and Albany	34.30	7	11,790.65	11,790.65	135.95	
15019	Barnesville and Thomaston	128.24	6	792.38	792.38	55.68	
15020	Cartersville and Cedartown	16.43	6	1,562.51	1,562.51	42.75	
15021	Camak and Macon	36.55	6	5,375.55	5,375.55	68.40	
15022	Griffin and Carrollton	78.50	6	2,570.13	2,570.13	42.75	
15023	Brunswick and Albany	60.12	6	6,693.56	6,693.56	38.48	
15024	Columbus and Home (n. o.)	172.39	6	1,397.92	1,397.92	42.75	
15025	Athens and Belton	32.70	6	1,836.81	1,836.81	45.32	
15026	Tocona and Elberton	40.53	7	2,155.55	2,155.55	42.75	
15027	Vacant	50.43					
15028	Wadley and Louisville	10.62	12	454.00	454.00	42.75	
15029	Hartwell and Bowersville	10	6	427.50	427.50	42.75	
15080	Marietta and Jasper	47.07	6	2,012.23	2,012.23	42.75	
15081	Thomasville and Bainbridge	37	7	1,581.75	1,581.75	42.75	
15082	Savannah, Florida and West-ern Rwy.	9.90	6	423.22	423.22	42.75	
15083	Lawrenceville Branch R. R.	7.20	14	307.80	307.80	42.75	
15084	Talbotton R. R.	10.72	6	470.15	470.15	42.75	No pay fixed.
15085	Walton R. R.	11	6				
15086	Roswell R. R.						23.60 m. no pay fixed.
15087	Dupont, Ga., and Branford, Fla.	72.45	6	6,641.15	6,641.15	135.95	
15088	Augusta, Ga., and Greenwood, S. C.	68.30	6	2,919.82	2,919.82	42.75	
15089	Cochran and Hawkinsville	10.59	6	452.72	452.72	42.75	
15090	Smithville and Albany	24.07	7	1,461.28	1,461.28	60.71	
15091	Albany and Blakely	50.06	6	2,140.08	2,140.08	42.75	
15092	Curthbert and Fort Gaines	22.20	6	991.80	991.80	42.75	
15093	Atlanta and Anneton	104.02	6				No pay fixed.
15094	Rabun Gap Junction (n. o.) and Tallulah	21.25	6				Do.
15095	Chimox, Ga., and Chattahoochee, Fla.	31.65	6				Do.
15096	Gainesville and Jefferson	22.70	6				Do.
15097	Gainesville, Jefferson and Southern R. R.	3,140.82		290,311.65	320,602.60		
15098	FLORIDA.						
15099	Fernandina and Cedar Key	154.80	6	8,616.24	8,616.24	56.44	
15100	Lake City and Chattahoochee	155.87	7	9,595.35	9,595.35	61.56	
15101	Florida Transit R. R.						
15102	Lake City and Chattahoochee						

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
FLORIDA—Continued.										
16003	Pensacola and Whiting Junction (n. o.)	Louisville and Nashville R. R.	45.29	7	1,920 74	.....	1,920 74	42 41	.....
16004	Tocoi and Saint Augustine	Saint Johns Rwy	15.69	6	1,778 06	.....	1,778 06	49 59	.....
16005	Pensacola and Millview	Pensacola and Perdido R. R.	8.33	6	358 10	.....	358 10	42 75	.....
16006	Jacksonville and Lake City	Florida Central and Western R. R.	60.32	9.25	6,271 47	.....	6,271 47	103 97	.....
16007	Sanford and Keshamnee	South Florida R. R.	40.40	6	2,245 43	.....	2,245 43	55 98	.....
16008	Volusia and Leesburgh	Saint John's and Lake Eunisia Railway	54.75	6	2,340 56	.....	2,340 56	42 73	.....
16009	Hart's Road and Jacksonville	Fernandina and Jacksonville R. R.	23.27	13	1,551 87	.....	1,551 87	66 60	.....
16010	Sanford and Lake Jessup	Sanford and Indian River R. R.	10.43	6	445 88	.....	445 88	42 75	.....
16011	Waldo and Wildwood	Florida Transit R. R.	72.50	8	5,082 97	.....	5,082 97	70 11	.....
16012	Palarka and Gainesville	Florida Southern Rwy.	48.49	7.1*	2,115 60	.....	2,115 60	42 75	.....
16013	Tallahassee and Saint Mark's R. R.	Florida Central and Western R. R.	21.89	3	654 94	.....	654 94	29 92	.....
16014	Graville and Ocala	Florida Southern Rwy.	30.61	6	1,308 57	.....	1,308 57	42 75	.....	No pay fixed.
16015	Pensacola and River Junction (n. o.)	Pensacola and Atlantic R. R.	163.00	6	.....	.....	.....	.....	.....
			900.64		43,283 87	.....	43,283 87	.....	.....
ALABAMA.										
17001	Montgomery and West Point	Western R. R. Co. of Alabama.	88.00	14	14,580 58	.....	18,995 50	165 87	50 00	
17002	Montgomery and Selma	Louisville and Nashville R. R.	50.59	7	3,287 33	.....	3,237 33	64 98	.....
17003	Montgomery and Enfata	Montgomery and Enfata Rwy	80.73	7	6,419 64	.....	6,419 64	79 52	.....
17004	Montgomery and Decatur	South and North Alabama R. R.	183.31	14	11,780 83	.....	11,780 83	64 36	.....
17005	Memphis and Chattahoochee	Memphis and Charleston R. R.	309.86	7.80	28,190 87	.....	28,190 87	104 04	.....	38 m. paid as lap service.
17006	Selma and Alabama and Great Southern Junction, n. o.	Cincinnati, Selma and Mobile Rwy.	71.75	6	3,374 40	.....	3,374 40	47 03	.....
17007	Opelika and Columbus	Columbus and Western Rwy.	29.62	7	2,228 60	.....	2,228 60	75 24	.....
17008	Columbus and Troy	Mobile and Girard R. R.	85.89	6	4,102 83	.....	4,102 83	47 88	.....
17009	Selma and Meridian	East Tennessee, Virginia and Georgia R. R.	114.15	7	6,441 48	.....	6,441 48	56 43	.....
17010	Selma, Ala., and Cleveland, Tenn.	.....do.....	156.00	7	19,040 26	.....	19,040 26	61 58	.....	Land grant.
			80.38	7	.....	.....	.....	76 95	.....
			28.17	7	.....	.....	.....	115 48	.....

Year	Location	Miles	Cost	Revenue	Expenses	Profit	Notes
17011	Gainesville and Narcoetes	22.06	943 06	943 06	42 75		
17012	Mobile and Montgomery	67.00	25,124 24	34,107 74	159 80	50 00	Land grant.
17013	Mobile and New Orleans	112.67	21,444 87	28,539 87	137 91		
17014	Opelika and Buffalo	141.70	965 72	965 72	151 34	50 00	
17015	Chattanooga, Tenn., and Meridian, Miss.	22.59	18,168 10	18,168 10	75 24		
17016	Opelika and Goodwater	270.50	2,940 97	2,940 97	80 20		
17017	Selma and Pine Apple Station (n. o.)	60.34	1,677 85	1,677 85	48 74		
17018	Boyd's Switch and Menlo	49.06	1,182 37	1,182 37	34 20		
17019	Cheshaw (n. o.) and Tuskegee	7.11	256 50	256 50	25 65		
17020	Atalla and Gadsden	6.13	262 05	262 05	42 75		
17021	Enfauia and Clayton	21.51	919 55	919 55	42 75		
17022	Selma and Martha's Station	29.55	615 06	615 06	29 93		
17023	Birmingham and Pratt Mines	6.09	260 34	260 34	43 75		
17024	Emore and Wetumpka	6.81	291 12	291 12	42 75		
17025	Tusculumia and Florence	6.31	269 75	269 75	42 75		
17026	Whiting and Repton	29.76	534 48	534 48	17 86		
17027	Montgomery and Ada	21.01	174,330 83	194,769 33			No pay fixed.
18001	Canton, Miss., and Cairo, Ill.	344.27	59,166 24	67,772 99	171 80	25 00	
18002	Memphis, Tenn., and Grenada, Miss.	102.34	6,825 05	6,825 05	66 69		
18003	Vicksburg and Meridian	45.33	9,245 99	9,245 99	76 10		Land grant.
18004	Mobile, Ala., and Cairo, Ill.	96.21	29,424 95	29,424 95	69 88		23.20 m. no pay fixed.
18005	Vicksburg and Meridian	486.89	333 87	333 87	42 75		
18006	Grand Gulf and Port Gibson	7.81	406 12	406 12	42 75		
18007	Malden and Aberdeen	9.50	1,072 59	1,072 59	42 75		
18008	Middleton and Ripley	23.09	927 67	927 67	42 75		
18009	Durant and Kosciusko	21.70	6,675 98	6,675 98	67 55		
18010	Natchez and Jackson	98.83	956 74	956 74	42 75		
18011	Greenville and Arcola	22.38	342 00	342 00	17 10		
18012	Vicksburg and Port Gibson	31.08	611 46	611 46	29 93		
18013	Stonerville and Johnsonville	20.43	711 84	711 84	50 45		
18014	Artesia and Columbus	14.11	495 90	495 90	42 75		
18015	Artesia and Starkville	11.00	117,196 38	125,803 13			No pay fixed.
18016	Meridian and Ellisville	65.03	8,696 75				
18016	Meridian and Ellisville	65.03	8,696 75				

C.—Railroad service as in operation on the 30th of June, 1883.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for		Remarks.
								Dollars.	Dollars.	
TENNESSEE.										
19001	Nashville and Lebanon.....	Nashville, Chattanooga and Saint Louis Rwy.	31.12	9	1,516 78	.....	.....	48 74	.....	.....
19002	Bristol and Chattanooga.....	East Tenn., Virginia and Georgia R. R.	242.10	9.7	39,537 35	12,105 00	51,642 35	163 31	50 00	.....
19003	Rogersville and Joll's Gap.....	Rogersville and Jefferson R. R.	16.40	6	701 10	.....	701 10	42 75	.....	.....
19004	Nashville and Chattanooga.....	Nashville, Chattanooga and Saint Louis Rwy.	151.09	10.18	25,046 37	1,887 50	26,933 87	166 87	12 50	.....
19005	Fayetteville and Decherd.....	do	40.37	6	1,795 81	.....	1,795 81	42 75	.....	.....
19006	Nashville and Decatur.....	Louisville and Nashville R. R.	222.33	14	13,806 16	.....	13,806 16	112 66	.....	.....
19007	Nashville and Hickman.....	Nashville, Chattanooga and Saint Louis Rwy.	170.56	14	14,582 88	.....	14,582 88	85 50	.....	.....
19008	Knoxville and Carryville.....	East Tenn., Virginia and Georgia R. R.	38.94	6	1,664 68	.....	1,664 68	42 75	.....	.....
19009	Morristown, Tenn., and Warm Springs, N. C.	do	56.32	6	2,151 18	.....	2,151 18	42 75	.....	.....
19010	Tracy City and Cowan.....	Tennessee Coal and R. R. Co.	22.31	6	933 75	.....	933 75	42 75	.....	.....
19011	Vacant.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19012	Victoria and Bridgeport.....	Nashville, Chattanooga and Saint Louis Rwy.	19.62	6	838 75	.....	838 75	42 75	.....	.....
19013	Tallahassee and Rock Island.....	do	48.62	6	1,515 06	.....	1,515 06	42 75	.....	.....
19014	Knoxville and Maryville.....	Knoxville and Augusta R. R.	18.45	6	788 73	.....	788 73	42 75	.....	.....
19015	Columbia and Fayetteville.....	Nashville, Chattanooga and Saint Louis Rwy.	48.35	6	2,075 50	.....	2,075 50	42 75	.....	.....
19016	Dickson and Moore's (n. o.).....	Nashville and Tuscaloosa R. R.	30	6	897 75	.....	897 75	42 75	.....	9 m. no pay fixed.
19017	Columbia and Terry.....	Nashville and Florence R. R.	16.26	12	533 32	.....	533 32	42 75	.....	.....
19018	Johnson City, Tenn., and Cranberry Forge, N. C.	East Tennessee and Western North Carolina R. R.	33.75	6	1,442 81	.....	1,442 81	42 75	.....	.....
19019	Moscow and Somerville.....	Memphis and Charleston R. R.	13.67	6	584 39	.....	584 39	42 75	.....	.....
19020	Wartrace Depot and Shelbyville.....	Nashville, Chattanooga and Saint Louis Rwy.	8.37	18	257 81	.....	257 81	42 75	.....	.....
19021	Spring City and Jewett.....	Tennessee and Sequentchle Valley R. R.	12	6	513 00	.....	513 00	42 75	.....	.....
19022	Hannicutt and Poplar Creek.....	Walden's Ridge R. R.	18.10	6	773 77	.....	773 77	42 75	.....	.....

1903	Lyles and Warner	Warner Iron Co	1.50	0	112,000 95	13,992 50	135,909 45	No pay fixed.
	KENTUCKY.							
20001	Ashland and Geigorsville	Ashland Coal and Iron Rwy	14.02	6	599 85		599 85	42 75
20002	Covington and Lexington	Kentucky Central R. R.	99.98	19, 14	11,283 74		11,283 74	112 80
20003	La Grange and Lexington	Louisville and Nashville R. R.	97.25	18	5,577 71		5,577 71	82 94
20004	Cincinnati and Louisville	do	108.70	23.59	30,848 40	6,522 00	37,370 40	280 44 60 00
20005	Louisville and Nashville	do	1.30					
20006	Bardonia Junction and Bardonia	do	185.23	15.44	46,661 25	11,113 80	57,775 05	251 37 60 00
20007	Lebanon Junction and Williamsburg	do	17.98	6	7,068 64		7,068 64	43 75
20008	Bowling Green, Ky., and Memphis, Tenn.	do	161.43	6	7,405 27		7,405 27	66 60
			243.20	13.46	49,057 84	7,896 00	56,953 84	186 39 30 00
20009	Louisville, Ky., and Memphis, Tenn.	Chesapeake, Ohio, and Southwestern Rwy.	48.70					95 76
			180.07	14	29,137 85		29,137 85	81 23 65 84
			128.19					43 75
			37.40					
20010	Elizabethtown and Coeburn	do	6.37	7	517 43		517 43	81 23
20011	Glasgow Junction and Glasgow	Louisville and Nashville R. R.	10.83	7	518 54		518 54	47 88
20012	Anchorage and Shelbyville	do	19.19	12	836 87		836 87	43 61
20013	Willard and Greenup	Eastern Kentucky R. R.	34.76	6	1,435 99		1,435 99	43 75
20014	Owensboro and Bicodale	Owensboro and Nashville R. R.	43.59	6	1,092 77		1,092 77	50 45
20015	Mayeville and Paris	Kentucky Central R. R.	50.73	9	3,253 21		3,253 21	84 13
20016	Lexington and Mount Sterling	Chesapeake and Ohio Rwy.	34.19	12	2,221 66		2,221 66	64 98
20017	Cincinnati Junction (n. o.), and Louisville and Nashville Junction (n. o.)	Louisville and Nashville R. R.	4	14	954 20	240 00	1,194 20	238 55 60 00
20018	Yount							
20019	Johnson's Junction and Hillaborough	Cincinnati and Southeastern R. R.	47.08	8.1	730 17		730 17	42 75
20020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy.	237.50	8.01	45,306 00		45,306 00	134 24
20021	Harrodsburgh and Harrodsburgh Junction (n. o.)	Southwestern R. R.	5.02	18	240 25		240 25	42 75
20022	Mount Sterling and Cornwell	Coal Road Construction Co.	10.68	6	841 32		841 32	42 75
20023	Louisville and Prospect (n. o.)	Louisville and Nashville R. R.	11	6	470 25		470 25	43 75
20024	Lebanon and Greensburg	do	32.00	6	1,368 00		1,368 00	42 75
20025	Henderson, Ky., and Nashville, Tenn	do	145.92	10.10	10,106 41	69 26	10,175 67	69 26 42 75
20026	Shelbyville and Bloomfield	do	25.97	12	1,110 21		1,110 21	43 61
20027	Ashland and Peach Orchard	Chattanooga Rwy.	43.30	6	1,892 23		1,892 23	43 61
20028	King's Mountain Station and Middleburgh	Cincinnati, Green River and Nashville R. R.	10.67	6	456 14		456 14	42 75
20029	Mount Sterling and Geigorsville	Chesapeake and Ohio Rwy.	76.50	13	7,064 01		7,064 01	92 34
20030	Richmond Junction and Richmond	Kentucky Central R. R.	34.48	6	1,474 02		1,474 02	42 75
20031	Madisonville and Providence	Louisville and Nashville R. R.	16.51	6				
			3,291.43		264,139 94	35,771 80	289,911 74	

48.49 m. no pay fixed.

4.09 m. no pay fixed.

No pay fixed.

C. — Railroad service as in operation on the 30th of June, 1888—Continued.

Number of routes.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-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.	
OHIO.										
21001	Bellaire and Columbus.....	Central Ohio R. R.	{ 106.08 23 }	21	{ 24,055.28 184.94 }	4,241.20	28,296.48	{ 184.94 102.60 }	{ 40.00 35.00 }	
21002	Pittsburgh, Pa., and Chicago, Ill.....	Pennsylvania Co.	468.20	33.85	166,932.02	13,592.00	180,524.02	356.54	35.00	
21003	Pittsburgh, Pa., and Bellaire, Ohio.....	do	{ 48.20 48.48 }	18	{ 10,665.58 11,533.91 }	1,205.00	11,870.58	{ 113.86 78.60 }	{ 25.00 78.60 }	
21004	Hudson and Columbus.....	Cleveland, Mount Vernon and Delaware R. R.	146.63	12	11,533.91		11,533.91			
21005	Cleveland and Sharpville.....	New York, Pennsylvania and Ohio R. R.	84.50	21	9,031.36		9,031.36	108.88		
21006	Cleveland and Wellsville.....	Pennsylvania Co.	101.00	24	15,333.91	1,273.75	16,607.66	150.44	12.50	
21007	Elyria and Millbury.....	Lake Shore and Michigan Southern Rwy.	74.86	16.5	54,376.49	13,743.80	70,920.29	725.04	210.31	
21008	Bayard and New Philadelphia.....	Pennsylvania Co.	32.20	6	1,855.62		1,855.62	57.29		
21009	Cleveland and Sherrodsville.....	Conotton Valley R. R.	108.14	12	4,807.90		4,807.90	44.40		
21010	Sandusky and Newark.....	Baltimore and Ohio R. R.	{ 88.88 28 }	{ 14.55 18 }	{ 20,256.52 1,198.68 }	{ 3,555.20 70.07 }	{ 23,811.72 1,198.68 }	{ 201.78 70.07 }	{ 40.00 70.07 }	
21011	Xenia and Dayton.....	Pittsburgh, Cincinnati and Saint Louis Rwy.	16.89	18	1,198.68		1,198.68			
21012	Springfield and Sandusky.....	Indiana, Bloomington and Western Rwy.	131.35	18	9,771.12		9,771.12	74.39		
21013	Columbus and Delaware.....	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	25.70	13	2,922.60		2,922.60	113.73		
21014	Columbus and Cincinnati.....	Pittsburgh, Cincinnati and Saint Louis Rwy.	120.16	29.45	35,855.74	13,518.00	49,373.74	298.40	112.50	
21015	Columbus, Ohio, and Indianapolis, Ind.....	do	189.07	18.9	88,586.85	23,633.75	112,220.60	468.54	125.00	
21016	Gallion, Ohio, and Indianapolis, Ind.....	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	203.96	23	35,574.70	5,069.00	40,643.70	174.42	25.00	
21017	Blanchester and Hillsborough.....	Cincinnati, Washington and Baltimore R. R.	21	12	1,185.03		1,185.03	56.43		
21018	Portsmouth and Haunden Junction.....	do	56	12	4,070.08		4,070.08	72.68		
21019	Toledo, Ohio, and Quincy, Ill.....	Wabash, Saint Louis and Pacific Rwy.	{ 852.14 122.40 }	{ 16.65 6 }	{ 90,868.90 23,500.15 }	{ 23,877.60 61.56 }	{ 114,746.50 23,500.15 }	{ 191.52 61.56 }	{ 40.00 80.00 }	
21020	Sandusky, Ohio, and Bloomington, Ill.....	Lake Erie and Western Rwy.	381.80	6	23,500.15		23,500.15	61.56		

21021	Oacy and Findlay.....	Indiana, Bloomington and Western Rwy.	16	12	684 00	684 00	42 75		
21022	Dayton and Union City.....	Dayton and Union R. R.	47.48	12	2,282 88	2,282 88	47 08		
21023	Dayton and Toledo.....	Cincinnati, Hamilton and Dayton R. R.	142.85	20.04	18,700 71	1,786 87	130 82	12 50	
21024	Hamilton, Ohio, and Indianapolis, Ind.....	do	100.06	12	6,714 34	6,714 34	66 80		
21025	Hamilton, Ohio, and Richmond, Ind.....	Cincinnati, Richmond and Chicago R. R.	46.04	19	3,818 55	3,818 55	82 94		
21026	Cincinnati and Dayton.....	Cincinnati, Hamilton and Dayton R. R.	60.41	28.45	7,945 72	755 12	131 53	12 50	
21027	Xenia and Springfield.....	Pittsburgh, Cincinnati and Saint Louis Rwy.	20.05	12	857 13	857 13	42 75		
21028	Cincinnati, Ohio, and Parkersburg, W. Va.....	Cincinnati, Washington and Baltimore R. R.	195.15	18.87	48,387 44	15,612 00	247 95	80 00	
21029	Morrow and Dresden.....	Pittsburgh, Cincinnati and Saint Louis Rwy.	148.73	18	10,555 36	10,555 36	70 97		
21030	Dayton, Ohio, and Richmond, Ind.....	do	42.16	12	2,271 15	2,271 15	53 87		
21031	Harrison Ohio, and Hagerstown, Ind.....	White Water R. R.	63.16	6	3,888 12	3,888 12	61 54		
21032	Columbus, Ohio, and Pittsburgh, Pa.....	Pittsburgh, Cincinnati and Saint Louis Rwy.	193.86	21.49	123,649 73	43,618 50	637 83	225 00	
21033	Columbus, Ohio, and Indianapolis, Ind.....	Indiana, Bloomington and Western Rwy.	45.88	18	12,572 71	12,572 71	78 66		
21034	Salamanca, N. Y., and Dayton, Ohio.....	New York, Pennsylvania and Ohio R. R.	139.80	20.42	36,283 69	36,283 69	83 20		
21035	Youngstown and Cross Cut.....	Pennsylvania Company.	18.83	12	987 64	987 64	53 01		
21036	Columbus and Athens.....	Columbus, Hocking Valley and Toledo Rwy.	77.47	12	5,563 80	5,563 80	71 82		
21037	Niles and New Lisbon.....	New York, Pennsylvania and Ohio R. R.	34.08	9	1,573 47	1,573 47	46 17		
21038	Newark and Shawnee.....	Baltimore and Ohio R. R.	43.69	12	2,054 74	2,054 74	47 03		
21039	Vacant.....								
21040	Marietta and Canal Dover.....	Cleveland and Marietta R. R.	98.22	6	4,870 72	4,870 72	49 59		
21041	Lorain and Bridgeport.....	Cleveland, Lorain and Wheeling R. R.	158.43	12	10,294 78	10,294 78	64 98		
21042	Cleveland and Cincinnati.....	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	80	25	54,734 60	14,217 00	224 01	75 00	
21043	Mansfield and Toledo.....	do	104.34	12	5,416 04	5,416 04	61 96	50 00	
21044	Harbor and Youngstown.....	Pennsylvania Co.	87.98	12	2,733 86	2,733 86	42 75		
21045	Toledo, Ohio, and Elkhart, Ind.....	Lake Shore and Michigan Southern Rwy.	134.35	13	53,874 35	25,526 50	79,490 85	401 00	
21046	Painesville and Youngstown.....	Painesville and Youngstown Rwy.	61.09	6	2,637 24	2,637 24	42 75		
21047	Chicago, Ohio, and Chicago, Ill.....	Baltimore and Ohio R. R.	271.03	12.50	46,668 43	10,841 20	59,504 63	179 55	40 00
21048	Senecaville and Cumberland.....	Eastern Ohio R. R.	14.40	12	615 59	615 59	42 75		
21049	Marietta, Ohio, and Parkersburg, W. Va.....	Cincinnati, Washington and Baltimore R. R.	15.08	20	1,057 25	1,057 25	70 11		
21050	Deebler and McComb.....	McCComb, Deebler and Toledo R. R.	10.28	11.1	459 47	459 47	42 75		
	Columbus and Coal Grove.....	Scioto Valley Rwy.	132	19	14,671 80	14,671 80	111 15		
	Cincinnati and Barden.....	Cincinnati and Eastern Rwy.	81.69	10.65	4,495 57	4,495 57	60 09		

14.28 miles no pay fixed.

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of routes	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
21053	OHIO—Continued.									
21053	Columbus and Toledo.	Columbus, Hocking Valley and Toledo Rwy.	128.88	12	8,147 19	64 88	8,147 19	64 88		
21054	Dayton and Wellston.	Toledo, Cincinnati and Saint Louis R. R.	117.84	10.08	5,618 28		5,618 28	47 88		
21055	Toledo and Threton.	Ohio Central R. R.	146.85	6	6,780 08		6,780 08	48 17		
21056	Saint Clairsville and Shields.	Saint Clairsville Rwy.	7.80	18	318 92		318 92	42 75		
21057	Jeffersonville and Claysville Junction (n. o.)	Cincinnati, Columbus and Hocking Valley Rwy.	28	6	1,196 99		1,196 99	42 75		
21058	Springfield and Wellston.	Ohio Southern R. R.	118.89	6	5,285 84		5,285 84	44 46		
21059	Junction with Cincinnati, Hamilton and Dayton R. R. and Mount Healthy.	College Hill R. R.	7.08	12	802 67		802 67	42 75		
21060	Columbia and Hamersville.	Cincinnati and Portsmouth R. R.	35	9	2,084 90		2,084 90	58 14		
21061	Delphos and Dost's.	Toledo, Cincinnati and Saint Louis R. R.	192.55	7.38	9,548 55		9,548 55	49 56		
21062	Andover and Youngstown.	Lake Shore and Michigan Southern Rwy.	88.89	12	2,826 52		2,826 52	72 08		
21063	Bellaire and Woodsfield.	Bellaire, Zanesville and Cincinnati Rwy.	43	6	1,888 25		1,888 25	42 75		
21064	Vacant.	Toledo, Cincinnati and Saint Louis R. R.	108.82	6	4,680 67		4,680 67	42 75		
21065	Delphos, Ohio, and Kokomo, Ind.	Louis R. R.	19.59	6	887 47		887 47	42 75		
21066	Hillsborough and Sardis.	Columbus and Mayaville Rwy.	23.17	13	1,076 01		1,076 01	42 75		
21067	Alliance and Phalanx Station (n. o.)	Cleveland, Youngstown and Pittsburgh Rwy.	65.82	8.61	3,601 67		3,601 67	54 72		
21068	Columbus and Corning.	Ohio Central R. R.	6.37	9	272 81		272 81	42 75		
21069	Vacant.	Rowling Green R. R.	7.40	12	518 81		518 81	70 11		
21070	Tontogany and Bowling Green.	Cincinnati, Indianapolis, Saint Louis and Chicago Rwy.	2.35	12	100 46		100 46	42 75		
21071	Valley Junction and Harrison.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	74.58	10.86	4,336 08		4,336 08	58 14		
21072	Edison and Mount Gilead.	Valley Rwy., Hocking Valley and Toledo Rwy.	83.78	6	6,089 12		6,089 12	72 68		
21073	Cleveland and Mineral Point.	Columbus, Hocking Valley and Toledo Rwy.	31.48	6	1,345 76		1,345 76	42 75		
21074	Logan and Pomeroy.	Cincinnati, Van Wert and Michigan R. R.								
21075	Paulding and Shane's Crossing.									

Year	Station	Company	Rate	Days	Pay	Days	Pay	Days	Pay	Days	Pay	Days	Pay	Days	Pay	Days	Pay	Days	Pay	
21076	Vacant.																			
21077	Nelsonville and New Straitsville.	Columbus, Hoeking Valley and Toledo Rwy.	26.68	6	3,140.57		1,140.57		43.75											
21078	Cincinnati and Doda.	Toledo, Cincinnati and St. Louis R. R.	36.20	16.5	2,073.88		2,073.88		57.29											
21079	Solon and Chagrin Falls.	Chagrin Falls and Southern R. R.	5.86	6	255.55		255.55		43.01											
21080	Toledo and Zoar Station.	Wheeling and Lake Erie R. R.	155.08	6	8,088.97		8,088.97		52.16											
21081	Delphos and Mt. Blanchard.	Cleveland, Delphos and St. Louis R. R.	46.69	6	1,243.59		1,243.59		42.75											
21082	St. Mary's and Minster.	Lake Erie and Western Rwy.	10.87	6	464.69		464.69		42.75											
21083	Mesa and Cadiz.	Pittsburgh, Cincinnati and St. Louis Rwy.	8.20	15	399.66		399.66		48.74											
21084	Logan and New Straitsville.	Columbus, Hoeking Valley and Toledo Rwy.	13.32	12	569.43		569.43		42.75											
21085	New Richmond Junction (n. o.) and New Richmond.	Cincinnati and Eastern Rwy.	14.66	6	626.71		626.71		42.75											
21086	Alliance Junction (n. o.) and Niles.	Alliance, Niles and Ashabula R. R.	25.09	6	1,072.59		1,072.59		42.75											
21087	Huron and Norwalk.	Wheeling and Lake Erie R. R.	13.67	12	584.39		584.39		42.75											
21088	Coel and Paulding.	Paulding and Coel Rwy.	6.44	6	275.31		275.31		42.75											
21089	Cleveland, Ohio, and Chicago, Ill.	New York, Chicago and St. Louis Rwy.	329.99	6																
21090	Macon and Chicago Junction (n. o.).	Chicago and Atlantic R. R.	240.95	6																
21091	Toledo and Findlay.	Toledo and Indianapolis Rwy.	44.72	6																
			8,459.56		1,180,061.33		218,000.49		1,407,177.82											
INDIANA.																				
22001	Indianapolis and Vincennes.	Pennsylvania Co.	118	8.67	7,405.86		7,405.86		63.37											
22002	Indianapolis and Terre Haute.	R. R. Haute and Indianapolis	74.39	23	35,045.87		9,298.75		444.60											
22003	Indianapolis, Ind., and Cincinnati, Ohio.	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	111.50	19	20,788.99		10,085.00		340.29											
22004	Indianapolis and Michigan City.	Indianapolis, Peru and Chicago Rwy.	161.17	25	12,677.63				78.66											
22005	Indianapolis and La Fayette.	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	64.90	25	17,368.53		4,218.50		267.62											
22006	Columbus and Madison.	Pennsylvania Co.	45.90	12	2,747.11				59.85											
22007	New Albany and Indianapolis.	do.	21.14	17	859.35				155.61											
22008	Louisville Junction (n. o.) and Michigan City.	Louisville, New Albany and Chicago Rwy.	286.60	10.75	22,586.44				77.81											
22009	Richmond, Ind., and Chicago, Ill.	Pittsburgh, Cincinnati and St. Louis Rwy.	224.12	10.35	15,329.89				68.40											
22010	Cincinnati, Ohio, and East St. Louis, Ill.	Ohio and Mississippi Rwy.	338.60	18.54	60,216.62		23,702.00		177.84											
22011	Cambridge City and Columbus.	Pennsylvania Co.	65.61	6	2,804.82				42.75											
22012	Evansville and Terre Haute.	R. R.	110.45	13	13,126.98				118.55											
22013	Terre Haute and Rockville.	Terre Haute and Indianapolis R. R.	23.96	6	1,126.83				47.03											

No pay fixed.

Do.
Do.

17.60 m. no pay fixed.

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for 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.	
22014	INDIANA—Continued. State Line (n. o.) and Logansport	Pittsburgh, Cincinnati and St. Louis Rwy.	61.19	8.25	4,290 03	4,290 03	4,290 03	70 11		
22015	North Vernon and Rushville	Cincinnati, Indianapolis, St. Louis and Chicago Rwy.	45.50	6	1,945 11	1,945 11	1,945 11	42 75		
22016	Fairland and Martinsville	Fairland, Frankland and Martinsville R. R.	38.35	6	1,639 46	1,639 46	1,639 46	42 75		
22017	Bradford, Ohio, and Logansport, Ind.	Pittsburgh, Cincinnati and St. Louis Rwy.	114.60	10.89	5,878 98	5,878 98	5,878 98	51 30		
22018	Indianapolis, Ind., and Peoria, Ill.	Indiana, Bloomington and Western Rwy.	213.02	14.20	24,224 63	24,224 63	24,224 63	113 72		
22019	Louisville, Ky., and North Vernon, Ind.	Ohio and Mississippi Rwy.	53.73	22	3,675 13	3,675 13	3,675 13	68 40		
22020	Fort Wayne and Connersville	Fort Wayne, Cincinnati and Louisville R. R.	109.89	6	6,107 68	6,107 68	6,107 68	55 58		
22021	Richmond and Fort Wayne	Grand Rapids and Indiana R. R.	92.71	11.48	5,707 22	5,707 22	5,707 22	61 56		
22022	Anderson, Ind., and Benton Harbor, Mich.	Cincinnati, Wabash and Michigan Rwy.	166.81	6	9,841 79	9,841 79	9,841 79	59 00		
22023	Oakland City, Ind., and Mount Vernon, Ill.	Louisville, Evansville and Saint Louis Rwy.	88.54	6	3,862 10	3,862 10	3,862 10	43 61		
22024	Terre Haute, Ind., and Danville, Ill.	Chicago and Eastern Illinois R. R.	56.42	13	3,811 17	3,811 17	3,811 17	67 55		
22025	Indianapolis and Terre Haute	Indianapolis and Saint Louis Rwy.	72.45	18	6,813 92	1,811 25	8,625 17	94 05	25 00	
22026	Washington Junction (n. o.) and Petersburgh.	Indianapolis and Evansville Rwy.	16.30	6	696 82	696 82	696 82	42 75		
22027	Detroit, Mich., and Logansport, Ind.	Wabash, Saint Louis and Pacific Rwy.	214.65	12.9	13,765 50	13,765 50	13,765 50	64 13		
22028	Rockville and Logansport	Terre Haute and Indianapolis R. R.	95.03	6	4,875 03	4,875 03	4,875 03	51 30		
22029	La Fayette, Ind., and Kankakee, Ill.	Cincinnati, La Fayette and Chicago R. R.	72.75	12	18,411 57	4,728 75	23,140 32	253 08	65 00	
22030	Terre Haute and Worthington	Terre Haute and Southeastern R. R.	40.63	6	1,771 87	1,771 87	1,771 87	43 61		
22031	Attica and Yeddo	Chicago and Great Southern Rwy.	21.32	6	911 42	911 42	911 42	42 75		

22032	Evansville and Jasper.....	Louisville, Evansville and Saint Louis Rwy.	65.06	12	2,768 69	2,768 69	49 59
22033	Frankfort and Kokomo.....	Toledo, Cincinnati and Saint Louis R. R.	27.85	6	1,190 58	1,190 58	42 75
22034	Rockport and Rockport Junction (n. o.).....	Louisville, Evansville and Saint Louis Rwy.	16.20	6	692 55	692 55	42 75
22035	Vacant.....						
22036	Switz City and Bedford.....	Bedford, Springfield, Owenburg and Bloomfield R. R.	41.29	6	1,765 14	1,765 14	42 75
22037	Anderson and Noblesville.....	Anderson, Lebanon and Saint Louis R. R.	19.04	6	813 96	813 96	42 75
22038	Indianapolis, Ind., and Chicago, Ill. {	Louisville, New Albany and Chicago Rwy.	163.38	} 10.9	7,569 02	7,569 02	{ 76 19
22039	Fort Branch and Mount Vernon... {	Evansville and Terre Haute R. R.	39.40					} 8.11	1,684 34	1,684 34	{ 33 55
22040	Covington and Snoddy's Mills.....	Chicago and Eastern Illinois R. R.	9.37	6	400 56	400 56	42 75
22041	Stewartsville and New Harmony... {	Peoria, Decatur and Evansville Rwy.	6.78	6	289 84	289 84	42 75
22042	New Castle and Knashville.....	Fort Wayne, Cincinnati and Louisville R. R.	24.84	6	1,061 91	1,061 91	42 75
22043	Terre Haute, Ind., and East Saint Louis, Ill. {	Indianapolis and Saint Louis R. R.	189.99	6	15,594 37	20,344 12	82 08
22044	Terre Haute, Ind., and East Saint Louis, Ill. {	Terre Haute and Indianapolis R. R.	166.69	17.6	74,110 37	94,946 62	444 60
22045	Lavrensburgh Junction (n. o.) and Lavrensburgh.....	Cincinnati, Indianapolis, Saint Louis and Chicago Rwy.	2.46	26	128 31	128 31	52 16
22046	Frankfort, Ind., and East Saint Louis, Ill. {	Toledo, Cincinnati and Saint Louis R. R.	238.25	6	4,565 69	4,565 69	42 75
22047	Vacant.....		99.55	6.75	5,787 83	5,787 83	58 14
22048	Louisville, Ky., and Oakland City, Ind. {	Louisville, Evansville and Saint Louis Rwy.	4,488.02		471,449 82	79,389 25	
ILLINOIS.							
22049	Chicago, Ill., and Milwaukee, Wis. {	Chicago and Northwestern Rwy.	85.87	*25	15,766 13	3,756 28	184 68
22050	Chicago and Freeport.....	do	121.29	6	18,666 52	2,668 38	153 90
22051	Chicago and Union Pacific Transfer (n. o.).....	do	219	} 8.6	157,958 29	184,204 89	{ 361 67
22052	Egin, Ill., and Geneva, Wis. {	Chicago, Burlington and Quincy R. R.	272.18					} 0	1,866 03	1,866 03	{ 289 34
22053	Rock Island and East Saint Louis {	Danville, Olney and Ohio River R. R.	48.65	} 6	21,664 71	21,664 71	{ 42 75
22054	Danville and Olney.....	do	248.42					} 6	4,322 45	4,322 45	{ 87 21
22055	Chicago, Ill., and Burlington, Iowa {	Chicago, Burlington and Quincy R. R.	109.80	} 25.3	73 100 30	17,606 85	{ 42 75
22056	East Saint Louis and Yates City {	do	38.61					} 6	4,347 31	90,707 15	{ 351 41
22057	Chicago, Ill., and Burlington, Iowa {	Chicago, Burlington and Quincy R. R.	169.41	} 6	4,347 31	4,847 31	{ 78 27
22058	East Saint Louis and Yates City {	do	33.61					} 6	4,347 31	4,847 31	{ 63 27
22059	Chicago, Ill., and Burlington, Iowa {	Chicago, Burlington and Quincy R. R.	169.41	} 6	4,347 31	4,847 31	{ 78 27
22060	East Saint Louis and Yates City {	do	33.61					} 6	4,347 31	4,847 31	{ 63 27

72.69 miles no pay fixed.
20.70 miles lap service.

181.46 miles no pay fixed.

Land grant.

8.69 miles no pay fixed.

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
23009	Peoria and Galesburgh	Chicago, Burlington and Quincy R. R.	38.59	6	6,031 17	.....	6,031 17	155 17	.....
23010	Galesburgh and Quincy	do	26.26	12	18,800 00	5,078 50	24,878 50	194 94	50 00	
23011	Burlington, Iowa, and Quincy, Ill.	do	101.57	6	3,589 70	.....	3,589 70	48 74	.....
23012	Streator and Aurora	do	73.65	6	4,071 54	.....	4,071 54	65 84	.....
23013	Mendota and Fulton	do	61.84	6	2,860 80	.....	2,860 80	43 01	.....
23014	Rock Falls and Shalabona	do	65.60	6	2,028 91	.....	2,028 91	42 75	.....
23015	Chicago, Ill., and Davenport, Iowa.	Chicago, Rock Island and Pacific R. R.	182.92	+18.28	38,024 05	11,889 80	69,913 85	317 21	65 00	
23016	Bureau and Peoria	do	47 10	6	4,314 66	.....	4,314 66	91 49	.....
23017	Chicago and East Saint Louis	Chicago and Alton R. R.	281.18	+17.7	56,736 41	14,056 50	70,792 91	261 78	50 00	
23018	Bloomington and East Saint Louis	do	189.50	+15.4	18,057 22	.....	18,057 22	109 04	.....
23019	Washington and Dwight	do	70.11	6	2,997 20	.....	2,997 20	42 75	.....
23020	Chicago and Cairo	Illinois Central R. R.	55.87	+18.17	54,178 27	17,694 80	71,873 07	149 12	115 00	Land grant.
23021	Dubuque, Iowa, and Centralia, Ill.	do	164.11	12	34,172 00	3,546 35	37,718 35	98 50	25 00	68.80 miles.
23022	Joliet, Ill., and Lake Station, Ind.	Michigan Central R. R.	346.63	6	1,951 53	.....	1,951 53	42 75	47 00	12.51 miles.
23023	Decatur and East Saint Louis	Wabash, Saint Louis and Peoria Rwy.	112.57	6	17,968 81	4,502 80	22,501 61	159 89	40 00	
23024	Peoria, Ill., and Evansville, Ind.	Peoria, Decatur and Evansville Rwy.	250.43	6	14,094 22	.....	14,094 22	59 85	.....
23025	Hannibal, Mo., and Bluffs, Ill.	Wabash, Saint Louis and Peoria Rwy.	46.66	6	5,061 88	.....	5,061 88	100 89	.....
23026	Effingham, Ill., and Switz City, Ind.	Springfield and Effingham and Southwestern and Bloomfield Rwy. Co's	3.91	6	3,800 25	.....	3,800 25	42 75	.....
23027	State Line (n. o.) and Warsaw	Wabash, Saint Louis and Peoria Rwy.	230.21	6	19,289 29	.....	19,289 29	42 75	.....
23028	Vacant	do	.....	.....	.....	.....	.....	.....	.....
23029	Sidney and Havana	Saint Louis, Alton and Terre Haute R. R.	112.60	6	6,173 92	.....	6,173 92	59 85	.....	9.46 miles no pay fixed.
23030	East Saint Louis and El Dorado	do	121.62	6	12,780 25	.....	12,780 25	105 17	.....
23031	Vacant	do	.....	.....	.....	.....	.....	.....	.....

23032	East Saint Louis, Ill., and Evansville, Ind.	160.10	0	13,688 53	.....	13,688 55	85 50	.....	.....
23033	Beardstown and Shawneetown.....	229.06	6	12,534 16	.....	12,534 16	54 72	.....	.....
23034	Springfield and Ghman.....	112.57	6	4,812 36	.....	4,812 36	42 75	.....	.....
23035	Chicago, Ill., and Milwaukee, Wis.	86.80	-23.8	31,912 02	8,680 00	40,592 02	367 65	100 00	.....
23036	Aurora and Foreston.....	82.47	13	11,775 80	2,061 75	13,837 55	142 70	25 00	.....
23037	Vincennes, Ind., and Saint Francisville, Ill.	12.70	6	846 96	.....	846 96	66 60	.....	.....
23038	Peoria and Jacksonville.....	84.24	6	4,970 16	.....	4,970 16	59 00	.....	.....
23039	Carbondale and Grand Tower.....	23.32	6	1,062 43	.....	1,062 43	42 75	.....	.....
23040	Peoria and Rock Island.....	91.63	6	6,114 13	.....	6,114 13	66 60	.....	.....
23041	Quincy, Ill., and Hannibal, Mo.	19.69	6	1,548 81	.....	1,548 81	73 66	.....	.....
23042	Chicago and Danville.....	123.48	6	9,334 46	.....	9,334 46	74 39	.....	.....
23043	Streator and Fairbury.....	32.18	6	1,898 62	.....	1,898 62	59 00	.....	.....
23044	Vacant.....	18.36	6	764 89	.....	764 89	42 75	.....	.....
23045	Carbondale and Marion.....	83.80	6	2,445 30	.....	2,445 30	44 46	.....	.....
23046	Jacksonville and Smithborough.....	42.31	6	2,459 90	.....	2,459 90	58 14	.....	.....
23047	Chester and Tamaroa.....	177.91	6	9,126 78	.....	9,126 78	51 30	.....	.....
23048	Terra Haute, Ind., and Peoria, Ill.	47.48	6	2,070 60	.....	2,070 60	43 61	.....	.....
23049	Springfield and Havana.....	113.16	6	15,148 07	.....	15,148 07	46 17	.....	.....
23050	Danville and Cairo.....	148.80	6	5,661 15	.....	5,661 15	48 74	.....	.....
23051	Joliet and Pekin.....	116.15	6	.....	.....	.....	.....	.....	.....
23052	Courland and Sycamore.....	5.26	6	242 85	.....	242 85	46 17	.....	.....
23053	East Saint Louis and Cairo.....	154.80	6	8,470 65	.....	8,470 65	54 72	.....	.....
23054	Chicago and LaSalle Junction (b. o.), Paul Ky.	116.50	12	18,526 98	.....	18,526 98	139 03	.....	.....
23055	Decatur, Ill., and Indianapolis, Ind.	153.90	6	9,080 10	.....	9,080 10	59 00	.....	.....
23056	Geneva and Batavia.....	3.66	6	156 46	.....	156 46	42 75	.....	.....
23057	Rochelle and Rockford.....	27.70	6	1,184 17	.....	1,184 17	42 75	.....	.....
23058	West Lebanon, Ind., and Leroy, Ill.	76.50	6	3,270 37	.....	3,270 37	42 75	.....	.....
23059	Rock Island and Cable.....	24.12	6	1,116 63	.....	1,116 63	42 75	.....	.....
23060	Vacant.....	.....	.....	.....	.....	.....	.....	.....	.....
23061	Vacant.....	.....	.....	.....	.....	.....	.....	.....	.....
23062	Kankakee and Strawn.....	51.60	-7.6	2,205 89	.....	2,205 89	42 75	.....	.....

28.50 miles no pay fixed.

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
23003	ILLINOIS—Continued.									
23003	Shunway and Effingham	Wabash, Saint Louis and Pacific Rwy.	9.25	6	450 84		450 84	48 74		
23004	Kempton and Kankakee Junction (n. o.)	Kankakee and Southwestern R. R.	43.04	6	1,839 96		1,839 96	42 75		
23005	Pearl (n. o.) and Coffax	do	14.71	6	628 85		628 85	42 75		
23006	Chicago and Alton	Wabash, Saint Louis and Pacific Rwy.	215.47	6	7,941 66		7,941 66	79 63		
23007	Havana and Galeburgh	Fulton County Narrow-Gauge Rwy.	59.33	6	1,269 25		1,269 25	42 75		On 115.60 miles no pay fixed.
23008	Peoria and Kethsburgh	Central Iowa Rwy.	92.57	12	1,062 33		1,062 33	42 75		On 29.64 miles no pay fixed.
23009	Kankakee and Seneca	Kankakee and Seneca R. R.	43.42	6	1,856 20		1,856 20	42 75		On 67.72 miles no pay fixed.
23070	Galva and Gladstone	Chicago, Burlington and Quincy R. R.	70.82	6	3,809 50		3,809 50	49 59		
23071	Aurora and Turner Junction	do	14.39	6	615 17		615 17	42 75		
23072	Elmwood and Buda	do	47.80	6	2,329 77		2,329 77	48 74		
23073	Aurora and Batavia	do	10.15	6	433 91		433 91	42 75		
23074	Varna and Lacon	Chicago and Alton R. R.	10.70	6	457 42		457 42	42 75		
23075	Maysville and Pittsfield	Wabash, Saint Louis and Pacific Rwy.	6.64	18	283 96		283 86	42 75		
23076	La Harpe, Ill., and Burlington, Iowa	do	20.47	6	875 09		875 09	42 75		
23077	White Heath and Decatur	do	33.15	6	1,417 16		1,417 16	42 75		
23078	McLansborough and Shawneetown	Louisville and Nashville R. R.	41.70	6	1,782 67		1,782 67	42 75		
23079	Fall Creek, Ill., and Louisiana, Mo.	Chicago, Burlington and Quincy R. R.	31.92	6	1,610 36		1,610 36	50 45		
23080	Wellington and Cisena Park	Chicago and Eastern Illinois Rwy.	12.84	6	548 91		548 91	42 75		
23081	Clayton, Ill., and Keokuk, Iowa	Wabash, Saint Louis and Pacific Rwy.	43.02	12	2,979 56		2,979 56	69 26		
23082	Dwight and Muncie	Indiana, Illinois and Iowa R. R.	43.44	6						Pay not fixed.
23083	Bates and Jerseyville	Wabash, Saint Louis and Pacific Rwy.	55.79	6						Do.
23084	Steering to Barstow	Chicago, Burlington and Quincy R. R.	41.27	6	8,599 16		8,599 16	87 21		

23.21 D. 50	7,680.33	6	864,944.46	117,848.61	982,798.07	Do. Do.
2308 3308	Murphyborough and Pinkneyville. Buckingham and Clarke City.	Saint Louis Coal Railroad Co. Illinois Central R. R.				
MICHIGAN.						
24001	Toledo, Ohio, and Detroit, Mich	Lake Shore and Michigan Southern Rwy.	10,121.30		10,121.30	154.76
24002	Monroe and Adrian	do	2,441.23		2,441.23	70.11
24003	Adrian and Jackson	do	3,110.28		3,110.28	65.84
24004	White Pigeon and Grand Rapids	do	8,809.29		8,809.29	92.98
24005	Jonesville and Lansing	do	2,913.97		2,913.97	47.88
24006	Detroit, Mich., and Chicago, Ill.	Michigan Central R. R.	55,857.93	18,595.85	74,453.78	202.60 } 85.00
24007	Kalamazoo and South Haven	do	1,737.78		1,737.78	192.60 } 42.75
24008	Jackson and Niles	do	6,229.21		6,229.21	59.85
24009	Jackson and Mackinaw City	do	1,155.50		1,155.50	94.00
24010	Jackson and Grand Rapids	do	8,803.67		8,803.67	98.20
24011	Vacant					
24012	Niles, Mich., and South Bend, Ind	Michigan Central R. R.	523.68		523.68	42.75
24013	Detroit and Bay City	do	10,679.51		10,679.51	98.32
24014	Saginaw and Caro	do	1,539.88		1,539.88	42.75
24015	Monroe and Lindtgen	Flint and Pere Marquette R. R.	24,487.01		24,487.01	112.54
24016	Yonia and Big Rapids	Detroit, Lansing and North- ern R. R.	4,013.77		4,013.77	90.03 } 166.21 miles land grant.
24017	Detroit and Howard City	do	14,010.39		14,010.39	87.21
24018	Fort Wayne, Ind., and Walton, Mich.	Grand Rapids and Indiana R. R.	22,403.56	982.00	23,385.56	85.50 } For 96.2 miles.
24019	Walton and Mackinaw City	do	7,838.41		7,838.41	84.65
24020	Toledo, Ohio, and South Lyon, Mich.	Toledo, Ann Arbor and Grand Trunk Rwy.	2,689.80		2,689.80	67.72 } 71.81 miles land grant.
24021	La Crosse, Ind., and Pont Water, Mich.	Chicago and West Michigan Rwy.	12,692.98		12,692.98	75.24 } On 38.22 miles no pay fixed.
24022	Muskegon and Big Rapids	do	2,372.62		2,372.62	42.75
24023	Albion and Holland	do	1,056.33		1,056.33	42.75
24024	Ypsilanti and Banker's	Detroit, Hillsdale and South- western R. R.	3,024.13		3,024.13	46.17
24025	Marlette Junction (n. o.) and East Saginaw	Port Huron and Northwestern Rwy.	3,402.90		3,402.90	42.75
24026	Grand Rapids and White Cloud	Chicago and West Michigan Rwy.	2,010.53		2,010.53	42.75
24027	Detroit and Grand Haven	Detroit, Grand Haven and Milwaukee Rwy.	23,098.77		23,098.77	123.98
24028	Detroit and Port Huron	Grand Trunk Rwy.	8,206.11		8,206.11	128.54
24029	Jackson, Mich., and Fort Wayne, Ind.	Fort Wayne and Jackson R. R.	5,570.88		5,570.88	57.29
24030	East Saginaw and Saint Louis	Saginaw Valley and Saint Louis R. R.	1,656.86		1,656.86	47.03

C.—Railroad service as in operation on the 30th of June, 1883.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for 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.	
24031	MICHIGAN—Continued.									
24032	Fort Howard, Wis., and Ishpeming, Mich.	Chicago and Northwestern Rwy.	179.07	7	13,227 90		13,227 90	73 87		
24033	Powers and Crystal Falls.	do.	57.74	12	2,616 77		2,616 77	45 20		
24034	Lenox and Pontiac.	Michigan Air-Line Rwy.	36.63	8 6	1,574 47		1,574 47	42 75		
24035	Walton and Traverse City.	Traverse City R. R.	26.26	6	1,235 00		1,235 00	47 08		
24036	Toledo, Ohio, and Detroit, Mich.	Toledo, Canada, Southern and Detroit R. R.	17.32	13	10,187 36		10,187 36	163 31		
24037	Grosse Isle, Mich., and Fayette, Ohio.	Lake Shore and Michigan Southern Rwy.	70.36	6	3,787 06		3,787 06	53 87		
24038	Saint Clair and Richmond.	Michigan, Midland and Canada R. R.	16.76	12	716 49		716 49	42 75		
24039	Iron River Junction (n. o.) and Stambaugh.	Chicago and Northwestern Rwy.	19.01	6						Pay not fixed.
24040	Port Huron, Mich., and Chicago, Ill.	Chicago and Grand Trunk Rwy.	385.77	6	24,977 93		24,977 93	74 39		
24041	Marquette and L'Anse.	Marquette, Houghton and Ontonagon R. R.	63.48	6	3,300 32		3,300 32	51 99		
24042	Saint Louis and Lakeview.	Chicago, Saginaw and Canada R. R.	36.39	12	1,960 33		1,960 33	63 87		
24043	Port Huron and Sand Beach.	Port Huron and Northwestern Rwy.	71.70	*8-4	4,659 06		4,659 06	64 98		
24044	Coleman and Mount Pleasant.	Flint and Pere Marquette R. R.	15	12	641 25		641 25	42 75		
24045	Harrison Junction (n. o.) and Harrison.	do.	14.86	6	695 26		695 26	42 75		
24046	Butler's Junction (n. o.) and Mansfield.	do.	27.02	12	1,801 96		1,801 96	66 69		
24047	Mears and Hart.	Chicago and West Michigan Rwy.	3.91	6	167 15		167 15	42 75		
24048	Otter Lake Junction and Fostoria.	Flint and Pere Marquette R. R.	19.65	6	840 03		840 03	42 75		
24049	East Saginaw and Bay City.	do.	12.75	6	861 26		861 26	67 53		
24050	Saint Clair Junction (n. o.) and Saginaw.	do.	3.54	24	172 53		172 53	48 74		
24051	Buchanan and Barren Springs.	Saint Joseph Valley R. R.	11.03	12	471 53		471 53	42 75		
24052	Point Saint-Ignace (n. o.) and Marquette.	Detroit, Mackinac and Marquette R. R.	151.20	12	8,273 66		8,273 66	54 73		

24052	Holland and Grand Rapids	Chicago and West Michigan Rwy.	25.90	12	1,771 56	1,771 56	68 40	
24053	Humboldt and Republic	Marquette, Houghton and Ontonagon R. R.	9.70	6	331 74	331 74	34 30	
24054	East Saginaw and Scherwing	Saginaw, Tuscola and Huron R. R.	38.24	6	1,634 76	1,634 76	42 75	
24055	Ferryburgh and Fruitport	Chicago and West Michigan Rwy.	6.22	9	265 90	265 90	42 75	
24056	Potoskey and Harbor Springs	Bayview, Little Traverse and Mackinaw R. R.	8.18	12	340 09	340 09	42 75	
24057	East Tawas and Alger Station (n. o.)	Tawas and Bay County R. R.	27.05	6				Do.
24058	Narvua Station (n. o.) and Metropolitan.	Chicago and Northwestern Rwy.	34.87	6				Do.
24059	Milton Junction (n. o.) and Luthet.	Grand Rapids and Indiana R. R.	11.50	6				Do.
24060	Port Huron and Almont	Port Huron and Northwestern Rwy.	34.07	6				Do.
24061	Palm Station and Port Austin	do	35.16	6				Do.
			4,527.33		366,400 88	20,733 35	387,134 23	
		WISCONSIN.						
25001	Milwaukee, Wis., and North Me- grew Iowa.	Chicago, Milwaukee and Saint Paul Rwy.	197.14	6 and 12	25,452 74	25,452 74	129 11	
25002	Milwaukee and La Crosse	do	81.89	*14.3	58,358 84	19,784 00	78,142 84	294 98
25003	Milwaukee and Berlin	do	15.65	12	8,241 08		8,241 08	68 10
25004	Milton Junction and Shellsburgh	do	76.21	*10.8	5,212 76		5,212 76	68 40
25005	Watertown and Madison	do	39.05	6	1,669 38		1,669 38	42 75
25006	Horton and Portage	do	45.64	6	2,458 62		2,458 62	33 87
25007	Nepesken and Winnetonne	do	14.29	6	610 89		610 89	42 75
25008	Ontosh and Ripon	do	20.95	12	1,093 03		1,093 03	47 88
25009	Chicago, Ill., and Green Bay, Wis	Chicago and Northwestern Rwy.	176	*13.13	31,943 87	12,220 09	44,163 87	139 37
			66.50				111 50	80 00
			199.02	12.70	19,984 40	7,600 80	27,585 20	105 17
25010	Calcutta, Ill., and Winona Jun- tion, Wis. (n. o.)	do	72.50	6	4,225 45	640 00	5,185 45	62 42
25011	Kenosha, Wis., and Rockford, Ill.	do	68.55	6	8,039 08		8,039 08	126 54
25012	Milwaukee and Fond du Lac	do	8.51	6	363 80		363 80	42 75
25013	Omaleska and La Crosse	do	30.83	12	2,280 52	1,233 20	3,763 72	82 08
25014	Winona, Minn., and Winona Jun- tion (n. o.), Wis.	La Crosse, Trempealeau and Prescott R. R.	72.30	6	3,624 04		3,624 04	49 59
25015	Stevens Point and Portage.	Wisconsin Central R. R.	165.04	6	11,359 08		11,359 08	39 18
25016	Milwaukee and Dickinson	Milwaukee and Northern R. R.	349.32	6	12,205 47		12,205 47	48 74
25017	Milwaukee and Ashland	Wisconsin Central R. R.	85	12	5,668 05		5,668 05	66 69
25018	Milwaukee and Two Rivers	Milwaukee, Lake Shore and Western Rwy.	78.79	6	3,705 49		3,705 49	47 03
25019	Sheboygan and Princeton	Sheboygan and Fond du Lac R. R.						

{ For 179.50 miles.
 { For 63 miles. Land
 grant 66.5.

For 16 miles.

40.51 miles no pay
 fixed.
 98.90 miles no pay
 fixed.

C.—Railroad service as in operation on the 30th of June, 1883.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Mileage.	Number of trips per week.	Annual pay for transportation.		Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.		Remarks.	
					Dollars.	Dollars.			Dollars.	Dollars.		
WISCONSIN—Continued.												
25020	Warren and Mineral Point	Chicago, Milwaukee and Saint Paul Rwy.	33.49	6	1,861 37	1,861 37		1,861 37	35 58	Cost per mile for office cars.		
25021	Calamine and Platteville	do	18.97	6	810 96	810 96		810 96	42 75			
25022	New Lisbon and Necedah	do	12.76	6	545 49	545 49		545 49	42 75			
25023	Madison and Portage	do	40.73	6	2,124 47	2,124 47		2,124 47	52 16			
25024	Essex, Wis., and Rock Island, Ill.	do	197.80	12	16,578 68	16,578 68		16,578 68	83 79			
25025	Galena, Ill., and Woodman, Wis.	Chicago and Tomah R. R.	76.27	6	3,326 13	3,326 13		3,326 13	43 61			
25026	Pau Claire and Abbottsford	Wisconsin and Minnesota R. R.	65.43	6	2,707 13	2,707 13		2,707 13	42 75			
25027	Green Bay and Winona	Green Bay, Winona and Saint Paul R. R.	214.81	6	16,285 10	16,285 10		16,285 10	47 88			
25028	Hudson and Cable (n. o.)	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	124.95	6	5,768 94	5,768 94		5,768 94	46 17			
25029	Lone Rock and Richland Centre	Pine River Valley and Stevens Point R. R.	16.31	6	607 25	607 25		607 25	42 75			
25030	Elroy, Wis., and Saint Paul, Minn.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	198.40	12	16,140 76	16,140 76		16,140 76	81 40			
25031	Tomah and Merrill	Chicago, Milwaukee and Saint Paul Rwy.	100.42	6	6,268 67	6,268 67		6,268 67	57 29			
25032	Vacant.											
25033	North Hudson and River Falls	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	12.29	6	521 55	521 55		521 55	42 75			
25034	Sparta and Viroqua	Chicago, Milwaukee and Saint Paul Rwy.	35.90	6	1,565 60	1,565 60		1,565 60	43 61			
25035	Fond du Lac and Iron Ridge	Fond du Lac, Amboy and Portia Rwy.	29.33	6	1,253 85	1,253 85		1,253 85	42 75			
25036	Janesville and Beloit	Chicago, Milwaukee and Saint Paul Rwy.	15.96	6	682 29	682 29		682 29	42 75			
25037	Merrill and Neillsville	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	15.60	12	666 90	666 90		666 90	42 75			
25038	Milwaukee and Monfort	Chicago and Northwestern Rwy.	146.31	*9.3	11,508 73	11,508 73		11,508 73	78 66			
25039	Mazo Meade and Prairie du Sac	Chicago, Milwaukee and Saint Paul Rwy.	10.23	6	437 33	437 33		437 33	42 75			
2504	Hilbert and Appleton	Milwaukee and Northern R. R.	20.96	6	2,186 34	2,186 34		2,186 34	104 31			

25041	Elkhorn and Eagle	Chicago, Milwaukee and Saint Paul Rwy.	17.56	6	750 09	750 09	42 75		
25042	Lanester Junction (n. o.) and Lanester.	Chicago and Tomah R. R.	12.34	6	550 25	550 25	45 82		
25043	Platteville Junction (n. o.) and Platteville.	do	4.84	12	200 91	200 91	42 75		Pay not fixed.
25044	Brodhead and Albany	Chicago, Milwaukee and Saint Paul Rwy.	7.45	6					Do.
25045	Vacant.	Milwaukee, Lake Shore and Western Rwy.	23.82	6					Do.
25046	Oakbech and Hortonville	Chicago, Milwaukee and Saint Paul Rwy.	49.20	6					Do.
25047	Wabasha, Minn., and Eau Claire, Wis.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	40.17	6					Do.
25048	Chippewa Falls and Rice Lake	Milwaukee, Lake Shore and Western Rwy.	134.27	12	6,428 84	6,428 84	47 68		On 30.19 miles no pay fixed.
25049	Manitowoc and Wausaw	do	67.06	12	1,014 06	1,014 06	42 75		Pay not fixed.
25050	Eland and Rhineland	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	63.75	6					Do.
25051	Superior Junction (n. o.) and Superior.	Chicago and Northwestern Rwy.	6.66	6					Do.
25052	Atton and Janesville	Chicago, Milwaukee and Saint Paul Rwy.	16.46	6					Do.
25053	Red Cedar Junction (n. o.) and Menomonee.	Chicago and Northwestern Rwy.	8.23	6					Do.
25054	Trenpoteau and Galeville	Chicago, Milwaukee and Saint Paul Rwy.	11.78	6					Do.
25055	Brandon and Markesan	do							
			3,993.38		302,564 63	41,478 00	344,042 63		
			{ 114.62	{ 47.01	{ 40,636 76	{ 49,038 76	{ 34 20	{	{ Pay not fixed on
			{ 551.26	{	{ 341.50	{	{ 81 40	{	{ 341.50 miles.
			{ 60.96	{ 6	{ 4,211 72	{ 69 69	{	{	{
			{ 76.30	{ *23.6	{ 10,542 37	{ 10,542 37	{ 133 17	{	{
			{ 145.65	{ *10.6	{ 15,741 85	{ 15,741 85	{ 108 08	{	{
			{ 202.91	{ 6	{ 19,154 70	{ 19,154 70	{ 94 40	{	{
			{ 217.66	{ *6.1	{ 12,504 57	{ 12,504 57	{ 57 45	{	{
			{ 155.73	{ 12	{ 6,817 85	{ 6,817 85	{ 43 78	{	{
			{ 38.20	{ 12	{ 564 30	{ 564 30	{ 42 75	{	{
			{ 102.86	{ 6	{ 18,150 51	{ 18,150 51	{ 74 56	{	{ Pay not fixed on 15 miles.
			{ 112.46	{ 6	{ 93 20	{ 93 20	{ 57 46	{	{
			{ 110.16	{ 6	{ 10,564 57	{ 10,564 57	{ 71 82	{	{
			{ 41.47	{ 12	{ 2,730 38	{ 2,730 38	{ 65 84	{	{
			{ 142.53	{ *15.4	{ 32,050 72	{ 39,177 22	{ 224 87	{	{
			{ 184.73	{ *7.8	{ 12,236 84	{ 12,236 84	{ 66 35	{	{ Pay not fixed on
			{ 71.27	{ *7.8				{	{ 71.27 miles.
		Winona and Saint Peter R. R.							

MINNESOTA.

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of routes.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.		Annual pay for office cars.		Total annual pay.	Cost per mile for transportation.		Cost per mile for railway post-office cars.	Remarks.
					Dollars.	Cents.	Dollars.	Cents.		Dollars.	Cents.		
MINNESOTA—Continued.													
20015	Winona and Saint Peter.	Winona and Saint Peter R. R.	141.40	6	12,853 62		12,853 62		12,853 62	80 01			
20016	Sleepy Eye and Redwood Falls.	Chicago and Northwestern Rwy.	3.75	6	1,143 98		1,143 98		1,143 98	48 74			
20017	Rochester and Zumbrota.	Winona and Saint Peter R. R.	26.42	6	1,129 45		1,129 45		1,129 45	42 75			
20018	Charfield and Plainview.	do	28.47	6	1,217 09		1,217 09		1,217 09	42 75			
20019	Vacant.	do											
20020	Worthington and Salem.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	101.79	6	4,351 52		4,351 52		4,351 52	42 75			
20021	Minneapolis and Angus.	Minneapolis and Saint Louis Rwy.	290.26	*8.8	18,246 82		18,246 82		18,246 82	70 11			
20022	Wabasha and Zumbrota.	Chicago, Milwaukee and Saint Paul Rwy.	59.09	6	2,526 09		2,526 09		2,526 09	42 75			
20023	La Crosse and Flandreau.	do	302.69	6	23,249 20		23,249 20		23,249 20	73 88			
20024	Mankato and Wells.	Central R. R. Co. of Minnesota.	9.60	6	1,744 62		1,744 62		1,744 62	42 75			
20025	Saint Paul and Saint James.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	122.53	12	9,890 62		9,890 62		9,890 62	80 72			
20026	Saint James and Sioux City.	do	148.44	6	10,060 96		10,060 96		10,060 96	71 82			
20027	Stillwater and Stillwater Junction.	do	3.25	15	138 93		138 93		138 93	42 75			
20028	Heron Lake and Woodstock.	do	44.32	6	1,705 43		1,705 43		1,705 43	38 45			
20029	Lake Crystal and Elmore.	do	43.45	6	1,857 48		1,857 48		1,857 48	42 75			
20030	Larocmo and Duon.	do	28.95	6	1,237 01		1,237 01		1,237 01	42 75			
20031	Tracy and Pierre.	Chicago and Northwestern Rwy.	255.85	6	19,907 69		19,907 69		19,907 69	77 81			
20032	Reno and Preston.	Chicago, Milwaukee and Saint Paul Rwy.	57.67	6	2,465 39		2,465 39		2,465 39	42 75			
20033	Wyoming and Taylor's Falls.	Saint Paul and Duluth R. R.	21.14	6	939 83		939 83		939 83	44 46			
20034	Morris and Brown's Valley.	Saint Paul, Minneapolis and Mankato Rwy.	47.26	6	2,020 36		2,020 36		2,020 36	42 75			
20035	Barnesville and Moorhead.	do	23.40	6	1,460 62		1,460 62		1,460 62	64 42			
20036	Junction and Cloquet.	Saint Paul and Duluth R. R.	6.08	6	359 92		359 92		359 92	42 75			
20037	Minneapolis and Benton.	Chicago, Milwaukee and Saint Paul Rwy.	33.66	6	3,213 65		3,213 65		3,213 65	94 91			

Number	Name	101	6	2,952 67	2,952 67	42 75	Pay not fixed on 31.23 miles.
26033	Minneapolis and Birch Cooley Rwy.	101	6	2,952 67	2,952 67	42 75	Pay not fixed on 31.23 miles.
26039	Crookston and Grand Forks	28.16	6	1,201.27	1,201.27	42 75	
26040	Minneapolis and Saint Cloud	64.52	6	2,186.23	2,186.23	42 75	Pay not fixed on 18.38 miles.
26041	Wadena and Fergus Falls	51.95	6	2,398.53	2,398.53	46 17	
26042	Fergus Falls and Pelican Rapids	22.93	6	980.26	980.26	42 75	
26043	Mendota and Minneapolis	8.79	6	398.36	398.36	45 32	
26044	Hastings and Stillwater	26.07	6	1,136.91	1,136.91	43 61	
26045	Little Falls and Morris	88.38	6	4,685.02	4,685.02	53 01	
26046	Sauk Centre and Hartford	20.54	6	1,134.68	1,134.68	42 75	
26047	Waterville and Red Wing	66.70	6	342,651.90	342,651.90	7,120 50	Pay not fixed.
26048	IOWA.	5,188.29		19,722 50	19,722 50	77 81	
27001	Burlington, Iowa, and Albert Lea, Minn.	233.47	6	4,522 93	4,522 93	45 32	
27002	Cedar Rapids and Postville	99.80	6	11,138.25	11,138.25	68 40	
27003	Cedar Rapids, Iowa, and Worthington, Minn.	232.48	6	3,733.43	3,733.43	48 74	
27004	Muscadine and What Cheer	76.60	6	59,603.63	59,603.63	18,341 30	
27005	Burlington and U.P. Transfer (n.o.)	270.50	6	18.1	18.1	177 84	21.21 miles lap; 68.43 miles pay not fixed. 276.59 land grant.
27006	Chariton, Iowa, and Grant City, Mo.	19.86	6	5,284.31	5,284.31	34 72	
27007	Creston, Iowa, and Hopkins, Mo.	96.57	6	2,885.11	2,885.11	64 98	
27008	Burlington, Iowa, and Sumner, Mo.	44.40	6	8,888.71	8,888.71	48 74	On 10.31 miles no pay fixed.
27009	Villisca, Iowa, and Burlington Junction, Mo.	192.68	6	1,730.45	1,730.45	46 17	
27010	Ottumwa and Mason City	37.48	6	13,581.43	13,581.43	78 66	
27011	Keokuk and Burlington	172.66	6	3,025.96	3,025.96	60 26	
27012	Clinton, Iowa, and La Crosse, Wis.	43.69	6	12,862.60	12,862.60	70 97	
27013	Stanwood and Tipton	181.24	6	403.56	403.56	42 75	
27014	Davenport and Union Pacific Transfer (n.o.)	9.44	6	68,171.17	68,171.17	214 78	For 54.50 miles. For 262.90 miles.
27015	Des Moines and Indianola	317.40	12.48	1,358.62	84,863.67	61 56	
27016	Washington and Knoxville	22.07	*14.3	3,639.58	3,639.58	46 17	
27017	Davenport, Iowa, and Leavenworth, Kans.	78.83	6	37,922.82	37,922.82	111 15	
Br'ch	Cameron and Kansas City, Mo.	398.18	*9.6	1,827.90	1,827.90	5 90	
27018	Davenport and Maquoketa	42.76	6	42 75	42 75	42 75	

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of routes.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mille for transportation.	Cost per mille for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
27019	Iowa—Continued.	Kookuk and Des Moines.....	162.88	6	11,281.06	.....	11,281.06	69.26	.....
27020		Chicago, Rock Island and Pacific R. R.	57.98	6	3,172.66	.....	3,172.66	54.72	.....
27021		Chicago, Milwaukee and Saint Paul Rwy.	328.61	6	31,790.88	.....	31,790.88	96.45	.....
27022		Illinois Central R. R.	73.70	6	5,247.44	.....	5,247.44	65.84	.....
27023		do	13.49	6	883.19	.....	883.19	42.75	.....	Land grant.
27024		Chicago, Milwaukee and Saint Paul Rwy.	71.57	6	3,059.61	.....	3,059.61	42.75	.....
27025		Chicago and Northwestern Rwy	210.65	6	12,940.65	.....	12,940.65	56.78	.....	Land grant.
27026		Chicago, Milwaukee and Saint Paul Rwy.	13.80	6	.....	.....	.....	70.97	.....
27026		do	9.50	6	495.52	.....	495.52	52.16	.....
27027		Conover and Decorah.....	165.88	6	8,652.30	.....	8,652.30	52.16	.....
27028		Davenport and Calmar.....	89.08	6	4,646.41	.....	4,646.41	52.16	.....
27029		Savanna, Ia., and Marion, Iowa.....	76.18	6	8,467.40	.....	8,467.40	111.15	.....
27030		Missouri Valley and Sioux City.....	58.84	*13.5	3,420.95	.....	3,420.95	58.14	.....
27031		Des Moines and Jewell.....	87.90	6	5,336.40	.....	5,336.40	60.71	.....
27032		Des Moines and Fort Dodge.....	15.42	6	659.20	.....	659.20	42.75	.....
27032		Grinnell and Montezuma.....	71	6	4,796.05	.....	4,796.05	67.55	.....
27033		Albia and Des Moines.....	91.14	6	6,000.66	.....	6,000.66	65.84	.....
27034		Chicago, Milwaukee and Saint Paul Rwy.	37.52	6	1,603.98	.....	1,603.98	42.75	.....
27035		Burlington and Northwestern R. R.	17.50	6	748.12	.....	748.12	42.75	.....
27036		Chicago, Rock Island and Pacific R. R.	8.50	6	363.37	.....	363.37	42.75	.....
27037		Crooked Creek Rwy and Coal Co.	60.20	6	2,573.55	.....	2,573.55	42.75	.....
27038		Chicago and Northwestern Rwy.	59.04	6	1,922.89	.....	1,922.89	42.75	.....	On 14.06 milles no pay fixed.
27039		Chicago, Milwaukee and Saint Paul Rwy.	22.92	6	979.83	.....	979.83	42.75	.....
27040		do	31.42	9	1,343.20	.....	1,343.20	42.75	.....
27041		Chicago, Burlington and Quincy R. R.	.....	.....	.....	.....	.....	.....	.....

27042	Charlton and Indiana	Chicago, Burlington and Quincy R. R.	6	1,482 14	1,482 14	42 75	
27043	Hastings and Sidney	do	6	1,017 87	1,017 87	42 75	
27044	Atlantic and Antubon	Chicago, Rock Island and Pacific R. R.	6	1,111 92	1,111 92	42 75	
27045	Avoca and Harlan	do	6	580 10	580 10	42 75	On 46.79 m. no pay fixed.
27046	Des Moines and Fonda	Wabash, Saint Louis and Pacific Rwy.	6	2,906 56	2,906 56	42 75	
27047	Vacant						
27048	Elmira (n. o.) and River Side	Burlington, Cedar Rapids and Northern Rwy.	6	1,007 19	1,007 19	42 75	
27049	Pattersonville, Iowa, and Running Water, Dak.	Chicago, Milwaukee and Saint Paul Rwy.	6	8,088 07	8,088 07	64 13	
27050	Wall Lake and Sac City	Chicago and Northwestern Rwy.	12	597 64	597 64	42 75	
27051	Sumner and Hampton	Dubuque and Dakota R. R.	6	3,280 86	3,280 86	52 16	
27052	Tama City, Iowa, and Elmore, Minn.	Chicago and Northwestern Rwy.	6	10,845 16	10,845 16	65 84	
27053	Bellevue and Cascade	Chicago, Milwaukee and Saint Paul Rwy.	6	1,568 07	1,568 07	42 75	
27054	Atlantic and Griswold	Chicago, Rock Island and Pacific R. R.	12	636 12	636 12	42 75	
27055	Red Oak and Griswold	Chicago, Burlington and Quincy R. R.	6	804 12	804 12	42 75	
27056	Manly Junction and Mason City	Central Iowa Rwy.	6	349 18	349 18	34 20	
27057	Vacant						
27058	Hastings and Carson	Chicago, Burlington and Quincy R. R.	6	716 49	716 49	42 75	
27059	Menlo and Guthrie Centre	Chicago, Rock Island and Pacific Rwy.	12	681 84	681 84	42 75	
27060	Centerville and Des Moines	Wabash, Saint Louis and Pacific Rwy.	6	1,191 44	1,191 44	42 75	On 66.81 m. no pay fixed.
27061	Bethany Junction (n. o.) and Albany	Chicago, Burlington and Quincy R. R.	6	2,343 63	2,343 63	49 50	
27062	Mount Zion and Keosauqua	Chicago, Rock Island and Pacific Rwy.	12	214 00	214 00	42 75	
27063	Avoca and Carson	do	6	752 82	752 82	42 75	
27064	Fort Madison and Birmingham	Fort Madison and Northwestern Rwy.	6	501 88	501 88	42 75	On 80.07 m. no pay fixed.
27065	Thorburg and Montezuma	Burlington, Cedar Rapids and Northern Rwy.	6	698 11	698 11	42 75	
27066	Jewell and Lake City	Chicago and Northwestern Rwy.	6	2,704 62	2,704 62	46 17	On 84.94 m. no pay fixed.
27067	Humeson and Shenandoah	Humeson and Shenandoah R. R.	6	1,286 32	1,286 32	42 75	
27068	Newburgh and State Centre	Central Iowa Rwy.	6	1,149 12	1,149 12	42 75	
27069	Vacant						
27070	Eagle Grove and Hawarden	Chicago and Northwestern Rwy.	6	3,450 27	3,450 27	50 45	On 76.37 m. no pay fixed.
27071	Carroll and Kirkman	do	6	1,495 82	1,495 82	42 75	
27072	Marion and Union Pacific Transfer (n. o.)	Chicago, Milwaukee and Saint Paul Rwy.	6				Pay not fixed.
27073	Pacific Junction and East Platte-mouth (n. o.)	Chicago, Burlington and Quincy R. R.	6	266 51	266 51	52 07	

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
27074	Iowa—Continued.									
	Red Oak and Eastport	Chicago, Burlington and Quincy R. R.	Miles. 51.17	6	Dollars. 3,300 03	Dollars.	Dollars. 3,300 03	Dollars. 65 84	Dollars.	
27075	Albia and Eddyville Junction	Central Iowa Rwy	14.84	6	634 41	.....	634 41	42 75	.....
27076	Summerset and Winterset	Chicago, Rock Island and Pacific R. R.	27.04	12	1,502 88	.....	1,502 88	55 38	.....
27077	California Junction, Iowa, and Fremont, Nebr.	Stoux City and Pacific R. R.	32.23	6	1,763 62	.....	1,763 62	54 72	.....
27078	Hampton and Belmont	Central Iowa Rwy	22.82	6	.....	.....	.....	.....	.....
27079	Marshalltown and Story City	do	39.55	6	.....	.....	.....	.....	.....
27080	Manning and Audubon	Chicago and Northwestern Rwy.	17.69	6	756 24	.....	756 24	42 75	.....	Pay no fixed. Do.
27081	Des Moines and Boone	Saint Louis, Des Moines and Northern Rwy.	43.26	6	.....	.....	.....	.....	.....	Do.
27082	Winfield and Martinsburgh	Burlington and Northwestern Rwy.	47.67	6	.....	.....	.....	.....	.....	Do.
27083	Clarinda and Northborough	Chicago, Burlington and Quincy R. R.	18.74	6	963 40	.....	963 40	53 01	.....	Do.
27084	Decatur and Des Moines	Des Moines Osceola and Southern R. R.	85.50	6	.....	.....	.....	.....	.....	Do.
27085	Vacant.	Central Iowa Rwy	81.63	6	.....	.....	.....	.....	.....	Do.
27086	Oaklaosa and Morning Sun	Des Moines and Fort Dodge R. R.	54.98	6	.....	.....	.....	.....	.....	Do.
27087	Tava and Ruthven	Chicago, Iowa and Dakota Rwy.	5.80	6	.....	.....	.....	.....	.....	Do.
27088	Eldora Junction (n. o.) and Eldora.	Chicago and Northwestern Rwy.	32.42	6	.....	.....	.....	.....	.....	Do.
27089	Sac City and Holstein	do .....	.....	6	.....	.....	.....	.....	.....	Do.
27090	Wilton Junction and Muscatine	Chicago, Rock Island and Pacific Rwy.	12.73	6	.....	.....	.....	.....	.....	Do.
			6, 631.53		435,296 47	35,028 85	470,265 33			
28001	MISSOURI.	Saint Louis, Mo., and Omaha, Nebr.	37	+14.4	107,704 00	30,587 50	138,332 40	267 45	100 00	For 282 miles; 37 miles less Frank.
		Missouri Pacific Rwy.....	163.50					334 81	50 00	For 477.9 miles; pay not fixed on 163.50 miles.

28002	Saint Louis and Bismarck	Saint Louis, Iron Mountain and Southern Rwy.	77.03	*30.29	20,878 21	5,008 86	25,886 16	271 04	65 00	
28003	Saint Louis, Mo., and Vinia, Ind. T.	Saint Louis and San Francisco Rwy.	864.25	*8.26	42,354 99	7,256 25	49,611 24	116 28	25 00	For 260.25 m. Land grant.
28004	Saint Louis and Kansas City	Wabash, Saint Louis and Pacific Rwy.	278.10	26.	38,922 87		38,922 87	139 96		
28005	Quincy, Ill., and Saint Joseph, Mo.	Hannibal and Saint Joseph R. R.	207.15	13.	32,447 98	4,275 00	36,722 98	156 64	25 00	Land grant.
28006	Kansas City, and U. P. Transfer (n. o.)	Kansas City, Saint Joseph and Council Bluffs R. R.	203.50	13.48	30,622 68		30,622 68	160 48		
28007	Moberly, Mo., and Ottumwa, Iowa	Wabash, Saint Louis and Pacific Rwy.	130.81	7	11,855 31		11,855 31	90 68		
28008	Versailles and Booneville.	Missouri Pacific Rwy.	44.01	10.6	1,881 42		1,881 42	42 75		
28009	Centralia and Columbia	Wabash, Saint Louis and Pacific Rwy.	22.14	18	1,097 92		1,097 92	49 59		
28010	Kansas City and Cameron	Hannibal and Saint Joseph R. R.	55.78	14	10,349 42	1,384 50	11,743 92	185 54	25 00	
28011	Sedalia, Mo., and Donison City, Tex.	Missouri Pacific Rwy.	{ 410.81	{ 12.87	{ 74,565 03	{ 10,862 75	{ 85,427 78	{ 178 57	{ 25 00	Land grant.
28012	Saint Joseph and North Lexington (n. o.)	Wabash, Saint Louis and Pacific Rwy.	23.70	20	4,584 74		4,584 74	138 85		
28013	Brunswick, Mo., and Council Bluffs, Iowa.	do	76.86	14				59 00		
28014	Hannibal and Sedalia.	Missouri Pacific Rwy.	223.88	8.84	25,649 93		25,649 93	114 57		
28015	Keokuk and Humeston, Iowa.	Wabash, Saint Louis and Pacific Rwy.	142.85	12	20,030 43	3,571 84	23,601 77	140 22	25 00	
28016	Pleasant Hill, Mo., and Cedar Grove, Kans.	Atchison, Topeka and Santa Fe R. R.	46.84	6	1,303 87		1,303 87	42 75		Of 16.84 m. no pay fixed.
28017	Sedalia and Lexington	Missouri Pacific Rwy.	55.23	6	2,932 96		2,932 96	52 16		
28018	Mount Pleasant, Iowa, and Saint Peters, Mo.	Saint Louis, Keokuk and Northwestern Rwy.	186.75	13	19,001 81		19,001 81	101 75		
28019	Quincy, Ill., and Trenton, Mo.	Wabash, Saint Louis and Pacific Railway.	137.71	12	6,540 75		6,540 75	61 56		On 31.46 m. no pay fixed.
28020	Pierce City, Mo., and Halstead, Kans.	Saint Louis and San Francisco Rwy.	{ 243.73	{ 6	{ 24,248 09	{ 5,482 00	{ 29,730 09	{ 108 59	{ 25 00	On 24.45 m. no pay fixed.
Br'ch	Orongo and Galeana	do	20.65					42 75		On 9.49 m. no pay fixed.
28021	Mexico and Cedar City	Chicago and Alton R. R.	50.41	6	2,327 43		2,327 43	46 17		
28022	Roodhouse, Ill., and Mexico, Mo.	do	89.83	13	9,523 77		9,523 77	106 02		
28023	Cuba and Salem	Saint Louis, Salem and Little Rock R. R.	40.98	6	2,207 59		2,207 59	53 87		
28024	Holden, Mo., and Paola, Kans.	Missouri Pacific Rwy.	54.53	6	2,564 55		2,564 55	47 03		
28025	Salisbury and Glasgow	Wabash, Saint Louis and Pacific Rwy.	15.99	13	710 91		710 91	44 46		
28026	Bismarck, Mo., and Texasiana, Ark.	Saint Louis, Iron Mountain and Southern Rwy.	{ 91.00	{ 14	{ 85,376 37	{ 26,988 65	{ 112,365 02	{ 243 68	{ 65 00	For 415.21 m. Land grant.
28027	Cairo, Ill., and Poplar Bluff, Mo.	do	234.21					184 94		
28028	Saint Joseph and Hopkins	Kansas City, Saint Joseph and Council Bluffs R. R.	74.66	7	2,800 22		2,800 22	38 31		
28029	Hannibal and Gilmore (n. o.)	Saint Louis, Hannibal and Keokuk R. R.	59.15	13	3,898 42		3,898 42	65 84		
			85.85	6	2,088 74		2,088 74	42 75		On 38.16 m. no pay fixed.

C.—Railroad service as in operation on the 30th of June, 1883.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for 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.	
MISSOURI—Continued.										
28030	Saint Joseph, Mo., and Aitchison, Kans.	Hannibal and Saint Joseph R. R.	22.18	13	2,597 94	.....	2,597 94	.....	.....	.....
28031	Saint Louis and Florissant	West End Narrow Gauge R. R.	16.60	6	709 65	.....	709 65	42 75	.....	.....
28032	Aitchison, Kans., and Edgerton Junction, Mo.	Chicago, Rock Island and Pacific R. R.	30.00	7	1,667 40	.....	1,667 40	55 58	.....	.....
28033	Kansas City and Lexington	Missouri Pacific Rwy.	43.35	6	1,853 21	.....	1,853 21	42 75	.....	.....
28034	Blount, Mo., and Columbia, Ky.	Saint Louis, Iron Mountain and Southern Rwy.	121.32	13	10,062 28	.....	10,062 28	82 94	.....	.....
28035	Vacant.									On 140.43 m. no pay fixed.
28036	Fort Scott, Kans., and Spring City, Mo.	Gulf R. R.	245.85	6	6,129 11	.....	6,129 11	58 14	.....	.....
28037	Saint Joseph and Albany	Saint Joseph and Des Moines R. R.	51.92	6	2,219 57	.....	2,219 57	42 75	.....	.....
28038	Mexico and Kansas City	Chicago and Alton R. R.	164.69	14	15,770 71	.....	15,770 71	95 76	.....	On 63.85 m. no pay fixed.
28039	Pierson City, Mo., and Fort Smith, Ark.	Saint Louis and San Francisco Rwy.	139.74	6	4,347 71	.....	4,347 71	57 29	.....	On 17.26 m. no pay fixed.
28040	Pleasant Hill and Joplin	Missouri Pacific Rwy.	132.72	6	7,096 74	.....	7,096 74	69 26	.....	.....
28041	Wraytown, Kans., and Carbon Centre, Mo.	Kansas City, Fort Scott and Gulf R. R.	24.07	6	1,028 99	.....	1,028 99	42 75	.....	.....
28042	Sedalia and Warsaw	Sedalia, Warsaw and Southern Rwy.	42.00	6	1,795 50	.....	1,795 50	42 75	.....	.....
28043	Vacant.									On 13.25 m. no pay fixed.
28044	Bigelow and Burlington Junction	Kansas City, Saint Joseph and Council Bluffs R. R.	32.39	6	1,405 44	.....	1,405 44	46 17	.....	.....
28045	Lakeville and Cape Girardeau	Cape Girardeau Rwy.	28.06	6	645 86	.....	645 86	43 61	.....	.....
28046	Corning, Mo., and Northborough, Iowa.	Kansas City, Saint Joseph and Council Bluffs R. R.	27.77	6	1,448 48	.....	1,448 48	52 16	.....	.....
28047	Jefferson City and Aurora Springs	Missouri Pacific Rwy.	38.35	6	.....	.....	.....	.....	.....	Pay not fixed.
28048	Arcadia and Cherokee, Kans.	Kansas City, Fort Scott and Gulf R. R.	31.14	6	.....	.....	.....	.....	.....	Do.
28049	Mineral Point and Potosi	Saint Louis, Iron Mountain and Southern Rwy.	4.75	6	203 06	.....	203 06	42 75	.....	.....
28050	Palmyra and Hannibal	Hannibal and Saint Joseph R. R.	14.72	7	594 09	.....	594 09	40 36	.....	.....

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
LOUISIANA—Continued.										
30010	Vermillionville, La., and Orange, Tex.	Louisiana Western R. R.	113.15	6	12,963 59	12,963 59	12,963 59	114 57		
30011	Shreveport and Cheneyville	Missouri Pacific Rwy.	157.25	6	10,622 23		10,622 23	67 55		
30012	Cadeau and Saint Martinville	Morgan's Louisiana and Texas R. R. and Steamship Co.	6.90	14	294 97		294 97	42 75		
30013	Baton Rouge Junction (n. o.) and Port Allen.	Missouri Pacific Rwy.	8	6	478 80		478 80	59 85		
			1,043.03		103,714 39	5,164 50	108,878 89			
TEXAS.										
31001	Houston and Galveston	Galveston, Houston and Henderson R. R.	50.90	20	7,180 97		7,180 97	141 08		
31002	Houston and San Antonio	Galveston, Harrisburgh and San Antonio Rwy.	218.01	7	21,064 12		21,064 12	90 62		
31003	Houston and Denison City	Houston and Texas Central R. R.	337.64	13	53,407 89		53,407 89	158 18		
31004	Hempstead and Austin	do	115.22	13	8,669 15		8,669 15	75 24		
31005	Bremont and Albany	do	231.04	9.9	15,408 05		15,408 05	66 69		
31006	Longview and Houston.	International and Gt. Northern R. R.	236.23	12.8	35,751 04		35,751 04	151 34		
31007	Palestine and Laredo.	do	414.54	11.4	53,873 61		53,873 61	129 96		
31008	Houston and Columbia	do	51.25	3	1,533 91		1,533 91	29 83		
31009	Shreveport, La., and El Paso, Tex.	Texas and Pacific Rwy.	834.47	7.7	73,491 77		73,491 77	88 07		
31010	Marshall, Tex., and Texarkana, Ark.	do	72.26	14	14,580 62		14,580 62	201 78		
31011	Whitesborough, Tex., and Texas, Ark.	do	173.67	7	4,701 16		4,701 16	84 65		
31012	Houston and Orange	Texas and New Orleans R. R.	106.24	7	12,626 62		12,626 62	118 85		
31013	Jefferson and McKinney	Missouri Pacific Rwy.	152.54	6	7,564 45		7,564 45	40 59		
31014	Columbus and La Grange.	Galveston, Harrisburgh and San Antonio Rwy.	31.61	6	1,351 32		1,351 32	42 75		
31015	Henderson and Overton	International and Gt. Northern R. R.	16.57	7	779 28		779 28	47 03		
31016	Corpus Christi and Laredo	Texas Mexican Rwy.	161.75	7	8,574 36		8,574 36	53 01		
31017	Denison City and Minnsola	Missouri Pacific Rwy.	102.84	7	9,144 53		9,144 53	88 02		

31018	Brownsville and Isabel	Rio Grande R. R.	23.24	7	993 51	993 51	42 75	
31019	Indiana and Cuero	Gulf, Western Texas and Pacific Rwy.	66.74	6	2,853 13	2,853 13	42 75	
31020	Houston and Sealy	Texas Western Rwy.	52.29	6	1,752 75	1,752 75	42 75	11.20 m. no pay fixed.
31021	Waxahachie and Garrett (n. o.)	Central Texas and Northwestern R. R.	12.08	12	599 04	599 04	49 59	
31022	Denison City and Gainesville	Missouri Pacific Rwy.	40.51	7	4,191 16	4,191 16	103 46	51.75 m. no pay fixed.
31023	Houston and Newgoches	Houston, East and West Texas Rwy.	140.25	6	3,783 37	3,783 37	42 75	
31024	Navasota and Montgomery	Central and Montgomery R. R.	28.17	6	1,204 96	1,204 96	42 75	
31025	Texas, Ark. and Gatesville, Tex.	Texas and Saint Louis Rwy.	304.42	7	17,038 73	17,038 73	65 84	45.63 m. no pay fixed.
31026	Georgetown and Round Rock	International and Great Northern R. R.	10.22	10.50	655 40	655 40	64 13	
31027	Gatovest and Lampasas	Gulf, Colorado and Santa Fe Rwy.	275.10	6	16,295 95	16,295 95	71 82	48.20 m. no pay fixed.
31028	Whitesboro and Taylor	Missouri Pacific Rwy.	224.43	8.14	30,466 52	30,466 52	129 96	
31029	Beaumont and Woodville	Sabine and West Texas Rwy.	55.75	6	2,383 31	2,383 31	42 75	
31030	Dallas and Denton	Dallas and Wichita Rwy.	37.85	7	1,618 08	1,618 08	42 75	
31031	Dallas and Kaufman	Texas Trunk Rwy.	36.95	6	1,549 68	1,549 68	42 75	
31032	Mincola and Troup	International and Great Northern R. R.	44.54	7	4,531 94	4,531 94	101 75	
31033	Temple and Fort Worth	Gulf, Colorado and Santa Fe Rwy.	128.30	7	8,447 27	8,447 27	65 84	
31034	Phelps (n. o.) and Huntsville	International and Great Northern R. R.	8.51	14	303 80	303 80	42 75	
31035	Dallas and Cleburne	Gulf, Colorado and Santa Fe Rwy.	55.05	6	2,353 38	2,353 38	42 75	
31036	Rosenberg and Victoria	New York, Texas and Mexican Rwy.	91.85	6	5,262 07	5,262 07	57 29	
31037	Fort Worth and Wichita Falls	Fort Worth and Denver City Rwy.	115.44	7	7,205 76	7,205 76	62 42	
31038	Anath and Burnet	Austin and Northwestern R. R.	60.95	6	3,491 82	3,491 82	57 29	
31039	San Antonio and Del Rio	Gatovest, Harrisburgh and San Antonio Rwy.	172.12	6	9,190 49	9,190 49	96 62	37.50 m. no pay fixed.
31040	Harwood and Gonzales	do	12.62	6	679 83	679 83	53 87	
31041	Temple Junction (n. o.) and Belton	Missouri Pacific Rwy.	7.17	6	306 51	306 51	42 75	
31042	Guide and Terrell	Houston and Texas Central R. R.	38.53	6	1,647 15	1,647 15	42 75	
31043	Ramal and Eagle Pass	Gatovest, Harrisburgh and San Antonio Rwy.	33.47	6	1,430 84	1,430 84	42 75	No pay fixed.
31044	Jacksonville and Rusk	Kansas and Gulf Short Line R. R.	16.08	6	460,001 60	460,001 60		No pay fixed.
		INDIAN TERRITORY.	5,408.62					
32001	Atoka and Lehigh	Missouri Pacific Rwy.	8.05	6	344 13	344 13	42 75	No pay fixed.
32002	Vinita and Tulsa	Saint Louis and San Francisco Rwy.	63.54	6				
			71.59		344 13	344 13		

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
KANSAS.										
33001	Kansas City and Denver.....	Union Pacific Rwy.....	{ 303.54	{ 14	115,080 50	11,802 50	120,883 00	179 55	{ 25 00	
33002	Lawrence and Leavenworth.....	do.....	{ 337.12	{ 7	2,547 43	72 68	2,620 11	72 68	{ 12 50	
33003	Atchison and Waterville.....	Central Branch Union Pacific R. R.....	100.40	7	13,734 72	136 80	13,871 52	136 80		
33004	Lawrence and Coffeyville.....	Kansas City, Lawrence and Southern Kansas R. R.....	141.87	6	10,555 45		10,555 45	74 56		
33005	Cherry Vale and Hunnewell.....	do.....	131.19	6	10,768 07		10,768 07	82 08		
33006	Wassasa Junction (n. o.) and Ottawa.....	do.....	40.63	6	4,297 14		4,297 14	123 98		
33007	Sabit Joseph and Grand Island.....	Saint Joseph and Western R. R.....	{ 236.50	{ 7	15,294 71		15,294 71	{ 58 83		Pay not fixed on 11.97 miles.
33008	Kansas City and Webb City.....	Kansas City, Fort Scott and Gulf R. R.....	{ 36.38	{ 9.3	20,622 49		20,622 49	{ 73 33		Pay not fixed on 6.51 miles.
33009	Junction City and Parsons.....	Missouri Pacific Rwy.....	157.86	6	9,826 78		9,826 78	62 25		
33010	Atchison and South Pueblo.....	Atchison, Topeka and Santa Fe R. R.....	{ 470.41	{ 26.81	112,975 50	14,294 75	127,270 25	{ 171 69	{ 25 00	R. P. O. on 568.19 miles.
33011	Newton and Arkansas City.....	do.....	{ 158.09	{ 8.07	6,112 75		6,112 75	{ 214 61		
33012	Atchison and Columbus.....	do.....	78.56	6	16,276 60		16,276 60	73 53		
33013	Leavenworth and Miltonvale.....	Burlington and Mo. River R. R. Co. (in Nebraska).....	221.36	6	6,521 87		6,521 87	43 65		Pay not fixed on 18.47 miles.
33014	Lawrence and Carbondale.....	Kansas Central R. R.....	168.02	6	6,521 87		6,521 87	43 65		
33015	Junction City and Concordia.....	Union Pacific Rwy.....	32.96	6	1,469 04		1,469 04	42 71		
33016	Topeka and Kansas City.....	Junction City and Fort Kearney R. R.....	73.19	6	3,737 49		3,737 49	64 13		
33017	Florence and Douglas.....	Atchison, Topeka and Santa Fe R. R.....	68.62	14	17,483 68	1,715 50	19,199 18	254 79	25 00	Pay not fixed on 14.91 miles.
33018	Cherokee and Well.....	do.....	54.58	6	3,079 94		3,079 94	56 43		
33019	Ottawa and Burlington.....	Kansas City, Fort Scott and Gulf R. R.....	5.31	6	227 00		227 00	42 75		
33020	Girard and Joplin.....	Kansas City, Lawrence and Southern Kansas R. R.....	46.95	6	2,850 33		2,850 33	60 71		
33021	Waterville and Washington.....	Joplin R. R.....	38.69	7	1,653 90		1,653 90	42 75		
33022	Greenleaf and Concordia.....	Central Branch Union Pacific R. R. do.....	20.62	*6.6	2,309 64		2,309 64	112 01		
			42.05	7	5,500 98		5,500 98	130 82		

33038	Emporia and Howard.....	Atchison, Topeka and Santa Fe R. R.	76.50	6	3,868 96	.....	3,868 96	50 45	.....	.....
33024	Cherry Vale and Arcadia.....	Kansas City, Fort Scott and Gulf R. R.	75.90	6	1,918 62	.....	1,918 62	42 75	.....	.....
33025	Solomon City and Beloit.....	Solomon R. R.	57.83	7	3,164 45	.....	3,164 45	54 72	.....	.....
33028	Concordia and Lenora.....	Central Branch Union Pacific R. R.	138.54	6	12,675 02	.....	12,675 02	91 49	.....	Pay not fixed on 31.11 miles.
33027	Yuma (n. o.) and Warwick (n. o.).....	Salina and Southwestern Rwy.	30.86	6	1,319 28	.....	1,319 28	42 75	.....	.....
33028	Sulphur and McPherson.....	Central Branch Union Pacific R. R.	37.07	7	1,584 74	.....	1,584 74	42 75	.....	.....
33029	Downs and Bell's City.....	Central Branch Union Pacific R. R.	24.08	6	1,060 12	.....	1,060 12	43 61	.....	.....
33030	Florence and Ellinwood.....	Atchison, Topeka and Santa Fe R. R.	98.87	6	5,410 16	.....	5,410 16	54 72	.....	.....
33031	Peola and Le Roy Junc. (n. o.).....	Missouri Pacific Rwy.	61.40	6	4,199 76	.....	4,199 76	68 40	.....	.....
33032	Jamestown and Burr Oak.....	Central Branch Union Pacific R. R.	33.90	6	1,565 16	.....	1,565 16	46 17	.....	.....
33033	Oswatimie and Ottawa.....	Missouri Pacific Rwy.	21.40	6	951 44	.....	951 44	44 46	.....	Formerly 33030 A. Formerly 33035 E.
33034	Burlingame and Manhattan.....	Manhattan, Alma and Burlington Rwy.	57.21	6	2,943 55	.....	2,943 55	44 46	.....	Formerly 33030 C. Formerly 33030 D.
33035	Wellington and Harper.....	Kansas City, Lawrence and Southern Kansas R. R.	35.80	6	1,565 16	.....	1,565 16	43 61	.....	Formerly 33030 E.
33036	Fort Scott and El Dorado.....	Saint Louis, Fort Scott and Wichita R. R.	127.97	6	6,018 43	.....	6,018 43	47 03	.....	Formerly 33030 F. Formerly 33030 G.
33037	Mulvane and Caldwell.....	Atchison, Topeka and Santa Fe R. R.	38.30	6	2,849 13	.....	2,849 13	74 39	.....	.....
33038	Leavenworth and Okaloosa.....	Leavenworth, Topeka and Southwestern Rwy.	23.85	6	1,276 09	.....	1,276 09	42 75	.....	.....
33039	Girard and Walnut.....	Kansas City, Lawrence and Southern Kansas R. R.	16.03	6	685 28	.....	685 28	42 75	.....	.....
			4,121 90		435,426 43	27,722 75	468,149 18			
34001	Union Pacific Transfer (n. o.) and Ordan City.....	Union Pacific Rwy.	374.42		449,142 30	61,064 50	510,206 80	434 24	{ 75 00 50 00	
34002	Plattsmouth and Kearney.....	Burlington and Missouri River R. R. Co. (in Nebraska).	191.11		24,509 85	3,087 50	28,197 35	128 25	25 00	R. P. O. 147.50 miles.
34003	Omaha and Covington.....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	127.12		8,598 95	.....	8,598 95	67 55	.....	.....
34004	Omaha and Oresopolis Junc. (n. o.).....	Omaha and Southwestern R. R.	16.00	13	1,845 09	415 00	2,260 09	115 15	25 00	.....
34005	Nemaha City and York.....	Nebraska Rwy.	137.45	6	9,166 54	.....	9,166 54	66 69	.....	.....
34006	Crete and Beatrice.....	Omaha and Southwestern R. R.	30.00	6	2,175 94	.....	2,175 94	70 97	.....	.....
34007	Coburn Junc. (n. o.) and Ponca.....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	16.37	6	699 81	.....	699 81	43 75	.....	.....
34008	Valley and Stromsborough.....	Omaha and Republican Valley R. R.	90.86		5,437 97	.....	5,437 97	59 85	.....	Pay not fixed on 243.55 miles.
34009	Hastings and Denver.....	Republican Valley R. R.	415.88		10,903 32	.....	10,903 32	68 27	.....	.....

NEBRASKA.

C. — Railroad service as in operation on the 30th of June, 1883.—Continued.

Number of routes.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
NEBRASKA—Continued.										
34010	Fremont and Valentine	Fremont, Elkhorn and Missouri Valley R. R.	268.50	6	13,458 10	.....	13,458 16	63 27	.....	Pay not fixed on 55.88 miles.
34011	York and Central City	Republican Valley R. R.	42.01	6	2,801 65	.....	2,801 65	60 69	.....
34012	Columbus and Norfolk	Omaha, Niobrara and Black Hills R. R.	50.74	7.09	2,255 90	.....	2,255 90	44 46	.....
34013	Beatrice and Marysville	Omaha and Republican Valleys and Marysville and Blaine Valley R. R.	38.58	6	1,640 29	.....	1,640 29	42 75	.....
34014	Valparaiso and Lincoln	Omaha and Republican Valley R. R.	20.30	6	867 82	.....	867 82	42 75	.....
34015	Grand Island and North Loup	do	50.00	6	1,140 07	.....	1,140 07	49 59	.....
34016	Beatrice and Red Cloud	Republican Valley R. R.	120.84	6	5,889 74	.....	5,889 74	48 74	.....	Pay not fixed on 27.10 miles.
34017	Lost Creek and Albia	Omaha, Niobrara and Black Hills R. R.	34.22	6	1,462 90	.....	1,462 90	42 75	.....
34018	Norfolk June (n. o) and Creighton	Fremont, Elkhorn and Missouri Valley R. R.	42.50	6	1,818 87	.....	1,818 87	42 75	.....
34019	Nemaha City and Tecumseh	Republican Valley R. R.	32.93	6	556 00	.....	556 60	51 30	.....	Pay not fixed on 22.08 miles.
34020	Wymore and Table Rock	do	40.42	6	1,727 95	.....	1,727 95	42 75	.....	Pay not fixed.
34021	Emerson June. (n. o) and Norfolk	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	46.67	6	.....	.....	.....	.....	.....
DAKOTA.										
			2,848.02			65,167 00	611,261 72			
35001	Sioux City and Yankton	Chicago, Milwaukee and Saint Paul Rwy.	62.10	6	4,035 25	.....	4,035 25	64 98	.....
35002	Marion and Chamberlain	do	111.88	6	6,983 54	.....	6,983 54	62 42	.....
35003	Breckenridge and Hope	Saint Paul, Minneapolis and Manitoba Rwy.	93.22	6	2,051 14	.....	2,051 14	43 75	.....	Pay not fixed on 45.34 miles.
35004	Grand Forks and Larimore	do	28.12	6	1,202 13	.....	1,202 13	42 75	.....
35005	Grand Forks and Fargo	do	78.93	7	6,006 57	.....	6,006 57	76 10	.....
35006	Everest and Mayville	Cassell Branch R. R.	46.14	6	1,972 49	.....	1,972 49	42 75	.....
35007	Fianderson and Sioux Falls	Chicago, Milwaukee and Saint Paul Rwy.	39.17	6	3,248 75	.....	3,248 75	82 94	.....
35008	Zeun and Howard	do	46.43	6	1,984 88	.....	1,984 88	42 75	.....
35009	Millbank and Willmot	do	17.03	3	509 53	.....	509 53	39 92	.....

35010	Huron and Columbia	Chicago and Northwestern Rwy.	97.40	6	3,913 76	42 75	Pay not fixed on 5.83 miles.
35011	Grand Forks and Neche	St. Paul, Minneapolis and Manitoba Rwy.	79.78	7	2,290 02	56 43	Pay not fixed on 327.73 miles.
35012	Ashton and Ellendale	Chicago, Milwaukee and St. Paul Rwy.	70.12	6	.....	.....	Pay not fixed.
35013	Ripon and Portland	St. Paul, Minneapolis and Manitoba Rwy.	37.71	6	.....	.....	Do.
35014	Brookings and Castlewood	Chicago and Northwestern Rwy.	34.21	6	.....	.....	Do.
35015	Fargo and Lisbon	Fargo and Northwestern R. R.	50.63	6	.....	.....	Do.
35016	Jamestown and Carrington	Jamestown and Northern R. R.	43.45	6	.....	.....	Do.
35017	Mitchell and Letcher	Chicago, Milwaukee and St. Paul Rwy.	15.27	6	.....	.....	Do.
			957.92		34,168 06		
		MONTANA.					
36001	Silver Bow and Deer Lodge City	Utah and Northern Rwy.	33.90	14	4,086 98	120 56	
			33.90		4,086 98		
		WYOMING.					
37001	Granger and Shoshone	Oregon Short Line Rwy.	323.05	6	.....	.....	Pay not fixed.
			323.05		.....	.....
		COLORADO.					
38001	Denver and El Moro	Denver and Rio Grande Rwy.	206.90	*15	27,066 65	130 82	
38002	Brighton and Boulder	Denver and Boulder Vall y R. R.	27.69	6	1,302 26	47 03	
38003	Denver and Fort Collins	Colorado Central R. R.	91.01	13	8,170 88	89 75	
38004	Cucharas and Espanola	Denver and Rio Grande Rwy.	200.82	7	15,796 50	78 00	
38005	Denver and Leadville	Denver, South Park and Pacific R. R.	172.25	*14.27	15,170 05	88 07	
38006	La Junta and Dunning	Atchison, Topeka and Santa Fe R. R.	573.71	7	89,093 46	153 90	
38007	Denver and Cheyenne	Denver Pacific Rwy. and Telegraph Co.	106.86	*10.73	10,567 54	98.53	25 00
38008	Vacant						
38009	Poncha Springs and Mayaville	Denver and Rio Grande Rwy.	7.28	7	311 22	.....	42 75
38010	Canon City and West Cliff		31.20	7	1,627 39	.....	52 16
38011	Alamosa and Del Norte		31.82	7	1,659 73	.....	52 16

R. P. O. 44 20 miles.

C.—Railroad service as in operation on the 30th of June, 1883.—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
COLORADO—Continued.										
38012	Salida and Grand Junction.....	Denver and Rio Grande Rwy.	207.50	*8.5	6,924 76	6,924 76	6,924 76	33 20	33 20	Pay not fixed on 133.20 miles.
38013	Leadville and Dillon.....	do.	30.00	7	1,047 37	1,047 37	1,047 37	42 75	42 75	Pay not fixed on 12.10 miles.
38014	Nathrop and Grimshoft.....	Denver, South Park and Pacific R. R.	66.15	7	938 79	938 79	938 79	42 75	42 75	Pay not fixed on 44.19 miles.
38015	Moats and Haumann.....	Denver and Rio Grande Rwy.	27.33	7	1,108 36	1,108 36	1,108 36	42 75	42 75	
38016	Grimshoft and Crested Butte.....	do.	28.40	7	1,214 10	1,214 10	1,214 10	42 75	42 75	
38017	Fairburg and La Salle Stat. (n. o.).....	Colorado Central R. R.	151.16	7	19,237 78	3,779 00	23,036 78	127 40	35 00	
38018	Malta and Red Cliff.....	Denver and Rio Grande Rwy.	27.00	7	1,154 25	1,154 25	1,154 25	42 75	42 75	
38019	South Pueblo and Leadville.....	do.	153.92	*14.5	22,283 76	22,283 76	22,283 76	140 22	140 22	
38020	Golden and Georgetown.....	Colorado Central R. R.	35.12	13	2,702 48	2,702 48	2,702 48	76 95	76 95	
38021	Forks Creek and Central City.....	do.	11.29	13	579 18	579 18	579 18	51 30	51 30	
38022	Bear Creek June, n. o., and Morrison.....	Denver, South Park and Pacific R. R.	9.74	*6.5	416 38	416 38	416 38	42 75	42 75	
38023	Denver and Pueblo.....	Denver and New Orleans R. R.	125.06	6	.....	.....	.....	.....	.....	Pay not fixed.
38024	Gar and Alma.....	Denver, South Park and Pacific R. R.	16.35	6	.....	.....	.....	.....	.....	Do.
38025	Manitou Junc. (n. o.) and Colorado Springs.....	Denver and New Orleans R. R.	9.64	6	.....	.....	.....	.....	.....	Do.
38026	Como and Dillon.....	Denver, South Park and Pacific R. R.	30.28	6	.....	.....	.....	.....	.....	Do.
38027	Greeley and Spout.....	Greeley, Salt Lake and Pacific Rwy.	39.05	6	.....	.....	.....	.....	.....	Do.
38028	Denver and Longmont.....	Denver R. R. Construction, Land and Coal Co.	34.80	7	1,487 70	1,487 70	1,487 70	42 75	42 75	
38029	Boulder and Sugar Loaf.....	Greeley, Salt Lake and Pacific Rwy.	9.33	6	.....	.....	.....	.....	.....	Pay not fixed.
			2,479.18		229,850 59	4,934 00	234,784 59			

NEW MEXICO.													
39001	Lamy Sta. (n. o.) and Santa F6.....	Atchison, Topeka and Santa F6 R. R.	18.70	14	1,231.20	1,231.20	65.84						
39002	Antonito and Silverton.....	Denver and Rio Grande Rwy.	215.66	7	14,215.08	14,215.08	82.94						
39003	Albuquerque and Williams.....	Atlantic and Pacific R. R.....	390.12	6	9,850.28	9,850.28	34.20						Pay not fixed on 92.10 miles.
39004	Rincon and El Paso.....	Atchison, Topeka and Santa F6 R. R.	77.45	7	3,310.98	3,310.98	42.75						
39005	Deming and El Paso.....	Central Pacific R. R. Co. (leases Southern Pacific R. R. of New Mexico).	88.72	7	3,792.78	3,792.78	42.75						
			780.65		32,400.32	32,400.32							
ARIZONA.													
40001	Yuma and Deming.....	Central Pacific R. R. Co. (leases Southern Pacific R. R.)	467.02	7	64,289.97	64,289.97	137.66						Pay not fixed.
40002	Benson and Nogales.....	New Mexico and Arizona R. R.	68.43	6									
			565.45		64,289.97	64,289.97							
UTAH.													
41001	Ogden City and Frisco.....	Utah Central Rwy.....	281.00	*8.21	22,345.12	22,345.12	79.52						
41002	Vacant.....												
41003	Ogden City and Butte City.....	Union Pacific Rwy.....	417.27	7	57,796.06	57,796.06	138.51						
41004	Sandy and Bingham Canyon.....	Denver and Rio Grande Rwy.	17.42	7	744.70	744.70	42.75						
41005	Salt Lake City and Stockton.....	Utah and Nevada Rwy.....	40.50	6	1,731.37	1,731.37	42.75						
41006	Bingham Junc. (n. o.) and Alta.....	Denver and Rio Grande Rwy.	18.40	7	786.00	786.00	42.75						
41007	Vacant.....												
41008	Echo City and Park City.....	Echo and Park City R. R.....	28.45	14	1,362.18	1,362.18	47.88						
41009	Provo City and Scofield.....	Denver and Rio Grande Rwy.	70.83	6	2,535.07	2,535.07	42.75						
41010	Nephi and Wales.....	San Pete Valley Rwy.....	26.24	6	1,346.11	1,346.11	51.30						
41011	Lehi Junc. (n. o.) and Tintic.....	Salt Lake and Western Rwy.	53.50	6	2,287.12	2,287.12	42.75						
			953.61		90,934.33	90,934.33							
WASHINGTON TERRITORY.													
43001	Kalama and Carbonado.....	Northern Pacific R. R.....	139.83	6	8,607.93	8,607.93	61.56						
43002	Seattle and New Castle.....	Seattle and Walla Walla R. R.	20.23	6	869.97	869.97	328.42						
43003	Olympia and Tonho.....	Olympia and Chehalis Valley R. R.	16.06	6	741.02	741.02	46.17						

C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for 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.	
WASHINGTON TERRITORY—Cont'd.										
43004	Walla Walla and Wallula	Walla Walla and Columbia River R. R.	32.10	6	3,156 39	3,156 39	3,156 39	98 33		
43005	Vacant.									
43006	do.									
43007	do.									
43008	Walla Walla and Dayton	Oregon Rwy. and Navigation Co.	40.00	7	4,001 60	4,001 60	4,001 60	100 04		
43009	Wallula and Third Crossing Sta. (n. o.)	Northern Pacific R. R.	357.52	7	9,640 88	9,640 88	9,640 88	41 73		Pay not fixed on 128.49 miles.
43010	Bolles Junc. (n. o.) and Riparia	Oregon Rwy. and Navigation Co.	31.10	6						Pay not fixed.
			636.88		27,014 79	27,014 79	27,014 79			
OREGON.										
44001	Portland and Julla	Oregon and California R. R.	263.43	8.43	28,738 16	28,738 16	28,738 16	144 50		Pay not fixed on 64.55 miles.
44002	Portland and Corvallis	do.	97.95	6	5,271 17	5,271 17	5,271 17	53 87		
44003	Umatilla and Pendleton	Oregon Rwy. and Navigation Co.	44.35	6	3,488 57	3,488 57	3,488 57	78 66		
44004	Vacant.									
44005	Portland and Wallula	do.	214.90	6	28,100 14	28,100 14	28,100 14	130 82		
			620.43		65,598 04	65,598 04	65,598 04			
NEVADA.										
45001	Virginia City and Reno	Virginia and Truckee R. R.	52.61	7	6,117 49	6,117 49	6,117 49	116 28		
45002	Palmside and Eureka	Eureka and Palmside R. R.	90.85	7	5,826 21	5,826 21	5,826 21	64 13		
45003	Battle Mountain and Austin	Nevada Central Rwy.	94.10	7	4,022 77	4,022 77	4,022 77	42 75		
45004	Mound House and Candelaria	Carson and Colorado R. R.	158.96	7	8,563 17	8,563 17	8,563 17	53 87		
			396.52		24,529 64	24,529 64	24,529 64			

46001	San Francisco and Ogden City.....	Central Pacific R. R.	32.17	+8.9	300,926 36	42,505 75	343,432 11	360 81	{	75 00			
46002	San Francisco and Soledad.....	Southern Pacific R. R.	801.86	12.51	11,050 80		11,050 80	77 30	}	50 00			
46003	Rockwell and Redding.....	Central Pacific R. R.	142.96	+7.67	25,818 56		25,818 56	170 15					
46004	Vacant.....		151.74										
46005	Sacramento and Shinglo Springs.....	Sacramento and Placerville R. R.	48.75	+8.73	2,750 96		2,750 96	56 43					
46006	Suisun City and Napa Junction.....	California Pacific R. R.	13.01	7	656 35		656 35	50 45					
46007	Woodland and Graham.....	do	0.84	6	420 66		420 66	42 75					
46008	Vallejo, June. (n. o.) and Colusa.....	do	43.87	+12.71	3,075 72		3,075 72	70 11					
46009	Marysville and Oroville.....	N. D. Redmont, par. (n. o.) and California Northern R. R.	27.50	7	1,199 27		1,199 27	43 61					
46010	Lathrop and Goshen (n. o.).....	Central Pacific R. R.	148.35	+9.35	21,397 83	3,658 75	25,056 58	148 21		25 00			
46011	San Francisco and Cloverdale.....	San Francisco and North Pacific R. R.	80.90	+10.8	8,234 10		8,234 10	91 49					
46012	Stockton and Milton.....	Stockton and Copperopolis R. R.	30.09	+8.99	2,109 60		2,109 60	70 11					
46013	San Pedro and Los Angeles.....	Southern Pacific R. R.	28.20	7	1,120 05		1,120 05	42 75					
46014	Goshen (n. o.) and Yuma.....	do	490.33	7	54,009 04	6,040 50	60,049 54	110 13		25 00			
46015	Emira and Madison.....	Vaca Valley and Clear Lake R. R.	30.07	7	1,265 49		1,265 49	42 75					
46016	San Francisco and Duncan's Mills.....	North Pacific Coast R. R.	80.50	+7.30	4,749 50		4,749 50	59 00					
46017	Los Angeles and Santa Ana.....	Central Pacific R. R. Co. (see see Los Angeles and San Diego R. R.).	35.23	7	2,961 78		2,961 78	81 23					
46018	Visalia and Goshen (n. o.).....	Visalia R. R.	7.33	14	332 19		332 19	45 32					
46019	Colfax and Nevada City.....	Nevada County Narrow Gauge R. R.	23.09	14	1,599 21		1,599 21	69 26					
46020	Los Angeles and Santa Monica.....	Los Angeles and Independence R. R.	19.50	7	853 62		853 62	42 75					
46021	Santa Cruz and Pajaro.....	Santa Cruz R. R.	22.20	7	949 05		949 05	42 75					
46022	Davisville and Tehama.....	Central Pacific R. R. Co. (see see Northern Rwy.).	111.67	+6.89	6,970 44		6,970 44	62 42					
46023	Galt and Loma.....	Amador Branch Rwy.	27.79	7	1,829 69		1,829 69	65 84					
46024	West Oakland and Berkeley.....	Central Pacific R. R. Co. (see see Berkeley Branch R. R.).	5.78	7	247 09		247 09	42 75					
46025	Vacant.....												
46026	San Francisco and Alameda.....	Central Pacific R. R.	11.62	+23	566 36		566 36	48 74					
46027	Fulton and Guerneville.....	San Francisco and North Pacific R. R.	10.09	6	687 84		687 84	42 75					
46028	San Francisco and Sacramento City.....	Central Pacific R. R.	140.05	10.59	15,926 48		15,926 48	113 72					
46029	Niles and San Jose.....	do	18.37	14	863 94		863 94	47 03					
46030	Monteville and Castroville.....	Monterey R. R.	16.57	7	708 36		708 36	42 75					
46031	San Francisco and Santa Cruz.....	South Pacific Coast R. R.	83.15	13	5,971 83		5,971 83	71 52					
46032	Port Costa and Lathrop.....	Central Pacific R. R. Co. (see see San Pablo R. R.).	62.23	+14.07	9,151 54	1,565 75	10,717 29	147 00		25 00			
46033	Black Diamond and Nortonville.....	Black Diamond Coal Mining Co.	6.26	+15.57	267 71		267 71	42 75					
46034	Gilroy and Tres Pinos.....	Southern Pacific R. R.	20.20	7	963 55		963 55	42 75					

R. P. O. 241.62 miles.

C.—Railroad service as in operation on the 30th of June, 1883.—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	CALIFORNIA—Continued.									
46035	Peters and Oakdale.....	Stockton and Copperopolis R. R.	19.13	6	817 80	817 80	817 80	42 75		
46036	San Anselmo (n. o.) and Saucelito.....	North Pacific Coast R. R.	11.22	6	383 72	383 72	383 72	34 20		
46037	National City and Colton.....	California Southern R. R.	128.00	7	7,770 88	7,770 88	7,770 88	60 71		
46038	Huron (n. o.) and Goshen (n. o.).....	Southern Pacific R. R.	40.10	7	1,371 42	1,371 42	1,371 42	34 20		
46039	San Francisco and Glen Ellen.....	Sonoma Valley R. R.	46.35	6	955 46	955 46	955 46	42 75		Pay allowed on 22.35 milles only.
46040	San Luis Obispo and Los Alamos.....	Pacific Coast Rwy.	54.30	6	2,422 87	2,422 87	2,422 87	44 62		
46041	San Luis Obispo and Port Harford.....	do	11.80	6	504 45	504 45	504 45	42 75		
46042	Mojave and Daguerre Sta. (n. o.).....	Southern Pacific R. R.	80.66	6						Pay not fixed.
			8,183 93		503,652 52	53,760 75	557,413 27			

D.—Steamboat service as in operation on the 30th of June, 1883.

Number of route.	State and terminal.	Name of contractor.	Dis- tance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
MAINE.								
90	Andover to Upper Dam.	Charles A. J. Farrar	Miles. 15		6	Dollars. 250 00	Dollars.	From June 1 to September 30, 1883, partly in steamboat and partly by land.
92	Essexport to Lubec	J Julius Wolf	3		6	400 00		From June 1 to September 30, 1883, partly in steamboat and partly by land.
93	Upton to Middle Dam	Charles A. J. Farrar	12½		6	200 00		
94	Middle Dam to Errol, N. H.	do	17		6	200 00		Twelve times a week two and a half months, six times a week five and a half months.
95	{ Bath to Booth Bay	{ Eastern Steamboat Company, H. W. Swanton, treasurer.	18					
96	{ Wiscasset to Booth Bay	{ do	20			728 22		Six times a week four months.
97	{ Boston, Mass., to Eastport, Me.	{ Sanford Steamship Company, James Littlefield, superintendent.	320		1	500 00		
98	{ Boston, Mass., to Machiasport, Me.	{ do	324			1,300 00		Once a week, with three additional weekly trips between Portland and Bar Harbor (138 miles) during season of summer travel.
99	{ Rockland to Sullivan	{ Nathan and Henry B. Cleaves, sur- veyors of Portland.	78		1	500 00		
100	{ Portland to Chebogue Island	{ Littlefield, superintendent.	10		6	599 00		During season of navigation.
	{ Rangeley to Indian Rock	{ Charles W. Howard	10	58½		200 00	4,877 22	
NEW HAMPSHIRE.								
1099	Wair's Brîge to Wolfborough	Lake Winnisseeogee Steamboat Company, H. J. Cole, president.	30			650 00		Six times a week four and two-thirds months during season of navigation.
1100	Alton Bay to Centre Harbor	{ Boston and Maine Railroad Com- pany, George C. Lord, president.	10		6	1,400 00		
3097	Boston to Fall	Hingham, Hull and Downer Land- ing Steamboat Company, George P. Cushing, superintendent.	15			50 00		During season of navigation, from June 19 to November 1 in each year.
3098	Wood's Holl to Nantucket	Nantucket and Cape Cod Steamboat Company, George Marston, presi- dent.	30	60	3	7,875 00	2,250 00	
3099	New Bedford to Cuddybank	Wilber Kelley	15			1,400 00		Six times a week three months; once a week nine months.

D.—Steamboat service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and terminal.	Name of contractor.	Dis- tance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
MASSACHUSETTS—Continued.								
3100	New Bedford to Edgartown.	New Bedford, Vineyard and Nantucket Steamboat Company, A. G. Pierce, treasurer.	34	94	6	2,000 00	11,325 00	
RHODE ISLAND.								
4007	Watch Hill to Stonington, Conn.	H. L. Ripley	5			112 50		Seven times a week ninety days.
4008	Block Island to Norwich, Conn.	Norwich, New London and Watch Hill Steamboat Company, P. B. Greene, secretary.	38		2			During summer season, without expense to the Department.
4009	Newport to Wickford Junction, n. o.	Newport and Wickford Railroad and Steamboat Company, Theo. Warren, superintendent.	15.4			8,947 57		Twenty-five times a week five months; eighteen times a week seven months.
4100	{ Block Island to Newport Newport to Providence.	{ Martin V. Ball.	30					Six times a week three months; three times a week nine months.
			30	138.4		2,445 00	11,505 07	Six times a week three months.
NEW YORK.								
6764	Plattsburgh to Burlington.	Champlain Transportation Company.	24		6	1,050 00		During season of navigation.
6765	Geneva to Watkins.	Seneca Lake Steam Navigation Company.	47		6	2,500 00		Including side service.
6766	Lake George to Fort Ticonderoga.	Champlain Transportation Company.	40		6	929 38		Six times a week four and two-thirds months.
6768	Brooklyn to Jersey City.	Brooklyn Annex Company.	24		36	1,825 00		Including side service.
6882	Penn Yan to Hammondsport.	Kauka Navigation Company.	21		6	350 00		
6884	Canandaigua to Naples.	Canandaigua Steam Navigation Company.	21		6	500 00		
				156½			7,154 38	
MARYLAND.								
10001	Washington to Norfolk.	L. M. Hodgins, general superintendent.	220		6	2,400 00		Continued May 1 to July 31, 1883.
10002	Baltimore to Queenstown.	Chester River Steamboat Company.	40		3	375 00		Contract June 1 to September 15, 1883.
10003	Baltimore to Chestertown.	Tellicoater Steamboat Company.	41		6	600 00		Six times a week on 110 miles, twice a week on 40 miles, May 1 to December 31; twice a week on 110 miles, once a week on 40 miles, January 1 to April 30.
10004	Baltimore to Wilson's Wharf, n. o.	Eastern Shore Steamboat Company.	150			4,200 00		

10696	Baltimore to Saint Michael's.	H. C. Dodson.	71	3	468 00	10,173 00
10697	Washington to Glymont.	Thomas Adams.	29	6	2,130 00	
10698	Baltimore to Beachlet.	Henry Williams.	123	2	1,800 00	
10699	Baltimore to Freeport.	Howard B. Eusign, president.	200	2	1,800 00	
10700	Baltimore to Cambridge.	do	35	6	2,400 00	
			969			
	VIRGINIA.					
11091	Newport News to Norfolk.	Old Dominion Steamship Company.	15	6	1,500 00	
11092	Franklin City to Chincoteague Island.	do	7	6	500 00	
11096	Norfolk to Baltimore.	Baltimore Steam Packet Company.	200	6	18,000 00	
11097	Norfolk to Eastville.	Old Dominion Steamship Company.	67	3	3,500 00	
11099	Norfolk to Richmond.	L. R. Tatum, superintendent Virginia Steamboat Company.	151	3	7,000 00	
11100	Fredericksburgh to Baltimore.	Henry Williams.	293	2	5,000 00	35,500 00
			723			
	WEST VIRGINIA.					
12098	Wheeling to Parkersburgh.	Charles H. Booth, president.	92	6	8,000 00	
12099	Parkersburgh to Pomeroy.	Williamson & Muddy.	87	6	7,800 00	
12100	Charleston to Gallipolis.	A. E. Boone.	62	6	4,444 00	20,244 00
			241			
	NORTH CAROLINA.					
13091	Plymouth to Jamesville.	A. Fisher.	11	6	1,080 00	
13094	Elizabeth City to Fairfield.	M. K. King.	100	2	2,000 00	
13096	Norfolk to Manteo.	Isaiah Cain.	126	3	4,350 00	
13097	Plymouth to Franklin (Va.).	Zmri McDonald.	128	3	5,036 43	
13098	Plymouth to Windsor.	do	50	3	793 00	
13099	Wilmington to Smithville.	Joseph Bisbey.	28	6	1,550 00	
13100	Wilmington to Fayetteville.	E. G. Worth.	112	2	1,945 00	16,763 43
			536			
	SOUTH CAROLINA.					
14099	Charleston to Montreville.	William M. BIRD.	74	14	962 00	
14100	Charleston to Edisto Island.	Peter Toglio.	43	1	400 00	1,362 00
			50			
	GEORGIA.					
15100	Brunswick and Saint Simon's Mills.	U. Dart, Jr.	8	6	475 00	475 00

Six times a week on 20 miles; three times a week on 108 miles.

D.—Steamboat service as in operation on the 30th of June, 1883—Continued.

Num-ber of route.	State and termini.	Name of contractor.	Dis-tance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
FLORIDA.								
16087	Jacksonville to Fort George.....	H. T. Baya.....	Miles. 28		6	Dollars. 1,200 00		
16089	New York to Galveston.....	C. H. Malory & Co.....	2,075		1	10,400 00		
16090	Palmato Crescent City.....	George W. Beach and John W. Miller.....	314		6	1,000 00		
16091	Cedar Keys to Key West.....	John Miller.....	288½		2	31,000 00		
16092	Fernandina to King's Ferry.....	Hubbard L. Hart, Jos. H. Smith, and John Richardson.....	52			2,107 78		Distance, 12 miles to Saint Mary's, 40 miles the residue; 8 trips to Saint Mary's, 2 the residue.
16093	Pensacola to Freeport.....	R. W. Ruter.....	102		2	3,000 00		
16097	Jacksonville to Enterprise.....	Frederick de Rary.....	208½		6	18,067 45		
16098	Chattahoochee to Apalachicola.....	Samuel I. Whiteside.....	136	2,027½	2	4,000 00	70,775 23	
ALABAMA.								
17093	Rome to Gadsden.....	W. T. Smith.....	155		2	1,639 36		
17097	Mobile to Demopolis.....	F. S. Stone.....	240		1	2,600 00		
17099	Mobile to Point Clear.....	Edwin Baldwin.....	26	421	3	3,000 00	7,239 36	
MISSISSIPPI.								
18097	English Lookout to Gainesville.....	John Poitevant and Joseph A. Favre.....	244		6	1,275 50		
18099	Vicksburgh to Faisonla.....	E. C. Carroll, superintendent Missis-sippi and Yazoo River Packet Com-pany.....do	209		1	2,000 00		
18100	Vicksburgh to Greenwood.....	.....do	265½	409	1	2,400 00	5,675 50	
TENNESSEE.								
19098	London to Kingston.....	U. S. Allison.....	30		6	1,579 12		
19099	Chattanooga to King's Creek.....	J. P. & W. E. Kendrick.....	109	139	2	1,640 00	3,219 12	
KENTUCKY.								
20097	Louisville to Evansville.....	W. C. Hite.....	217		6	15,000 00		
20098	Evansville to Cairo.....	John S. Hopkins.....	203		6	15,000 00		

20099	Bowling Green and Evansville	C. V. Smallhous	198	2	4,800 00		
20100	Johnsonville, Tenn., and Waterloo, Ala.	W. G. Brown	148	2	3,415 29	38,215 30	
OHIO.							
21098	Zanesville to Marietta	K. M. Armstrong	27	12	6,388 00		
21099	Portsmouth to Cincinnati	Cincinnati, Portsmouth, Big Sandy, and Pomeroy Packet Co.	48	6	9,000 00		
21100	Huntington to Gallipolis	William Bay	177 1/2	6	2,569 78	17,957 78	
MICHIGAN.							
24094	Mackinaw City to Saint Ignace	Mackinaw Transit Co	6	6	1,000 00		
24095	Detroit to Sault Ste. Marie	J. T. Whiting	350	5	1,000 00		
24097	Ypsilanti to Milwaukee	Cochrane and Sanderson	180	6	30 00		
24098	L'Anse to Hancock	R. M. Hoar	35	6	3,000 00		
24099	Bay City to Alpena	Cole and Holt	123	6	35 00	15,400 00	
MISSOURI.							
28100	Saint Louis to Memphis	J. A. Souder	453	3	25,000 00	25,000 00	
ARKANSAS.							
29093	Terrene, Miss., to Jacksonville	Mill. R. Harry	390 1/2	1	2,500 00		
29094	Memphis, Tenn., to Sunkland	W. C. Durbury	323	1	3,445 65		
29095	Terrene, Miss., to Pine Bluff	G. H. Van Etten	140	2	6,700 00		
29096	Arkansas City to Vicksburg, Miss.	J. A. Souder	1063	3	20,000 00		
29097	Memphis, Tenn., to Arkansas City	John D. Adams	216	3	24,000 00		
29098	Memphis, Tenn., to Friar's Point, Miss.	James Lee, Jr.	111	3	10,000 00		
29099	Memphis, Tenn., to Hotchkiss, Tenn.	James Lee, sr.	97	2	10,104 16	76,750 81	
LOUISIANA.							
30093	Monroe to Red River Landing	J. W. Blanks, J. W. Carlton, and Edward Conery.	285		18,500 00		

For season of navigation of 1883.
 Per round trip, navigation of 1883.
 During season of navigation, and by "star" during suspension of navigation.
 Per round trip during season of navigation.

Twice a week from November 1 to April 30 and once a week from May 1 to October 31.

D.—Steamboat service as in operation on the 30th of June, 1883—Continued.

Num-ber of routes.	State and termini.	Name of contractor.	Dis-tance, in each State.	Total distance, in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
LOUISIANA—Continued.								
30004	Lake Charles to Cameron	John Miller	55		3	Dollars, 4,000 00		
30005	Baton Rouge to Baton Rouge	Wm. S. Bassett	37		6	7,600 00		
30006	New Orleans to Vidalia, Miss.	J. W. Cannon, T. P. Leathers, and J. W. Todd.	408		3	40,000 00		
30007	New Orleans to Hope Villa	Milton R. Muney	115		2	4,400 00		
30008	New Orleans to Grand Isle	Geo. F. Krause	85			3,950 00		Three times a week from June 1 to September 30, and once a week from October 1 to May 31.
30009	New Orleans to Covington	Wm. G. Coyle	59			3,600 00		Six times a week from May 1 to October 31, and three times a week from November 1 to April 30.
30100	New Orleans to Port Eads	Noble L. McGinnis	{ 79 37 12 }		{ 6 3 1 }	22,719 16		{ Six times a week from New Orleans to Buras; three times a week from Buras to Port Eads, and once a week from head of the jetties to Pilot Town.
31000	Morgan City, La., to Isebel, Texas	Morgan's La. and Texas Railroad and Steamship Co.	465			2,400 00		Service twice a month, each way, or as much oftener as steamships may run, at \$100 per round trip.
31100	Houston to Lynchburg	Leon F. Allen	27	492	3	600 00	3,000 00	
WASHINGTON TERRITORY.								
43003	Steilacoom City to Artondale	Emmet E. Hunt	10		1	400 00		
43005	Port Townsend to Neah Bay	L. B. Hastings and Jas. Morgan	97		1	2,900 00		
43006	Port Townsend to Sitka, Alaska	Charles Goodall	1,083			16,000 00		One trip a month.
43007	Port Townsend to Seachimo	James Gilmore and Harry Lott	189		{ 2 1 }	3,959 12		
43008	Seattle to Selah	James C. Brittain	167		{ 2 1 }	5,626 22		
43009	New Tacoma to Port Townsend	The Oregon Railway & Navigation Co., H. Villard, president.	98	1,592	6	29,700 00	58,675 34	
OREGON.								
44008	Myrtle Point to Bandon	W. E. Rascheff	40		3	850 00		
44009	Portland to The Dalles	Oregon Railway and Navigation Co., M. Villard, president.	411		6	7,487 00		

44100	Portland to Astoria..	do	82 38 20	291	6 3 2	5,000 00	13,337 00
CALIFORNIA.							
46068	Eureka to Arcata.	Geo. W. R. Yocom	8		6	600 00	
46065	Lakeport to East Lake	R. T. Floyd	16		3	1,189 00	
46086	San Francisco to Eureka	Charles Goodall	216		1	6,500 00	
46088	Tahoe to Tahoe	W. W. Lapham	61			3,600 00	
46099	San Francisco to Sacramento	Central Pacific Railroad Co., Chas. Crocker, second vice-president.	171		6	6,000 00	
46100	San Francisco to Portland, Oreg.	Oregon Railway and Navigation Co., H. Villard, president.	688	1,160		22,000 00	39,889 00

Six times a week May 1 to October 30; once a week November 1 to April 30.

Four trips a month.

E.—Table showing the increase and decrease in mail-transportation and cost during the year ended June 30, 1883.

States and Territories.	CELERITY, CERTAINTY, AND SECURITY.			STEAMBOAT.			RAILROAD.			Total annual trans- portation.		Total annual cost.	
	Length of routes.		Cost.	Length of routes.		Cost.	Length of routes.		Cost.	Increase.	Decrease.	Increase.	Decrease.
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.					
Maine	Miles.			Miles.			Miles.						
New Hampshire	14		\$2,786		16		\$650		\$3,922		56,322		\$7,338
New York	48		1,827		18				39,432		620,542		56,666
Vermont	18		981						5,722		101,914		9,014
Massachusetts	18		12,901	\$210	5		50		9,697		19,734		24,386
Rhode Island											104,540	4,770	16,361
Connecticut	27		2,783				112		1,710		63,425		4,323
New Jersey	258		17,825		10				30,432		620,542		56,666
Pennsylvania	38		3,232		69				5,722		101,914		9,014
Delaware	72		14,779		131				9,697		273,134		24,386
Maryland	74		601		13				545		20,020		1,040
Virginia	202		2,231		235		3,137	2,050	13,325		194,648		18,693
West Virginia	4		4,262		251				61,364		126,917		63,576
North Carolina	180		866		4		504		4,994				6,384
South Carolina	94		850		100		481		12,543				16,376
Georgia	170								2,142		34,332		3,473
Florida	413		10,103	389					16,797		424,947		16,408
Alabama	11,013				899			4,266	7,971		224,813		13,898
Mississippi	1,531				474		4,400		1,302		133,732		12,315
Tennessee	273		6,393						12,658		358,144		18,889
Kentucky	364		5,592		143				8,180		191,890		14,373
Ohio	50		5,769		928				17,324		490,805		22,016
Indiana	136		2,736		321				52,477		1,540,966		59,276
Illinois	111		3,800		154				40,642		415,440		43,378
Michigan	16		666		350		437		32,072		737,104		33,175
Wisconsin	131		421		246				16,112		848,210		19,972
Minnesota	291				412				34,238		356,751		34,659
Iowa	404		2,984		738				63,151		575,601		60,167
Missouri	210		5,561	15,000	795				44,478		473,124		38,471
Arkansas	392		27,563	829	231				27,815		425,121		18,176
Louisiana	371		25,896	281			37,400	2,200	25,999		160,367		37,503
Texas	1,808		116,083		670				49,811		714,399		68,472

Indian Territory.....	343	44,497	64	344	38,401	66,122	44,153
Kansas.....	165	1,845	167	67,967	2,491,967	51,861	
Nebraska.....	819	23,621	348	75,182	654,506		
Nebraska Territory.....	373	39,453	862	27,395	301,979		12,458
Montana.....	82	81,023	34	4,087	4,358		76,668
Montana Territory.....	384	5,932	223		302,938	5,932	
Wyoming.....	165	57,985	303	52,123	645,266		5,772
Wyoming Territory.....	272	3,720	137	27,344	376,501	23,524	
New Mexico.....	277	90,412	86	64,520	92,320		26,322
New Mexico Territory.....	128	74,436	61	59,682	104,502		15,154
Arizona.....	20	58,108	134	17,210	341,994	55,785	50,108
Arizona Territory.....	273	28,190	185	41,147	296,148	21,166	
Idaho.....	63	22,315	1	10,912	43,825	18,817	
Idaho Territory.....	110	237,142	370	71,220	785,621		11,403
Oregon.....	195						164,922
Oregon Territory.....							
Nevada.....							
Nevada Territory.....							
California.....							
California Territory.....							
Total.....	4,730	5,484,129,558	9,653	8,134,016	16,428,465	867,407	503,590
Increase.....							
Decrease.....	754	814,371	9,645	1,134,016	16,356,598	353,947	

F.—Division of Inspection, Contract Bureau.—Deductions, fines, and remissions, year ending June 30, 1883.

States and Territories.	Star routes.			Railroad routes.			Steamboat routes.			Totals for the year.		
	Deductions.	Fines.	Remissions.	Deductions.	Fines.	Remissions.	Deductions.	Fines.	Remissions.	Deductions.	Fines.	Remissions.
Alabama.....	\$2,915 02	\$126 87	\$56 90	\$370 74			\$0 71			\$4,995 47	\$126 87	\$56 90
Arkansas.....	4,272 41	352 07	85 00	158 64	\$10 00		2,508 63	\$34 35	\$21 36	6,939 68	386 42	116 80
Arizona Territory.....	5,803 86	66 46	15 00	306 27						6,209 13	66 46	15 00
California.....	3,830 42	153 68	2,243 75	892 96			19 78			4,310 01	305 68	2,243 75
Colorado.....	1,912 86	7 00	110 10	153 06						4,441 21	148 06	110 10
Connecticut.....	14 87		5 00							14 87		5 00
Dakota Territory.....	6,302 99	155 03	110 67	2,511 79	3 46	9 00				8,814 78	153 50	112 67
Delaware.....	30 06	10 06								30 06	10 06	
District of Columbia.....	672 06	11 22	5 00	62 82	16 22					4,100 22	112 23	5 00
Florida.....	1,593 15	77 24	114 00	862 39	145 45	5 00	5,425 34	84 28		2,481 54	222 60	18 00
Georgia.....	2,063 98	5 40	510 00	10 00						2,062 66	3 46	510 00
Idaho Territory.....	1,330 74	34 03	124 70	5,087 68						6,418 23	335 69	124 70
Illinois.....	1,890 94	45 35	29 42	5,287 77	1,283 39					4,168 71	1,325 74	329 42
Indiana.....	1,900 13		36 00	6,102 37	13 47					1,900 13		36 00
Iowa.....	3,032 24	103 00	73 62	2,310 46	594 35	2 00	3,341 20	163 66		9,134 61	227 37	73 62
Kansas.....	2,838 55	69 20	20 00	2,730 54	295 22	17 00	3,808 11	417 88	15 00	6,149 01	694 94	20 00
Kentucky.....	2,825 16	53 17	200 60	569 21	146 82					6,756 36	363 65	200 60
Louisiana.....	3,286 33	148 83	74 50	4 77						9,820 98	1,839 93	101 50
Maine.....	146 07		57 30							259 55		72 90
Maryland.....	289 29	43 46	103 75	172 31			1,069 22			1,581 82	43 46	103 75
Massachusetts.....	13 50		680 00	250 46	26 79		2,502 28			2,766 24	20 79	680 00
Michigan.....	1,860 82	26 00	10 00	404 83	7 66		38 09			2,023 74	33 66	12 00
Minnesota.....	2,229 30	35 25	50 36	7,506 12	7 06	1 00				9,825 42	43 13	31 58
Missouri.....	3,450 49	34 73	77 00	259 06			21 26			3,736 81	34 73	77 00
Mississippi.....	4,079 97	407 44	562 70	4,248 43	1,653 25		6,963 47	215 64		15,862 87	1,736 33	562 70
Montana Territory.....	5,147 89	295 06	5 00							5,147 88	295 06	5 00
Nebraska.....	3,354 83	2,393 03	24 00	920 66	276 46					4,275 49	2,540 15	24 00
Nevada.....	393 12	141 52	611 14	1,697 88	2 42					2,091 00	144 95	611 14
New Hampshire.....	47 43		9 00	1 87	1 87					299 30	1 87	9 00
New Jersey.....	48 85	2 60		1,070 15	462 27					1,056 00	408 87	
New Mexico Territory.....	2,286 46	387 42	65 00	10 37	2 59					2,296 83	390 01	65 00
New York.....	710 83	136 83	1,254 10	915 34	12 04	2 00	\$4 00			1,727 34	148 57	1,254 10
North Carolina.....	2,401 46	139 70	291 62	707 99			292 83			3,812 28	139 70	291 62
Ohio.....	865 92	95 06	652 62	1,61 06	3,106 44	7 00	2 00			6,752 75	3,204 13	628 83
Oregon.....	2,308 65	1,025 96	119 49	5,292 24	34 00		909 24			3,510 13	1,025 96	119 49
Pennsylvania.....	1,362 70	126 00	185 18	252 58	79 32		60 00			1,615 28	199 33	185 18
Rhode Island.....	12 28									73 27		

South Carolina	782 23	9 26	10 75	12 36	94 50	12 00	8 00	30,204 23	964 73	296 17	20 42	108,974 26	14,453 11	9,960 31	3,022 66	
Tennessee	1,819 20	77 97	45 80	3 00	300 89	94 50	12 00	8 00	30,204 23	964 73	296 17	20 42	108,974 26	14,453 11	9,960 31	3,022 66
Texas	17,022 88	536 11	223 00	21 50	2,085 24	34 33	2 00									
Utah Territory	763 56	288 94			1,547 70											
Vermont	229 87		7 00		31 80											
Virginia	2,333 08	260 09	115 65	16 00	896 84	45 66		733 51								
Washington Territory	1,355 47	4 71	13 00		411 41		8 00									
West Virginia	2,252 83	5 00	42 20	5 00	43 28			1,651 94								
Wisconsin	1,045 62	116 66	28 54		1,770 68	24 34										
Wyoming Territory	2,480 50	138 85	54 59													
Total	110,155 65	8,028 47	9,603 14	2,988 24	58,014 38	9,429 91	67 00	8 00	30,204 23	964 73	296 17	20 42	108,974 26	14,453 11	9,960 31	3,022 66

RECAPITULATION.

Total deductions	\$198,974 26
Total fines	9,966 31
Total deductions and fines	208,940 57
Remissions on deductions	\$18,453 11
Remissions on fines	3,022 66
	21,475 77
Net deductions and fines (Mail Service)	187,464 80
Fines imposed on and deductions made from pay of Railway Mail Service employes during year	6,682 12
	194,146 92

G.—Table showing the weight of the mails, the speed with which they are conveyed, the accom-
on railroad routes in States in which the contract term expired June 30, 1883; and also
ment of the pay in accordance with the acts of March 3, 1873, July 12, 1876, and June 17,

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; r. p. o., railway
l., lines or line; m., miles. A number followed by an asterisk (*) shows the equivalent in round trips.

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
1	Ill	23035		Chicago, Milwaukee	Chicago, Milwaukee and Saint Paul Railway.	86.18	32
2	Ill	23003		Chicago, Union Pacific Transfer (n. o.).	Chicago and Northwestern Railway.	490.14	23
3	Ill	23007		Chicago, Burlington	Chicago, Burlington and Quincy Railroad.	206.48	26
4	Ill	23015		Chicago, Davenport	Chicago, Rock Island and Pacific Railway.	182.92	26
5	Wis.	25002		Milwaukee, La Crosse	Chicago, Milwaukee and Saint Paul Railway.	197.95	24
6	Mo.	28002		Saint Louis, Bismarck	Saint Louis, Iron Mountain and Southern Railway.	75.28	18
7	Mo.	28001		Saint Louis, Atchison	Missouri Pacific Railway	331.20	23
8	Mo.	28026		Bismarck, Texarkana	Saint Louis, Iron Mountain and Southern Railway.	414.20	22
9	Minn.	26013		Minneapolis, La Crosse	Chicago, Milwaukee and Saint Paul Railway.	142.37	13
10	Iowa	27014		Davenport, Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Railway.	317.95	23
11	Mich.	24006		Detroit, Chicago	Michigan Central Railroad	285.10	26
12	Ill	23017		Chicago, East Saint Louis	Chicago and Alton Railroad	281.17	25
13	Kans.	33016		Topeka, Kansas City	Atchison, Topeka and Santa Fé Railroad.	68.62	25
14	Ill	23010		Galesburgh, Quincy	Chicago, Burlington and Quincy Railroad.	101.09	26
15	Mo.	28010		Kansas City, Cameron	Hannibal and Saint Joseph Railroad.	54.98	26
16	Ill	23001		Chicago, Milwaukee	Chicago and Northwestern Railway.	85.37	30
17	Iowa	27005		Burlington, Union Pacific Transfer (n. o.).	Chicago, Burlington and Quincy Railroad.	291.48	24
18	Mo.	28011		Sedalia, Denison City	Missouri Pacific Railway	431.46	22
19	Mich.	24035		Toledo, Detroit	Michigan Central Railroad	60.12	26
20	Kans.	33010		Atchison, South Pueblo	Atchison, Topeka and Santa Fé Railroad.	620.50	25
21	Ill	23023		Decatur, East Saint Louis	Wabash, Saint Louis and Pacific Railway.	113.44	30
22	Ill	23054		Chicago, Lanark Junction (n. o.).	Chicago, Milwaukee and Saint Paul Railway.	116.50	28
23	Mo.	28005		Quincy, Saint Joseph	Hannibal and Saint Joseph Railroad.	207.79	27
24	Mich.	24001		Toledo, Detroit	Lake Shore and Michigan Southern Railway.	65.58	22

modations for mails and agents, the trips per week, and the rates of pay per mile per annum in other States and Territories, the returns having been obtained with a view to the readjustment of 1878.

post-office; b. c., baggage car; s. l., single line; d. l., double line; t. l., triple line; q. l., quadruple line; The figures in parentheses in the "Remarks" column refer to the order of the routes in this table.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.		Remarks.	Order.
30 days, total.	Per day, total.			Dollars.	Dollars.		
837,055	27,901	r. p. o., 59.4 by 9.4; 60.1 by 9.4, f. f. c., d. l.	22*	867 65	100 00	.62 m. decrease.....	1
549,746	18,324	r. p. o., 50 by 9.5, 2 l.....	16.69*	361 67	61 87	1.18m. decrease. Land grant 270.40 m. 272.18 m., at \$289.34, for trans. 272.18 m., at \$46.87, for r. p. o.	2
762,790	25,425	r. p. o., 54.10 by 8.9, 2 l.; 40.1 by 8.11, 1 l., 37 m.; 27.3 by 8.10, 1 l., 37 m.	25.30*	351 41	105 00	1.54 m. decrease. 169.41 m. at \$80 for r. p. o.	3
863,492	28,449	r. p. o., 50 by 9.4, 1 l.; 49.4 by 9.4, 1 l.	21.28*	317 21	65 00	40 ft. cars authorized.	4
658,838	21,961	r. p. o., 59.4 by 9.4; 60.1 by 9.4, f. f. d. l.	15.79*	294 98	100 00	.11 m. increase.....	5
484,931	16,164	r. p. o., 49.8 by 9, f. f., d. l.; apt. 13.6 by 9, f. f., s. l.	30.36*	271 04	65 00	1.75 m. decrease. 1 l. 50 ft., and 1 l. 40 ft., authorized.	6
878,877	29,295	r. p. o., 60 by 9.3, f. f., d. l. to Kansas City, 263.45 m.; s. l. thence to Atchison, 47.75 m.; apt. 20.4 by 7.3, f. f., s. l., 33.62 m.	16.03*	267 45	100 00	1.45m. increase. Land grant 37 m. 292.75 m., at \$234.51, for trans. 47.75 m., at \$50, for r. p. o.	7
394,232	13,140	r. p. o., 55 by 9.2, f. f., d. l....	14	243 68	66 00	1.01m. decrease. 324.21 m., at \$194.94, for trans.; 40 ft. and 50-ft. cars authorized.	8
493,361	16,445	r. p. o., 49.4 by 9.4, 2 l.....	13	224 87	50 00	.04 m. increase. 40-ft. car authorized.	9
581,240	19,374	r. p. o., 50 by 9.4; 49.4 by 9.4, f. f., d. l.	12.08	214 78	65 00	.55 m. increase. \$50 for 262.90 m. for r. p. o.	10
426,290	14,209	r. p. o., 49.6 by 9.2, f. f., s. l.; 46.9 by 9.2, f. f., s. l.; 14.2 by 7.7, 2 l., 17.6 m.; 1 l., 57.7 m., and 1 l. 94 m.	33.24*	202 60	65 00	.99 m. decrease. 210.39 m., at \$192.80, for trans.; 40-ft. and 50-ft. cars authorized.	11
329,968	10,999	r. p. o., 44.3 by 9.1, and 40 by 8.11, d. l.	17.74*	201 78	50 00	.04 m. increase.....	12
385,971	12,865	r. p. o., 49 by 9.5, f. f., s. l....	14	198 86	25 00	2.42 m. increase. 40-ft. cars authorized.	13
303,549	10,117	r. p. o., 54.9 by 8.11, 1 l.; 44.4 by 8.10, 1 l.	14	194 94	50 00	.48 m. decrease. 40-ft. cars authorized.	14
204,809	6,810	r. p. o., 40.1 by 9.1, f. f., s. l....	27	185 54	25 00	.07 m. increase.....	15
274,863	9,144	r. p. o., 35.4 by 9.3, d. l.....	32	184 68	44 00	.....	16
386,018	12,867	r. p. o., 51 by 8.10, 1 l.; 33.7 by 8.10, 1 l.	19.13*	177, 84	61 87	4.97 m. decrease. 19.86 m., at \$222.30, for trans.	17
258,139	8,604	r. p. o., 50.7 by 9.3, f. f., s. l.; 16.1 by 9.2, 158.73 m.	14	173 57	25 00	3.05 m. decrease. 23.70 m., at \$138.85, for trans.; 40-ft. cars authorized.	18
119,033	3,966	12 by 7.2, 1 l.....	22.38*	163 31	.....	1.20m. decrease. 17.32 m., at \$173.31, for trans.	19
272,452	9,081	r. p. o., 49 by 9.5, 1 l., 568.19 m.; apt., 13.3 by 9.4, f. f., s. l., between Atchison and Topeka.	14*	159 89	25 00	1.65 m. increase. 470.41 m., at \$127.91, for trans.; 40-ft. cars authorized.	20
233,021	7,767	50 by 9; apt. 24 by 9.11, f. f., d. l.	19	159 89	40 00	.87 m. increase.....	21
212,772	7,092	81 by 9.3, f. f., d. l.....	19	159 03	.....	.....	22
223,683	7,455	40.1 by 9.1, 1 l., 171.51 m.; 13.1 by 9.1, 1 l., res. 36.28 m.	14	156 64	25 00	.64 m. increase.....	23
131,041	4,368	apt. 36 by 9.4; apt. 22 by 7.5, 1 1/2 l., to Monroe, 1/2 l. residue.	24.17*	154 76	.....	.18 m. increase.....	24

G.—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.
25	Ill ...	23002	.....	Chicago, Freeport.....	Chicago and Northwestern Railroad.	121.39	22
26	Mo. ...	28006	.....	Kansas City, Union Pacific Transfer (n. o.).	Kansas City, Saint Joseph and Council Bluffs Railroad.	200.70	26
27	Ill ...	23020	.....	Chicago, Cairo.....	Illinois Central Railroad.....	365.53	26
28	Ill ...	23036	.....	Aurora, Foreston.....	Chicago and Iowa Railroad ...	81.57	27
29	Nebr..	34002	.....	Plattsmouth, Kearney ...	Burlington and Missouri River (in Nebraska) Railroad.	191.11	21
30	Nebr..	34004	.....	Omaha, Oreopolis Junction (n. o.).	Omaha and Southwestern Railroad.	16.60	21
31	Mo. ...	28014	.....	Hannibal, Sedalla.....	Missouri Pacific Railway.....	142.63	25
32	Mo. ...	28004	.....	Saint Louis, Kansas City....	Wabash, Saint Louis and Pacific Railway.	277.20	30
33	Wis... 25009	.....	.....	Chicago, Fort Howard.....	Chicago and Northwestern Railroad.	242.70	22
34	Minn..	28003	.....	Saint Paul, Sauk Rapids....	Saint Paul, Minneapolis and Manitoba Railway.	77.53	25
35	Conn..	5007	.....	Hopewell Junction, Providence.	New York and New England Railroad.	187.58	24
36	Wis... 25001	.....	.....	Milwaukee, North McGregor	Chicago, Milwaukee and Saint Paul Railway.	196.64	27
37	Mich..	24028	.....	Detroit, Fort Gratiot.....	Chicago, Detroit and Canada Grand Trunk Junction Railroad.	58.90	24
38	Wis... 25012	.....	.....	Milwaukee, Fond du Lac ...	Chicago and Northwestern Railroad.	64.07	20
39	N. C ...	13007	.....	Charlotte, Augusta.....	Charlotte, Columbia and Augusta Railroad.	197.53	21
40	Cal ...	46003	.....	Roseville, Redding.....	Central Pacific Railroad.....	151.74	23
41	Ga ...	15004	.....	Atlanta, Augusta.....	Georgia Railroad and Banking Company.	172.59	25
42	Mich..	24027	.....	Detroit, Grand Haven.....	Detroit, Grand Haven and Milwaukee Railway.	189.06	23
43	Kans..	33006	.....	Waseca Junction (n. o.), Ottawa.	Kansas City, Lawrence and Southern Kansas Railroad.	46.63	21
44	Tex... 31012	.....	.....	Houston, Orange.....	Texas and New Orleans Railroad.	106.24	25
45	Mont.	36001	.....	Silver Bow, Deer Lodge City.	Utah and Northern Railway..	33.90	20
46	Pa. ...	8002	.....	Philadelphia, Pottsville ...	Philadelphia and Reading Railroad.	92.84	24
47	Kans..	33008	.....	Kansas City, Webb City....	Kansas City, Fort Scott and Gulf Railroad.	182.56	25
48	La ...	30010	.....	Vermillionville, Orange.....	Louisiana Western Railroad..	113.15	25
49	Mo. ...	28030	.....	Saint Joseph, Atchison.....	Hannibal and Saint Joseph Railroad.	21.79	21
50	Mo. ...	28003	.....	Saint Louis, Vinita.....	Saint Louis and San Francisco Railroad.	364.23	23
51	Mo. ...	28013	.....	Brunswick, Council Bluffs..	Wabash, Saint Louis and Pacific Railway.	224.42	25
52	Mich..	24015	.....	Monroe, Ludington.....	Flint and Pere Marquette Railroad.	254.41	23

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 151,097	Pounds 5,035	35.4 by 9.5, 1 l.	24.07*	Dollars. 153 90	Dollars. 22 00	10 m. increase	25
154,546	5,150	24 by 9.3, 1 l.	16.88*	150 48		2.8 m. decrease	26
231,996	7,733	r. p. o., 49.4 by 9, d. l. to Kankakee, 55.87 m.; 41.4 by 9, 1 l. to Centralia, 252.10 m.; 44.4 by 9, 1 l.	18.49*	149 12	115 00	2.21 m. increase. 143.34 m., at \$50, and 164.11 m., at \$25, for r. p. o. 40-ft. and 50-ft. cars authorized.	27
137,294	4,576	r. p. o., 40.1 by 8.11, f. f. c., s. l.; 8.9 by 8.1, 1 l.	12	142 79	25 00	90 m. decrease	28
60,372	2,012	r. p. o., 40 by —, 1 l., Oreopolis Junction to Hastings, 147.50 m.	8.02*	141 93	21 87	.81 m. increase	29
48,522	1,617	r. p. o., 40 by —, 1 l.	12	140 22	21 87	1.16 m. decrease	30
98,459	3,281	r. p. o., 50.7 by 9.3, f. f., s. l.	16.98*	140 23	25 00	2.2 m. decrease. 40-ft. car authorized.	31
210,783	7,026	apt., 25.7 by 9.2, f. f., s. l.	23.51*	139 96		.90 m. decrease	32
184,586	6,152	r. p. o., 50 by 9.5, d. l., 62.70 m., s. l., residue.	17.58*	139 97	80 00	20 m. increase. 66.50 m., at \$11.50, for trans.; 179.50 m., at \$40, for r. p. o.	33
322,778	10,759	average 32.3 by 8.10, f. f., s. l.	25.47*	138 17		1.23 m. increase	34
22,662	755	apt., 16 by 8.9, 1 l.	6	132 53		From March 6, 1882, 23.88 m. between Brewster's Station and Hopewell Junction. In July, 1882.	35
76,601	2,552	21.8 by 9.3, f. f., s. l.	14.26*	129 11		50 m. decrease	36
124,499	4,149	apt., 23.10 by 6.4	20.52*	126 54		5.87 m. decrease	37
113,100	3,770	apt., 24 by 9.2, s. l.	13	126 54		.54 m. increase	38
60,804	2,026	20 by 9, f. f., s. l.	10.07*	124 83		In April, 1883	39
149,186	4,971	20 by 8.10, f. f., s. l.	7.67*	123 96		.29 m. increase. In July, 1882.	40
92,685	3,069	r. p. o. (av.), 20.10 by 8.7, f. f., c., d. l.	21	123 98	24 37	In April, 1883	41
76,007	2,532	23 by 9.1 (av.), 2 l., 157.5 m., 1 l., res.	22.30	123 98		2.19 m. decrease	42
64,507	2,150	18.1 by 8.9, f. f., s. l.	13	123 96		11.97 m. from July 17, 1892. In April, 1883.	43
53,509	1,763	(av.), 18.3 by 9.1, f. f., s. l.	7	122 27		In Jan., 1883	44
54,793	1,826	40 by 7.5, f. f., s. l.	14	120 56		From Jan. 1, 1883. In April, 1883.	45
92,772	3,092	apt., 15.3 by 8.7, 3 l.	33.57	119 70		From Sept. 1, 1882. Weighed from Sept. 22, 1882.	46
45,973	1,532	19.7 by 9, f. f., s. l.	10.79*	117 14		6.51 m. from April 10, 1883. In April, 1883.	47
50,970	1,699	(av.), 18.3 by 9.1, f. f., s. l.	7	117 14		In Jan., 1883	48
30,900	1,030	apt., 13.1 by 9.1, f. f., s. l.	14	117 13		.89 m. decrease	49
127,107	4,236	r. p. o., 50 by 9, f. f., s. l. to Pierce City, 290.62 m.; apt., 22.8 by 7.4, f. f., s. l. to North Springfield, 241 m.; 14 by 6.8, f. f., s. l., from Pierce City to Vinita, 73.61 m.	10.97	116 28	25 00	.02 m. decrease; 40-ft. cars authorized.	50
73,640	2,454	apt., 17.7 by 8.7, f. f., s. l.	13	114 57		.54 m. increase	51
65,327	2,177	22 by 7.5, 2 l., Wayne Junction and Maunatee Junction, 210.57 m., and 1 l. res., 43.84 m.	16.91	112 54		3.18 m. increase; 168.21 m., at \$90.03 for trans.	52

G.—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.
53	Iowa.	27029	.....	Missouri Valley, Sioux City.	Sioux City and Pacific Railroad.	76.18	25
54	Iowa.	27017	.....	Davenport, Leavenworth } Branch, Cameron, Kan- } sas City. }	Chicago, Rock Island and Pacific Railway. }	336.06 } 54.98 }	22
55	Mo.	28020	.....	Pierce City, Halstead.....	Saint Louis and San Francisco Railway.	243.07	23
56	Minn.	26004	.....	East Saint Cloud (n. o.), Saint Vincent.	Saint Paul, Minneapolis and Manitoba Railway.	316.69	24
57	Mo.	28022	.....	Roodhouse, Kansas City....	Chicago and Alton Railroad ..	252.93	27
58	Wis.	25016	.....	Caledonia, Winona Junction.	Chicago and Northwestern Railway.	189.52	21
59	Ill.	23030	.....	East Saint Louis, El Dorado.	Saint Louis, Alton and Terre Haute Railroad.	121.65	25
60	Ill.	23009	.....	Peoria, Galesburgh	Chicago, Burlington and Quincy Railroad.	53.23	26
61	Wis.	25040	.....	Hilbert, Appleton	Milwaukee and Northern Railroad.	21.83	23
62	La.	30003	.....	New Orleans, Cheneyville ..	Morgan's Louisiana and Texas Railroad and Steamship Company.	210.36	20
63	Mo.	28018	.....	Mount Pleasant, Saint Peters.	Saint Louis, Keokuk and Northwestern Railway.	187.07	19
64	Ill.	23018	.....	Bloomington, East Saint Louis.	Chicago and Alton Railroad ..	180.51	25
65	Ill.	23025	.....	Hannibal, Bluffs.....	Wabash, Saint Louis and Pacific Railway.	50.01	25
66	Oreg.	44001	.....	Portland, Roseburg.....	Oregon and California Railroad.	198.88	18
67	Ill.	23021	.....	Dubuque, Centralia	Illinois Central Railroad.....	345.14	24
68	Mich.	24013	.....	Detroit, Bay City.....	Detroit and Bay City Railroad.	107.78	22
69	Iowa.	27021	.....	Dubuque, Sioux City	Illinois Central Railroad.....	327.59	22
70	Va.	11005	.....	Newport News, Ashland....	Chesapeake and Ohio Railway.	510.18	23
71	Mo.	28038	.....	Mexico, Kansas City.....	Chicago and Alton Railroad ..	163.37	27
72	Minn.	26037	.....	Minneapolis, Cologne.....	Chicago, Milwaukee and Saint Paul Railway.	33.17	22
73	Minn.	26005	.....	Breckenridge, Fargo.....	Saint Paul, Minneapolis and Manitoba Railway.	53.27	20
74	Mich.	24009	.....	Jackson, Mackinaw	Jackson, Lansing and Saginaw Railroad.	295.69	22
75	Mich.	24010	.....	Jackson, Grand Rapids.....	Michigan Central Railroad ...	94.72	22
76	Colo.	38012	.....	Salida, Grand Junction	Denver and Rio Grande Railway.	207.50	18
77	Ky.	30029	.....	Mount Sterling, Geigersville	Chesapeake and Ohio Railway.	76.50	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.
80 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
88, 078	2, 769	apt., 17.8 by 9.6, a. 1	13. 48*	111 15			53
59, 409	1, 980	{apt., 23.6 by 9.4, f. f. a. l., to Edgerton Junc., 314.40 m.}	13	{ 111 15 5 99 }		Main route; branch not weighed; 2.12 m. decrease.	54
48, 838	1, 627	r. p. o., 50 by 9, 11	7	108 50	25 00	.06 m. decrease; 24.45 m., Wichita to Halstead, special rate; branch made, 28054, from July 1, 1883; 40-ft. cars authorized.	55
150, 909	5, 030	40 by 8.9, f. f., a. 1	13	108 08		Covers part of route 29005 from July 1, 1883.	56
49, 923	1, 664	apt., 25.6 by 9.2, 11	21	106 02		1.59 m. decrease; 163.67 m. at \$95.76 for trans.	57
234, 437	7, 816	r. p. o., 50 by 9.5 (apt.), 36 by 9.5	17. 18*	105 17	40 00	.50 m. decrease	58
59, 443	1, 918	apt., 18.6 by 9.3, 25.6 by 9.3, 1. 1	14. 01*	105 17		.13 m. increase; new car, 25 by 9.8 in course of construction.	59
36, 662	1, 222	apt., 19.4 by 8.11, d. l., Elmwood to Yates City, 3 m.; a. l. res.	24. 33*	105 17		1.82 m. decrease; 26.26 m. at \$115.17 for trans.	60
14, 890	479	no apt	12	104 31		.87 m. increase	61
64, 496	2, 149	16 by 9.1, f. f., d. l., to Vermillionville, 144.50 m.; a. l. res.	11. 83*	102 60		126.48 m. at \$123.25. In Jan., 1883.	62
50, 629	1, 690	20 by 9, 1. 1, Keokuk to Saint Peters; 9 by 8.1. 1., Mt. Pleasant to Keokuk.	11. 10*	101 75		.32 m. increase	63
54, 344	1, 811	apt., 40 by 8.11, 25.2 by 9.2	16. 40*	100 04		.01 m. increase	64
49, 311	1, 643	apt., 17 by 8.7, f. f., a. 1	19	100 89		3.91 m. \$90.63, Naples to Bluffs formerly branch of 21019; .56 m. decrease.	65
94, 964	3, 185	20.5 by 8.10, a. 1	8. 43*	99 18		In July, 1882; 22 m. decrease. To supersede regular weighing.	66
81, 168	2, 705	r. p. o., 35.4 by 9.5, Dubuque to Freeport, 69.56 m., d. l.; 40.1 by 8.11 additional, Dubuque to Foreston, 82.07, a. 1.; av., 22.3 by 9, Freeport to Centralia, 275.68 m.	12. 55*	98 50	47 00	1.79 m. decrease; .12.51 at \$25 for r. p. o.	67
79, 009	2, 653	apt., 14.8 by 9.4, a. 1	16	98 32		.84 m. decrease	68
88, 339	2, 944	apt., av., 21.11 by 8.11, f. f., d. l.	12. 43*	96 45		2.02 m. decrease	69
88, 952	1, 482	18.8 by 8.11, 17.9 by 8.11, f. f., a. 1	14. 02*	95 76		Combined with old weights; 15.22 m. from Mar. 22, 1881; 75.50 m. from May 1, 1882.	70
44, 269	1, 475	apt., 25.6 by 9.2, 11	21	95 76		1.02 m. decrease	71
51, 300	1, 710	av., 20.8 by 8.11, f. f., a. 1	6	94 91		.69 m. decrease; change in terminus.	72
45, 628	1, 520	22 by 9.4, f. f., a. 1	13	94 40		Route curtailed and changed.	73
40, 490	1, 349	14.8 by 8.10, 2 l. to Bay City, 113.47 m.; 1 l. res.	12. 89*	94 00	10 00	2.47 m. decrease	74
65, 362	2, 178	apt., 11 by 8.11, 10 by 9.2, 11.2 by 8.9	25	93 20		.26 m. increase	75
34, 089	1, 136	31.5 by 7.4 (av.), f. f., a. 1	7. 70*	93 20		61.40 m. from Oct. 16, 1882; 71.80 m. from Dec. 15, 1882. In April, 1883.	76
34, 906	1, 163	20.5 by 8.11, f. f., a. 1	13	92 34		In Oct., 1882	77

G.—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.
78	Mich.	24004	.....	White Pigeon, Grand Rapids	Lake Shore and Michigan Southern Railway.	<i>Miles.</i> 96.82	25
79	Ill	23016	.....	Bureau, Peoria.....	Chicago, Rock Island and Pacific Railway.	47.03	23
80	Mo	28007	.....	Moberly, Ottumwa.....	Wabash, Saint Louis and Pacific Railway.	131.30	25
81	Iowa	27072	.....	Marion, Union Pacific Transfer (n. o.).	Chicago, Milwaukee and Saint Paul Railway.	261.90	22
82	Minn	26015	.....	Winona, Saint Peter.....	Winona and Saint Peter Railroad.	139.80	23
83	Colo	38005	.....	Denver, Leadville.....	Denver, South Park and Pacific Railroad.	172.25	15
84	Ill	23005	.....	Rock Island, East Saint Louis.	Chicago, Burlington and Quincy Railroad.	245.52	20
85	Mich	24017	.....	Detroit, Howard City.....	Detroit, Lansing and Northern Railroad.	160.72	25
86	Ill	23084	.....	Sterling, Barstow.....	Chicago, Burlington and Quincy Railroad.	40.53	22
87	Wis	25003	.....	Milwaukee, Berlin.....	Chicago, Milwaukee and Saint Paul Railway.	97.48	25
88	Ohio	21051	.....	Columbus, Coal Grove.....	Scioto Valley Railroad.....	132.00	22
89	Mich	24018	.....	Fort Wayne, Mackinaw City	Grand Rapids and Indiana Railroad.	369.09	19
90	Ill	23032	.....	East Saint Louis, Evansville.	Louisville and Nashville Railroad.	162.25	20
91	Wis	25024	.....	Racine, Rock Island.....	Chicago, Milwaukee and Saint Paul Railway.	197.91	22
92	Ill	23027	.....	State Line (n. o.), Warsaw..	Wabash, Saint Louis and Pacific Railway.	228.87	25
93	Mo	28034	.....	Bismarck, Columbus.....	Saint Louis, Iron Mountain and Southern Railway.	121.28	19
94	N. Mex	39002	.....	Antonito, Silverton.....	Denver and Rio Grande Railway.	215.66	14
95	Wis	25014	.....	Winona, Winona Junction (n. o.).	Chicago and Northwestern Railway.	29.82	21
96	Minn	26025	.....	Saint Paul, Sioux City.....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	270.11	23
97	Ill	23066	.....	Chicago, Altamont.....	Wabash, Saint Louis and Pacific Railway.	215.99	25
98	Tex	31028	.....	Whitesborough, Taylor.....	Missouri Pacific Railway.....	234.43	20
99	Iowa	27010	.....	Ottumwa, Mason City.....	Central Iowa Railway.....	171.86	20
100	Ill	23041	.....	Quincy, Hannibal.....	Chicago, Burlington and Quincy Railroad.	19.79	21
101	Oreg.	44003	.....	Umatilla, Pendleton.....	Oregon Railway and Navigation Company.	44.35	20
102	Wis	25038	.....	Milwaukee, Montfort.....	Chicago and Northwestern Railway.	146.37	24
103	Minn	26031	.....	Tracy, Pierre.....	.....do.....	255.71	23

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.			Dollars.	Dollars.		
49,904	1,663	apt., 18 by 9.1, 16 by 7.11, d. l.	12	92 08	.....	.65 m. increase	78
42,580	1,419	apt., 20 by 9.6, s. l.	12	91 49	.....	.13 m. decrease	79
41,856	1,395	19.3 by 9.2, f. f., s. l.	13	90 63	.....	.49 m. increase	80
34,129	1,137	apt., average 21.1 by 9.3, f. f., s. l.	13	90 63	.....	167.80 m. from Apr. 10, 1882, Marion to Coon Rapids; 94.10 m. from Oct. 1, 1882, Coon Rapids to Union Pacific Transfer.	81
123,058	4,101	24.7 by 9.3, f. f., s. l.	13	89 61	.....	5.35 m. decrease. Mankato Junc. to Mankato, 3.75 m. made a separate route, 26019 from July 1, 1883, 3.75 m., at \$48.74 for trans.	82
32,339	1,078	average, 15.4 by 7.7	14.27*	88 92	.....	.09 m. decrease	83
61,967	2,065	25.5 by 8.11, 2 l., 11.87 m.; 1 l. residue.	12.29*	87 21	.....	2.9 m. decrease	84
59,007	1,968	20 by 9, 1 l., 13.2 by 9, 1 l. to Ionia.	16.23*	87 21	.....	.....	85
7,041	234	10.8 by 6.7, 1 l.	6	87 21	.....	.74 m. decrease	86
42,752	1,425	apt., average 6.1 by 7.4, f. f., s. l., for 84.58 m.	12	86 10	.....	.06 m. decrease. 15.65 m., at \$76.10 for trans.	87
48,448	1,614	average 11.11 by 6.11, f. f., s. l.	19	85 50	.....	25.25 m. from May 23, 1881; 4.36 m. from July 1, 1881.	88
40,549	1,351	15.11 by 7.10, 1 l., 235.68 m., 2 l., 97.90 m.; no apt. residue, 35.51 m.	14.94*	85 50	.....	.10 m. increase; covers routes 24018 and 24019; 71.81 m., at \$87.72, and 35.15 m., at \$84.65, for trans.	89
30,990	1,038	apt. 11.11 by 9.1, f. f., s. l.	13	85 50	.....	2.15 m. increase	90
63,660	2,122	apt., average 21.6 by 9.2, f. f., s. l.; 3 l. Lanark Junction to Savanna, 22 m.	14.11*	83 79	.....	.05 m. increase	91
52,997	1,766	apt. 28 by 9, f. f., s. l. to Keokuk, 223.58 m., d. l. Forest to Fairburg, 5.92 m.	10.94*	83 79	.....	1.34 m. decrease	92
30,185	1,005	13.6 by 9, f. f., s. l.	13	82 94	.....	.04 m. decrease	93
23,687	956	19.8 by 7.6, f. f., s. l.	7	82 94	.....	44.27 m. from Aug. 15, 1882. In Apr., 1883.	94
188,396	6,279	r. p. o. 50 by 9.5, f. f., s. l., apt. 36 by 9.5, f. f., s. l.	13	82 08	40 00	1.01 m. decrease	95
87,104	2,903	22 by 9.3, d. l. to Worthington, 178.66 m.; s. l. residue, 91.45 m.	13	80 72	.....	.86 m. decrease; 148.44 m., at \$71.82 for trans.	96
25,042	834	apt. 17 by 8.7, f. f., s. l., 205.46 m.	6	79 52	.....	115.60 m. from May 15, 1883. This route consolidated with part of old 23043, from that date. .52 m. increase.	97
64,024	2,184	23 by 9.3, f. f., d. l. to Fort Worth, 61.2 m.; s. l. residue.	8.14*	78 66	.....	78.95 m. from July 24, 1882. In April, 1883.	98
36,917	1,230	apt. 22 by 9.3, 1 l.	12.84*	78 66	.....	.80 m. decrease	99
26,017	867	19.11 by 8.9, f. f., s. l.	18	78 66	.....	.10 m. increase	100
25,358	845	no apt.	6	78 66	.....	From Dec. 1, 1882. In April, 1883.	101
16,957	565	apt. 24 by 9.3, f. f., s. l.	9.87*	78 66	.....	.06 m. increase	102
52,612	1,753	24 by 9.3, f. f., s. l.	7	77 81	.....	.14 m. decrease	103

G.—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.
104	Iowa	27001	.....	Burlington, Albert Lea	Burlington, Cedar Rapids and Northern Railway.	253.82	20
105	Mich.	24018	.....	Fort Wayne, Walton	Grand Rapids and Indiana Railroad.	262.03	20
106	Dak.	25005	.....	Fargo, Neche	Saint Paul, Minneapolis and Manitoba Railway.	158.71	20
107	Mich.	24021	.....	La Crosse Junction, Pentwater.	Chicago and West Michigan Railway.	208.18	17
108	Mich.	24009	.....	Jackson, Mackinaw City ...	Michigan Central Railroad ...	298.16	28
109	Minn.	26009	.....	Saint Paul, McGregor	Chicago, Milwaukee and Saint Paul Railway.	212.03	20
110	Ill.	23042	.....	Chicago, Danville	Chicago and Eastern Illinois Railroad.	124.06	25
111	Mich.	24039	.....	Fort Gratiot, Chicago	Chicago and Grand Trunk Railway.	338.46	25
112	Minn.	26023	.....	La Crosse, Plandreau	Chicago, Milwaukee and Saint Paul Railway.	311.06	19
113	Mich.	24031	.....	Fort Howard, Ishpeming ...	Chicago and Northwestern Railway.	179.45	22
114	Ill.	23008	.....	Rushville, Yates City	Chicago, Burlington and Quincy Railroad.	63.94	20
115	Minn.	26010	.....	Hastings, Aberdeen	Chicago, Milwaukee and Saint Paul Railway.	312.91	21
116	N. Y.	6061	.....	Buffalo, Corry	Buffalo, Pittsburgh and Western Railroad.	93.91	30
117	Iowa	27012	.....	Clinton, La Crosse	Chicago, Milwaukee and Saint Paul Railway.	181.24	22
118	Tex.	31005	.....	Bremond, Albany	Houston and Texas Central Railroad.	231.04	18
119	Minn.	26021	.....	Minneapolis, Angus	Minneapolis and Saint Louis Railway.	260.26	20
120	Mich.	24002	.....	Monroe, Adrian	Lake Shore and Michigan Southern Railway.	24.90	25
121	Iowa	27011	.....	Keokuk, Burlington	Chicago, Burlington and Quincy Railroad.	43.44	29
122	Colo.	38003	.....	Denver, Cheyenne	Colorado Central Railroad ...	139.83	20
123	Mo.	28040	.....	Pleasant Hill, Joplin	Missouri Pacific Railway ...	133.70	21
124	Iowa	27019	.....	Keokuk, Des Moines	Chicago, Rock Island and Pacific Railway.	163.11	24
125	Ill.	23081	.....	Clayton, Keokuk	Wabash, Saint Louis and Pacific Railway.	43.08	20
126	Minn.	26002	.....	Sauk Rapids, Brainerd	Northern Pacific Railroad ...	60.68	26
127	Mich.	24052	.....	Holland, Grand Rapids	Chicago and West Michigan Railway.	25.46	23
128	Wis.	25004	.....	Milton Junction, Shullsburgh.	Chicago, Milwaukee and Saint Paul Railway.	75.29	17
129	N. Y.	6075	.....	Elmira, Cortland	Utica, Ithaca and Elmira Railroad.	70.06	22
130	La.	30002	.....	New Orleans, Cheneyville ..	Missouri Pacific Railway	172.30	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 mille per annum for transportation.	Pay per mille per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds. 43,547	Pounds. 1,451	apt. 20 by 9.4, f. f., s. l.	14.83*	Dollars. 77 81	Dollars.	.35 m. increase	104
45,433	1,514	17 by 9, 17.4 by 9, 15 by 7.1, f. f., s. l. to Grand Rapids, 142.1 m.; d. l. thence to Cadillac, 98.2 m.; s. l. residue, 21.73 m.	16.43*	77 08	.....	\$67.03 for 164.03 m. for trans.	105
32,047	1,068	22 by 9.4, f. f., s. l.	6	76 10	.....	Covers route 35011 from July 1, 1883, 39.73 m. from Feb. 15, 1883, on 35011; 79.78 m. from July 1, 1883. In April, 1883, 1.26 increase. 15 09 m. from Sept. 11, 1882, 23.20 m. from Jan. 9, 1883.	106
37,968	1,264	11.11 by 7.8, f. f., d. l., Holland, Muskegon, 35.5 m.; s. l. residue.	13.10*	75 24	.....	1.26 increase. 15 09 m. from Sept. 11, 1882, 23.20 m. from Jan. 9, 1883.	107
36,227	1,207	15.6 by 8.8, 13.9 by 8.5, 12 by 8.8, 11.6 by 9, f. f., d. l. to Bar City, 115.55 m.; s. l. residue, 182.61 m.	12.76*	74 98	.....	63.22 m., from Feb. 10, 1882, 119.39 m., at \$64.98.	108
66,605	2,220	23.6 by 9.3, f. f., s. l.	10.75*	74 56	.....	2.29 m. decrease. 112.46 m. at \$93.20.	109
50,728	1,690	apt. 17.6 by 7, 11	16*	74 39	.....	1.42 m. decrease	110
22,335	743	20 by 8.8, 11	9.59*	74 39	.....	2.69 m. increase	111
47,435	1,560	21.1 by 9.4, f. f., s. l.	6	73 88	.....	.63 m. decrease. 9.60 m., at \$92.34.	112
62,252	2,074	38 by 9.6, f. f., s. l.	8.69*	73 87	.....	.38 m. increase	113
16,113	536	13.7 by 7.1, 11	12.04*	73 27	.....	.02 m. increase. 33.61 m., at \$63.27.	114
32,423	1,080	average 20.8 by 9, f. f., s. l. .	6	71 82	.....	.05 m. decrease. 202.80 m., at \$67.44.	115
20,597	698	apt., 14.6 by 8.6, f. f., 1. l.	20	71 82	.....	49.16 m. from Jan. 15, 1883, ext. Brocton to Buffalo, 30 days from April 4, 1883.	116
73,281	2,442	apt. 20 by 9.2, f. f., s. l., 164.97 m., Sabula Junction to La Crosse, d. l., 54.60 m. Dubuque to North McGregor.	11.54*	70 97	.....	.....	117
17,264	576	14 by 8.6, f. f., s. l.	8.45*	70 97	.....	33.36 m. from Feb. 15, 1882. In Jan., 1883.	118
35,048	1,168	9.3 by 8.8, f. f., s. l.	8.49*	70 11	.....	.....	119
26,307	876	apt. 12.2 by 9; 8.8 by 6.9, s. l.	14.15*	70 11	.....	.08 m. increase	120
41,923	1,397	15.3 by 8.9, 11	12	69 26	.....	.25 m. decrease	121
33,585	1,119	11.6 by 9, f. f., s. l.	13	69 26	.....	4.21 m. increase. In Apr., 1882.	122
26,381	879	apt. 20.5 by 7.3, 11	14	69 26	.....	.98 m. increase. 17.26 m. from Sept. 8, 1882.	123
21,145	704	apt. 16.6 by 9; 17 by 8.10, 11.	12	69 26	.....	.23 m. increase	124
19,203	640	apt. 17 by 8.7, f. f., s. l.	12	69 26	.....	.06 m. increase	125
141,356	4,711	24.6 by 9, f. f., s. l.	14	69 09	.....	.28 m. decrease	126
47,454	1,581	apt. 15 by 9, 11	13	68 40	.....	.44 m. decrease	127
31,819	1,043	apt. 16.9 by 7.5, f. f., s. l., 63.18 m. to Gratiot.	11.39*	68 40	.....	.92 m. decrease	128
23,773	792	apt. (av.) 14.2 by 7.7, 11....	15	68 40	.....	5.79 m. from July 1, 1882, extension Horseheads to Elmira, 30 days from Feb. 12, 1883.	129
23,691	789	16.6 by 9.6, f. f., s. l.	14	68 40	.....	82.30 m. from Dec. 1, 1882. In Jan., 1883.	130

G.—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.
131	Iowa..	27003	.....	Cedar Rapids, Worthington.	Burlington, Cedar Rapids and Northern Railway.	253.42	20
132	La....	30013	.....	Baton Rouge Junction (n. o.), Port Allen.	Missouri Pacific Railway.....	8	20
133	Mich..	24048	.....	East Saginaw, Bay City....	Flint and Pere Marquette Railroad.	13.21	23
134	Iowa..	27033	.....	Albia, Des Moines.....	Chicago, Burlington and Quincy Railroad.	68.88	29
135	La....	30011	.....	Shreveport, Cheneyville.....	Missouri Pacific Railway.....	157.25	17
136	Wis... 25018	.....	.....	Milwaukee, Two Rivers... Milwaukee, Lake Shore and Western Railway.	Milwaukee, Lake Shore and Western Railway.	84.96	25
137	Ill....	23040	.....	Peoria, Rock Island.....	Rock Island and Peoria Railway.	91.60	22.75
138	Mich..	24045	.....	Manistee Junction (n. o.), Manistee.	Flint and Pere Marquette Railroad.	27.13	24
139	Pa....	8020	.....	Elmira, Hoytville.....	Tioga Railroad.....	65.95	20
140	Ill....	23027	.....	Vincennes, Saint Francisville.	Wabash, Saint Louis and Pacific Railway.	10.17	20
141	Minn..	26014	.....	Saint Peter, Redfield.....	Winona and Saint Peter Railroad.	255.39	20
142	Mich..	24003	.....	Adrian, Jackson.....	Lake Shore and Michigan Southern Railway.	47.41	24
143	N. C..	13006	.....	Salisbury, Warm Springs...	Western North Carolina Railroad.	183.67	20
144	Iowa..	27052	.....	Tama City, Elmore.....	Chicago and Northwestern Railway.	164.70	22
145	Iowa..	27022	.....	Waterloo, Mona.....	Illinois Central Railroad.....	80.79	12
146	Iowa..	27074	.....	Red Oak, Eastport.....	Chicago, Burlington and Quincy Railroad.	50.74	25
147	Mo....	23028	.....	Saint Joseph, Hopkins.....	Kansas City, Saint Joseph and Council Bluffs Railroad.	59.13	24
148	Minn..	26012	.....	Austin, Mason City.....	Chicago, Milwaukee and Saint Paul Railway.	41.29	20
149	Iowa..	27007	.....	Creston, Hopkins.....	Chicago, Burlington and Quincy Railroad.	44.30	26
150	Ohio..	21052	.....	Cincinnati, Wilson.....	Cincinnati and Eastern Railway.	67.41	16½
151	Mich..	24042	.....	Port Huron, Sand Beach....	Port Huron and Northwestern Railway.	71.45	17
152	Colo..	38023	.....	Denver, Pueblo.....	Denver and New Orleans Railroad.	125.98	28
153	Nebr..	34009	.....	Hastings, Culbertson.....	Republican Valley Railroad..	172.33	10
154	Cal... 46022	.....	.....	Davisville, Tehama.....	Central Pacific Railroad Company (Jesse Northern Railway).	111.67	24
155	Ill....	23012	.....	Streator, Aurora.....	Chicago, Burlington and Quincy Railroad.	60.68	25
156	Nebr..	34011	.....	York, Central City.....	Republican Valley Railroad..	42.01	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 r. p. o. cars.	Remarks.	Order.
30 days total.	Per day total.						
Pounds.	Pounds.			Dollars.	Dollars.		
16,854	561	apt. 20 by 9.4, f. f., a. l.	6	68 40	.....	Lap to Vinton 23.14 m. 39.05 m. from Sept. 1, 1882, Emmettsburgh to Spirit Lake. 29.38 m., from Dec. 11, 1882, Spirit Lake to Worthington. .94 m. increase.	131
13,204	440	in b. c.	21	68 40	.....	In Jan., 1883	132
32,664	1,088	22 by 7.5, 1 l.	28*	67 55	.....	.46 m. increase	133
80,289	1,009	apt. 19 by 9, f. f., a. l.	13	67 55	.....	2.12 m. decrease	134
17,897	596	16.10 by 9.9 (av.), f. f., a. l.	7	67 55	.....	In Jan., 1883	135
41,861	1,395	apt. 25 by 9.6, 1 l. to Manitowoc; no. clk. res.	17.48*	66 69	.....	.04 m. decrease	136
26,379	875	apt. (av.) 11.11 by 8, a. l.	12	66 69	.....	.08 m. decrease	137
23,827	760	apt. 22 by 7.5, a. l.	13	66 69	.....	.11 m. increase	138
17,331	577	apt. 12.4 by 9.7, 1 l.	12	66 69	.....	11.96 m. from Mar. 12, 1883, extension between Arnot and Hoytville. 30 days from June 20, 1883.	139
8,094	269	no apt.	6	66 69	.....	2.53 m. decrease. 30 days from Apr. 4, 1883.	140
43,555	1,451	24 by 9.3, f. f., a. l.	7.4*	66 35	.....	31.34 m. from Aug. 15, 1882; 39.93 m. from Jan. 1, 1883. .61 m. decrease.	141
80,956	1,081	apt. 11.2 by 8.10, a. l.	12	65 84	.....	.14 m. increase	142
80,611	1,020	20 by 8.6, f. f., a. l.	6	65 84	.....	11.30 m. from Aug. 15, 1881; 12.53 m. from Oct. 5, 1881; 17.13 m. from May 1, 1882.	143
23,659	788	apt. 24 by 9.3, 1 l.	6.10*	65 84	.....	.02 m. decrease	144
22,911	763	apt. 18.7 by 8.11 (av.), 1 l.	12	65 84	.....	1.09 m. increase	145
21,925	730	apt. 16 by 8.10, a. l.	7	65 84	.....	.43 m. decrease	146
20,630	687	15.4 by 9.3, f. f., a. l.	13	65 84	.....	.05 m. decrease	147
19,589	652	12.1 by 8.2, f. f., a. l.	12	65 84	.....	.18 m. decrease	148
23,865	795	15 by 9.1, 1 l.	13	64 98	.....	.10 m. decrease	149
17,298	576	13 by 6.4, f. f.; d. l. to New Richmond Junction (n. o.), 10.7 m.; a. l. res.	10.65	64 98	.....	6.35 m. from Feb. 1, 1882; 9.30 m. from Apr. 4, 1882; 4.01 m. from Apr. 17, 1882. In Oct., 1882.	150
19,401	646	apt. 9 by 6; 9.6 by 6, d. l.; 13 m.; a. l. res.	14.21*	64 98	.....	.25 m. decrease	151
15,831	527	24.7 by 9.2, f. f., a. l.	8.21*	64 98	.....	129.96 m. from July 1, 1882; 125.98 m. from Dec. 1, 1882. In Apr., 1883.	152
14,853	495	7.10 by 7.2, f. f., a. l.	7.43*	64 98	.....	23.41 m. from Nov. 21, 1881. .06 m. increase. In Apr., 1882.	153
14,568	486	8.11 by 8.9, f. f., a. l.	6.89*	64 98	.....	15.61 m. from Nov. 1, 1882; 21.56 m. from Dec. 1, 1882. In Apr., 1883.	154
36,880	1,228	27.3 by 8.10, 1 l.	12	64 85	.....	1.16 m. decrease	155
16,934	564	18.6 by 9.2, f. f., a. l.	6	64 31	.....	.34 m. decrease	156

G.—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.
157	Ind ...	22947	.....	Indianapolis, Springfield...	Indiana, Bloomington and Western Railway ^a	Miles. 140.05	25
158	Ohio ..	21073	.....	Cleveland, Mineral Point...	Valley Railway.....	74.58	25
159	Ark...	29007	.....	Little Rock, Arkansas City.	Little Rock, Mississippi River and Texas Railway.	112.61	20
160	Pa	8112	.....	Foxburgh, Sheffield Junction (n. o.).	Pittsburgh, Bradford and Buffalo Railway.	64.30	17
161	N. Y. ..	6032	.....	Fort Edward, Lake George.	Delaware and Hudson Canal Company.	15.95	15
162	Pa	8147	.....	Clarion Junction (n. o.), Clarion.	Pittsburgh, Bradford and Buffalo Railway.	6.73	17
163	Wis...	25011	.....	Kenosha, Rockport.....	Chicago and Northwestern Railway.	72.40	.....
164	N. Y. ..	6073	.....	Rondout, Stamford.....	Ulster and Delaware Railroad.	73.64	21
165	Mich..	24062	.....	Milwaukee Junction (n. o.), Detroit Junction.	Chicago, Detroit and Canada Grand Trunk Junction Railroad.	4.53	18
166	Tex ..	31037	.....	Fort Worth, Wichita Falls.	Fort Worth and Denver City Railway.	115.44	19
167	Mo ...	28019	.....	Quincy, Trenton.....	Wabash, Saint Louis and Pacific Railway.	137.59	20
168	Iowa ..	27015	.....	Des Moines, Indianola.....	Chicago, Rock Island and Pacific Railway.	22.43	17
169	Iowa ..	27031	.....	Des Moines, Fort Dodge...	Des Moines and Fort Dodge Railroad.	88.69	23
170	Cal ...	46037	.....	National City, Colton.....	California Southern Railroad..	128	18
171	Ind ..	22008	.....	Louisville Junction, Michigan City.	Louisville, New Albany and Chicago Railway.	289.66	27
172	Mich ..	24008	.....	Jackson, Niles.....	Michigan Central Railroad ...	104.30	24
173	Ill ...	23029	.....	Sidney, Havana.....	Wabash, Saint Louis and Pacific Railway.	112.47	25
174	Ill ...	23024	.....	Peoria, Evansville.....	Peoria, Decatur and Evansville Railway.	250.93	31
175	Ill ...	23038	.....	Peoria, Jacksonville.....	Wabash, Saint Louis and Pacific Railway.	84.52	20
176	Mich ..	24016	.....	Ionia, Big Rapids.....	Detroit, Lansing and Northern Railroad.	68.09	21
177	Ill ...	23083	.....	Bates, Jerseyville.....	Wabash, Saint Louis and Pacific Railway.	55.81	20
178	Ill ...	23043	.....	Streator, Fairbury.....	do	31.98	25
179	Iowa ..	27030	.....	Des Moines, Jewell.....	Chicago and Northwestern Railway.	59.93	18
180	Ill ...	23047	.....	Chester, Tamaroa.....	Saint Louis Coal Railroad....	41.76	20
181	Nebr ..	34005	.....	Nemaha City, York.....	Nebraska Railway.....	137.45	18
182	Ind ..	22048	.....	Louisville, Oakland City...	Louisville, Evansville and Saint Louis Railway.	99.55	23
183	Minn ..	26096	.....	Saint Paul, Breckenridge...	Saint Paul, Minneapolis and Manitoba Railway.	216.88	23

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.
90 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
15,254	508	20 by 8.4, f. f., a. l.	13	64 13		In Oct., 1882	157
12,525	417	15 by 9, f. f., a. l.	10.86*	64 13		14.19 m. from Aug. 1, 1882. In Oct., 1882, .64 m. decrease. In Oct., 1882.	158
17,572	585	14 by 7.4, f. f., a. l., to Trippe, 105.51 m.; d. l. res. apt. 10 by 7, f. f., l. l.	6.87*	68 27		89.7 m. from Feb. 12, 1883, extension from Clarion Junction (n. o.) to Sheffield Junction (n. o.) 80 days from Apr. 4, 1883.	159
16,614	554		12.31	68 27			160
10,211	340	in b. c.	22	68 27		9.64 m. from July 1, 1882, extension Glens Falls and Lake George. 80 days from Apr. 4, 1883.	161
6,235	208	in b. c.	12	68 27		From Feb. 12, 1883. 80 days from Apr. 4, 1883.	162
61,068	2,035	r. p. o. 50 by 9.5, f. f., a. l., Harvard to Caledonia Junction, 14.80 m.; apt. 36 by 9.5, f. f., a. l.; 12.6 by 7.2, f. f., a. l. over whole route.	9.97*	62 42	40 00	.10 m. decrease	163
40,857	680	16 by 6.8, 21.	12	62 42		From July 1, 1882. In Aug., 1882.	164
14,580	484	no apt.	15	62 42			165
14,800	476	17.2 by 9.3, f. f., a. l.	7	62 42		In April, 1883.	166
17,689	587	apt. 21.7 by 7.6, f. f., a. l.	6	61 56		.12 m. decrease. 31.46 m. from July 25, 1881, extension Milan to Trenton.	167
15,994	533	apt. 9 by 7, f. f., a. l., 16.39 m.	13.61	61 56		.36 m. increase	168
22,768	758	apt. 13 by 9.3, f. f., a. l.	12	60 71		.79 m. increase	169
13,715	487	no apt.	7	60 71		83.03 m. from July 10, 1882; 44.97 m. from Sept. 1, 1882.	170
24,853	828	13.10 by 9.3, f. f., a. l.	10.75	60 61		In Oct., 1882. From Oct. 1, 1882.	171
19,966	665	apt. 16 by 9.11; 10 by 8.10, a. l.	10.85*	59 85		.37 m. increase	172
14,253	475	apt. 17.7 by 8.7, l. l.	6	59 85		.13 m. decrease. Extension from Urbana to Sidney, 9.46 m., from June 1, 1883, not weighed.	173
11,505	383	apt. 19.8 by 9.2, f. f., a. l.	6	59 85		.40 m. increase	174
20,486	682	apt. 17 by 8.7, f. f., a. l.	12	59 00		.28 m. increase	175
5,761	524	16.7 by 9 (av.), l. l.	10.44*	59 00		.06 m. increase	176
12,924	430	apt. 7 by 12.	6	59 00		.02 m. decrease. 55.79 m. from June 15, 1882.	177
7,827	260	apt. 17 by 8.7, l. l.	6	59 00		80 days from Apr. 4, 1883.	178
22,831	760	apt. 12.2 by 7.5, a. l.	14.15*	58 14		1.09 m. increase	179
19,210	640	apt. 10 by 7.3.	10.53*	58 14		.55 m. decrease	180
17,258	575	18.6 by 9.2, f. f., a. l.	6	58 14		.24 m. decrease	181
12,709	423	14 by 7.4, f. f., a. l.	6.75*	58 14		In November, 1882.	182
81,421	2,714	22 by 9.4, f. f., a. l.	7.87*	57 45		.78 m. decrease.	183

G.—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.
184	Mo . . .	28039	.....	Pierce City, Fort Smith.....	Saint Louis and San Francisco Railway.	139.88	30
185	Wis . .	25031	.....	Tomah, Merrill	Chicago, Milwaukee and Saint Paul Railway.	108.07	19
186	Mich . .	24029	.....	Jackson, Fort Wayne	Lake Shore and Michigan Southern Railway.	96.74	21
187	Ohio . .	21078	.....	Cincinnati, Dodds	Cincinnati Northern Railway.	36.20	25
188	Tex . .	31088	.....	Austin, Burnet	Austin and Northwestern Railroad.	60.95	15
189	Tex . .	31036	.....	Rosenbergh, Victoria.....	New York, Texas and Mexican Railway.	91.85	15
190	Iowa . .	27025	.....	Calmar, Running Water...	Chicago, Milwaukee and Saint Paul Railway.	351.40	20
191	Ind . .	22027	.....	Detroit, Logansport	Wabash, Saint Louis and Pacific Railway.	214.05	25
192	N. C . .	13005	.....	Smithfield, Morehead City..	Midland North Carolina Railway.	116.60	20
193	Mass . .	3064	.....	Braintree Junction (n. o.), Kingston Station (n. o.).	Old Colony Railroad	32.20	21
194	Minn . .	26901	.....	Brainerd, Miles City.....	Northern Pacific Railroad . . .	633.33	22
195	Minn . .	26901	.....	Duluth, Miles City .....	.....do	747.95	22
196	Va. . . .	11021	.....	Hagerstown, Roanoke.....	Shenandoah Valley Railroad..	236.41	23
197	Mo . . .	28032	.....	Atchison, Edgerton Junction	Chicago, Rock Island and Pacific Railway.	29.45	22
198	Wis . .	25020	.....	Warren, Mineral Point	Chicago, Milwaukee and Saint Paul Railway.	32.95	16
199	Colo . .	38020	.....	Golden, Georgetown.....	Colorado Central Railroad . . .	35.12	14
200	Iowa . .	27076	.....	Summerset, Winterset.....	Chicago, Rock Island and Pacific Railway.	27.72	17
201	Cal . . .	46005	.....	Sacramento, Shingle Springs	Sacramento and Placerville Railroad.	48.75	16
202	Iowa . .	27077	.....	California, Fremont.....	Sioux City and Pacific Railroad.	32.23	14
203	Iowa . .	27066	.....	Chariton, Grant City	Chicago, Burlington and Quincy Railroad.	94.68	21
204	Ill . . .	23053	.....	East Saint Louis, Cairo.....	Saint Louis and Cairo Railroad	153.60	25
205	Iowa . .	27020	.....	Farley, Cedar Rapids.....	Chicago, Milwaukee and Saint Paul Railway.	57.87	19

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 f. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
27, 111	903	apt. (av.) 20.11 by 7, 1 1	7	57 29	.....	.14 m. increase. 17.58 m. from Dec. 1, 1881; 4.02 m. from Apr. 5, 1882; 15.44 m. from Oct. 9, 1882; 19.87 m. from Dec. 1, 1882; 6.94 m. from Jan. 10, 1883.	184
16, 534	551	apt. 13.5 by 7.8, f. f., s. l.	6	57 29	.....	1.35 m. decrease	185
15, 935	531	apt. 16 by 10.9, s. l.	12. 76*	57 29	.....	.50 m. decrease	186
12, 378	412	no clerk	16. 5*	57 29	.....	24.95 m. from July 4, 1881; 5.02 m. from Sept. 25, 1881; 6.24 m. from May 1, 1882. In Oct., 1882.	187
12, 246	408	8.7 by 7.10, f. f., s. l.	6	57 29	.....	In April, 1883.	188
12, 227	407	14.7 by 7, f. f., s. l.	6	57 20	.....	26.38 m. from Mar. 13, 1882; 65.47 m. from Aug. 16, 1882. In Apr., 1883.	189
58, 403	1, 949	apt. (av.) 20.9 by 9, f. f., s. l. . . .	6	56 78	.....	.82 m. increase. Covers route 27049, 13.80 m. at \$70.97.	190
15, 455	515	17.4 by 8.7; 13.10 by 7; 1 1. . . .	12. 9*	56 43	.....	120.57 m. from Oct. 24, 1881. In Aug., 1882.	191
12, 975	432	11 by 8, f. f., s. l.	6. 81*	56 43	.....	22.55 m. from Aug. 8, 1882. In Mar., 1883.	192
11, 497	383	in b. c.	18. 39*	56 43	.....	2.9 m. from Feb. 26, 1883, extension South Duxbury to Kingston Station (n. o.) 30 days, from April 4, 1883.	193
41, 787	1, 392	19.6 by 8.6, f. f., s. l. Brainard to Glendive, 554.26 m.	7. 61*	56 09	.....	In May, 1882. Not weighed, extension Glendive to Miles City, 79.07 m. 155.46 m. from June 15, 1881; 65.89 m. from Aug. 1, 1881.	194
35, 289	1, 176	19.6 by 8.6, f. f., s. l., Brainard to Glendive, 554.26 m.	7. 61*	56 09	.....	In May, 1882. Not weighed, Glendive to Miles City, 79.07 m. 155.46 m. from June 15, 1881; 65.89 m. from Aug. 1, 1881. See parts (194 and 596).	195
62, 609	2, 095	r. p. o. 39.6 by 8.7, f. f. c., s. l. . .	10. 32*	55 58	25 00	93 m. from June 19, 1882. In April and May, 1883.	196
33, 789	1, 126	17.6 by 9.4, f. f., s. l.	13	55 58	.....	.55 m. decrease	197
31, 711	1, 057	apt. 16.9 by 7. 5, f. f., s. l. 25.81 m., Gratiot to Mineral Point.	14. 34*	55 58	.....	.54 m. decrease	198
14, 298	808	16.3 by 7.7, f. f., s. l.	13	55 58	.....	2.6 m. decrease. Late branch of route 38003. In April, 1882.	199
13, 495	449	apt. 9 by 7, f. f., l. l.	12	55 58	.....	.68 m. increase	200
11, 898	396	6.6 by 6, f. f., s. l.	8. 73*	55 58	.....	26.52 m. from Oct. 16, 1882. In April, 1883.	201
32, 363	1, 076	apt. 17.8 by 9.6, s. l.	6	54 72	.....		202
20, 569	685	apt. 12.4 by 6.7, l. l.	11. 17*	54 72	.....	1.89 m. decrease	203
19, 839	661	12 by 7.8, f. f., s. l.	8. 14*	54 72	.....	1.20 m. decrease	204
14, 744	491	20 by 9.4, f. f., s. l.	8. 47*	54 72	.....	.11 m. decrease	205

G.—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.
206	Ill . . .	23033	.....	Beardstown, Shawneetown .	Ohio and Mississippi Railway.	<i>Miles.</i> 229.08	25
207	Mich	24051	.....	Point Saint Ignace, Marquette.	Detroit, Mackinac and Marquette Railroad.	151.20	17
208	N. J. . .	7057	.....	Swedesborough, Riddleton Junction (n. o.).	Woodstown and Swedesboro' Railroad.	11.47	22
209	Mich	24051	.....	Point Saint Ignace (n. o.), Marquette.	Detroit, Mackinac and Marquette Railroad.	151.37	16.09
210	Mo . . .	28036	.....	Fort Scott, Spring City . . .	Kansas City, Fort Scott and Gulf Railroad.	244.25	19
211	Wis . . .	25006	.....	Horicon, Portage	Chicago, Milwaukee and Saint Paul Railway.	48.54	23
212	Mo . . .	28023	.....	Cuba, Salem	Saint Louis, Salem and Little Rock Railroad.	40.93	12
213	Mo . . .	28015	.....	Keokuk, Humeston	Wabash, Saint Louis and Pacific Railway.	132.10	20
214	Iowa . .	27090	.....	Wilton Junction, Muscatine .	Chicago, Rock Island and Pacific Railway.	12.73	25
215	Tex. . .	31040	.....	Harwood, Gonzales	Galveston, Harrisburgh and San Antonio Railway.	12.62	7
216	Mich	24041	.....	Saint Louis, Lake View . . .	Detroit, Lansing and Northern Railroad.	37.75	19
217	Mich	24036	.....	Tranton, Fayette	Lake Shore and Michigan Southern Railway.	68.40	16
218	Pa. . . .	8114	.....	Washington, Waynesburgh .	Waynesburgh and Washington Railroad.	28.97	14
219	Iowa . .	27083	.....	Clarinda, Northborough . . .	Chicago, Burlington and Quincy Railroad.	18.23	20
220	Minn	28046	.....	Little Falls, Morris	Northern Pacific Railroad . . .	88.37	20
221	Iowa . .	27083	.....	Clarinda, Northborough . . .	Chicago, Burlington and Quincy Railroad.	18.74	13
222	Iowa . .	27073	.....	Pacific Junction, East Plattsburgh (n. o.).	do	3.30	20
223	Mich	24019	.....	Walton, Mackinaw City . . .	Grand Rapids and Indiana Railroad.	106.96	18
224	Iowa . .	27023	.....	Savanna, U. P. Transfer (n. o.)	Chicago, Milwaukee and Saint Paul Railway.	351.18	22
225	Iowa . .	27027	.....	Davenport, Calmar	do	165.70	20
226	N. Y. . .	6032	.....	Fort Edward, Lake George. .	Delaware and Hudson Canal Company.	15.95	18
227	Iowa . .	27051	.....	Sumner, Hampton	Dubuque and Dakota Railroad.	65.89	23
228	Iowa . .	27026	.....	Counover, Decorah	Chicago, Milwaukee and Saint Paul Railway.	9.37	13
229	Wis . . .	25023	.....	Madison, Portage	do	40.77	20
230	Mo . . .	28046	.....	Corning, Northborough . . .	Kansas City, Saint Joseph and Council Bluffs Railroad.	28.02	11
231	Ohio . .	21080	.....	Toledo, Zoar Station	Wheeling and Lake Erie Railroad.	155.08	24
232	Mo . . .	28033	.....	Independence, Sedalia	Missouri Pacific Railway	88.19	18
233	Mo . . .	28048	.....	Arcadia, Cherokee	Kansas City, Fort Scott and Gulf Railroad.	31.14	18
234	Mich	24040	.....	Marquette, L'Anse	Marquette, Houghton and Ontonagon Railroad.	64.19	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.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
11,920	397	apt. 16.10 by 9; 14.6 by 9.4; 14.4 by 8.11; 17 by 9.4; 1 l.	12	54 72	.....	.02 m. increase	206
11,188	371	no apt.....	12	54 72	.....	From Feb. 25, 1882.....	207
11,102	370	apt. 18 by 8.6, f. f., 1 l.....	12	54 72	.....	From Feb. 26, 1882. 30 days from Apr. 4, 1882.	208
4,029	124	no apt.....	6	54 72	.....	.17 m. increase	209
17,786	592	av. 23.1 by 8.11, 1 l.....	9.82*	58 14	.....	1.60 m. decrease. 34.76 m. from Aug. 16, 1882; 33.25 m. from Jan. 1, 1883; 44.28 m. from Mar. 10, 1883. Not weighed, West Plains to Spring City, 28.14 m.	210
17,172	572	apt. 13.2 by 8.10, a. l.....	6	58 87	.....	2.90 m. increase	211
11,969	398	7 by 6, f. f., a. l.....	12	58 87	.....	.05 m. decrease.....	212
11,492	382	17 by 8.7, f. f., a. l.....	7	58 87	.....	.05 m. increase	213
11,025	367	no apt.....	12	58 87	.....	From Apr. 16, 1882. 30 days from June 6, 1882.	214
11,001	366	no apt.....	7	58 87	.....	In Jan., 1882.....	215
10,878	362	10 by 8, 1 l.....	9.92*	58 87	.....	1.86 m. increase.....	216
5,801	198	apt. 8.6 by 6.9; 12 by 6.7, a. l.....	7.57*	58 87	.....	1.90 m. decrease.....	217
15,232	507	in b. o.....	12	58 01	.....	30 days from Mar. 20, 1882.	218
11,411	380	12 by 6.7, f. f., a. l.....	6	58 01	.....	.51 m. decrease.....	219
10,644	354	24.6 by 9, f. f., a. l.....	6	58 01	.....	.01 m. decrease. From Jan. 1, 1882.	220
10,457	348	11.11 by 6.4, f. f., a. l.....	6	58 01	.....	From July 10, 1882.....	221
73,524	2,450	no apt.....	20	52 67	.....	1.76 m. decrease.....	222
29,517	983	17 by 9, f. f., a. l., to Petoskey, 71.81 m. No clerk reside.	10*	52 67	.....	In Sept., 1882. 35.15 m. from Aug. 1, 1882.	223
44,807	1,498	apt. (av.) 20.11 by 9.8, f. f., a. l.	18	52 16	.....	.20 m. increase	224
28,559	951	apt. 15.10 by 7.4; 20 by 8.8, a. l.	10.27*	52 16	.....	.18 m. decrease.....	225
15,405	513	in b. o.....	29.55	52 16	.....	From July 1, 1882. 30 days from Apr. 4 and July 2, 1882.	226
14,986	499	apt. 10 by 6.8, f. f., a. l.....	6	52 16	.....	2.99 m. increase	227
14,545	484	no apt.....	12	52 16	.....	.13 m. decrease.....	228
12,888	412	apt. 18 by 7.7, a. l.....	6	52 16	.....	.04 m. increase.....	229
11,031	367	apt. 12 by 6.6, f. f., a. l.....	6	52 16	.....	.25 m. increase.....	230
10,294	348	16 by 9, f. f., a. l.....	6	52 16	.....	87.04 m. from Feb. 20, 1882; 155.08 m. from Oct. 9, 1882. In Jan., 1882.	231
10,084	336	apt. 19.6 by 7.6, 1 l.....	6.77*	52 16	.....	\$52.16 for 56.23 m.; \$42.75 for 43.35 m. From July 1, 1882.	232
19,950	335	18.1 by 8.10, f. f., a. l.....	7	52 16	.....	10.93 m. from Mar. 8, 1882; 20.81 m. from Nov. 1, 1882. From July 1, 1882, cov'd by route 33024.	233
26,940	698	apt. 12 by 7.....	7.35*	51 99	.....	.71 m. increase.....	234

G.—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.
235	Ark	29012		Knobel, Forest City	Saint Louis, Iron Mountain and Southern Railway.	Miles. 97.62	16
236	Nebr	34019		Nemaha City, South Auburn	Republican Valley Railroad ..	10.85	15
237	Utah	41010		Nephi (late Salt Creek), Walee	San Pete Valley Railway	28.24	20
238	Nebr	34019		Nemaha City, Tecumseh.....	Republican Valley Railroad ..	82.93	12
239	Ill	23048		Terre Haute, Peoria	Illinois Midland Railway	177.96	18
240	Iowa	27070		Eagle Grove, Hawarden	Chicago and Northwestern Railway.	145.06	21
241	Ind	22022		Anderson, Benton Harbor ..	Cincinnati, Wabash and Michigan Railway.	166.81	30
242	Ky	20014		Owensborough, Bevier.....	Owensborough and Nashville Railroad.	89.50	20
243	N. Y.	6017		New York (155th street), Brewster Station.	New York City and Northern Railroad.	52.50	25
244	Iowa	27070		Eagle Grove, Sioux Rapids..	Chicago and Northwestern Railway.	68.39	21
245	Ill	23079		Fall Creek, Louisiana.....	Chicago, Burlington and Quincy Railroad.	31.46	12
246	Iowa	27061		Bethany Junction (n. o.), Albany.	.....do	46.76	21
247	Ill	23070		Galva, Gladstone .....	.....do	75.17	23
248	Mo	28009		Centralia, Columbia	Wabash, Saint Louis and Pa- cific Railway.	22.22	15
249	Wis	25015		Stevens' Point, Portage.....	Wisconsin Central Railroad ..	73.51	22
250	Tex	31013		Jefferson, McKinney	Missouri Pacific Railway	152.54	13
251	Me	19		Mechanic's Falls, Gilbertville	Rumford Falls and Buckfield Railroad.	29.47	18
252	Iowa	27008		Burlington, Sumner.....	Chicago, Burlington and Kansas City Railway.	192.11	21
253	Iowa	27004		Muscotine, What Cheer'	Burlington, Cedar Rapids and Northern Railway.	76.58	18
254	Minn	26019		Mankato Junction (n. o.), Mankato.	Winona and Saint Peter Rail- road.	4.85	16
255	Ill	23051		Joliet, Pekin	Chicago, Pekin and South- western Railroad.	115.79	12.55
256	Ill	23063		Shumway, Effingham	Wabash, Saint Louis and Pa- cific Railway.	8.75	20
257	Ill	23011		Burlington, Quincy	Chicago, Burlington and Quincy Railroad.	73.09	20
258	Ill	23072		Elmwood, Buda .....	.....do	45.87	23
259	Nebr	34016		Beatrice, Red Cloud.....	Republican Valley Railroad ..	120.84	25
260	Mich	24049		Detroit and Bay City cross- ing, Saginaw.	Flint and Pere Marquette Railroad.	3.76	11
261	Mich	24032		Powers, Crystal Falls.....	Chicago and Northwestern Railway.	57.74	21
262	Wis	25049		Manitowoc, Wausau	Milwaukee, Lake Shore and Western Railway.	133.61	25
263	Fla	18011		Waldo, Wildwood	Florida Transit Railroad	72.50	19
264	Mich	24005		Jonesville, Lansing	Lake Shore and Michigan Southern Railway.	61.04	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 r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
9,898	329	14.9 by 8.10, f. f., a. l.	7	51 30	.....	13.46 m. from Mar. 13, 1882; 63.71 m. from July 10, 1882; 20.45 m. from Nov. 1, 1882. In Apr., 1883.	235
8,656	321	18.6 by 9.2, f. f., a. l.	6	51 30	.....	.79 m. increase. From Nov. 21, 1881.	236
9,625	320	no apt.	6	51 30	.....	From June 1, 1882.	237
7,309	243	12.6 by 9, f. f., a. l.	6	51 30	.....	22.08 m. from Oct. 16, 1882. In Apr., 1883.	238
6,802	226	11.6 by 9.6, l. l.	6	51 30	.....	.05 m. increase.	239
14,875	495	12.2 by 7.5, f. f., a. l.	6	50 45	.....	33.01 m. from Oct. 16, 1882; 20.96 m. from Nov. 10, 1882; 22.40 m. from Dec. 11, 1882.	240
13,069	435	10.10 by 6.8, f. f., a. l.	6	50 45	.....	53.52 m. from Dec. 1, 1882. In Apr., 1883.	241
9,500	316	8.7 by 7.1, f. f., a. l.	6	50 45	.....	4 m. from Apr. 17, 1882. In Aug., 1882. Whole route from Aug. 1, 1882.	242
9,431	314	mail apt. 9 by 6.9, l. l.	6	50 45	.....	From Sept. 15, 1882. Weighed from Oct. 16, 1882.	243
9,263	308	12.2 by 7.5, f. f., a. l.	6	50 45	.....	30.12 m. from Feb. 10, 1882; 38.27 m. from May 15, 1882. In July, 1882.	244
7,517	250	apt. 12 by 6.10, s. l.	6	50 45	.....	.46 m. decrease.	245
15,359	511	apt. 12.4 by 6.7, l. l.	6	49 59	.....	.50 m. decrease.	246
14,145	471	apt. 13.9 by 7.1, s. l. to Keithsburg. No clk. res.	16.50*	49 59	.....	1.65 m. decrease.	247
13,810	460	no apt.	13	49 59	.....	.08 m. increase.	248
13,369	445	apt. 15.2 by 7.7, f. f., a. l.	6	49 59	.....	.21 m. increase.	249
9,148	304	12.6 by 5.6, f. f., a. l.	6	49 59	.....	31.08 m. from Aug. 1, 1882. In Apr., 1883.	250
	462	in b. e.	6	49 59	.....	1.63 m. from Jan. 23, 1882, extension bet. Canton and Gilbertville. In July, 1882.	251
14,199	473	apt. 13.6 by 9.3, f. f., a. l., 181.75 m.	6	48 74	.....	10.31 m. from Nov. 1, 1882. 57 m. decrease.	252
13,211	440	apt. 20 by 9.4, f. f., a. l.	6	48 74	.....	.02 m. decrease.	253
9,907	330	no apt.	26	48 74	.....	.60 m. increase. In Aug., 1883.	254
9,707	323	apt. 9.11 by 7.2, f. f., a. l.	6	48 74	.....	.36 m. decrease.	255
9,463	315	apt. 17 by 8.7, f. f., a. l.	6	48 74	.....	.50 m. decrease.	256
9,432	314	apt. 19.8 by 8.9.	6	48 74	.....	.56 m. decrease.	257
9,210	307	apt. 11.11 by 6.8, l. l.	9*	48 74	.....	2.43 m. decrease.	258
8,724	290	9 by 6.0, f. f., a. l.	6	48 74	.....	36.52 m. from July 16, 1880; 15.88 m. from Oct. 18, 1880; 7.18 m. from Feb. 1, 1881; 21.78 m. from May 2, 1881. 39.87 m. from Sept. 1, 1881. .39 m. decrease.	259
7,932	264	no apt.	25	48 74	.....	.22 m. increase.	260
7,214	240	13.8 by 8, f. f., a. l., to Florence 42.39 m.	12.60*	48 74	.....	15.35 m. from June 1, 1882. In July, 1882.	261
20,615	687	apt. 25 by 9.3, f. f., a. l., 110.63 m.	19.90*	47 88	.....	.66 m. decrease.	262
19,785	659	11.6 by 6.10, f. f., a. l.	6	47 88	.....	25.24 m. from Dec. 1, 1882. In March, 1883.	263
16,363	534	17.8 by 9.4, l. l.	10.36*	47 88	.....	.24 m. increase.	264

G.—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.
265	Wis ..	25027	.....	Fort Howard, Winona.....	Green Bay, Winona and Saint Paul Railroad.	<i>Miles.</i> 215.50	25
266	Pa	8146	.....	West Brownsville, Uniontown.	Pennsylvania Railroad.....	18.54	12
267	Mo ...	28024	.....	Holden, Paola	Missouri Pacific Railway....	54.19	19
268	Wis ..	25008	.....	Oshkosh, Ripon	Chicago, Milwaukee and Saint Paul Railway.	20.99	19
269	Mich	24030	.....	East Saginaw, Saint Louis	Saginaw Valley and Saint Louis Railroad.	35.36	18
270	Wis ..	25019	.....	Sheboygan, Princeton.....	Chicago and Northwestern Railway.	79.13	15
271	Mich	24034	.....	Walton, Traverse City.....	Traverse City Railroad.....	26.27	15
272	Ariz ..	40002	.....	Benson, Isaacson	New Mexico and Arizona Railroad.	88.43	22
273	N. J ..	7052	.....	Belvidere, McAfee Valley...	Lehigh and Hudson River Railway.	41.48	15
274	Colo ..	38015	.....	Mears, Haumann	Denver and Rio Grande Railway.	27.33	10
275	La.	30008	.....	Vicksburgh, Monroe.....	Vicksburgh, Shreveport and Pacific Railway.	76.16	12
276	Nebr	34006	.....	Crete, Beatrice.....	Omaha and Southwestern Railroad.	30.66	25
277	Miss ..	18010	.....	Natchez, Jackson.....	Natchez, Jackson and Columbus Railroad.	98.83	17
278	Ill ...	23050	.....	Danville, Cairo	Wabash, Saint Louis and Pacific Railway.	259.85	20
279	Iowa	27016	.....	Washington, Knoxville	Chicago, Rock Island and Pacific Railway.	78.61	24
280	Wis ..	25028	.....	Hudson, Cable	Chicago, Saint Paul, Minneapolis and Omaha Railway.	122.82	14
281	Colo ..	38021	.....	Forka Creek, Central City ..	Colorado Central Railroad....	11.29	14
282	Iowa	27009	.....	Villisca, Burlington Junction.	Chicago, Burlington and Quincy Railroad.	37.68	20
283	Mo ...	28044	.....	Bigelow, Burlington Junction.	Kansas City, Saint Joseph and Council Bluffs Railroad.	32.11	21
284	Mich	24024	.....	Ypsilanti, Bankers	Lake Shore and Michigan Southern Railway.	65.52	22
285	Iowa	27066	.....	Jewell, Lake City.....	Chicago and Northwestern Railway.	58.69	12
286	Cal ...	46026	.....	San Francisco, Alameda	Central Pacific Railroad.....	11.62	14
287	Mo ...	28021	.....	Mexico, Cedar City	Chicago and Alton Railroad ..	50.43	20
288	Ill ...	23052	.....	Cortland, Sycamore	Sycamore, Cortland and Chicago Railroad.	5.24	25
289	Kans	33036	.....	Fort Scott, El Dorado.....	Saint Louis, Fort Scott and Wichita Railroad.	127.97	20
290	N. Y ..	6123	.....	Rocheater, Hinsdale	Buffalo, New York and Philadelphia Railway.	99.92	20
291	Iowa	27066	.....	Jewell, Lake City.....	Chicago and Northwestern Railway.	58.58	11
292	Kans	33036	.....	Fort Scott, Toronto.....	Saint Louis, Fort Scott and Wichita Railroad.	73.90	25
293	Minn	26042	.....	Wadena, Fergus Falls.....	Northern Pacific Railroad....	51.95	20
294	Wis ..	25042	.....	Lancaster Junction (n. o.), Lancaster.	Chicago and Northwestern Railway.	12.31	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.	Pay per mile per annum for t. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
13,785	459	apt. 11.6 by 7.6, f. f., s. 1	6	47 88		.69 m. increase	265
8,266	275	in b. c.	6	47 88		From Jan. 1, 1883. 30 days from April 4, 1883.	266
31,385	1,046	apt. 16.4 by 7, s. 1	6	47 03		.34 m. decrease	267
15,419	513	apt. 15.7 by 7.2, f. f., s. 1	12	47 88		.04 m. increase	268
15,280	509	apt. 10.4 by 6.6, s. 1	12	47 03		.13 m. increase	269
14,829	494	10 by 7, 1 l.	8.63*	47 03		.34 m. increase	270
14,726	490	no apt.	12	47 03		.01 m. increase	271
8,146	271	20 by 9.2, f. f., s. 1	8.26*	47 03		From Nov. 20, 1882. In April, 1883.	272
7,901	262	apt. 13 by 6.7, f. f., 1 l.	6	47 03		24.37 m. from June 1, 1882; 17.11 m. from Nov. 1, 1882. 30 days from April 4, 1883.	273
4,997	166	in b. c.	7	47 03		8.25 m. from April 15, 1882. .50 m. decrease.	274
16,623	554	9 by 8.6, f. f., s. 1	7	46 52		In January, 1883	275
20,127	670	9 by 6.6, f. f., s. 1	6	46 17		.06 m. increase	276
17,608	586	15.7 by 8.2, f. f., s. 1	7	46 17		8.85 m. from Oct. 17, 1881; 15.05 m. from July 10, 1882; 16.27 m. from Aug. 8, 1882; 15.73 m. from Oct. 16, 1882. In February, 1883.	277
14,463	483	apt. (av.) 14.6 by 7.8, f. f., s. 1	6	46 17		2.11 m. decrease	278
13,303	443	apt. 22.6 by 9.4, s. 1	6	46 17		.22 m. decrease	279
12,797	426	apt. 18.8 by 8.4, f. f., 1 l.	6	46 17		2.13 m. decrease	280
9,911	329	in h. c.	13	46 17		.78 m. decrease. In April, 1882. Late branch of route 38003.	281
9,826	327	12 by 6.7, f. f., s. 1	6	46 17		.20 m. increase	282
9,266	308	apt. 11.4 by 6.6, s. 1	6	46 17		.28 m. decrease	283
9,125	304	apt. 8.6 by 6.9, f. f., s. 1	6	46 17		.02 m. increase	284
8,985	299	apt. 12.2 by 7.5, s. 1	6	46 17		.11 m. increase	285
8,588	286	no clk.	28	46 17		2.05 m. decrease	286
8,354	278	apt. 17.6 by 9, s. 1	6	46 17		.02 m. increase	287
8,207	273	no apt.	21*	46 17		.02 m. decrease	288
7,842	261	15.7 by 7.1, f. f., s. 1	6	46 17		21.26 m. from Aug. 16, 1882; 32.81 m. from March 16, 1883. In April, 1883.	289
7,748	258	apt. 17 by 8.10, f. f., 1 l.	6	46 17		From Feb. 1, 1883. 30 days from April 4, 1883.	290
7,752	258	in b. c., s. 1	6	46 17		15.17 m. from Aug. 16, 1881; 43.41 m. from Feb. 1, 1882. In July, 1882.	291
7,648	255	14 by 6.10, f. f., s. 1	6	46 17		42.64 m. from Oct. 20, 1881; 18 58 m. from Mar. 1, 1882; 12.68 m. from Apr. 1, 1882.	29
7,504	260	19.5 by 8.6, f. f., s. 1	6	46 17		From Sept. 1, 1882	293
239	740	apt. 24 by 9.3, f. f., s. 1	12	45 32		.03 m. decrease	294

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Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
285	Iowa	27002		Cedar Rapids, Postville.....	Burlington, Cedar Rapids and Northern Railway.	98.90	20
286	Minn	28044		Mendota, Minneapolis.....	Chicago, Milwaukee and Saint Paul Railway.	10.06	12
287	Mich	24032		Powers, Crystal Falls.....	Chicago and Northwestern Railway.	57.95	21
288	Ala.	17006		Selma, Alabama and Great Southern Junction (n. o.).	Cincinnati, Selma and Mobile Railway.	71.75	20
289	Conn	5008		Vernon Depot, Melrose.....	New York and New England Railroad.	12.95	19
300	Va.	11023		Richmond, Lynchburgh.....	Richmond and Alleghany Railroad.	147.50	22
301	Ill	23046		Jacksonville, Smithborough	Jacksonville Southeastern Railway.	83.80	23
302	Minn	20033		Wyoming, Taylor's Falls...	Saint Paul and Duluth Railroad.	20.77	20
303	Cal.	46040		San Luis Obispo, Los Alamos.	Pacific Coast Railway.....	54.30	15
304	N. Y.	6120		Whitestone Junction (n. o), Great Neck Station (n. o.).	Long Island Railroad.....	6.96	17½
305	Mo.	28051		Bird's Point, Jonesborough	Texas and Saint Louis Railway	125.37	12
306	Minn	28007		Saint Paul, Du Luth.....	Saint Paul and Duluth Railroad.	135.59	20
307	Wis.	25025		Galena, Woodman.....	Chicago and Northwestern Railway.	76.29	16
308	Kans.	33013		Leavenworth, Miltonvale...	Kansas Central Railroad.....	167.91	16
309	Mich.	24020		Toledo, South Lyon.....	Toledo, Ann Arbor and Grand Trunk Railway.	61.26	22
310	Mo.	28046		Corning, Northborough.....	Kansas City, Saint Joseph and Council Bluffs Railroad.	27.77	11
311	Ill	23049		Springfield, Havana.....	Wabash, Saint Louis and Pacific Railway.	48.10	20
312	Ohio	21061		Toledo, Dodd's.....	Toledo, Delphos and Burlington Railroad.	192.55	20
313	Wis.	25034		Sparta, Viroqua.....	Chicago, Milwaukee and Saint Paul Railway.	35.83	13
314	Me.	22		Bridgeton Junction (n. o), Bridgeton.	Bridgeton and Saco River Railroad.	16.59	.....
315	Ohio	21079		Solon, Chagrin Falls.....	Chagrin Falls and Southern Railroad.	5.86	10
316	Mo.	28046		Corning, Northborough.....	Kansas City, Saint Joseph and Council Bluffs Railroad.	27.66	11
317	Mich.	24060		Port Haron, Almont.....	Port Huron and Northwestern Railway	34.52	17
318	Mo.	28045		Cape Girardeau, Advance...	Cape Girardeau Southwestern Railway.	26.85	15
319	Ill	23013		Mendota, Fulton.....	Chicago, Burlington and Quincy Railroad.	64.70	27
320	Ind.	22038		Delphi, Chicago.....	Louisville, New Albany and Chicago Railway.	111.61	27
321	Ky.	20009		Paducah, Covington.....	Chesapeake, Ohio and Southwestern Railroad.	128.91	25
322	Dak	35003		Breckenridge, Hope.....	Saint Paul, Minneapolis and Manitoba Railway.	93.22	12
323	Wis.	25050		Eland, Rhinelander.....	Milwaukee, Lake Shore and Western Railway.	67.94	25
324	Mich.	24037		Saint Clair, Richmond.....	Michigan, Midland and Canada Railroad.	18	15
325	Iowa	27038		Maple River, Mapleton.....	Chicago and Northwestern Railway.	60.33	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 p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
<i>Pounds.</i> 11, 129	<i>Pounds.</i> 370	apt. 10.4 by 7.8 f. f., s. l.	6	<i>Dollars.</i> 45 32	<i>Dollars.</i> .....	.90 m. decrease	295
9, 728	324	no apt.	12	45 32	.....	1.27 m. increase	296
8, 431	281	apt. 19.2 by 7.2	13	45 32	.....	.21 m. increase	297
7, 900	263	12 by 6. f. f., s. l.	6	45 32	.....	15.76 m. from Oct. 1, 1882. In April, 1883.	298
3, 914	130	in b. c.	15.08*	45 32	.....	5.05 m. from Feb. 12, 1883; 3.28 m. from Apr. 2, 1883. 30 days from June 11, 1883.	299
13, 513	450	11.1 by 8.9 f. f., s. l.	6	44 46	.....	Whole route from July 1, 1881.	300
8, 158	271	12 by 7.4 f. f., s. l.	7.95*	44 46	.....	28.80 m. from March 10, 1883.	301
7, 708	256	no apt.	6	44 46	.....	.37 m. decrease	302
7, 064	235	no apt.	6	44 46	.....	From Jan. 15, 1883. In April, 1883.	303
6, 852	228	in b. c.	12	44 46	.....	From August 21, 1882. Weighed from Oct. 16, 1882.	304
6, 806	226	apt. 25.10 by 8.6, s. l.	6	44 46	.....	.37 m. increase. From September 4, 1882.	305
37, 057	1, 235	21 by 9.2 f. f., s. l.	12	43 78	.....	.14 m. increase	306
16, 707	556	apt. 11.10 by 9.5 f. f., s. l., 57.78 m. to Lancaster Junction.	8.24*	43 61	.....	.02 m. increase	307
12, 730	424	15.6 by 7.8 f. f., s. l.	6	43 61	.....	18.86 m. from May 1, 1882. In April, 1883.	308
10, 629	354	apt. 10.6 by 7	10.47*	43 61	.....	.65 m. decrease	309
10, 250	341	11.11 by 6.4, s. l.	6	43 61	.....	Pay from Sept. 1, 1882.	310
9, 232	307	apt. 17 by 8.7 f. f., s. l.	7.39*	43 61	.....	.62 m. increase	311
8, 894	296	11.10 by 5.9 f. f., s. l., to Dayton, 172 25 m. No clk. residue.	7.38*	43 61	.....	23.90 m. from May 1, 1882. In Oct., 1882.	312
8, 746	291	apt. 11.8 by 7.4 f. f., 1 l.	6	43 61	.....	.07 m. decrease	313
6, 642	221	in b. c.	12	43 61	.....	From March 20, 1883. 30 days from April 4, 1883.	314
6, 529	217	no apt.	12	43 61	.....	In October, 1882	315
6, 486	216	12 by 6.8 f. f., s. l.	6	43 61	.....	21.16 m. from March 1, 1881; 6.50 m. from January 10, 1882. In June, 1882.	316
6, 402	213	no apt.	12	43 61	.....	.45 m. increase. 34.07 m. from March 2, 1883.	317
6, 169	205	no apt.	9.99*	43 61	.....	1.21 m. decrease. 18 25 m. from Feb. 8, 1882.	318
6, 172	205	8 by 6.6, 1 l.	6	43 61	.....	.88 m. decrease	319
23, 568	785	13.10 by 9.3 f. f., s. l.	10.9*	42 75	.....	71.60 m. from April 5, 1882. In Oct., 1882.	320
16, 518	550	15.3 by 9.1 f. f., s. l.	14	42 75	.....	16.87 m. from Jan. 10, 1882; 37.57 m. from August 1, 1882. In October, 1882.	321
15, 077	502	12.4 by 7.2 f. f., s. l., to Everest, 51 45 m.	6	42 75	.....	45.34 m. from Sept. 15, 1882. In Apr., 1883.	322
13, 738	457	apt. 25 by 9.6 f. f., s. l.	6	42 75	.....	30.19 m. from Jan. 10, 1883. .02 m. decrease.	323
13, 667	455	no apt.	12	42 75	.....	1.24 m. increase	324
12, 671	422	apt. 12.2 by 7.5, 1 l.	12	42 75	.....	.13 m. increase	325

G.—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.
						<i>Miles.</i>	
326	Mich.	24026	.....	Grand Rapids, White Cloud	Chicago and West Michigan Railway.	47.13	13
327	Pa.	8125	.....	Allegheny, Newcastle Junction (n. o.).	Pittsburgh and Western Railroad.	58.6	19
328	Dak.	35010	.....	Huron, Columbia	Chicago and Northwestern Railway.	97.40	20
329	Ill.	23034	.....	Springfield, Gilman	Illinois Central Railroad	112.72	20
330	Wis.	25026	.....	Eau Clair, Abbottsford	Wisconsin and Minnesota Railroad.	65.41	23
331	Fla.	16007	.....	Sanford, Kissimmee	South Florida Railroad	40.40	20
332	Colo.	38014	.....	Nathrop, Gunnison	Denver, South Park and Pacific Railroad.	66.15	19
333	Mo.	28037	.....	Saint Joseph, Albany	Saint Joseph and Des Moines Railroad.	51.19	12
334	Minn.	26048	.....	Waterville, Red Wing	Minneapolis and Saint Louis Railway.	66.70	15
335	Mich.	24022	.....	Muskegon, Big Rapids	Chicago and West Michigan Railway.	56.14	17
336	Tex.	31016	.....	Corpus Christi, Laredo	Texas-Mexican Railway	161.75	18
337	Minn.	26027	.....	Stillwater, Stillwater Junction (n. o.).	Chicago, Saint Paul, Minneapolis and Omaha Railway.	3.90	18
338	Kans.	33024	.....	Cherryvale, Arcadia	Kansas City, Fort Scott and Gulf Railroad.	75.99	18
339	Iowa.	27067	.....	Humeston, Shenandoah	Humeston and Shenandoah Railroad.	113.31	20
340	Va.	11027	.....	Clifton Forge, Lynchburg	Richmond and Alleghany Railroad.	87.47	22
341	Iowa.	27024	.....	Clinton, Anamosa	Chicago and Northwestern Railway.	71.90	22
342	Iowa.	27046	.....	Des Moines, Fonda	Wabash, Saint Louis and Pacific Railway.	114.22	20
343	Ark.	29004	.....	Trippe, Warren	Little Rock, Mississippi River and Texas Railway.	49.25	20
344	Ill.	23075	.....	Maysville, Pittsfield	Wabash, Saint Louis and Pacific Railway.	6.86	15
345	Ark.	29002	.....	Helena, Brinkley	Arkansas Midland Railroad.	63.25	12
346	Mich.	24023	.....	Allegan, Holland	Chicago and West Michigan Railway.	24.64	18
347	Wis.	25013	.....	Onalaska, La Crosse	Chicago and Northwestern Railway.	8.11	21
348	Iowa.	27041	.....	Creston, Fontanelle	Chicago, Burlington and Quincy Railroad.	31.02	20
349	Minn.	26020	.....	Worthington, Salem	Chicago, Saint Paul, Minneapolis and Omaha Railway.	102.37	18
350	Mich.	24025	.....	Saginaw Junction (n. o.), East Saginaw.	Port Huron and Northwestern Railway.	78.85	25
351	Mich.	24014	.....	Saginaw, Caro	Detroit and Bay City Railroad.	34.04	21
352	Wis.	25029	.....	Lone Rock, Richland Centre	Chicago, Milwaukee and Saint Paul Railway.	16.39	16
353	Ill.	23067	.....	Havana, Galeburgh	Fulton County Narrow Gauge Railway.	60.81	20
354	Ill.	23068	.....	Peoria, Keithsburgh	Central Iowa Railway	92.06	18
355	Iowa.	27044	.....	Atlantic, Audubon	Chicago, Rock Island and Pacific Railway.	25.63	12
356	Iowa.	27065	.....	Thornburgh, Montezuma	Burlington, Cedar Rapids and Northern Railway.	16.29	18
357	Iowa.	27042	.....	Chariton, Indianola	Chicago, Burlington and Quincy Railroad.	33.71	22
358	Iowa.	27039	.....	Turkey River, West Union	Chicago, Milwaukee and Saint Paul Railway.	58.01	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>	<i>Pounds.</i>			<i>Dollars.</i>	<i>Dollars.</i>		
12, 621	420	apt. 12.2 by 6.8, 1 l.	10.59*	42 75	42 75	.10 m. increase	326
12, 233	407	apt. 9.5 by 6.5, 1 l.	6	42 75	42 75	11.4 m. from March 26, 1883. 30 days from June 11, 1883.	327
12, 013	400	24 by 9.3, f. f., a. l.	6	42 75	42 75	5.85 m. from Oct. 20, 1882. In April, 1883.	328
11, 897	396	32.5 by 8.4 (av.), 1 l.	9.59*	42 75	42 75	.15 m. increase	329
11, 857	395	apt. 21 by 9.3, f. f., a. l.	7.01	42 75	42 75	.02 m. decrease	330
11, 707	390	14.3 by 7.6, f. f., a. l.	6	42 75	42 75	16.95 m. from May 15, 1882. In Mar., 1883.	331
11, 338	377	14.11 by 7.6, f. f., a. l.	7	42 75	42 75	44.19 m. from Jan. 1, 1883. In Apr., 1883.	332
11, 018	367	apt. 7 by 6.10, 1 l.	12	42 75	42 75	.73 m. decrease	333
10, 756	358	7.6 by 7.2, f. f., a. l.	6	42 75	42 75	From March 20, 1883 ..	334
10, 581	352	11 by 9, f. f., a. l.	9*	42 75	42 75	.64 m. increase	335
10, 569	351	12 by 6, f. f., a. l.	7	42 75	42 75	110.02 m. from Nov. 1, 1881. In Feb., 1883.	336
10, 485	349	no apt.	40*	42 75	42 75	.65 m. increase	337
10, 050	335	18.1 by 8.10, f. f., a. l.	7	42 75	42 75	31.11 m. from July 1, 1883. In Apr., 1883.	338
10, 019	333	apt. 23 by 9, f. f., a. l.	6	42 75	42 75	84.94 m. from Feb. 12, 1883. .55 m. decrease.	339
9, 788	326	11.1 by 8.9, f. f., a. l.	6	42 75	42 75	Whole rt. from Aug. 1, 1882; 32.50 m. from Sept. 28, 1881. In August, 1882.	340
9, 658	321	apt. 10.2 by 6.10, a. l.	6	42 75	42 75	.42 m. decrease	341
9, 531	317	apt. 11 by 8.7, f. f., a. l.	6	42 75	42 75	30.96 m. from Oct. 16, 1882; 15.77 m. from April 2, 1883. .50 m. decrease.	342
9, 505	316	14 by 7.4, f. f., a. l.	6	42 75	42 75	15.75 m. from Sept. 1, 1882. In Oct. 1882.	343
9, 402	313	no apt.	19	42 75	42 75	.22 m. increase	344
9, 370	312	9.2 by 6.6, f. f., a. l.	6	42 75	42 75	15.05 m. from Oct. 16, 1882. In Mar., 1883.	345
9, 312	310	apt. 12 by 6, 1 l.	6	42 75	42 75	.35 m. decrease	346
9, 282	309	no apt.	26	42 75	42 75	.40 m. decrease	347
9, 198	306	no apt.	12	42 75	42 75	.40 m. decrease	348
8, 641	294	22 by 9.3, f. f., a. l., to Sioux Falls, 63.11 m.	6	42 75	42 75	.56 m. increase	349
8, 769	292	apt. 9.6 by 6, a. l.	12	42 75	42 75	.75 m. decrease	350
8, 690	288	no apt.	14.35	42 75	42 75	1.77 m. decrease	351
8, 507	283	no apt.	12	42 75	42 75	.08 m. increase	352
8, 391	279	apt. 6.1 by 5.10, f. f., a. l.	6.87*	42 75	42 75	10.64 m. from Aug. 10, 1882; 19 m. from Oct. 16, 1882. 1.48 m. increase.	353
8, 278	275	apt. 13.5 by 7.2, 1 l.	6	42 75	42 75	Weighed only between Peoria and Abingdon 25.36 m. from Dec. 15, 1882. .52 m. decrease.	354
8, 148	273	no apt.	12	42 75	42 75	.08 m. decrease	355
8, 143	271	apt. 20 by 9.4, f. f., a. l.	6	42 75	42 75	.04 m. decrease	356
8, 099	269	apt. 11.8 by 8.10, f. f.	12	42 75	42 75	.96 m. decrease	357
7, 952	265	apt. 13 by 7.7, a. l.	6	42 75	42 75	.103 m. decrease. 14.06 m. from Feb. 5, 1883.	358

G.—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.
359	Minn.	26039	.....	Crookston, Creel City.....	Saint Paul, Minneapolis and Manitoba Railway.	<i>Miles.</i> 114.34	20
360	Pa....	8133	.....	Kinzua Junction (n. o.), Eldred	Bradford, Bordell and Kinzua Railroad.	14.25	15
361	Mo....	28008	.....	Versailles, Boonville.....	Missouri Pacific Railway.....	44.60	12
362	Wis..	25005	.....	Watertown, Madison.....	Chicago, Milwaukee and Saint Paul Railway.	39	24
363	Minn.	26024	.....	Mankato, Wells.....	do.....	38.18	20
364	Ill...	23019	.....	Washington, Dwight.....	Chicago and Alton Railroad...	70.12	20
365	Minn.	26038	.....	Minneapolis, Birch Cooley.....	Minneapolis and Saint Louis Railway.	102.58	20
366	Minn.	26029	.....	Lake Crystal, Elmore.....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	44.20	22
367	Ill....	23077	.....	White Heath, Decatur.....	Wabash, Saint Louis and Pacific Railway	30.63	20
368	Ohio..	21009	.....	Cleveland, Sherodsville.....	Connotton Valley Railroad...	108.14	23
369	Ohio..	21059	.....	Springfield, Wellston.....	Ohio Southern Railroad.....	118.89	30
370	Iowa..	27050	.....	Wall Lake, Sac City.....	Chicago and Northwestern Railway.	14.17	12
371	Mich.	24050	.....	Buchanan, Berrien Springs..	Saint Joseph Valley Railroad	11.07	11
372	Mich.	24007	.....	Kalamazoo, South Haven...	Michigan Central Railroad...	40.18	12
373	Minn.	26032	.....	Reno, Proston.....	Chicago, Milwaukee and Saint Paul Railway.	57.72	15
374	Minn.	26045	.....	Hastings, Stillwater.....	do.....	26.12	18
375	Ill....	23004	.....	Elgin, Geneva.....	Chicago and Northwestern Railway.	44.13	22
376	Wis..	25021	.....	Calamine, Platteville.....	Chicago, Milwaukee and Saint Paul Railway.	18.75	21
377	Iowa..	27045	.....	Avoca, Harlan.....	Chicago, Rock Island and Pacific Railway	14.21	13
378	Ind....	22023	.....	Oakland City, Mount Vernon	Louisville, Evansville and Saint Louis Railway.	88.56	26
379	Minn.	26022	.....	Wabasha, Zumbrota.....	Chicago, Milwaukee and Saint Paul Railway.	59.24	16
380	Iowa..	27018	.....	Davenport, Maquoketa.....	do.....	43.91	18
381	Colo..	38026	.....	Como, Dillon.....	Denver, South Park and Pacific Railroad.	30.28	17
382	N. Y..	6124	.....	Brooklyn, Jamaica.....	Long Island Railroad.....	9.18	19
383	Mo....	28029	.....	Hannibal, Gilmore (n. o.)...	Saint Louis, Hannibal and Keokuk Railroad.	85.69	11
384	Colo..	38025	.....	Manitou Junction (n. o.), Colorado Springs.	Denver and New Orleans Railroad.	9.64	28
385	Ill....	23057	.....	Rochelle, Rockford.....	Chicago and Iowa Railroad...	27.76	27
386	Colo..	38014	.....	Nathrop, Hancock.....	Denver, South Park and Pacific Railroad.	21.96	15
387	Nebr.	34021	.....	Emerson Junction (n. o.) Norfolk.	Chicago, Saint Paul, Minneapolis and Omaha Railway.	46.67	15
388	Mo....	28047	.....	Jefferson City, Aurora Springs.	Missouri Pacific Railway.....	37.46	10
389	Va....	11029	.....	Balcony Falls, Lexington...	Richmond and Alleghany Railroad.	20.50	15
390	N. Y..	6122	.....	Addison, Gaines.....	Addison and Northern Pennsylvania Railway.	41.25	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 p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
7,884	262	no apt	6	42 75		40.14 m. from July 2, 1882. Not weighed in extension, Bartlett to Croel City. In Aug., 1883. 2.68 m. decrease.	350
7,870	262	apt., 7.5 by 5, 1 l.	6	42 75		12.32 m. from Nov. 20, 1882. 30 days from Feb. 19, 1883.	360
7,521	250	no apt	9.48*	42 75		.68 m. increase	361
7,423	247	22 by 9.4, 1 l.	12	42 75		.05 m. decrease	362
7,215	240	13.6 by 7.2, f. f., s. l.	6	42 75		2.63 m. decrease	363
7,170	239	apt., 13.10 by 9.5	6	42 75		.01 m. increase	364
7,051	235	9.4 by 9, f. f., s. l.	6	42 75		31.23 m. from Jan. 1, 1883. 1.58 m. increase	365
7,036	234	8.8 by 6, f. f., s. l.	12	42 75		.75 m. increase	366
6,937	231	apt., 12 by 7	6	42 75		2.52 m. decrease	367
6,842	228	6 by 6, f. f., s. l.	6.55*	42 75		59.64 m. from Feb. 1, 1882; 7.70 m. from Feb. 1, 1882. In Oct., 1882.	368
6,790	226	14 by 7.8, f. f., s. l.	6	42 75		8.91 m. from Dec. 1, 1882. In Apr., 1883.	369
6,761	225	no apt	12	42 75		.19 m. increase	370
6,787	224	no apt	12	42 75		.04 m. increase	371
6,742	223	12.7 by 6.6, 1 l.	12	42 75		.47 m. decrease	372
6,668	222	8.11 by 5.10, f. f., s. l.	6	42 75		.05 m. increase	373
6,585	219	no apt	13	43 61		.05 m. increase. From Jan. 1, 1883.	374
6,556	218	apt., 9.6 by 9.6, s. l.	6	42 75		.48 m. increase	375
6,482	216	no apt	21*	42 75		.22 m. decrease	376
6,456	215	no apt	12	42 75		1.81 m. increase	377
6,454	215	14 by 7.4, f. f., s. l.	8.34*	42 75		47.44 m. from Apr. 24, 1882. In Nov., 1882.	378
6,415	213	8.11 by 5.10, f. f., s. l.	6	42 75		.15 m. increase	379
6,342	211	15.6 by 6.9, f. f., s. l.	8.46*	42 75		1.15 m. increase	380
6,284	209	no apt	7	42 75		From Feb. 1, 1883. In Apr., 1883.	381
6,260	208	in b. c.	12	42 75		From May 1, 1883. Pay not to exceed \$375 per annum. 30 days from June 11, 1883.	382
6,229	207	12 by 8, f. f., s. l.	6	42 75		22.85 m. from Feb. 1, 1882; 15.31 m. from June 1, 1882. .16 m. decrease.	383
6,163	205	24.7 by 9.2, f. f., d. l.	17.50*	42 75		From Jan. 1, 1883	384
6,129	204	no apt	6	42 75		.06 m. increase	385
6,126	204	no apt	7	42 75		From Nov. 1, 1881. .01 m. increase.	386
6,098	203	11.9 by 9.4, f. f., s. l.	6	42 75		From June 1, 1882. In Apr., 1883.	387
6,071	202	apt., 10.4 by 7.4, s. l.	6	42 75		.89 m. decrease. 19.47 m. from Feb. 8, 1882; 18.89 m. from May 15, 1882.	388
6,035	201	11.1 by 8.9, f. f.; no clk.	6	42 75		In Aug., 1882	389
6,025	200	apt., 8 by 5.6, 1 l to Westfield 27.07 m.; in b. c., res. 14.18 m.	6	42 75		27.35 m. from Dec. 11, 1882, to Westfield; 13.90 m. from Mar. 15, 1883. 30 days from Apr. 4, 1883.	390

G.—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.
391	Iowa	27035	.....	Burlington, Washington....	Burlington and Northwestern Railway.	<i>Miles.</i> 37.63	15
392	Dak	35006	.....	Casselton, Mayville.....	Casselton Branch Railroad....	36.13	15
393	Wis	25037	.....	Merrillon, Neillsville.....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	15.51	14
394	N. Y.	6119	.....	Herkimer, Poland.....	Herkimer, Newport and Poland Narrow-Gauge Railway.	17	15
395	Pa	8128	.....	Portland, Nazareth.....	Bangor and Portland Railway.	25.07	20
396	Iowa	27081	.....	Des Moines, Boone.....	Saint Louis, Des Moines and Northern Railway.	43.30	14
397	Mo	28020	.....	Oronogo, Galena.....	Saint Louis and San Francisco Railway.	21	18
398	Mich	24043	.....	Coleman, Mount Pleasant...	Flint and Pere Marquette Railroad.	15.04	16
399	Ill	23039	.....	Carbondale, Grand Tower...	Grand Tower and Carbondale Railroad.	25.39	15
400	Minn	26030	.....	Luverne, Doon.....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	28.29	15
401	Ill	23062	.....	Kankakee, Colfax.....	Illinois Central Railroad.....	64.86	23
402	Ark	29011	.....	Searcy, Kensett.....	Searcy and West Point Railroad.	4.76	8
403	Wis	25033	.....	North Hudson, River Falls..	Chicago, Saint Paul, Minneapolis and Omaha Railway.	11.29	19
404	Wis	25047	.....	Wabasha, Eau Claire.....	Chicago, Milwaukee and Saint Paul Railway.	49.58	16
405	Iowa	27059	.....	Menlo, Guthrie Centre.....	Chicago, Rock Island and Pacific Railway.	15.05	12
406	Mo	28041	.....	Woytown, Carbon Centre..	Kansas City, Fort Scott and Gulf Railroad.	24.05	18
407	Ill	23026	.....	Efingham, Switz City.....	Springfield, Efingham and Southeastern and Bloomfield Railway.	89.47	13
408	Pa	8132	.....	Bradford, Smethport.....	Bradford, Bordell and Kinzua Railroad.	26.05	15
409	Iowa	27054	.....	Atlantic, Griswold.....	Chicago, Rock Island and Pacific Railway.	15.20	14
410	Ill	23045	.....	Carbondale, Marion.....	Saint Louis Coal Railroad....	18.75	20
411	Minn	26034	.....	Morris, Brown's Valley....	Saint Paul, Minneapolis and Manitoba Railway.	47.29	15
412	Minn.	26040	.....	Minneapolis, Saint Cloud..	Saint Paul, Minneapolis and Manitoba Railway.	64.81	16
413	Dak	35012	.....	Ashton, Ellendale.....	Chicago, Milwaukee and Saint Paul Railway.	70.12	20
414	Ill	23064	.....	Kempton, Kankakee Junction (n. o.).	Illinois Central Railroad.....	43.04	23
415	Iowa	27071	.....	Carroll City, Kirkman.....	Chicago and Northwestern Railway.	35.01	18
416	Iowa.	27060	.....	Centreville, Des Moines....	Wabash, Saint Louis and Pacific Railway.	94.70	20
417	Va	11028	.....	Danville, Martinsville.....	Danville and New River Railroad.	44.74	14
418	Ky	20026	.....	Shelbyville, Bloomfield.....	Louisville and Nashville Railroad.	25.97	18
419	Minn.	26016	.....	Sleepy Eye, Redwood Falls..	Winona and Saint Peter Railroad.	26.63	18
420	Iowa	27040	.....	Waukon Junction, Waukon	Chicago, Milwaukee and Saint Paul Railway.	23	10
421	Ark	29009	.....	Washington, Hope.....	Washington and Hope Railway.	10.34	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.c. cars.	Remarks.	Order.
30 days total.	Per day total.						
<i>Pounds.</i> 5,987	197	apt., 8.5 by 7.6, s. l.	8.94*	<i>Dollars.</i> 42 75	<i>Dollars.</i> .....	.11 m. decrease	391
5,892	196	17.11 by 8.10, f. f., s. l.	6	42 75	.....	From Feb. 16, 1882. In May, 1882.	392
5,804	193	no apt.	15*	42 75	.....	.09 m. decrease	393
5,774	192	in b. c.	12	42 75	.....	From July 17, 1882. 30 days from Apr. 4, 1883.	394
5,786	192	in b. c.	14	42 75	.....	9.79 m. from Jan. 8, 1883, extension Pen Argyl to Nazareth.	395
5,732	190	apt., 7.6 by 5.7, s. l.	6	42 75	.....	.04 m. increase. 21.55 m. from May 16, 1882; 21.71 m. from Sept. 15, 1882.	396
5,722	190	20 by 8.6, f. f.; no clerk	10.36*	42 75	.....	9.49 m. from Aug. 15, 1881. 35 m. increase.	397
5,728	190	no apt.	12	42 75	.....	.04 m. increase	398
5,682	189	no apt.	9*	42 75	.....	.07 m. increase	399
5,630	187	no apt.	6	42 75	.....	.66 m. decrease	400
5,625	187	apt. 14.6 by 7.1, 1 l.	6.79	42 75	.....	.....	401
5,632	187	13.6 by 6, no clk	14	42 75	.....	In Nov., 1882	402
5,497	183	no apt	12	42 75	.....	.91 m. decrease	403
5,472	182	apt. 18.11 by 7.7, f. f., s. l.	6	42 75	.....	.36 m. increase. Weigh- ing from June 13, 1883.	404
5,421	180	no apt	12	42 75	.....	.27 m. increase	405
5,366	178	no apt	7	42 75	.....	.02 m. decrease	406
5,310	177	no apt	6	42 75	.....	1.53 m. decrease	407
5,295	176	apt. 7.5 by 5, 1 l.	6	42 75	.....	30 days from Feb. 19, 1883.	408
5,301	176	no apt	12	42 75	.....	.32 m. increase	409
5,305	176	no apt	9*	42 75	.....	.39 m. increase	410
5,259	175	in b. c.	6	42 75	.....	.....	411
5,217	174	11.3 by 6.7, f. f., s. l.	6	42 75	.....	.03 m. increase	412
5,234	174	no apt	6	42 75	.....	51.14 m. from Apr. 10, 1882; 13.38 m. from June 1, 1883. Not weighed on ext. to Saint Cloud, 13.38 m. .29 m. increase.	413
5,116	170	apt. 14.6 by 7.1, 1 l.	6	42 75	.....	From July 1, 1882. In Apr., 1883.	414
5,116	170	no apt	8.98*	42 75	.....	.02 m. increase	415
5,042	168	apt. 13.6 by 9.5, f. f., s. l.	6	42 75	.....	66.81 m. from Jan. 22, 1883. .02 m. in- crease.	416
5,065	168	no apt	6	42 75	.....	23.50 m. from Feb. 1, 1882; 10.20 m. from May 1, 1882; 11.04 m. from July 3, 1882. In Oct., 1882.	417
5,028	167	8 by 6, f. f., s. l.	12	42 75	.....	9.84 m. from Dec. 15, 1881. In Aug. and Sept., 1882.	418
5,011	167	no apt	12	42 75	.....	.13 m. decrease	419
4,992	166	no apt	6	42 75	.....	.08 m. increase	420
4,981	166	no apt	7	42 75	.....	In June and July, 1882.	421

G.—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.
422	Iowa	27013	.....	Stamwood, Tipton	Chicago and Northwestern Railway.	Miles. 8.97	17
423	Mass.	3042	.....	Boston, Oakdale	Massachusetts Central Railroad.	41.24	23
424	Iowa	27053	.....	Bellevue, Cascade	Chicago, Milwaukee and Saint Paul Railway.	36.29	9
425	N. C.	13014	.....	Oxford, Henderson	Oxford and Henderson Railroad.	13.40	20
426	Iowa	27023	.....	Beulah, Elkader	Chicago, Milwaukee and Saint Paul Railway.	16.99	9
427	Wis.	25039	.....	Mazo Manie, Prairie du Sac.	Chicago, Milwaukee and Saint Paul Railway.	10.45	22
428	Ind.	22046	.....	Frankfort, Veedersburgh...	Toledo, Cincinnati and Saint Louis Railroad.	43.15	21
429	N. Y.	6049	.....	Wellsville, Eldred	Bradford, Eldred and Cuba Railroad.	33.14	15
430	Iowa	27032	.....	Grinnell, Montezuma	Central Iowa Railway	17.49	15
431	Ark	29002	.....	Helena, Clarendon	Arkansas Midland Railroad...	48.2	12
432	Ill.	23058	.....	West Lebanon, Le Roy	Wabash, Saint Louis and Pacific Railway.	76.67	20
433	Colo.	38024	.....	Garo, Alma	Denver, South Park and Pacific Railroad.	16.35	27
434	Colo.	38013	.....	Leadville, Dillon	Denver and Rio Grand Railway.	36.60	12
435	Fla.	16012	.....	Palatka, Gainesville	Florida Southern Railroad ...	49.49	12
436	Ind.	22039	.....	Fort Branch, Mount Vernon.	Evansville and Terra Haute Railroad.	39.40	18
437	Ill.	23006	.....	Danville, Olney	Danville, Olney and Ohio River Railroad.	109.83	20
438	Minn.	26018	.....	Chatfield, Plainview	Winona and Saint Peter Railroad.	28.73	16
439	Mich.	24054	.....	East Saginaw, Sebawaing ...	Saginaw, Tuscola and Huron Railroad.	38.23	20
440	Iowa	27084	.....	Des Moines, Decatur	Des Moines, Osceola and Southern Railroad.	86.32	12
441	Iowa	27086	.....	Oskaloosa, Morning Sun ...	Central Iowa Railway	81.99	20
442	Ill.	23059	.....	Rock Island, Cable	Rock Island and Mercer County Railroad.	27.28	15
443	Pa.	8144	.....	Port Allegheny, Coudersport.	Coudersport and Port Allegheny Railroad.	16.68	18
444	Neb.	34020	.....	Wymore, Table Rock	Republican Valley Railroad ...	40.42	10
445	Wis.	25043	.....	Platteville Junction (n. o.), Platteville.	Chicago and Northwestern Railway.	4.36	24
446	Ill.	23071	.....	Aurora, Turner	Chicago, Burlington and Quincy Railroad.	12.56	12
447	Ind.	22026	.....	Washington Junction (n. o.), Petersburg.	Indianapolis and Evansville Railway.	16.30	.....
448	Wis.	25085	.....	Fond du Lac, Iron Ridge Junction (n. o.).	Fond du Lac, Amboy and Peoria Railway.	28.83	16
449	Mich.	24056	.....	Petoskey, Harbor Springs ..	Bayview, Little Traverse and Mackinaw Railroad.	8.18	14
450	Mo.	28042	.....	Sedalla, Warsaw	Missouri Pacific Railway	43.18	13
451	Iowa	27043	.....	Hastings, Sidney	Chicago, Burlington and Quincy Railroad.	22.22	20
452	Mo.	28053	.....	North Springfield, Sparta ...	Saint Louis and San Francisco Railway.	28.20	10

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.			Dollars.	Dollars.		
4,964	165	no apt.....	12	42 75	.....	.47 m. decrease.....	422
4,942	165	in b. c.....	20.37*	42 75	.....	From Jan. 16, 1882. In July, 1882.	423
4,944	164	apt. 7.2 by 5.10, a. l.....	6	42 75	.....	.39 m. decrease.....	424
4,934	164	no clk.....	6	42 75	.....	In Sept., 1881.....	425
4,924	164	no apt.....	6	42 75	.....	2.50 m. decrease.....	426
4,907	163	no apt.....	12	42 75	.....	.01 m. decrease.....	427
4,910	163	11.10 by 5.9 f. f., a. l.....	6	42 75	.....	In Oct., 1882.....	428
4,878	162	mail apt. 7.5 by 5, 1 l.....	6	43 75	.....	16.53 m. from Jan. 16, 1882; 16.61 m. from Apr. 3, 1882. 30 days commencing July 5, 1882.	429
4,849	161	no apt.....	6	42 75	.....	2.07 m. increase.....	430
4,859	161	9.2 by 6.6, f. f., a. l.....	6	42 75	.....	In Feb., 1882.....	431
4,824	160	apt. 14 by 8, f. f., a. l.....	6	42 75	.....	.17 m. increase.....	432
4,791	159	no apt.....	14	42 75	.....	10.80 m. from July 1, 1882; 5.55 m. from Dec. 15, 1882. In Apr., 1883.	433
4,774	159	no apt.....	7	42 75	.....	8.60 m. from Dec. 1, 1882; 3.50 m. from Mar. 10, 1883. In Apr. 1, 1883.	434
4,748	156	in b. c.....	7.1*	42 75	.....	In May, 1883.....	436
4,737	157	12 by 6.6, f. f., a. l.....	8.11*	42 75	.....	24.70 m. from Oct. 16, 1882. In Feb., 1883.	437
4,642	154	7 by 6, 1 l.....	6	42 75	.....	.03 m. increase. 8.69 m. from Nov. 1, 1882.	438
4,606	153	no apt.....	15.37	42 75	.....	.26 m. increase.....	439
4,568	152	no apt.....	6	42 75	.....	.01 m. decrease.....	439
4,547	151	apt. 8.6 by 5.6, f. f., a. l. Osceola to Des Moines. no clk. res.	6	42 75	.....	.82 m. increase. 60 m. from Oct. 16, 1882; 25.50 m. from Feb. 13, 1883.	440
4,491	149	apt. 10 by 7.6, 1 l.....	6	42 75	.....	48.02 m. from Jan. 1, 1883; 33.61 m. from Apr. 2, 1883. .36 m. increase.	441
4,479	149	no apt.....	6	42 75	.....	1.16 m. increase.....	442
4,448	148	in b. c.....	9	42 75	.....	From Oct. 9, 1882. 30 days from Apr. 4, 1883.	443
4,442	148	no apt.....	6	42 75	.....	1.24 m. increase.....	444
4,442	148	11.10 by 9.5, f. f., a. l.....	12	42 75	.....	.48 m. decrease.....	445
4,444	148	no apt.....	12.13	42 75	.....	1.83 m. decrease.....	446
4,443	148	no apt.....	6	43 75	.....	In April, 1883.....	447
4,419	147	no apt.....	12	42 75	.....	.05 m. decrease.....	448
4,415	147	.....	12	42 75	.....	Pay from Aug. 1, 1882.....	449
4,419	147	no apt.....	6	42 75	.....	1.18 m. increase.....	450
4,385	146	no apt.....	6	42 75	.....	1.59 m. decrease.....	451
4,394	146	no apt.....	7	42 75	.....	.45 m. increase. 20.24 m. from Nov. 1, 1882; 7.51 m. from Apr. 2, 1883.	452

G.—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.
453	Iowa	27062	.....	Mount Zion, Keosauqua.....	Chicago, Rock Island and Pacific Railway.	5.07	15
454	Minn.	26017	.....	Rochester, Zumbrota.....	Winona and Saint Peter Railroad.	26.12	21
455	Wis.	25052	.....	Afton, Janesville.....	Chicago and Northwestern Railway.	6.64	18
456	Iowa	27063	.....	Avoca, Carson.....	Chicago, Rock Island and Pacific Railway.	17.80	12
457	N. Y.	6121	.....	Mechanicsville, Schuylersville Junction (n. o.).	Boston, Hoosac Tunnel and Western Railway.	12.98	25
458	Mich.	24054	.....	East Saginaw, Sebewaing..	Saginaw, Tuscola and Huron Railroad.	38.24	14
459	Pa.	8046	.....	Bethlehem, Bangor.....	Lehigh and Lackawanna Railroad.	32.20	25
460	Mich.	24012	.....	Niles, South Bend.....	Michigan Central Railroad....	12.43	16
461	N. Y.	6118	.....	Phoenicia, Hunter.....	Stony Clove and Catskill Mountain Railroad.	15.24	14
462	Mich.	24061	.....	Palm Station, Port Austin..	Port Huron and Northwestern Railway.	35.16	20
463	Wis.	25007	.....	Nepeuskun, Winneconne..	Chicago, Milwaukee and Saint Paul Railway.	14.42	10
464	Tenn.	19015	.....	Columbia, Fayetteville.....	Nashville, Chattanooga and Saint Louis Railway.	48.55	20
465	N. C.	13020	.....	Tarborough, Williamston...	Seaboard and Raleigh Railroad.	30.88	20
466	Mich.	24056	.....	Petoskey, Harbor Springs...	Bayview, Little Traverse and Mackinaw Railroad.	8.25	14
467	N. Y.	6077	.....	Saratoga Springs, Schuylersville.	Boston, Hoosac Tunnel and Western Railway.	13.55	25
468	N. Y.	6059	.....	Olean, Angelica.....	Allegheny Central Railroad....	40.51	16
469	Iowa	27058	.....	Hastings, Carson.....	Chicago, Burlington and Quincy Railroad.	16.25	20
470	N. Y.	6108	.....	Attica, Cuba.....	Tonawanda Valley and Cuba Railroad.	59.50	15
471	Ohio	21077	.....	Nelsonville, New Straitsville.	Columbus, Hocking Valley and Toledo Railway.	26.68	23
472	Iowa	27087	.....	Tara, Ruthven.....	Des Moines and Fort Dodge Railroad.	54.98	23
473	Iowa	27079	.....	Marshalltown, Story City...	Central Iowa Railway.....	39.33	15
474	Tenn.	19009	.....	Morristown, Warm Springs.	East Tennessee, Virginia and Georgia Railroad.	50.32	20
475	Wis.	25048	.....	Chippewa Falls, Rice Lake..	Chicago, Saint Paul, Minneapolis and Omaha Railway.	47.17	23
476	Ohio	21087	.....	Huron, Norwalk.....	Wheeling and Lake Erie Railroad.	13.67	20
477	Tex.	31041	.....	Temple Junction (n. o.), Belton.	Missouri Pacific Railway....	7.17	15
478	Minn.	26008	.....	Minneapolis, Stillwater....	Saint Paul and Duluth Railroad.	28.01	20
479	Ill.	23078	.....	McLeansborough, Shawneetown.	Louisville and Nashville Railroad.	41.22	10
480	Ind.	22041	.....	Stewartsville, New Harmony.	Peoria, Decatur and Evansville Railway.	6.78	16
481	Wis.	25022	.....	New Lisbon, Necedah.....	Chicago, Milwaukee and Saint Paul Railway.	12.76	16
482	Mich.	24033	.....	Lenox, Pontiac.....	Michigan Air-Line Railway..	35.75	23
483	Ill.	23014	.....	Rock Falls, Shabbona.....	Chicago, Burlington and Quincy Railroad.	46.25	12
484	Ga.	15030	.....	Marietta, Jasper.....	Marietta and North Georgia Railroad.	47.07	13
485	Pa.	8107	.....	Meadeville, Lineville Station	Pennsylvania Company.....	21.10	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 p. o. cars.	Remarks.	Order.
30 days total.	Per day, total.						
<i>Pounds.</i>	<i>Pounds.</i>			<i>Dollars.</i>	<i>Dollars.</i>		
4,342	144	no apt.....	12	42 75		.05 m. increase	453
4,282	142	no apt	12	42 75		.30 m. decrease.....	454
4,287	142	no apt.....	15*	42 75		.02 m. decrease. 6.66 m. from Jan. 10, 1883.	455
4,222	141	no apt.....	6	42 75		.19 m. increase	456
4,256	141	in b. c	6	42 75		From Aug. 10, 1882. 30 days from Dec. 12, 1882.	457
4,251	141	no apt.....	6	42 75		Pay from May 20, 1882.	458
4,193	140	in b. c	12	42 75		From Mar. 19, 1883, 2.87 m. 30 days from Apr. 4, 1883.	459
4,191	138	no apt.....	15*	42 75		.13 m. increase.....	460
4,054	136	in b. c	6	42 75		From June 19, 1882. 30 days from Apr. 4, 1883.	461
4,067	135	no apt.....	6	42 75		From Mar. 2, 1883.....	462
4,060	135	no apt.....	6	42 75		.13 m. increase.....	463
4,021	134	5.10 by 2.6, f. f., s. l.....	6	42 75		13.18 m. from July 1, 1882. In Apr., 1883.	464
4,002	133	15.2 by 8.8, f. f., no clk	7	42 75		In Apr., 1883.....	465
3,968	132	no apt.....	12	42 75		.17 m. increase	466
3,927	130	in b. c	6	42 75		From Mar. 28, 1882. 30 days from Dec. 12, 1882.	467
3,857	128	in b. c	12	42 75		In July, 1882. From Feb. 23, 1882.	468
3,822	127	no apt.....	6	42 75		.51 m. decrease.....	469
3,790	126	apt. 7.5 by 5, f. f., 1 l.....	6	42 75		33.67 m. from Nov. 18, 1882. 30 days from May 8, 1883.	470
3,749	124	18 by 10, f. f., s. l.....	6	42 75		In July, 1882.....	471
3,745	124	no apt.....	6	42 75		From Feb. 22, 1883	472
3,664	122	apt. 10 by 7.6	6	42 75		.22 m. decrease. From May 1, 1882.	473
3,662	122	24.10 by 8.3, f. f., s. l.....	6	42 75		10.32 m. from June 12, 1882. In Oct., 1882.	474
3,616	120	apt. 7.6 by 8.6, f. f., s. l.....	6	42 75		1 m. increase. 46.17 m. from Nov. 15, 1882.	475
3,602	120	in charge of conductor	12	42 75		In Jan., 1883	476
3,605	120	no apt.....	14	42 75		In Apr., 1883.....	477
3,619	120	no apt.....	12	42 75		15 m. ext. from Aug. 1, 1882. .19 m. de- crease.	478
3,612	120	apt. 9.7 by 4	6	42 75		.48 m. decrease.....	479
3,479	115	no clk.....	12	42 75		In Oct., 1882	480
3,464	115	no apt.....	6	42 75			481
3,397	113	no apt.....	8.38*	42 75		1.08 m. decrease.....	482
3,379	112	apt. 11.3 by 8.10, s. l.....	6	42 75		1.21 m. decrease.....	483
3,347	111	in b. c.....	6	42 75		11.36 m. from July 17, 1882; 11.37 m. from Oct. 16, 1883. In Apr., 1883.	484
3,349	111	in b. c.....	6	42 75		From Dec. 19, 1881. In July, 1882.	485

G.—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.
486	S. C.	14015		Lanes, Sumter.....	Central Railroad Company of South Carolina.	40	20
487	Ga.	15037		Augusta, Greenwood.....	Augusta and Knoxville Railroad.	68.20	14
488	Tex.	31024		Navasota, Montgomery....	Central and Montgomery Railroad.	28.17	15
489	Me.	1		Boundary Line (n. o.), Presque Isle.	New Brunswick Railway.....	30.04	17
490	Ohio	21086		Niles, Alliance Junction (n. o.).	Alliance, Niles and Ashtabula Railroad.	25.09	25
491	Cal.	46013		San Pedro, Los Angeles.....	Southern Pacific Railroad....	26.20	15
492	Ill.	23069		Kankakee, Seneca.....	Kankakee and Seneca Railroad.	43.51	18
493	Mo.	28016		Pleasant Hill, Cedar Junction.	Atchison, Topeka and Santa Fe Railroad.	44.99	12
494	N. J.	7040		High Bridge, Rockaway....	Central Railroad Company of New Jersey.	30.21	28
495	N. C.	13018		University Station, Chapel Hill.	Richmond and Danville Railroad.	11.70	10
496	N. C.	13019		Halifax, Scotland Neck....	Wilmington and Weldon Railroad.	21	20
497	Colo.	38027		Greeley, Stout.....	Greeley, Salt Lake and Pacific Railway (branch Union Pacific Railway).	39.05	15
498	Texas	31043		Ramal, Eagle Pass.....	Galveston, Harrisburgh and San Antonio Railway.	33.47	20
499	Minn.	26043		Fergus Falls, Pelican Rapids.	Saint Paul, Minneapolis and Manitoba Railway.	22.76	13
500	Iowa	27078		Hampton, Belmont.....	Central Iowa Railway.....	22.82	15
501	Mo.	28025		Salisbury, Glasgow.....	Wabash, Saint Louis and Pacific Railway.	15.61	20
502	Ill.	23056		Geneya, Batavia.....	Chicago and Northwestern Railway.	3.89	12
503	Kans.	33039		Girard, Walnut.....	Kansas City, Lawrence and Southern Kansas Railroad.	16.03	15
504	Mo.	28027		Cairo, Poplar Bluffs.....	Saint Louis, Iron Mountain and Southern Railway.	74.50	14
505	Ohio	21057		Jeffersonville, Claysville Junction (n. o.).	Cincinnati, Columbus and Hocking Valley Railway.	28	.....
506	Va.	11032		Keysville, Chase City.....	Richmond and Mecklenburgh Railroad.	17.77	15
507	Wis.	25044		Broadhead, Albany.....	Chicago, Milwaukee and Saint Paul Railway.	7.60	23
508	Iowa	27036		Newton, Monroe.....	Chicago, Rock Island and Pacific Railway.	17.91	13
509	Ind.	22042		New Castle, Rushville.....	Fort Wayne, Cincinnati and Louisville Railroad.	24.84	24
510	Ohio	21088		Paulding, Cecil.....	Paulding and Cecil Railway..	6.44	.....
511	Iowa	27068		Newburgh, State Center.....	Central Iowa Railway.....	26.88	15
512	Mich.	24059		Milton Junction (n. o.), Luther.	Grand Rapids and Indiana Railroad.	11.50	12
513	Ill.	23080		Wellington, Ciasna.....	Chicago and Eastern Illinois Railroad.	12.89	13
514	Iowa	27055		Red Oak, Griswold.....	Chicago, Burlington and Quincy Railroad.	18.88	20
515	Kans.	33038		Leavenworth, Oskaloosa....	Leavenworth, Topeka and Southwestern Railway.	29.85	15
516	Iowa	27039		Sac City, Holstein.....	Chicago and Northwestern Railway.	32.42	12
517	Minn.	26028		Heron Lake, Woodstock....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	44.21	18
518	Mo.	28052		Paw Paw Junction (n. o.), New Madrid.	Texas and Saint Louis Railway.	6.14	12
519	Mich.	24044		Harrison Junction (n. o.), Harrison.	Flint and Pere Marquette Railroad.	14.87	11

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.			Dollars.	Dollars.		
8,339	111	in b. e	6	42 75		In Oct., 1882	486
3,345	111	12 by 8.10, f. f., a. l	6	43 75		39.60 m. from Jan. 1, 1882; 17.50 m. from Mar. 22, 1882; 11.20 m. from June 12, 1882. In Oct., 1882. In Apr., 1883	487
3,266	108	no apt.	6	43 75			488
3,259	108	in b. e	6	43 75		From June 1, 1882. 30 days from May 1, 1882.	489
3,249	108	in b. e	6	43 75		In Apr., 1883	490
3,240	108	no apt.	7	43 75		2.44 m. from Jan. 1, 1883. In Apr., 1883.	491
3,210	107	apt. 17 by 8.10, f. f., a. l	6	42 75		.09 m. increase	492
3,219	107	apt. 18 by 9.4, a. l	6	42 75		1.85 m. decrease. 16.34 m. from Mar. 10, 1883.	498
3,197	106	apt. 19 by 6.5, 1. l	6	43 75		4.90 m. from Apr. 20, 1882. 30 days from Apr. 4, 1883.	494
3,154	105	16.6 by 7.7, f. f., no clk	6	42 75		In October, 1882	495
3,122	104	no apt.	6	43 75		In January, 1883	496
3,078	102	no apt.	7	43 75		In April, 1883	497
3,060	102	no apt.	7	42 75		In April, 1883	498
3,045	101	in b. e	6	42 75		.17 m. decrease. From Sept. 1, 1882.	499
3,013	100	no apt.	6	43 75		From May 1, 1882	500
1,068	35	no apt.	6	42 75		.38 m. decrease	501
2,970	98	no apt.	12	42 75		.23 m. increase	502
801	27	no apt.	6	42 75		From Jan. 1, 1883. In Apr., 1883.	503
18,364	612	apt. 15.8 by 9.2, f. f., a. l	6	38 31		.16 m. decrease	504
2,959	98	no apt.	6	42 75		4.70 m. from June 12, 1882.	505
2,919	97	no apt.	6	43 75		In April, 1883	506
2,931	97	no apt.	15*	42 75		.15 m. increase. From Apr. 15, 1882.	507
2,893	96	no apt.	12	43 75		.41 m. increase	508
2,868	95	11.10 by 7.6, f. f., a. l	6	42 75		In October, 1882	509
2,770	92	no apt.	9*	43 75		In April, 1883	510
2,755	91	no apt.	6	43 75		.10 m. increase	511
2,719	90	no apt.	11.55*	42 75		From Feb. 1, 1883	512
2,682	89	no apt.	6	42 75		.05 m. increase	513
2,694	89	no apt.	6	43 75		.07 m. increase	514
2,654	88	no apt.	6	42 75		From July 1, 1882. In April, 1883.	515
2,670	88	no apt.	6	42 75		From April 2, 1883	516
2,642	88	no apt.	6	38 48		.75 m. increase	517
2,591	86	no apt.	12	43 75		.45 m. increase. From Sept. 4, 1882.	518
2,577	85	no apt.	12	42 75		.01 m. increase	519

G.—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.
520	Del ...	9507	.....	Newark, Delaware City.....	Philadelphia, Wilmington and Baltimore Railroad.	12.75	15
521	Ill ...	23080	.....	Wellington, Cissna Park....	Strawn and Indiana State Line Railroad.	12.84	15
522	Ind ...	22015	.....	North Vernon, Rushville ...	Cincinnati, Indianapolis, Saint Louis and Chicago Railway.	45.50	25
523	Iowa ..	27064	.....	Fort Madison, Birmingham.	Fort Madison and Northwestern Railway.	41.62	9
524	Ohio ..	21075	.....	Paulding, Shane's Crossing .	Cincinnati, Van Wert and Michigan Railway.	31.48	12
525	Pa.	8148	.....	North Clarendon, Farnsworth.	Warren and Farnsworth Valley Railroad.	11.05	11
526	Colo ..	38028	.....	Denver, Longmont.....	Denver Railroad, Construction, Land and Coal Company.	34.80	22
527	Pa.	8113	.....	Tyrone, Benore.....	Pennsylvania Railroad.....	25.84	11
528	Texas ..	31035	.....	Dallas, Cleburne.....	Chicago, Texas and Mexican Central Railway.	55.05	20
529	Minn ..	20047	.....	Sauk Center, Hartford.....	Saint Paul, Minneapolis and Manitoba Railway.	26.54	13
530	Iowa ..	27080	.....	Manning, Audubon.....	Chicago and Northwestern Railway.	17.99	16
531	Ill ...	23069	.....	Kankakee, Seneca.....	Kankakee and Seneca Railroad.	43.42	20
532	Fla ..	16014	.....	Gruelle, Ocala.....	Florida Southern Railroad....	30.61	12
533	Pa.	8105	.....	Sheffield, Sheffield Junction (n. o.).	Tionesta Valley Railroad.....	12.24	20
534	Ill ...	23082	.....	Streator, North Judson....	Indiana, Illinois and Iowa Railroad.	110.50	22
535	Dak ..	35013	.....	Ripon, Portland.....	Saint Paul, Minneapolis and Manitoba Railway.	37.71	15
536	Iowa ..	27080	.....	Manning, Audubon.....	Chicago and Northwestern Railway.	17.69	17
537	Cal ...	46039	.....	San Francisco, Glen Ellen ..	Sonoma Valley Railroad.....	40.35	25
538	Mich ..	24047	.....	Flint, Fostoria.....	Flint and Pere Marquette Railroad.	24.46	8
539	Ind ...	22046	.....	Frankfort, Charleston.....	Toledo, Cincinnati and Saint Louis Railroad.	108.80	20
540	Mo ...	28049	.....	Mineral Point, Potosi.....	Saint Louis, Iron Mountain and Southern Railway.	4.44	12
541	La ...	30012	.....	Cades, Saint Martinsville...	Morgan's Louisiana and Texas Railroad and Steamship Company.	6.90	9
542	Wis ...	25036	.....	Janesville, Beloit.....	Chicago, Milwaukee and Saint Paul Railway.	15.76	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.		Remarks.	Order.
30 days total.	Per day, total.			Dollars.	Dollars.		
2,577	85	in b. c.	12	42 75		6.59 m. from Aug. 24, 1882; 6.16 m. from Jan. 8, 1883. 30 days from Apr. 4, 1883.	520
2,449	81	no apt.	6	42 75		From Apr. 15, 1882. Weighed in Oct. and Nov., 1882.	521
2,434	81	10.6 by 7.3, f. f., s. l.	6	42 75		25.57 m. from May 16, 1881; 19.93 m. from Jan. 1, 1882. In Oct., 1882.	522
2,410	80	apt. 6.4 by 5.5, s. l.	6	42 75		.19 m. decrease. 30.07 m. from June 15, 1882.	523
2,394	79	no clk.	6	42 75		5.86 m. from Sept. 15, 1881; 2.24 m. from Oct. 10, 1881; 10 m. from Dec. 1, 1881. In July, 1882.	524
2,342	78	in b. c.	12	42 75		Weighed from Mar. 15, 1883; 10.47 m. from May 16, 1883. In April, 1883.	525
2,349	78	no apt.	7	42 75		From April 10, 1883. In April, 1883.	526
2,334	77	in b. c.	12	42 75		From May 1, 1882. 30 days from Mar. 20, 1883.	527
2,293	76	10 by 6, f. f., s. l.	6	42 75		In August, 1882.	528
2,293	76	no apt.	6	42 75		From Feb. 12, 1883.	529
2,306	76	no apt.	6	42 75		.30 m. increase.	530
2,261	75	apt. 22.6 by 9.4, s. l.	6	42 75		From Feb. 10, 1882. In April, 1882.	531
2,273	75	in b. c.	6	42 75		In May, 1883.	532
2,197	73	in b. c.	6	42 75		7.33 m. from May 1, 1882; 4.91 m. from Feb. 12, 1883. 30 days from Apr. 4, 1883.	533
2,198	73	apt. 6.5 by 7.1	6	42 75		43.44 m. from June 1, 1882. Extension at both ends from July 2, 1883. Weighed only between Dwight and Momenca. 1.46 m. decrease.	534
2,165	72	no apt.	6	42 75		From Dec. 1, 1882. In April, 1883.	535
2,170	72	12.2 by 7.5; no clk.	6	42 75		In July, 1882. From May 10, 1882.	536
2,123	70	no apt.	6	42 75		15.07 m. from Dec. 1, 1882; 7.28 m. from Mar. 15, 1883. No allowance for service between San Francisco and Sonoma Landing (n. o.). 24 m. In April, 1883.	537
2,124	70	no apt.	6	42 75		4.81 m. increase.	538
2,087	69	10.11 by 5.10 f. f., s. l.	6	42 75		63.65 m. from Dec. 15, 1882. In Apr. 1883.	539
2,031	67	no apt.	9	42 75		.31 m. decrease.	540
2,009	66	in b. c.	14	42 75		In January, 1883.	541
1,984	66	no apt.	12	42 75		.20 m. decrease.	542

G.—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.
543	Mo	28031		Saint Louis, Florissant	West End Narrow Gauge Railway.	<i>Miles.</i> 16.31	18
544	Ill	23074		Varna, Lacon	Chicago and Alton Railroad	10.60	20
545	Ill	23076		La Harpe, Burlington	Wabash, Saint Louis and Pacific Railway.	20.58	20
546	Mich.	24046		Mears, Hart	Chicago and West Michigan Railway.	4.15	10
547	Me	9		Milo Junction (n.o.), Katahdin Iron Works.	Bangor and Katahdin Iron Works Railway.	18.94	13
548	N. Y.	6117		Manor Junction (n.o.), Eastport, Junction (n. o.).	Long Island Railroad	5.37	23
549	Tenn.	19018		Johnson City, Cranberry Forge.	East Tennessee and Western North Carolina Railroad.	33.75	12
550	N. J.	7019		Newfield, Atlantic City	West Jersey Railroad	34.71	33
551	Ky	20028		Kings Mountain Station, Middleburgh	Cincinnati, Green River and Nashville Railroad.	10.67	
552	N. J.	7054		Whiting, Bayhead Junction (n. o.).	Philadelphia and Long Branch Railroad.	28.58	30
553	Ohio	21081		Delphos, Bluffton	Cleveland, Delphos and Saint Louis Railroad.	29.09	20
554	Ill	23085		Murphysborough, Pinckneyville.	Saint Louis Coal Railroad	23.21	25
555	Pa	8149		Lebanon, Cornwall	Cornwall Railroad	5.62	20
556	Ohio	21048		Senecaville, Cumberland	Eastern Ohio Railroad	14.40	15
557	Ill	23073		Aurora, Batavia	Chicago, Burlington and Quincy Railroad.	9.93	16
558	Mich.	24038		Iron River Junction (n. o.), Iron River.	Chicago and Northwestern Railway.	19.81	18
559	Wis	25046		Oshkosh, Hortonville	Milwaukee, Lake Shore and Western Railway.	23.77	35
560	Col	38022		Bear Creek Junction (n. o.), Morrison.	Denver, South Park and Pacific Railroad.	9.74	15
561	Tenn.	19021		Spring City, Jewett	Tennessee and Sequatchie Valley Railroad.	12	10
562	N. C.	13017		Alma, Plainview	Alma and Little Rock Railroad.	12.59	12
563	Fla	16010		Sanford, Lake Jessup	Sanford and Indiana River Railroad	10.43	10
564	Wis	25041		Elkhorn, Eagle	Chicago, Milwaukee and Saint Paul Railway.	17.56	14
565	Minn.	26036		Junction, Cloquet	Saint Paul and Duluth Railroad	6.08	10
566	Tex.	31042		Guide, Terrell	Houston and Texas Central Railroad.	38.52	9
567	Ga.	15041		Cuthbut, Fort Gaines	Southwestern Railroad	23.20	17
568	Ia	27037		Judd, Lehigh	Crooked Creek Railway and Coal Company.	9.47	20
569	N. J.	7045		Haddonfield, Marlton	Philadelphia, Marlton and Medford Railroad.	7.24	22
570	Iowa	27075		Albia, Eddyville Junction (n. o.).	Central Iowa Railroad	14.85	15
571	Iowa	27048		Elmira (n. o.), Riverside	Burlington, Cedar Rapids and Northern Railway.	23.37	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.						
Pounds. 2,007	Pounds. 66	no apt.....	6	Dollars. 42 75	Dollars.	.29 m. decrease.....	543
2,002	66	no apt.....	12	42 75		.10 m. decrease.....	544
1,970	65	no apt.....	12	42 75		.06 m. increase.....	545
1,928	64	no apt.....	6	42 75		.24 m. increase.....	546
1,927	64	in b. c.....	9.73	42 75		6.30 m. from Jan. 16, 1882; 12.64 m. from Nov. 12, 1882. 30 days from Jan. 2, 1883.	547
1,910	63	in b. c.....	6	42 75		From June 1, 1882, 30 days from April 4, 1883.	548
1,893	63	7.6 by 7, f. f., a. l.....	6	42 75		15.20 m. from March 1, 1882; 18.65 m. from July 1, 1882. In Oct., 1882.	549
1,882	61	in b. c.....	12	42 75		From Feb. 1, 1882. In July 1882.	550
1,880	61	in b. c.....	6	42 75		In August, 1882.....	551
1,809	60	in b. c.....	12	42 75		From August 1, 1882. 30 days from June 11, 1883.	552
1,829	60	no clk f	6	42 75		23.28 m. from Feb. 20, 1882; 5.81 m. from May 22, 1882. In October, 1882.	553
1,822	60	no apt.....	6	42 75		From March 8, 1883...	554
1,762	58	in b. c.....	12	42 75		From March 20, 1883. 30 days from April 4, 1883.	555
1,655	55	no apt.....	12	42 75		5.71 m. from Jan. 1, 1882. In Oct., 1882.	556
1,566	52	no apt.....	6	42 75		.22 m. decrease.....	557
1,536	51	no apt.....	6	42 75		19.01 m. from April 2, 1883. .80 m. from July 16, 1883, ex- tended to Iron River.	558
1,462	48	no apt.....	6	42 75		.05 m. decrease. From Aug. 15, 1882.	559
1,444	48	no apt.....	6 ^{1/2}	42 75		.26 m. decrease.....	560
1,400	46	no clk.....	6	42 75		In October, 1882.....	561
1,262	42	no apt.....	6	42 75		10.62 m. from July 17, 1882; 1.97 m. from Oct. 23, 1882. In Feb., 1883.	562
1,286	42	in b. c.....	6	42 75		In April, 1883.....	563
1,246	42	no apt.....	6	42 75			564
1,167	39	no apt.....	6	42 75		Service discontinued from July 1, 1883.	565
1,187	39	no apt.....	6	42 75		In April, 1883.....	566
1,188	39	in b. c.....	6	42 75		In October, 1882.....	567
1,143	38	no apt.....	6	42 75		.97 m. increase.....	568
1,128	37	in b. c.....	6	42 75		12.27 m. from March 1, 1882; 7.24 m. from May 1, 1882. Weighed from Dec. 12, 1882.	569
1,106	36	no apt.....	6	42 75		.01 m. increase.....	570
1,074	35	no apt.....	6	42 75		.10 m. decrease.....	571

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

Order.	State.	Number of route.	Now number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
572	Mich.	24055	.....	Ferrysburgh, Fruitport	Chicago and West Michigan Railway.	<i>Miles.</i> 7.34	5
573	Mich.	24055	.....	Ferrysburgh, Fruitport	Chicago and West Michigan Railway.	6.22	8
574	Mich.	24011	.....	Slocum Junction (n. o.), Grosse Ile.	Michigan Central Railroad....	2.36	15
575	Tenn.	19022	.....	Hunnicut, Poplar Creek ...	Waldons Ridge Railroad.....	18.10	.....
576	W. Va.	12007	.....	Piedmont, Elk Garden.....	West Virginia Central and Pittsburgh Railway.	14.50	20
577	Utah	41011	.....	Lehi Junction (n. o.), Tintic.	Salt Lake and Western Railway.	53.50	14
578	Mich.	24058	.....	Norenta Station (n. o.), Metropolitan.	Chicago and Northwestern Railway.	35.01	12
579	I. Ter.	32001	.....	Atoka, Lehigh.....	Missouri Pacific Railway.....	8.05	7
580	Pa....	8128	.....	Portland, Pen Argyl.....	Bangor and Portland Railway	15.28	15
581	N. J. .	7055	.....	East Junction (n. o.), West Junction (n. o.).	New York, Lake Erie and Western Railroad.	9.98	28
582	Mich.	24057	.....	East Tawas, Alger Station (n. o.).	Tawas and Bay County Railroad.	26.91	7
583	Cal . .	46041	.....	San Luis Obispo, Port Harford.	Pacific Coast Railway.....	11.80	15
584	Pa....	8143	.....	Coalville, Junction (n. o.), Coaltown.	Shenango and Allegheny Railroad.	3	13
585	S. C. . .	14019	.....	Blackville, Barnwell.....	Barnwell Railroad.....	9.42	12
586	W. Va	12008	.....	Winifrede Junction (n. o.), Winfrede.	Winifrede Railroad.....	4.54	12
587	Mo . . .	28050	.....	Palmyra, Hannibal.....	Hannibal and Saint Joseph Railroad.	15.93	30
588	Va....	11030	.....	Lorraine, Hungary.....	Richmond and Alleghany Railroad.	12	12
589	Ga....	15040	.....	Albany Blakely.....	Southwestern Railroad.....	50.00	15
590	Mich.	24053	.....	Humboldt, Republic.....	Marquette, Houghton and Ontonagon Railroad	8.70	12
591	Wis . .	25051	.....	Superior Junction (n. o.), Superior.	Chicago, Saint Paul, Minneapolis and Omaha Railway.	63.50	14
592	Minn.	26041	.....	Junction, Superior.....	Northern Pacific Railroad....	24.43	16
593	Va....	11017	.....	Bermuda Hundred, Winterpock.	Bright Hope Railway.....	28.81	15
594	Ill . . .	23086	.....	Buckingham, Clarke City ..	Illinois Central Railroad.....	9.50	9
595	Miss.	18013	.....	Stoneville, Johnsonville....	Georgia Pacific Railway.....	20.43	10
596	Minn.	20001	.....	Duluth, Brainerd.....	Northern Pacific Railroad....	114.02	23
597	Ala....	17026	.....	Whiting, Repton.....	Louisville and Nashville Railroad.	29.76	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 r. p. o. cars.	Remarks.	Order.
80 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
1,026	84	no apt.....	9	42 75		1.12 m. increase	572
1,035	34	.....	9*	42 75		Pay from July 1, 1882.....	573
1,022	84	no apt.....	6	42 75		From July 1, 1883.....	574
945	31	no apt.....	6	42 75		In April, 1883.....	575
937	31	in locked box	6	42 75		In August, 1881.....	576
897	29	no apt.....	6	42 75		From Aug., 10, 1882. In April, 1883.....	577
881	20	no apt.....	6	43 75		.14 m. increase. 34.87 m. from Nov. 1, 1882.....	578
834	27	no apt.....	6	42 75		In April, 1883.....	579
776	26	in b. c	6	42 75		6.65 m. from Jan., 16, 1882. In July, 1882.....	580
752	25	apt. 16.5 by 7.1, f. f., l. l.....	6	42 75		From Aug. 7, 1882. 30 days from April 4, 1883.....	581
698	23	no apt.....	6	42 75		.14 m. increase. 25.45 m. from Oct. 1, 1882; 1.60 m. from Oct. 16, 1882.....	582
662	22	no apt.....	6	42 75		From Feb 15, 1883. In April, 1883.....	583
635	21	in b. c	6	42 75		From July 3, 1882. 30 days from April 4, 1883.....	584
561	18	in b. c	6	42 75		In April, 1883.....	585
530	17	in box	6	42 75		In August, 1882.....	586
12,769	425	no apt.....	17*	40 36		1.21 m. increase	587
478	15	no clk	6	38 48		In October, 1882	588
4,284	142	11.5 by 8.1, f. f., a. l.....	6	34 20		13.73 m. from Dec. 16, 1881. In Oct., 1882.....	589
1,844	61	no apt.....	6	34 20		1 m. decrease	590
1,668	55	no apt.....	6	34 20		.75 m. increase. From Jan. 1, 1883 on 62.75 m.....	591
1,179	39	no apt.....	6	34 20		From Aug. 10, 1882. In January, 1883.....	592
504	16	in b. c	6	34 20		10.06 from March 15, 1882. In June, 1883.....	593
340	11	no apt.....	6	34 20		From April 2, 1883.....	594
924	30	no apt.....	3	29 93		In October, 1882.....	595
3,656	121	no clk	7.61*	27 36		In May, 1882.....	596
210	7	in b. o	3	17 96		In April, 1883.....	597

Index to Table G.

Title.	Order.	Number of route.	Title.	Order.	Number of route.
Addison and Northern Pennsylvania Railway	390	6122	Chicago and Northwestern Railway	578	24058
Allegheny Central R. R.	468	6059	Do	347	25013
Alliance, Niles and Ashtabula R. R.	490	21089	Do	455	25552
Alma and Little Rock R. R.	562	13017	Do	422	27013
Arkansas Midland R. R.	345	29002	Do	291	27066
Do	431	29002	Do	415	27071
Atchison, Topeka and Santa Fé R. R.	403	26016	Do	536	27080
Do	20	33010	Do	341	27024
Do	13	33016	Do	261	24032
Augusta and Knoxville R. R.	487	15037	Do	38	25012
Austin and Northwestern R. R.	188	31038	Do	179	27030
Bangor and Kataldin Iron Works Railway	547	9	Do	270	25019
Bangor and Portland Railway	395	8128	Do	103	26021
Do	580	8128	Do	244	27070
Barnwell R. R.	585	14019	Do	144	27052
Bayview, Little Traverse and Mackinaw R. R.	449	24056	Do	16	23001
Do	466	24056	Do	25	23002
Boston, Hoosac Tunnel and Western Railway	467	6077	Do	113	24031
Do	457	6121	Do	33	25009
Bradford, Bordell and Kinzua R. R.	408	8132	Do	58	25019
Do	360	8133	Do	95	25014
Bradford, Eldrod and Cuba R. R.	429	6049	Do	516	27089
Bridgeton and Saco River R. R.	314	22	Do	163	25011
Bright Hope Railway	593	11017	Do	307	25025
Buffalo, New York and Philadelphia Railway	290	6123	Do	102	25038
Buffalo, Pittsburgh, and Western R. R.	116	6061	Do	294	25042
Burlington, Cedar Rapids, and Northern Railway	571	27048	Do	445	25043
Do	295	27002	Do	325	27038
Do	104	27001	Do	370	27050
Do	131	27003	Do	328	35010
Do	253	27004	Chicago and West Michigan Railway	572	24055
Do	356	27005	Do	107	24021
Burlington and Missouri River R. R. (in Nebraska)	29	34002	Do	335	24022
Burlington and Northwestern Railway	391	27035	Do	546	24046
California Southern R. R.	179	46037	Do	573	24055
Cape Girardeau Southwestern Railway	318	28045	Do	346	24023
Casselton Branch R. R.	392	35006	Do	826	24026
Central and Montgomery R. R.	488	81024	Do	127	24052
Central Iowa Railway	439	27082	Chicago, Burlington and Kansas City Railway	252	27008
Do	511	27068	Do	221	27083
Do	570	27075	Do	557	23073
Do	500	27078	Do	357	27042
Do	472	27079	Do	451	27043
Do	99	27010	Do	514	27055
Do	441	27086	Do	469	27058
Do	354	23068	Do	222	27073
Central Pacific R. R.	288	46026	Do	146	27074
Do	154	46022	Do	247	23070
Do	40	46003	Do	134	27033
Central R. R. Co. of New Jersey	494	7040	Do	463	23014
Central R. R. Co. of South Carolina	486	14015	Do	245	23079
Chagrin Falls and Southern R. R.	315	21079	Do	848	27041
Charlotte, Columbia and Augusta R. R.	30	13007	Do	84	23005
Chesapeake and Ohio Railway	77	20029	Do	319	23013
Do	70	11005	Do	86	23084
Chesapeake, Ohio & Southwestern R. R.	321	20009	Do	149	27007
Chicago and Alton R. R.	287	28021	Do	121	27011
Do	544	23074	Do	14	23010
Do	57	28022	Do	282	27009
Do	71	28038	Do	3	23007
Do	123	23017	Do	60	23009
Do	84	23018	Do	446	23071
Do	364	23019	Do	258	23072
Chicago and Eastern Illinois R. R.	513	23080	Do	17	27005
Do	110	23042	Do	203	27006
Chicago and Grand Trunk Railway	111	24039	Do	246	27061
Chicago and Iowa R. R.	28	23036	Do	257	23011
Do	363	23057	Do	114	23008
Chicago and Northwestern Railway	207	24032	Do	155	23012
Do	285	27066	Do	100	23041
Do	240	27070	Do	219	27083
Do	530	27080	Chicago, Detroit and Canada Grand Trunk Junction R. R.	37	24028
Do	375	23004	Do	165	24062
Do	502	23050	Chicago, Milwaukee and Saint Paul Railway	463	25007
Do	558	24038	Do	376	25021
			Do	542	25036
			Do	427	25039
			Do	507	25044

Index to Table G—Continued.

Title.	Order.	Number of route.	Title.	Order.	Number of route.
Chicago, Milwaukee & St. Paul Railway.	228	27026	Cincinnati, Indianapolis, Saint Louis and Chicago Railway	522	22615
Do.....	420	27040	Cincinnati Northern Railway.....	187	21078
Do.....	211	25006	Cincinnati, Selma and Mobile Railway.	298	17060
Do.....	229	25023	Cincinnati, Van Wert and Michigan Railway	524	21075
Do.....	426	27023	Cincinnati, Wabash and Michigan Railway	241	22622
Do.....	225	27027	Cleveland, Delphos and Saint Louis R. R.	553	21081
Do.....	358	27039	Do.....	281	38021
Do.....	424	27051	Do.....	199	38020
Do.....	302	25055	Do.....	122	38003
Do.....	481	25022	Columbus, Hooking Valley and Toledo Railway	471	21077
Do.....	504	25041	Connotton Valley R. R.	368	21069
Do.....	389	27018	Cornwall R. R.	555	8149
Do.....	205	27020	Coudersport and Alleghany R. R.	443	8144
Do.....	374	26045	Crooked Creek Railway and Coal Company	568	27037
Do.....	296	26044	Danville and New River R. R.	417	11028
Do.....	373	26032	Danville, Alney and Ohio River R. R.	437	23006
Do.....	352	25029	Delaware and Hudson Canal Company	226	6032
Do.....	185	25031	Do.....	161	6032
Do.....	313	25034	Denver and New Orleans R. R.	384	38025
Do.....	148	26012	Do.....	152	38023
Do.....	379	26022	Denver and Rio Grande Railway	274	38015
Do.....	303	26024	Do.....	76	38012
Do.....	9	26013	Do.....	434	38013
Do.....	1	23035	Do.....	94	39002
Do.....	36	25001	Denver R. R. Construction Land and Coal Company	526	38028
Do.....	5	25062	Do.....	83	38005
Do.....	128	25004	Denver, South Park and Pacific R. R.	332	38014
Do.....	198	25020	Do.....	560	38022
Do.....	22	23054	Do.....	381	38026
Do.....	91	25024	Do.....	433	38024
Do.....	117	27012	Do.....	386	38014
Do.....	224	27028	Des Moines and Fort Dodge R. R.	169	27031
Do.....	81	27072	Do.....	472	27087
Do.....	109	26009	Des Moines, Osceola and Southern R. R.	440	27084
Do.....	115	26010	Detroit and Bay City R. R.	68	24013
Do.....	72	26037	Do.....	351	24014
Do.....	413	35012	Detroit, Grand Haven and Milwaukee Railway	42	24027
Do.....	87	25003	Do.....	176	24016
Do.....	268	25008	Do.....	216	24041
Do.....	404	25047	Do.....	85	24017
Do.....	190	27025	Detroit, Mackinac and Marquette L. R.	207	24051
Do.....	112	26023	Do.....	209	24051
Do.....	255	23051	Dubuque and Dakota R. R.	227	27051
Chicago, Pekin and Southwestern R. R.			Eastern Ohio R. R.	556	21048
Chicago, Rock Island and Pacific Railway	377	27045	East Tennessee and Western North Carolina	549	19018
Do.....	409	27054	Do.....	474	19009
Do.....	405	27059	East Tennessee, Virginia and Georgia R. R.	436	22039
Do.....	453	27062	Evansville and Terra Haute R. R.	52	24015
Do.....	456	27063	Flint and Pere Marquette R. R.	398	24043
Do.....	355	27044	Do.....	519	24044
Do.....	79	23016	Do.....	138	24045
Do.....	279	27016	Do.....	538	24047
Do.....	124	27019	Do.....	133	24048
Do.....	197	28032	Do.....	260	24049
Do.....	4	23015	Florida Southern Railway	435	16012
Do.....	10	27014	Do.....	532	16014
Do.....	168	27015	Florida Transit R. R.	263	16011
Do.....	508	27036	Fond du Lac, Amboy and Peoria Railway	448	25035
Do.....	290	27076	Do.....	523	27064
Do.....	214	27090	Fort Madison and Northwestern Railway	509	22042
Do.....	54	27017	Do.....	156	31037
Chicago, Saint, Paul, Minneapolis and Omaha Railway	403	25031	Fort Worth and Denver City Railway	353	23067
Do.....	393	25037	Fulton County Narrow Gauge Railway	215	31040
Do.....	591	25051	Galveston, Harrisburgh and San Antonio Railway	408	31043
Do.....	475	25048	Do.....	505	18013
Do.....	349	26020	Georgia Pacific Railway	41	15004
Do.....	337	26027	Do.....	89	24018
Do.....	517	26028	Grand Rapids and Indiana R. R.		
Do.....	400	26030			
Do.....	280	25028			
Do.....	387	34021			
Do.....	96	26025			
Do.....	366	26029			
Chicago, Texas and Mexican Central Railway	528	31033			
Cincinnati and Eastern R. R.	150	21052			
Cincinnati, Columbus and Hooking Valley Railway.	505	21057			
Cincinnati, Green River and Nashville R. R.	561	20025			

Index to Table G—Continued.

Title.	Order.	Number of route.	Title.	Order.	Number of route.
Grand Rapids and Indiana R. R.	105	24018	Massachusetts Central R. R.	423	3042
Do.	223	24019	Michigan Air Line Railway	482	24033
Do.	512	24059	Michigan Central R. R.	11	24006
Grand Tower and Carbondale R. R.	309	23039	Do.	37	24007
Greeley, Salt Lake and Pacific Railway	487	38627	Do.	172	24008
Green Bay, Winona and Saint Paul R. R.	205	25027	Do.	108	24009
Hannibal and Saint Joseph R. R.	23	28005	Do.	75	24010
Do.	15	28010	Do.	574	24011
Do.	40	28030	Do.	460	24012
Do.	587	28050	Do.	19	24035
Herkimer, Newport and Poland Nar- row Gauge Railway	394	6119	Michigan, Midland and Canada R. R.	324	24037
Houston and Texas Central R. R.	118	31005	Midland North Carolina R. R.	192	13005
Do.	568	31042	Milwaukee and Northern R. R.	61	25040
Humeston and Shenandoah R. R.	339	27007	Milwaukee, Lake Shore and Western Railway	136	25018
Illinois Central R. R.	27	23020	Do.	559	25046
Do.	67	23021	Do.	262	25049
Do.	329	23034	Do.	323	25050
Do.	401	23062	Do.	119	26021
Do.	414	23064	Do.	365	26038
Do.	594	23086	Do.	334	26048
Do.	60	27021	Do.	7	28001
Do.	145	27022	Missouri Pacific Railway	361	25008
Illinois Midland Railway	239	23048	Do.	18	28011
Indiana, Bloomington and Western Railway	157	22047	Do.	31	28014
Indiana, Illinois and Iowa R. R.	534	23062	Do.	267	28024
Indianapolis and Evansville Railway	447	22026	Do.	232	28033
Jackson, Lansing and Saginaw R. R.	74	24009	Do.	123	28040
Jacksonville Southeastern Railway	301	23046	Do.	450	28042
Kankakee and Seneca R. R.	492	23069	Do.	338	28047
Do.	531	23069	Do.	130	30002
Kansas Central R. R.	308	33013	Do.	135	30011
Kansas City, Fort Scott and Gulf R. R.	406	26041	Do.	132	30018
Do.	210	26036	Do.	250	31013
Do.	233	28048	Do.	98	31028
Do.	47	33008	Do.	477	31041
Do.	338	33024	Do.	579	32001
Kansas City, Lawrence and Southern Kansas R. R.	43	33004	Morgan's Louisiana & Texas R. R. and Steamship Company	62	30003
Do.	503	33030	Do.	541	30012
Kansas City, Saint Joseph and Council Bluffs R. R.	26	28006	Nashville, Chattanooga and Saint Louis Railway	464	19015
Do.	147	28028	Natchez, Jackson and Columbus R. R.	277	18010
Do.	283	28044	Nebraska Railway	181	34005
Do.	230	28046	New Brunswick Railway	480	1
Do.	310	28046	New Mexico and Arizona R. R.	272	40002
Do.	316	28046	New York City and Northern R. R.	243	6017
Lake Shore and Michigan Southern Railway	24	24001	New York and New England R. R.	35	5007
Do.	120	24002	Do.	299	5008
Do.	142	24003	New York, Lake Erie & Western R. R.	581	7055
Do.	78	24004	New York, Texas and Mexican Railway	189	31036
Do.	204	24005	Northern Pacific R. R.	194	26001
Do.	284	24024	Do.	185	Part
Do.	186	24029	Do.	586	26001
Do.	217	24036	Do.	126	26002
Leavenworth, Topeka and Southwest- ern Railway	515	33038	Do.	592	26041
Lehigh and Hudson River Railway	273	7052	Do.	203	26042
Lehigh and Lackawanna R. R.	459	8046	Do.	230	26046
Little Rock, Mississippi River and Texas Railway	343	29004	Do.	209	23033
Do.	159	29007	Ohio and Mississippi Railway	306	21058
Do.	204	6120	Ohio Southern R. R.	209	30064
Do.	548	6117	Old Colony R. R.	183	30064
Do.	382	6124	Omaha and Southwestern R. R.	30	34004
Louisiana Western R. R.	48	30010	Do.	276	34006
Louisville and Nashville R. R.	597	17026	Oregon and California R. R.	60	44001
Do.	418	20020	Oregon Railway and Navigation Co.	101	44003
Do.	90	23032	Owensboro and Nashville R. R.	242	20014
Do.	479	23078	Oxford and Henderson R. R.	425	13014
Louisville, Evansville and Saint Louis Railway	378	22023	Pacific Coast Railway	303	46040
Do.	182	22048	Do.	583	46041
Louisville, New Albany and Chicago Railway	171	22008	Do.	510	21088
Do.	320	22038	Paulding and Cecil Railway	485	8107
Do.	484	15030	Pennsylvania Company	627	8113
Marquette and North Georgia R. R.	234	24040	Pennsylvania R. R. Co.	266	8146
Marquette, Houghton and Ontonagon R. R.	590	24053	Do.	480	22041
Do.			Do.	174	23024
			Peoria, Decatur and Evansville Railway	552	7054
			Do.	48	8002
			Philadelphia and Long Branch R. R.	569	7048
			Philadelphia and Reading R. R.		
			Philadelphia, Marilton and Medford R. R.		
			Philadelphia, Wilmington and Balti- more R. R.	520	9507

Index to Table G—Continued.

Title.	Order.	Number of route.	Title.	Order.	Number of route.
Pittsburgh and Western R. R.	327	8123	Sioux City and Pacific R. R.	53	27029
Pittsburgh, Bradford and Buffalo Rail-way	160	8112	Sonoma Valley R. R.	537	46039
Do	162	8147	Southern Pacific R. R.	491	46013
Port Huron and Northwestern Railway.	350	24025	South Florida R. R.	331	16007
Do	151	24042	Southwestern R. R.	589	15040
Do	317	24090	Do	587	15041
Do	462	24061	Springfield, Effingham and Southeast-ern and Bloomfield Railway Co.	407	23020
Republican Valley R. R.	153	34009	Stony Clove and Catskill Mountain R. R.	461	6118
Do	156	34001	Strawn and Indiana State Line.	521	23080
Do	259	34010	Sycamore, Cortland and Chicago R. R.	288	23052
Do	238	34019	Tawas and Bay County R. R.	582	24057
Do	236	34019	Texas and New Orleans R. R.	44	31012
Do	444	34020	Texas and Saint Louis Railway	305	28051
Richmond and Alleghany R. R.	300	11023	Do	518	28052
Do	340	11027	Tennessee and Sequatchie Valley Rail-way	561	19021
Do	369	11029	Texas-Mexican Railway	336	31016
Do	588	11030	Tioga R. R.	139	8020
Richmond and Danville R. R.	495	13018	Tionesta Valley R. R.	533	8105
Richmond and Mecklenburgh R. R.	506	11032	Toledo, Ann Arbor and Grand Trunk Railway	309	24020
Rock Island and Mercer County R. R.	442	23059	Toledo, Cincinnati and Saint Louis R. R.	439	23046
Rock Island and Peoria Railway	137	23040	Do	528	22046
Rumford Falls and Buckfield R. R.	251	19	Toledo, Delphos and Burlington R. R.	312	21081
Sacramento and Placerville R. R.	201	40005	Tonawanda Valley and Cuba R. R.	470	6108
Saginaw, Tuscola and Huron R. R.	439	24054	Traverse City R. R.	271	24034
Do	458	24054	Ulster and Delaware R. R.	164	6073
Saginaw Valley and Saint Louis R. R.	209	24039	Utah and Northern Railway	45	36001
Saint Joseph and Des Moines R. R.	333	28037	Utica, Ithaca and Elmira R. R.	120	6075
Saint Joseph Valley R. R.	371	24050	Valley Railway Company	158	21073
Saint Louis, Alton and Terre Haute R. R.	59	23030	Vicksburgh, Shreveport and Pacific Railway	275	30008
Saint Louis and Cairo R. R.	204	23053	Wabash, St. Louis and Pacific Railway.	191	22027
Saint Louis and San Francisco Railway	50	28003	Do	21	23023
Do	55	28020	Do	65	23025
Do	397	28054	Do	92	23027
Do		Old	Do	173	23029
Do	184	28030	Do	140	23037
Do	452	28053	Do	175	23038
Saint Louis Coal R. R.	410	23045	Do	178	23043
Do	180	23047	Do	311	23049
Do	554	23085	Do	278	23050
Saint Louis, Des Moines and Northern Railway	396	27081	Do	432	23058
Saint Louis, Fort Scott & Wichita R. R.	289	33036	Do	256	23063
Do	292	33036	Do	97	23066
Saint Louis, Hannibal and Keokuk R. R.	363	28029	Do	344	23075
Saint Louis, Iron Mountain and South-ern Railway	6	28002	Do	545	23076
Do	8	28026	Do	367	23077
Do	504	28027	Do	125	23081
Do	93	28034	Do	177	23083
Do	540	28049	Do	342	27046
Do	235	29012	Do	416	27060
Saint Louis, Keokuk and Northwestern Railway	63	28018	Do	32	28004
Saint Louis, Salem and Little Rock R. R.	212	28023	Do	80	28007
Saint Paul and Duluth R. R.	306	26007	Do	248	28009
Do	478	26008	Do	51	28013
Do	302	28033	Do	213	28015
Do	565	28036	Do	187	28019
Saint Paul, Minneapolis and Manitoba Railway	34	26003	Do	501	28025
Do	50	26004	Do	575	19022
Do	73	26005	Waldon's Ridge R. R.	525	8148
Do	183	26006	Warren and Farnsworth Valley R. R.	421	29009
Do	411	26034	Washington and Hope Railway	218	8114
Do	359	26039	Waynesburgh and Washington R. R.	543	28031
Do	412	26040	West End Narrow Gauge Railway	143	13006
Do	490	26043	Western North Carolina R. R.	550	7019
Do	529	26047	Do	208	7057
Do	322	35003	Co		
Do	106	35005	West Virginia Central and Pittsburgh Railway	576	12007
Salt Lake and Western Railway	577	41011	Wheeling and Lake Erie R. R.	231	21080
Sanford and Indian River R. R.	563	16010	Do	476	21087
San Pete Valley Railway	237	41010	Wilmington and Weldon R. R.	496	13019
Scottdale Valley R. R.	88	21051	Winnefrede R. R.	580	12008
Seaboard and Raleigh R. R.	485	13020	Winona and Saint Peter R. R.	141	26014
Searay and West Point R. R.	402	29011	Do	82	26015
Shenandoah Valley R. R.	190	11021	Do	419	26016
Shenango and Alleghany R. R.	584	8143	Do	454	26017
Sioux City and Pacific R. R.	202	27077	Do	438	26018
			Do	254	26019
			Wisconsin and Minnesota R. R.	830	25026
			Wisconsin Central R. R.	249	25015

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in States and on certain new routes, the readjustment of the rates based upon returns of the weight of and the number of trips per week, in accordance with the acts of March 3, 1873, July 12, 1876.

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture, complete; r. p. o., railway miles. A number followed by an asterisk (*) shows the equivalent in round trips. The figures 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.
						Miles.	Lbs.			
1	Mo.	28001	.....	Saint Louis, Atchison.	Missouri Pacific Rwy.	331.20	29,295	23	<i>Feet and inches.</i> r. p. o., 60 by 9.3, f. f., d. l. to Kansas City, 283.45 m.; s. l. thence to Atchison, 47.75 m.; apt., 20.4 by 7.3; f. f., s. l., 33.62 m.	16.03
2	Ill.	33035	.....	Chicago, Milwaukee.	Chicago, Milwaukee and St. Paul Rwy.	83.18	27,901	32	r. p. o., 59.4 by 9.4; 60.1 by 9.4; f. f., d. l.	22*
3	Ill.	33007	.....	Chicago, Burlington.	Chicago, Burlington and Quincy R. R.	206.48	25,425	26	r. p. o., 54.10 by 8.9, 2 l.; 40.1 by 8.11, 1 l., 37 m.; 27.3 by 8.10, 1 l., 37 m.	25.30
4	Ill.	23015	.....	Chicago, Davenport.	Chicago, Rock Island and Pacific Rwy.	182.92	24,325	26	r. p. o., night run, 3 cars 50 by 9.4; day run, 2 cars 50 by 9.4; 1 car 49.4 by 9.4, d. l.	21.25*
5	Wis.	25002	.....	Milwaukee, La Crosse.	Chicago, Milwaukee and St. Paul Rwy.	197.95	21,961	24	r. p. o., 59.4 by 9.4; 60.1 by 9.4; f. f., d. l.	15.79*
6	Minn.	26013	.....	Minneapolis, La Crosse.	Chicago, Milwaukee and St. Paul Rwy.	142.57	1,644	21	r. p. o., 49.4 by 9.4; 2 l.	13
7	Mo.	28002	.....	Saint Louis, Bismarck.	St. Louis, Iron Mountain and Southern Rwy.	75.28	15,777	18	r. p. o., 49.3 by 9, f. f., d. l.; apt. 13.6 by 9, f. f., s. l. (11.50 ft., and 1 l., 40 feet auth.).	30.36*
8	Mich.	24006	.....	Detroit, Chicago.	Michigan Central R. R.	285.10	14,209	26.3	r. p. o., 49.6 by 9.2, f. f., s. l., and average 46.9 by 9.2, f. f., s. l.; average 14.2 by 7.7, 2½ l., 17.6 m.; 1½ l., 57.7 m., and 1 l., 94 m.	33.34*
9	Iowa	27014	.....	Davenport, U. P. Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	317.95	19,374	23	r. p. o., 50 by 9.4; 49.4 by 9.4, f. f., d. l.	12.08
10	Kans.	33016	.....	Topeka, Kansas City.	Atchison, Topeka and Santa Fé R. R.	68.62	12,865	25	r. p. o., 49 by 9.5, f. f. c., s. l.	14
11	Ill.	23017	.....	Chicago, East Saint Louis.	Chicago and Alton R. R.	281.17	10,999	25½	r. p. o., day line, 44.3 by 9.1; night line, 40 by 8.11, d. l.	17.74*
12	Ill.	23010	.....	Galesburgh, Quincy.	Chicago, Burlington and Quincy R. R.	101.09	10,117	26	54.9 by 8.11, 1 l.; 44.4 by 8.10, 1 l.	14
13	Ill.	23001	.....	Chicago, Milwaukee.	Chicago and Northwestern Rwy.	85.37	9,144	30	r. p. o., 35.4 by 9.3, d. l.	32
14	Mo.	28011	.....	Sedalia, Denison City.	Missouri Pacific Rwy.	431.46	8,604	22	50.7 by 9.3, f. f., s. l.; 16.1 by 9.2, 158.73 m.	14

and Territories in which the contract term expired June 30, 1883; 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; d. l., double line; s. l., single line; m. parentheses in the "Remarks" column refer to the order of the routes in this table.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	July		
430 07 100 00		334 51 100 00		139,259 81	30,732 56	107,764 90	30,567 50	July 1, '83	1.45 m. increase. \$344.06 on 87 m. trans., formerly \$267.45; on 47.75 m., \$50 for r. p. o. In Apr., 1883.	1
415 53 100 00		367 65 100 00		35,810 37	8,618 00	31,912 02	8,680 00	July 1, '83	.62 m. decrease. In Apr., 1883.	2
389 08 103 00		351 41 105 00		80,328 91	17,443 40	73,100 30	17,606 85	July 1, '83	1.54 m. decrease. In Apr., 1883. r. p. o. \$80 for 169.48 m.	3
377 06 65 00		317 21 65 00		68,971 81	11,889 80	58,024 05	11,889 80	July 1, '83	In Apr., 1883. 40 feet cars authorized.	4
352 26 100 00		294 98 100 00		69,729 86	19,795 00	58,358 81	19,784 00	July 1, '83	11 m. increase. In Apr., 1883.	5
293 27 50 00		224 87 50 00		41,811 50	7,128 50	32,050 72	7,126 50	July 1, '83	.04 m. increase. In Apr., 1883. 40-foot cars authorized.	6
285 57 65 00		271 04 65 00		21,497 70	4,893 20	20,878 21	5,006 95	July 1, '83	1.75 m. decrease. In Apr., 1883.	7
269 33 65 00		202 60 65 00		76,785 98	18,531 50	55,567 93	18,595 85	July 1, '83	In Apr., 1883. 210.39 m., formerly at \$192.60. .99 m. decrease.	8
259 24 65 00		214 78 65 00		82,425 35	16,706 75	68,171 17	16,687 50	July 1, '83	.55 m. increase. r. p. o. \$50 for 264 m., formerly r. p. o. at \$50 for 262.90 m. In Apr., 1883.	9
254 79 25 00		198 36 25 00		17,483 08	1,715 50	13,131 42	1,655 00	July 1, '82	2.42 m. increase. In Apr., 1882. 40-foot cars authorized.	10
235 13 50 00		201 78 50 00		60,111 50	14,058 50	56,726 41	14,056 50	July 1, '83	.04 m. increase. In Apr., 1883.	11
224 67 50 00		194 94 50 00		22,732 10	5,054 50	19,800 06	5,078 50	July 1, '83	.48 m. decrease. In Apr., 1883. 40-foot cars authorized.	12
214 61 44 00		184 68 44 00		18,321 25	3,756 28	15,766 13	3,766 28	July 1, '83	In Apr., 1883.	13
209 48 25 00		173 57 25 00		89,389 20	10,786 50	74,595 03	10,862 75	July 1, '83	\$167.58 for 23.70 m. L. G. formerly \$138 85. 3.05 m. decrease. In Apr., 1883. 40-foot cars authorized.	14

H.—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.
						Miles.	Lbs.				
15	Mo.	28028	.....	Bismarck, Tex. arkana.	St. Louis, Iron Mountain and Southern Rwy.	144.20	13, 140 22			Feet and inches. r. p. o., 55 by 9.2, f. f., d. l. (50 feet and 40 feet auth.).	14
16	Iowa	27005	.....	Burlington, U. P. Transfer (n. o.).	Chicago, Burl- ington and Quincy R. R.	291.48	12, 867 24			r. p. o., 51 by 8.10, 1 l.; 33.7 by 8.10, 1 l.	16*
17	Wis.	25010	.....	Caledonia, Win- ona Junc- tion.	Chicago and Northwestern Rwy.	189.52	7, 816 21			r. p. o., 50 by 9.5, a. l.; apt., 36 by 9.5, a. l.	17.18*
18	Ill.	23023	.....	Decatur, East Saint Louis.	Wabash, Saint Louis and Pa- cific Rwy.	113.44	7, 767 30			50 by 9; apt. (av- erage), 24 by 9.11, f. f., d. l.	19
19	Ill.	23054	.....	Chicago, Lan- ark Junction, (n. o.).	Chicago, Mil- waukee and St. Paul Rwy.	116.50	7, 092 28			31 by 9.3, f. f., d. l.	19
20	Mo.	28004	.....	Saint Louis, Kansas City.	Wabash, Saint Louis and Pa- cific Rwy.	277.20	7, 026 30			apt., 25.7 by 9.2, i. f., a. l.	23.51
21	Mo.	28010	.....	Kansas City, Cameron.	Hannibal and St. Joseph R. R.	54.98	681 26			r. p. o., 40.1 by 9.1, f. f., a. l.	27
22	Minn	26003	.....	Saint Paul, Sauk Rapids.	Saint Paul, Min- neapolis and Manitoba Rwy.	77.53	10, 750 25			average 32.3 by 8.10, f. f., a. l.	25.47*
23	Wis.	25014	.....	Winona, Win- ona Junc- tion.	Chicago and Northwestern Rwy.	29.82	6, 279 21			r. p. o., 50 by 9.5, f. f., a. l.; apt., 36 by 9.5, f. f., a. l.	13
24	Wis.	25009	.....	Chicago, Fort Howard.	Chicago and Northwestern Rwy.	242.70	6, 152 22			50 by 9.5, d. l., 62.70 m., a. l. residue.	17.58*
25	Mo.	28006	.....	Kansas City, U. P. Trans- fer (n. o.).	Kansas City, St. Joseph and Council Bluffs R. R.	200.70	5, 150 26			22 by 9.3, 1 l.	16.88*
26	Kans	33010	.....	Atchison, South Pueblo.	Achison, Tope- ka and Santa Fé R. R.	620.50	9, 081 25			r. p. o., 49 by 9.5, 1 l. between Tope- ka and Pueblo, 568.19 m.; apt., 13.3 by 9.4, f. f., a. l. between At- chison and Tope- ka.	14
27	Ill.	23002	.....	Chicago, Free- port.	Chicago and Northwestern Rwy.	121.39	5, 035 22			35.4 by 9.5, 1 l.	24.07*
28	Cal.	46003	.....	Roseville, Red- ding.	Central Pacific R. R.	151.74	4, 971 23			20 by 8.10, f. f., a. l.	7.67*
29	Ill.	23030	.....	Aurora, Fores- ton.	Chicago and Iowa R. R.	81.57	4, 576 27			r. p. o., 40.1 by 8.11, f. f. o. a. l., & 9 by 8.1, 1 l.	12
30	Mich	24001	.....	Toledo, Detroit.	Lake Shore and Michigan Southern Rwy.	65.58	4, 368 22			apt., 36 by 9.4; 22 by 7.5; 1½ l. to Monroe; ¼ l. resal- due.	24.17*
31	Ill.	23020	.....	Chicago, Cairo.	Illinois Central R. R.	365.53	7, 733 26			r. p. o., 49.4 by 9, d. l., to Kankakee, 55.87 m. (auth. 1, 40 ft. & 1.50 ft.); 41.4 by 9, 1 l., to Centralla, 252.10 m.; 44.4 by 9, 1 l. (40 ft. auth.)	18.49*

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for f. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for f. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for f. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for f. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
205 89	65 00	194 94	65 00	89,926 34	26,923 00	85,376 37	26,988 65	July 1, '83	1.01 m. decrease. 90.28 m., at \$257.36 per m., formerly \$243.68 for 91 m. In Apr., 1883.	15
203 83	61 87	177 84	61 00	60,252 18	17,780 28	53,603 63	18,341 36	July 1, '83	16.48 m., at \$254.79, formerly 19.86 m., at \$222.30; 4.97 m. decrease. In Apr., 1883.	16
200 93	40 00	105 17	40 00	38,080 25	7,580 80	19,984 40	7,600 80	July 1, '83	.50 m. decrease. In Apr., 1883.	17
200 07	40 00	150 80	40 00	22,695 94	4,537 60	17,998 81	4,502 80	July 1, '83	.87 m. increase. In Apr., 1883.	18
193 23	.....	159 03	.....	22,511 29	.....	18,526 99	.....	July 1, '83	In Apr., 1883	19
192 38	.....	139 00	.....	53,327 73	.....	38,922 87	.....	July 1, '83	.90 m. decrease. In Apr., 1883.	20
189 81	25 00	185 54	25 00	10,435 75	1,374 50	10,349 42	1,394 50	July 1, '83	.07 m. increase. In Apr., 1883.	21
185 37	.....	138 17	.....	14,371 72	.....	10,542 37	.....	July 1, '83	1.23 m. increase. In Apr., 1883.	22
183 83	40 00	82 08	40 00	5,481 81	1,162 80	2,530 52	1,233 20	July 1, '83	1.01 m. decrease. In Apr., 1883.	23
182 97	40 00	139 37	40 00	41,991 87	12,216 00	31,943 87	12,220 00	July 1, '83	66.50 m., formerly at \$111.50; 63 m., formerly at \$80, r. p. o.; 66 m., at \$146.38; 62.70 m., r. p. o., at \$80.; .20 m. increase. In Apr., 1883.	24
171 86	.....	150 48	.....	34,492 30	.....	30,622 68	.....	July 1, '83	2.80 m. decrease. In Apr., 1883.	25
171 09	25 00	127 91	25 00	112,975 50	14,204 75	83,904 21	14,204 75	July 1, '82	1.65 m. increase. 40-foot cars authorized. 148.44 m., formerly at \$159.89. 150.09 m., at \$214.61. In Apr., 1882.	26
171 00	22 00	153 90	22 00	20,757 69	2,670 58	18,666 52	2,668 38	July 1, '83	In Apr., 1883. .10 m. increase.	27
170 15	.....	123 98	.....	25,818 56	.....	18,776 77	.....	July 1, '82	In July 1882. .29 m. increase.	28
164 16	25 00	142 79	25 00	13,390 53	2,639 25	11,775 89	2,061 75	July 1, '83	.90 m. decrease. In Apr., 1883.	29
161 60	.....	154 76	.....	10,597 72	.....	10,121 30	.....	July 1, '83	.18 m. increase. In Apr., 1883.	30
160 06	115 00	149 12	115 00	58,506 73	19,072 26	54,178 27	17,694 80	July 1, '83	2.21 m. increase. r. p. o., \$115 for 55.87 m.; \$50 for 196.23 m.; and \$25 res. 113.43 m. In Apr., '83.	31

H.—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.
						Miles.	Lbs.				
32	Mich	24028	.....	Detroit, Fort Gratiot.	Chicago, Detroit and Canada Grand Trunk Junction R. R.	58.98	4,149 24			Feet and inches. apt., 23.10 by 6.4...	20.52*
33	Mo.	28005	.....	Quincy, Saint Joseph.	Hannibal and Saint Joseph R. R.	207.79	7,455 27			r. p. o., 40.1 by 9.1, 1 l., 171.61 m.; 13.1 by 9.1, 1 l. residue, 36.38 m. 12 by 7.2, 1 l.	14
34	Mich	24035	.....	Toledo, Detroit	Michigan Central R. R.	60.12	3,960 20				22.38*
35	Wis	25012	.....	Milwaukee, Fond du Lac.	Chicago and Northwestern Rwy.	64.07	3,770 20			apt., 24 by 9.2, s. l. . .	13
36	Mo.	28014	.....	Hannibal, Sedalia.	Missouri Pacific Rwy.	142.63	3,281 25			r. p. o., 50.7 by 9.3, f. f., s. l. (40 ft. anth.) 20.5 by 8.10, s. l.	16.98*
37	Oreg	44001	.....	Portland, Roseburg.	Oregon and California R. R.	198.88	3,165 18				8.43*
38	Pa.	8002	.....	Philadelphia, Pottsville.	Philadelphia & Reading R. R.	92.84	3,092 24			apt., 15.3 by 8.7, 3 l.	33.57
39	Ga.	15004	.....	Atlanta, Augusta.	Georgia R. R. & Banking Co.	172.59	3,089 25			r. p. o. (average), 29.10 by 8.7, f. f. c., d. l. apt., 17.8 by 9.6, s. l.	21
40	Iowa	27029	.....	Missouri Valley, Sioux City.	Sioux City and Pacific Rwy.	76.18	2,709 25				13.48*
41	Minn	26004	.....	East St. Cloud (n. o.), Saint Vincent.	Saint Paul, Minneapolis and Manitoba Rwy.	316.99	3,080 24			40 by 8.9, f. f., s. l. . .	13
42	Mich	24013	.....	Detroit, Bay City.	Detroit and Bay City R. R.	107.78	2,653 22			apt., 14.8 by 9.4, s. l.	16
43	Wis	25001	.....	Milwaukee, North McGregor.	Chicago, Milwaukee & St. Paul Rwy.	196.64	2,532 27			21.8 by 9.3, f. f., s. l.	14.28*
44	Mich	24027	.....	Detroit, Grand Haven.	Detroit, Grand Haven & Milwaukee Rwy.	189.06	2,532 23			23 by 9.1 (average), d. l., 157.5 m.; 1 l. residue.	22.30
45	Mo.	28013	.....	Brunswick, Council Bluffs.	Wabash, Saint Louis and Pacific Rwy.	224.42	2,454 25			apt., 17.7 by 8.7, f. f., s. l.	13
46	Iowa	27012	.....	Clinton, La Crosse.	Chicago, Milwaukee and St. Paul Rwy.	181.24	2,442 22			apt., 20 by 9.2, f. f., s. l., 164.17 m.; d. l., 54.00 m.	11.54*
47	Minn	26002	.....	Sauk Rapids, Brainerd.	Northern Pacific R. R.	66.68	4,711 26			24.6 by 9, f. f., s. l. . .	14
48	Minn	26009	.....	Saint Paul, McGregor.	Chicago, Milwaukee and St. Paul Rwy.	218.03	2,230 20			23.0 by 9.2, f. f., s. l.	10.76*
49	Mich	24010	.....	Jackson, Grand Rapids.	Michigan Central R. R.	94.78	2,178 22			apt., 11 by 6.11, 10 by 9.2, 11.2 by 6.9.	25
50	Mich	24015	.....	Monroe, Ludington.	Flint and Pere Marquette R. R.	254.41	2,177 23			22 by 7.5, 2 l.; Wayne Junction and Manistee Junction, 210.57 m., and 1 l. residue, 43.84 m.	16.01*
51	Kan.	33006	.....	Waseca Junction (n. o.), Ottawa.	Kans. City, Lawrence & Southern Kansas R. R.	46.03	3,150 21			18.1 by 8.9, f. f., s. l.	13
52	La.	30003	.....	New Orleans, Cheneyville.	Morgans, Louisiana & Texas R. R. & Steamship Co.	210.96	2,140 20			16 by 9.1, f. f., d. l., to Vermillionville, 144.50 m.; s. l. residue.	11.88*
53	Tex.	31028	.....	Whitesboro'gh, Taylor.	Missouri Pacific Rwy.	264.43	3,134 20			22 by 9.3, f. f., d. l., to Fort Worth, 61.2 m.; s. l. residue.	8.14*

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
158 18	126 54	.....	9,329 45	.....	8,206 11	.....	July 1 '83	5.67 m. decrease. In Apr., 1883.	32
157 32	25 00	156 64	25 00	32,689 52	4,287 75	32,447 98	4,275 00	July 1 '83	.64 m. increase. r. p. o. on 117.51 m. only. In Apr., 1883.	33
155 61	163 31	.....	9,355 27	.....	10,187 86	.....	July 1 '83	1.20 m. decrease. In Apr., 1883.	34
153 05	126 54	.....	9,805 91	.....	8,039 08	.....	July 1 '83	54 m. increase. In Apr., 1883.	35
146 21	25 00	140 22	25 00	20,853 93	3,565 75	20,030 43	3,571 34	July 1 '83	22 m. decrease. In Apr., 1883.	36
144 50	99 18	.....	28,738 16	.....	19,746 73	.....	July 1 '82	23 m. decrease. In July, 1882.	37
143 64	119 70	.....	13,335 53	.....	11,112 94	.....	Sept. 1 '82	In Sept., 1882....	38
143 64	24 37	123 98	25 00	24,790 82	4,314 75	21,397 70	4,206 01	Apr. 1 '83	In Apr., 1883....	39
138 51	111 15	.....	10,551 69	.....	8,467 40	.....	July 1 '83	...do	40
136 80	108 08	.....	43,323 19	.....	15,741 85	.....	July 1 '83	Covers part of Route 26005, from July 1 '83. In Apr., 1883.	41
136 80	98 32	.....	14,744 30	.....	10,679 51	.....	July 1 '83	.84 m. decrease. In Apr., 1883.	42
135 95	129 11	.....	26,733 20	.....	25,452 74	.....	July 1 '83	.50 m. decrease. In Apr., 1883.	43
135 09	123 98	.....	25,540 11	.....	23,698 77	.....	July 1 '83	2.19 m. decrease. In Apr., 1883.	44
134 24	114 57	.....	30,126 14	.....	25,649 93	.....	July 1 '83	.51 m. increase. In Apr., 1883.	45
134 24	70 97	.....	24,329 65	.....	12,862 60	.....	July 1 '83	In Apr., 1883....	46
133 38	89 09	.....	8,093 49	.....	4,211 72	.....	July 1 '83	.28 m. decrease. In Apr., 1883.	47
130 82	74 56	.....	25,370 30	.....	18,150 51	.....	July 1 '83	2.29 m. decrease. 95.50 m., at \$104.66 per m., formerly \$93.20 for 112.46 m. In Apr., 1883.	48
129 90	93 20	.....	12,309 81	.....	8,803 67	.....	July 1 '83	.26 m. increase. In Apr., 1883.	49
129 90	112 54	.....	28,615 55	.....	24,487 01	.....	July 1 '83	3.18 m. increase. \$103.96 for 171.06 m. L. G.	50
129 96	123 98	.....	6,060 03	.....	4,297 14	.....	Apr. 1 '83	11.97 m. from July 17, 1882. In Apr., 1883.	51
129 96	128 25	.....	25,166 85	.....	24,836 38	.....	Jan. 1 '83	83.52 m., formerly at \$102.60; 83.52 m., at \$103.96. In Jan., 1883.	52
129 96	78 66	.....	30,466 53	.....	22,233 89	.....	Apr. 1 '83	73.95 m. from July 24, 1882. In Apr., 1883.	53

H.—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.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
						Miles.	Lbs.			
54	Wis.	25024	.....	Racine, Rock Island.	Chicago, Milwaukee & St. Paul Rwy.	197.91	2,122	22	Feet and inches. apt. (average), 21.6 by 9.2, f. f., s. l., 3 l., Lanark Junction to Savanna, 22 m.	14.11*
55	Va.	11021	.....	Hagerstown, Roanoke.	Shenandoah Valley R. R.	230.89	2,095	23	r. p. o., 39.6 by 8.7, f. f. c., s. l.	10.32*
56	Ill.	23005	.....	Rock Island, East St. Louis.	Chicago, Burlington and Quincy R. R.	245.52	2,065	20	25.5 by 8.10, 2 l., 11.87 m.; 1 l. residue.	12.29*
57	Wis.	25011	.....	Kenosha, Rockford.	Chicago and Northwestern Rwy.	72.40	2,035	.....	r. p. o., 50 by 9.5, f. f., s. l., Harvard, to Caledonia Junction, 14.80 m.; apt., 36 by 9.5, f. f., s. l., 12.6 by 7.2; f. f., s. l., over whole route.	9.97*
58	N. C.	13007	.....	Charlotte, Augusta.	Charlotte, Columbus and Augusta R. R.	197.53	2,026	21	20 by 9, f. f., s. l.	10.07
59	Nebr.	34002	.....	Plattsmouth, Kearney.	Burlington and Missouri River (in Nebraska) R. R.	191.11	2,012	21½	r. p. o., 40 by —, 1 l., Orsep. Junction to Hastings, 147.50 m.	8.02*
60	Mo.	28003	.....	Saint Louis, Vinita.	Saint Louis and San Francisco Rwy.	364.23	4,236	23½	r. p. o., 50 by 9, f. f., s. l., to Pierce City, 296.62 m. (40 authorized); apt., 22.6 by 7.3, f. f., s. l., to North Springfield, 241 m.; 14 by 6.8, f. f., s. l., from Pierce City to Vinita, 74.61 m.	10.97
61	Ill.	23030	.....	East St. Louis, Eldorado.	Saint Louis, Alton and Terre Haute R. R.	121.65	1,981	25	apt., 18.6 by 9.3, 25.6 by 0.3, 1 l.	14.01*
62	Iowa	27017	.....	Davenport, Leavenworth.	Chicago, Rock Island and Pacific Rwy.	336.06	1,980	22	apt., 22.6 by 9.4, f. f., s. l., to Edgerton Junction, 314.40 m.	13
63	Minn.	26015	.....	Winona, Saint Peter.	Winona and St. Peter R. R.	139.80	4,101	22	24.7 by 9.3, f. f., s. l.	13
64	Mich.	24017	...	Detroit, Howard City.	Detroit, Lansing and Northern R. R.	160.72	1,966	25	20 by 9.1, l. 13.2 by 9, 1 l. to Ionia,	16.23*
65	Mont.	36001	.....	Silver Bow, Deer Lodge City.	Utah and Northern Rwy.	33.90	1,826	20	40 by 7.5, f. f., s. l.	14
66	Ill.	23018	.....	Bloomington, East St. Louis.	Chicago and Alton R. R.	180.51	1,811	25	apt., 40 by 8.11, 25.2 by 9.2.	16.40
67	Tex.	31012	.....	Houston, Orange.	Texas and New Orleans R. R.	106.24	1,782	25	18.3 by 9.1, f. f., s. l.	7
68	Ill.	23027	.....	State Line (n. o.), Warsaw.	Wabash, Saint Louis and Pacific Rwy.	228.87	1,766	25	apt., 28 by 9, f. f., s. l. to Keokuk, 223.68 m.; d. l. Forest to Fairbury, 5.92 m.	10.94*

ADJUSTMENT OF PAY OF RAILROADS.

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
129 96		83 79		25,720 38		16,578 68		July 1, '83	.05 m. increase. In Apr., 1883.	54
129 11	25 00	55 58		30,972 19	5,997 25	7,970 72		Apr. 1, '83	93 m. from June 19, 1882. In Apr. and May, 1883.	55
129 11		87 21		31,699 08		21,664 71		July 1, '83	2.9 m. decrease. In Apr., 1883.	56
128 25	40 00	62 42	40 00	9,285 30	592 00	4,525 45	640 00	July 1, '83	.10 m. decrease. In Apr., 1883.	57
128 25		124 83		25,333 22		24,657 66		Apr. 1, '83	In Apr., 1883.	58
128 26	21 87	141 96	21 87	24,509 85	3,225 82	27,080 24	3,225 82	July 1, '82	r. p. o., on 147.50 m. only. r. p. o. pay from July 5, 1882, \$25.31 m. increase. In Apr., 1882.	59
127 81	25 00	116 28	25 00	46,588 65	7,265 50	42,354 99	7,256 25	July 1, '83	.02 m. decrease. r. p. o., on 290.62 m. only. In Apr., 1883.	60
127 40		106 17		15,498 21		12,780 25		July 1, '83	.13 m. increase. In Apr., 1883.	61
127 40		111 15		42,814 04		37,922 82		July 1, '83	Main route. Branch not weighed. 2.12 m. decrease. In Apr., 1883.	62
126 54		89 61		17,690 29		12,853 62		July 1, '83	5.35 m. decrease. In Apr., 1883. Mankato Junction to Mankato, 3.75 m., made a separate route, No. 26019, from July 1, 1883.	63
126 54		87 21		20,387 50		14,016 39		July 1, '83	In Apr., 1883.	64
120 56				4,086 98				Jan. 1, '88	In Apr., 1883. New.	65
119 70		100 04		21,607 04		18,057 22		July 1, '83	.01 m. increase. In Apr., 1883.	66
118 86		122 27		12,626 62		12,989 96		Jan. 1, '83	In Jan., 1883.	67
127 99		83 79		27,004 37		19,289 29		July 1, '88	1.34 m. decrease. In Apr., 1883.	68

H.—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.
						<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>	
69	Minn	26031	.....	Tracy, Pierre	Chicago and Northwestern Rwy.	255.71	1,753 23		24 by 9.3, f. f., s. l. . .	7
70	Minn	26037	.....	Minneapolis, Cologne.	Chicago, Milwaukee and St. Paul Rwy.	33.17	1,710 22		20.8 by 8.11 (av.), f. f., s. l.	6
71	La ..	30010	.....	Vermillion, Orange.	Louisiana Western R. R.	113.15	1,699 25		18.3 by 9.1, f. f., s. l.	7
72	Mo..	28018	.....	Mt. Pleasant, St. Peters.	St. Louis, Keokuk & Northwestern Rwy.	187.07	1,690 19		20 by 9.1, l. Keokuk to St. Peters; 9 by 8.1, l. Mt. Pleasant to Keokuk.	11.10*
73	Ill ..	23042	.....	Chicago, Danville.	Chicago & Eastern Illinois R. R.	124.06	1,690 25		apt., 17.6 by 7, l. l.	16*
74	Mo..	28022	.....	Roadhouse, Kansas City.	Chicago and Alton R. R.	252.93	1,664 27		apt., 25.6 by 9.2, l. l.	21
75	Mich	24004	.....	White Pigeon, Grand Rapids.	Lake Shore and Mich. Southern Rwy.	96.32	1,663 25		apt., 13 by 9.1, 16 by 7.11, d. l.	12
76	Iowa	27021	.....	Dubuque, Sioux City.	Illinois Central R. R.	327.59	2,944 22½		apt. (av.), 21.11 by 8.11, f. f., s. l.	12.48*
77	Minn	26025	.....	Saint Paul, Sioux City.	Chicago, Saint Paul, Minneapolis & Omaha Rwy.	270.11	2,903 23		23 by 9.3, d. l. to Worthington, 178.66 m., s. l. res.	13
78	Ill ..	23025	.....	Hannibal, Bluffs.	Wabash, Saint Louis and Pacific Rwy.	50.01	1,643 25		apt., 17 by 8.7, f. f., s. l.	19
79	Mo..	28020	.....	Pierce City, Halstead.	Saint Louis and San Francisco Rwy.	343.67	1,627 23		r. p. o., 50 by 9.1, l. (49 ft. auth.).	7
80	Neb.	34004	....	Omaha, Oneopolis Junction (n. o.).	Omaha & Southwestern R. R.	16.60	1,617 21½		r. p. o., 40 by —, l. l.	12
81	Ohio	21051	.....	Columbus, Coal Grove.	Scioto Valley R. R.	132	1,614 22		11.11 by 6.11, f. f., s. l.	19
82	Mich	24052	.....	Holland, Grand Rapids.	Chicago and West Michigan Rwy.	25.46	1,581 23		apt., 15 by 9, l. l. . .	13
83	Minn	26006	.....	Saint Paul, Breckenridge.	St. Paul, Minneapolis & Manitoba Rwy.	216.88	2,714 23		22 by 9.4, f. f., s. l. . .	7.87*
84	Ill ..	23021	.....	Dubuque, Centralia.	Illinois Central R. R.	245.14	2,705 24		r. p. o., 35.4 by 9.5, Dubuque to Freeport, 69.56 m., d. l.; 40.1 by 8.11 addl. Dubuque to Foreston, 82.07 m., s. l.; apt. (av.), 22.3 by 9, Freeport to Centralia, 275.58 ms.	12.55*

ADJUSTMENT OF PAY OF RAILROADS.

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks	Order.
Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.			
117 14		77 81		29,953 86		19,907 69		July 1, '83	.14 m. decrease.	69
115 43		94 91		3,828 81		3,213 65		July 1, '83	.69 m. decrease.	70
114 57		117 14		12,963 59		13,254 39		Jan. 1, '83	In Jan., 1883	71
114 57		101 75		21,432 60		19,001 81		July 1, '83	.32 m. increase. In Apr., 1883.	72
114 57		74 39		14,213 55		9,334 46		July 1, '83	1.42 m. decrease. In Apr., 1883.	73
113 72		106 02		17,181 62		9,523 77		July 1, '83	1.59 m. decrease. Nos. 28022 and 28038 consolidated from July 1, 1883, under No. 28022. In Apr., 1883.	74
113 72		92 08		10,953 51		8,809 29		July 1, '83	.65 m. increase. In Apr., 1883.	75
112 86		96 45		36,971 80		31,790 88		July 1, '83	2.02 m. decrease. In Apr., 1883.	76
112 86		80 72		30,484 61		9,890 62		July 1, '83	Covers route No. 28026 from July 1, 1883. .86 m. decrease; 148.44 m., formerly, at \$71.82.	77
112 86		100 89		5,644 12		5,061 88		July 1, '83	3.91 m., \$90.63, Naples to Bluffs, formerly branch of No. 21019. 56 m. decrease. In Apr., 1883.	78
112 01	25 00	108 59	25 00	25,937 87	6,091 75	24,248 09	5,482 00	July 1, '83	24.39 m., special rate, at \$56.43, Lap., .06 m. decrease. In Apr., 1883.	79
111 15	21 87	140 22	21 87	1,845 09	363 04	2,490 30	388 41	July 1, '82	r. p. o. pay from July 5, 1882, \$25 per m., 1.16 m. decrease. In Apr., 1882.	80
111 15		85 50		14,671 80		8,668 84		Oct. 1, '82	26.25 m. from May 23, 1881; 4.36 m. from July 1, 1881. In Oct., 1882.	81
110 80		68 40		2,808 23		1,771 56		July 1, '83	.44 m. decrease. In Apr., 1883.	82
110 13		57 45		23,684 90		12,504 57		July 1, '83	.78 m. decrease. In Apr., 1883.	83
110 13	47 00	98 50	47 00	38,010 26	3,582 07	34,172 60	3,546 37	July 1, '83	1.79 m. decrease; r. p. o. \$25 for 12.51 m. In Apr., 1883.	84

H.—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.
						Miles.	Lbs.		Feet and inches.	
85	Kans	33008	.....	Kansas City, Webb City.	Kansas City, Fort Scott and Gulf R. R.	182.56	1,532 25		19.7 by 9 f. f., s. l.	10.79*
86	Iowa	27073	....	Pacific Junction, East Plattsburgh (n. o.).	Chicago, Burlington & Quincy R. R.	3.30	2,450 20		no apt	20
87	Iowa	27028	.....	Savanna, T. P. Transfer (n. o.).	Chicago, Milwaukee and St. Paul Rwy.	351.18	1,498 22		apt. (av.), 20.11 by 9.3 f. f., s. l.	13
88	Va..	11005	....	Newport News, Ashland.	Chesapeake and Ohio Rwy.	510.18	1,482 23		18.8 by 8.11, 17 by 8.10, f. f., s. l.	14.02*
89	Iowa	27001	....	Burlington, Albert Lea.	Burlington, Cedar Rapids and Northern Rwy.	258.82	1,451 20		apt., 20 by 9.4, f. f., s. l.	14.33*
90	Wis.	25003	.....	Milwaukee, Berlin.	Chicago, Milwaukee and St. Paul Rwy.	97.48	1,425 25		apt. (av.), 6.1 by 7.4 f. f., s. l., for 84.58 m.	12
91	Mich	24031	....	Fort Howard, Ishpeming.	Chicago and Northwestern Rwy.	179.45	2,074 22		36 by 9.6, f. f., s. l.	8.60*
92	Ill.	23016	.....	Bureau, Peoria.	Chicago, Rock Island and Pacific Rwy.	47.03	1,419 23		apt., 20 by 9.6, s. l.	12
93	Iowa	27011	.....	Keokuk, Burlington.	Chicago, Burlington and Quincy R. R.	49.44	1,397 29		15.3 by 8.9, 1 l.	13
94	Wis	25018	.....	Milwaukee, Two Rivers.	Milwaukee, Lake Shore & Western Rwy.	84.96	1,395 25		apt., 25 by 9.6, 1 l. to Manitowoc; no clk. res.	17.48
95	Mo..	28007	.....	Moberly, Ottumwa.	Wabash, Saint Louis and Pacific Rwy.	181.30	1,395 25		19.3 by 9.2, f. f., s. l.	13
96	Iowa	27025	.....	Calmar, Running Water.	Chicago, Milwaukee and St. Paul Rwy.	351.40	1,949 20		apt., 20.9 by 9 f. f., s. l.	6
97	Mich	24009	.....	Jackson, Mackinaw.	Jackson, Lansing and Saginaw R. R.	295.60	1,349 22		14.8 by 8.10 (av.), 2 l. to Bay City, 113.47 m., 1 l. res.	12.80*
98	Mich	24021	.....	LaCrosse Junction, Pent Water.	Chicago & West Michigan Rwy.	208.18	1,264 17		11.11 by 7.8, f. f., d. l. Holland to Muskegon, 35.5 m.; s. l. residue.	13.10*
99	Iowa	27010	.....	Ottumwa, Mason City.	Cent. Iowa Rwy.	171.86	1,230 20		apt., 22 by 9.3, 1 l.	12.34*
100	Ill.	23012	.....	Streator, Aurora.	Chi., Burlington & Quincy R. R.	60.68	1,228 25		27.3 by 8.10, 1 l.	12
101	Ill.	23009	.....	Peoria, Galesburgh.	.....do.....	53.23	1,222 26		apt., 19.4 by 8.11, d. l. Elmwood to Yates City, 3 m.; s. l. residue.	24.33*
102	Mich	24000	.....	Jackson, Mackinaw City.	Michigan Central R. R.	298.16	1,207 28		15.6 by 8.8, 13.9 by 8.5, 12 by 8.8, 11.6 by 9 f. f., d. l. to Bay City, 115.55 m.; s. l. residue, 182.61 m.	12.76*
103	Minn	28021	.....	Minneapolis, Angus.	Minneapolis and St. Louis Rwy.	206.26	1,168 20		9.3 by 8.8, f. f., s. l.	8.49*
104	Ky..	20029	.....	Mt. Sterling, Geigersville.	Chesapeake and Ohio Rwy.	76.50	1,163 25		20.5 by 8.11, f. f., s. l.	13

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.			
107 73	117 14	117 14	19,667 18	20,622 49	Apr. 10, '83	6.51 m. from Apr. 10, 1883. In Apr., 1883.	85			
107 39	52 07	354 38	266 51	July 1, '83	1.76 m. decrease. In Apr., 1883.	86				
100 02	52 16	37,232 10	4,046 41	July 1, '83	.20 m. increase. This route embraces 27072 from July 1, 1883. In Apr., 1883.	87				
100 02	95 70	54,089 28	40,167 48	May 1, '82	15.22 m. from Mar. 28, 1881. Combined weighings of 1881 and 1882.	88				
104 31	77 81	20,475 96	19,722 50	July 1, '83	.35 m. increase. In Apr., 1883.	89				
103 46	86 10	10,085 28	8,241 68	July 1, '83	.06 m. decrease. In Apr., 1883.	90				
103 29	73 87	18,535 39	13,227 90	July 1, '83	.38 m. increase. In Apr., 1883.	91				
102 60	91 40	4,825 27	4,314 06	July 1, '83	.13 m. decrease. In Apr., 1883.	92				
101 75	69 26	4,420 02	3,025 96	July 1, '83	.25 m. decrease. In Apr., 1883.	93				
101 75	66 09	8,644 08	5,668 65	July 1, '83	.04 m. decrease. In Apr., 1883.	94				
101 75	90 63	13,359 77	11,855 31	July 1, '83	.49 m. increase. In Apr., 1883.	95				
100 55	58 78	38,871 47	12,940 65	July 1, '83	.82 m. increase. On 140.70 m., at \$125.69 per m. In Apr., 1883.	96				
100 04 10 00	94 00 10 00	29,580 82	1,134 70	28,027 04	1,155 50	July 1, '83	2.47 m. decrease. In Apr., 1883.	97		
96 62	75 24	20,114 35	12,692 98	July 1, '83	1.26 m. increase. 15.02 m. from Sept. 11, 1882; 23.20 m. from Jan. 9, 1882. In Apr., 1883.	98				
94 91	78 66	16,311 23	13,581 43	July 1, '83	.80 m. decrease. In Apr., 1883.	99				
94 91	65 84	5,759 13	4,071 54	July 1, '83	1.16 m. decrease. In Apr., 1883.	100				
94 91	115 17	5,052 05	6,031 17	July 1, '83	1.62 m. decrease. In Apr., 1883.	101				
94 00 10 00	74 98	33,969 72	1,155 50	16,421 90	Oct. 1, '82	63.22 m. from Feb. 10, 1882. Formerly \$64.98 for 119.39 m. In Sept., 1882.	102			
92 34	70 11	24,032 40	18,246 82	July 1, '83	July 11, 1883	103				
92 34		7,064 01		Feb. 1, '82	In October, 1882. New. Covered by route 20016.	104				

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

Order.	State.	Number of route.	Now number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
						Miles.	Lbs.		Feet and inches.	
105	Iowa	27072	.....	Marion and U. P. Transfer (n. o.).	Chicago, Milwaukee and St. Paul Rwy.	281.90	1, 137 22		apt., 21.1 by 9.3, f. f., s. l.	18
106	Colo.	38012	.....	Salida, Grand Junction.	Denver and Rio Grande Rwy.	207.50	1, 136 18		31.5 by 7.4 (av.), f. f., s. l.	7.70*
107	Mo.	28032	.....	Atchison, Edgerton Junction.	Chicago, Rock Island and Pacific Rwy.	29.45	1, 126 22		17.6 by 9.4, f. f., s. l.	18
108	Colo.	38003	.....	Denver, Cheyenne.	Colorado Central R. R.	139.83	1, 119 20		11.6 by 9, f. f., s. l.	13
109	Mich	24048	.....	East Saginaw, Bay City.	Flint and Pere Marquette R. R.	13.21	1, 088 23		22 by 7.5, 11.....	28*
110	Minn	28023	.....	La Crosse, Flandreau.	Chicago, Milwaukee and St. Paul Rwy.	311.66	1, 580 19		21.1 by 9.4, f. f., s. l.	6
111	Colo.	38005	.....	Denver, Leadville.	Denver, South Park and Pacific R. R.	172.25	1, 078 15		15.4 by 7.7, f. f., s. l.	14.27*
112	Iowa	27077	.....	California, Fremont.	Sioux City and Pacific R. R.	32.23	1, 076 14		apt., 17.8 by 9.6, s. l.	6
113	Dak.	35005	.....	Fargo, Neche.	St. Paul, Minneapolis & Manitoba Rwy.	158.71	1, 068 20		22 by 9.4, f. f., s. l.	6
114	Wis.	25020	.....	Warren, Mineral Point.	Chicago, Milwaukee and St. Paul Rwy.	32.95	1, 057 16		apt., 16.9 by 7.5, f. f., s. l., 25.81 m. Gratiot to Mineral Point.	14.24*
115	Mo	28024	.....	Holden, Paola.	Missouri Pacific Rwy.	54.19	1, 046 19		apt., 16.4 by 7, s. l.	6
116	Wis.	25004	.....	Milton Junction, Shullsburg.	Chicago, Milwaukee and St. Paul Rwy.	75.29	1, 043 17		apt., 16.9 by 7.5, f. f., s. l., 63.18 m. to Gratiot.	11.39*
117	Ill...	23032	.....	East St. Louis, Evansville.	Louisville and Nashville R. R.	162.25	1, 033 20		apt., 11.11 by 9.1, f. f., s. l.	18
118	Mich	24003	.....	Adrian, Jackson.	Lake Shore and Mich. Southern Rwy.	47.41	1, 031 24.7		apt., 11.2 by 8.10, s. l.	12
119	Mo.	28080	.....	Saint Joseph, Atchison.	Hannibal and St. Joseph R. R.	21.79	1, 030 21		apt., 13.1 by 9.1, f. f., s. l.	14
120	N. C.	13006	.....	Salisbury, Warm Sp'gs.	Western North Carolina R. R.	183.67	1, 020 20		20 by 8.6, f. f., s. l.	6
121	Minn	26005	.....	Breckenridge, Fargo.	St. Paul, Minneapolis and Manitoba Rwy.	53.27	1, 520 20		22 by 9.4, f. f., s. l.	13
122	Mich	24018	.....	Fort Wayne, Walton.	Grand Rapids & Indiana R. R.	262.03	1, 514 20		17 by 9, 17.4 by 9, 15 by 7.1, f. f., s. l. to Grand Rapids, 142.1 miles; d. l. thence to Cadillac, 98.2 m.; s. l. residue, 21.78 m.	16.43*
123	Iowa	27033	.....	Albia, Des Moines.	Chicago, Burlington & Quincy R. R.	68.88	1, 009 29		apt., 19 by 9, f. f., s. l.	13

ADJUSTMENT OF PAY OF RAILROADS.

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	Oct. 1, '82		
90 63				23,735 90				Oct. 1, '82	167.80 m. from Apr. 10, 1882; 94.10 m. from October 1, 1882. From July 1, 1883, this route is consolidated with route 27023. In Apr., 1883. New.	105
90 63		93 20		18,805 72		6,924 76		Apr. 1, '83	61.40 m. from Oct. 6, 1882; 71.80 m. from Dec. 15, 1882. In Apr., 1883.	106
90 03		55 58		2,669 05		1,667 40		July 1, '83	.55 m. decrease. In Apr., 1883.	107
89 78		69 20		12,553 93		9,393 04		July 1, '82	4.21 m. increase. In Apr., 1882.	108
88 92		67 55		1,174 63		861 26		July 1, '83	.46 m. increase. In Apr., 1883.	109
88 24		73 88		27,714 64		23,249 20		July 1, '83	9.60 m.; formerly at \$92.34; 8.79 m. at \$110.30. .63 m. decrease.	110
88 07		88 92		15,170 05		15,324 47		July 1, '82	.09 m. decrease. In Apr., 1882.	111
88 07		54 72		2,838 49		1,768 62		July 1, '83	In Apr., 1883	112
88 07		76 10		13,977 58		6,006 57		July 1, '83	Covers route 35011 from July 1, '83 (39.73 m. from Feb. 15, 1883, on 35011); 79.78 m. from July 1, '83. In Apr., 1883.	113
87 21		55 58		2,873 56		1,861 37		July 1, '83	.54 m. decrease. In Apr., 1883.	114
87 21		47 03		4,725 90		2,564 55		July 1, '83	.34 m. decrease. In Apr., 1883.	115
87 21		68 40		6,566 04		5,212 76		July 1, '83	.92 m. decrease. In Apr., 1883.	116
86 36		85 50		14,011 91		13,688 55		July 1, '83	2.15 m. increase. In Apr., 1883.	117
86 36		65 84		4,094 32		3,110 28		July 1, '83	.14 m. increase. In Apr., 1883.	118
86 36		117 13		1,881 74		2,597 94		July 1, '83	.39 m. decrease. In Apr., 1883.	119
86 36		65 84		15,861 74		9,396 02		Oct. 1, '82	11.30 m. from Aug. 15, '81; 12.53 m. from Oct. 5, '81; 17.13 m. from May 1, 1882. In Oct., 1882.	120
86 18		94 40		4,590 80		19,154 70		July 1, '83	Route curtailed and changed. In Apr., 1883.	121
85 50	10 00	77 03		22,403 56	982 00	18,543 87		Oct. 1, '82	Formerly \$67.03 perm. for 164.03 m.	122
50		67 55		5,889 24		4,796 05		July 1, '83	2.12 m. decrease. In Apr., 1883.	123

H.—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 whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
						Miles.	Lbs.				
124	Mo.	28034	....	Bismarck, Columbus.	St. Louis, Iron Mountain and Southern Rwy.	121.28	1,005 19	13.6 by 9, f. f., a. 1 ..		13
125	Minn	26014	....	Saint Peter, Redfield.	Winona and St. Peter R. R.	255.39	1,451 20	24 by 9.3, f. f., a. 1 ..		7.4*
126	Iowa	27027	....	Davenport, Calmar.	Chicago, Milwaukee and St. Paul Rwy.	165.70	951 20	apt., 15.10 by 7.4, 20 by 8.8, a. 1.		10.27*
127	Minn	26001	....	Duluth, Miles City.	Northern Pacific R. R.	747.95	1,176 22	19.6 by 8.6, f. f., a. 1. Brainerd to Glendive, 554.26 m.		7.61*
128	Mo.	28030	....	Pierce City, Fort Smith.	Saint Louis and San Francisco Rwy.	139.88	903 20	apt. (av.), 20.11 by 7, 1 l.		7
129	Mich	24018	....	Fort Wayne, Mackinaw City.	Grand Rapids & Indiana R. R.	369.09	1,351 19	15.11 by 7.10, 1 l., 235.63 m.; 2 l., 97.90 m. No apt. residue, 35.51 m.		14.94*
130	Mo.	28040	....	Pleasant Hill, Joplin.	Missouri Pacific Rwy.	133.70	879 21	apt., 20.5 by 7.3, 1 l.		14
131	Mich	24002	....	Monroe, Adrian	Lake Shore and Michigan Southern Rwy.	34.90	876 25	apt., 12.2 by 9, 8.6 by 6.9, a. 1.		14.15*
132	Ill ..	23040	....	Peoria, Rock Island.	Rock Island and Peoria Rwy.	91.60	875 22½	apt. (av.), 11.11 by 8, a. 1.		12
133	Ill ..	23041	....	Quincy, Hannibal.	Chicago, Burlington and Quincy R. R.	19.79	867 21	19.11 by 8.9, f. f., a. 1		18
134	Oreg	44003	....	Umatilla, Pendleton.	Oregon Rwy. & Navigation Co.	44.35	845 20	no apt.....		6
135	Ill ..	23066	....	Chicago, Alton.	Wabash, Saint Louis and Pacific Rwy.	215.99	834 25	apt., 17 by 8.7, f. f., a. 1., 205.46 m.		6
136	Ind	22008	....	Louisville Junction, Michigan City.	Louisville, New Albany & Chicago Rwy.	289.66	828 27	13.10 by 9.3, f. f., a. 1.		10.75*
137	Colo.	38020	....	Golden, Georgetown.	Colorado Central R. R.	35.12	808 14	16.3 by 7.7, f. f., a. 1.		13

ADJUSTMENT OF PAY OF RAILROADS.

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
85 50		82 84		10,889 44		10,062 28		July 1, '83	.04 m. decrease. In Apr., 1883.	124
88 45		66 35		22,786 26		12,256 84		July 1, '83	31.34 m. fm. Aug. 15, '82; 89.93 m. from Jan. 1, '83; 70.66 m. at \$104.31; .61 m. decr. In Apr., 1883.	125
82 94		52 16		18,743 15		8,652 30		July 1, '83	.18 m. decrease. In Apr., 1883.	126
81 40		56 09		49,086 76		21,808 92		May 1, '82	114.62 m. at \$34.20 L. G.; 155.46 m. from June 15, '81; 65.89 m. fm. Aug. 1, '81. Not weighed Glendive to Miles City, 79.07 m. In May, 1882.	127
81 23		57 29		11,362 45		4,847 71		July 1, '83	.14 m. increase; 17.58 m. from Dec. 1, '81; 4.02 m. from Apr. 5, 1882; 15.44 m. from Oct. 9, '82; 19.87 m. from Dec. 1, '82; 6.94 m. from Jan. 10, '83. In Apr., '83.	128
80 03		85 50	10 00	80,248 82		22,403 56	982 00	July 1, '83	85.51 m. at \$100.04 per m.; .10 m. increase; 71.81 m. formerly, at \$67 72; 35.15 m. formerly, at \$84.65; covers routes 24018 & 24019. In Apr., 1883.	129
79 52		69 26		10,631 82		7,996 74		July 1, '83	.96 m. increase; 17.26 m. from Sept. 8, '82. In Apr., 1883.	130
79 52		70 11		2,775 24		2,441 23		July 1, '83	In Apr., 1888	131
79 52		66 69		7,284 03		6,114 13		July 1, '83	.08 m. decrease. In Apr., 1883.	132
79 52		78 66		1,578 70		1,548 81		July 1, '83	.10 m. increase. In Apr., 1883.	133
78 66				8,488 57				Dec. 1, '82	In Apr., '83. New	134
77 81		79 52		16,806 18		7,941 66		July 1, '83	115.60 m. from May 15, 1883. This route consolidated with part of old 23043 from May 15, 1883. .52 m. increase. In Apr., 1883.	135
77 81		60 61		22,538 44		17,556 29		Oct. 1, '82	In Oct., 1882	136
7 96		55 58		2,702 48		2,096 47		July 1, '82	2.6 m. decrease. Late branch of route 38003. In Apr., 1882.	137

H.—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.
						Miles.	Lbs.		Feet and inches.	
138	Iowa	27007	.....	Creston, Hopkins.	Chicago, Burlington and Quincy R. R.	44.30	795 26		15 by 9.1, 1 l.	13
139	N.Y.	6075	.....	Elmira, Cortland.	Utica, Ithaca & Elmira R. R.	70.96	792 22		apt., 14.2 by 7.7, 1 l.	15
140	La.	30002	.....	New Orleans, Cheneyville.	Missouri Pacific Rwy.	172.30	789 15		16.6 by 9.6, f. f., a. l.	14
141	Iowa	27052	.....	Tama City, Elmore.	Chicago and Northwestern Rwy.	164.70	788 22		apt., 24 by 9.3, 1 l. .	6 10*
142	Ind.	22038	.....	Delphi, Chicago.	Louisville, New Albany & Chicago Rwy.	111.61	785 27		13.10 by 9.3, f. f., a. l	10 9*
143	Minn.	26007	.....	Saint Paul, Duluth.	Saint Paul and Duluth R. R.	155.59	1, 235 20		21 by 9.2, f. f., a. l. .	13
144	Iowa	27022	.....	Waterloo, Mena.	Illinois Central R. R.	80.79	763 15		apt. (av.), 18.7 by 8.1, 1 l.	12
145	Iowa	27030	.....	Des Moines, Jewell.	Chicago and Northwestern Rwy.	59.93	760 18		apt., 12.2 by 7.5, a. l.	14 15*
146	Mich.	24045	.....	Manistee Junc., Manistee.	Flint and Pere Marquette R. R.	27.13	760 24		apt., 22 by 7.5, a. l. .	12
147	Iowa	27031	.....	Des Moines, Fort Dodge.	Des Moines and Fort Dodge R. R.	88.69	758 23		apt., 13 by 9.3, f. f., a. l.	13
148	Conn.	5607	.....	Hopewell Junc., Providence.	New York and New England R. R.	187.58	755 24		apt., 16 by 8.9 (av.), 1 l.	6
149	Wis.	25042	.....	Lancaster Junc. (n. o.), Lancaster.	Chicago and Northwestern Rwy.	12.31	740 16		apt., 24 by 9.3, f. f., a. l.	12
150	Iowa	27074	.....	Red Oak, Eastport.	Chicago, Burlington and Quincy R. R.	50.74	730 25		apt., 16 by 8.10, a. l.	7
151	Iowa	27019	.....	Keokuk, Des Moines.	Chicago, Rock Island and Pacific Rwy.	163.11	704 24		apt., 16.6 by 9; 17 by 8.10, 1 l.	12
152	Mo.	28028	.....	Saint Joseph, Hopkins.	Kansas City, St. Joseph and Council Bluffs R. R.	59.13	657 24		15.4 by 9.3, f. f., a. l.	13
153	Wis.	25049	.....	Manitowoc, Warsaw.	Milwaukee, Lake Shore & Western Rwy.	133.61	697 25		apt., 25 by 9.6, f. f., a. l., 110.63 m.	10 96
154	Iowa	27006	.....	Chariton, Grant City.	Chicago, Burlington and Quincy R. R.	94.65	685 21		apt., 12.4 by 6.7, 1 l.	11 17*
155	Ill.	23038	.....	Peoria, Jacksonville.	Wabash, Saint Louis and Pacific Rwy.	84.52	682 20		apt., 8.7 by 17, f. f., a. l.	12
156	N.Y.	6073	.....	Rondout, Stamford.	Ulster and Delaware R. R.	73.64	680 21		16 by 6.8, 2 l.	13
157	Minn.	26010	.....	Hastings, Aberdeen.	Chicago, Milwaukee and St. Paul Rwy.	312.91	1, 080 21		av., 20.8 by 9, f. f., a. l.	6
158	Nebr.	34006	.....	Crete, Beatrice.	Omaha & Southwestern R. R.	30.66	670 25		9 by 6.6, f. f., a. l. . .	6

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
76 10	64 98	.....	3,371 23	.....	2,885 11	.....	July 1, '83	.10 m. decrease. In Apr., 1883.	138
76 10	68 40	.....	5,400 05	.....	4,457 62	.....	Feb. 12, '83	5.79 m. from July 1, 1882. Extension Horseheads to Elmira. In Feb. 12, 1883.	139
76 10	68 40	.....	13,112 03	.....	7,266 12	.....	Jan. 1, '83	82.30 m. from Dec. 1, 1882. In Jan., 1883.	140
76 10	65 84	.....	12,533 67	.....	10,845 16	.....	July 1, '83	.02 m. decrease. In Apr., 1883.	141
76 10	42 75	.....	7,279 42	.....	1,710 42	.....	Oct. 1, '82	71.60 m. from Apr. 5, 1882, of which 28.40 m. is lap service, at \$33.35 per m. In Oct., 1882.	142
75 93	43 78	.....	11,813 94	.....	6,817 85	.....	July 1, '83	.14 m. increase. In Apr., 1883.	143
75 24	65 84	.....	6,078 63	.....	5,247 44	.....	July 1, '83	1.09 m. increase. In Apr., 1883.	144
75 24	58 14	.....	4,509 13	.....	3,420 95	.....	July 1, '83	1.09 m. increase. In Apr., 1883.	145
75 24	66 69	.....	2,041 26	.....	1,801 96	.....	July 1, '83	.11 m. increase. In Apr., 1883.	146
74 39	60 71	.....	6,597 64	.....	5,336 40	.....	July 1, '83	.79 m. increase. In Apr., 1883.	147
74 39	132 53	.....	1,776 43	.....	23,435 55	.....	Mar. 6, '82	From Mar. 6, 1882, 23.88 m. between Brewster's Station & Hopewell Junc. In July, 1882.	148
74 39	45 32	.....	915 74	.....	559 25	.....	July 1, '83	.03 m. decrease. In Apr., 1883.	149
73 53	65 84	.....	3,730 91	.....	3,309 03	.....	July 1, '83	.43 m. decrease. In Apr., 1883.	150
72 68	69 26	.....	11,854 83	.....	11,281 06	.....	July 1, '83	.23 m. increase. In Apr., 1883.	151
71 82	65 84	.....	4,246 71	.....	3,896 42	.....	July 1, '83	.05 m. decrease. In Apr., 1883.	152
71 82	47 88	.....	9,595 87	.....	6,428 84	.....	July 1, '83	.66 m. decrease. In Apr., 1883.	153
71 82	54 72	.....	6,799 91	.....	5,284 31	.....	July 1, '83	1.89 m. decrease. In Apr., 1883.	154
71 82	59 00	.....	6,070 22	.....	4,970 16	.....	July 1, '83	.28 m. increase. In Apr., 1883.	155
71 82	62 42	.....	5,288 82	.....	4,596 60	.....	July 1, '82	Combined weighings of May, '81, and Aug., 1882.	156
71 14	57 46	.....	24,218 17	.....	19,564 57	.....	July 1, '83	.05 m. decrease. 110 11 m. at \$88.92 per m.; formerly \$71.82 per m.	157
70 97	46 17	.....	2,175 94	.....	1,412 80	.....	July 1, '82	.06 m. increase. In Apr., 1882.	158

H.—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.
						Miles.	Lbs.		Feet and inches.	
159	Mich	24008	....	Jackson, Niles	Michigan Central R. R.	104.30	665 24 ¹ / ₂		apt., 16 by 8, 11.10 by 8.10, a. l.	10.85*
160	Ill	23053	....	East St. Louis, Cairo.	Saint Louis and Cairo R. R.	153.60	661.25		12 by 7.8, f. f., a. l.	8.14*
161	Fla.	16011	....	Waldo, Wildwood.	Florida Transit R. R.	72.50	659.19		11.6 by 6.10, f. f., a. l.	6
162	Minn	26012	....	Austin, Mason City.	Chicago, Milwaukee and St. Paul Rwy.	41.29	652.20		12.1 by 8.2, f. f., a. l.	12
163	Mich	24042	....	Port Huron, Sand Beach.	Port Huron and Northwestern Rwy.	71.45	646.17		apt., 9 by 6, 9.6 by 6, d. l. 13 m.; a. l. residue.	14.21*
164	Ill	23081	....	Clayton, Keokuk.	Wabash, Saint Louis and Pacific Rwy.	43.08	640.20		apt., 17 by 8.7, f. f., a. l.	12
165	Ill	23047	....	Chester, Tamaroa.	Saint Louis Coal R. R.	41.76	640.20		apt., 10 by 7.3	10.58*
166	Mich	24019	....	Walton, Mackinaw City.	Grand Rapids and Indiana R. R.	106.96	983.18		17 by 9, f. f., a. l. to Potoskey, 71.81 m. No clk. residue.	10*
167	La.	30011	....	Shreveport, Cheneyville.	Missouri Pacific Rwy.	157.25	596.17		16.10 by 9.9, f. f., a. l.	7
168	Mo.	28036	....	Fort Scott, Spring City.	Kansas City, Fort Scott and Gulf R. R.	244.25	592.19		av. 22.1 by 8.11, 1. l.	9.83*
169	Mo.	28019	....	Quincy, Trenton.	Wabash, Saint Louis and Pacific Rwy.	137.59	587.20		apt., 21.7 by 7.6, f. f., a. l.	6
170	Miss	18010	....	Natchez, Jackson.	Natchez, Jackson and Columbus, R. R.	98.83	586.17		15.7 by 8.2, f. f., a. l.	7
171	Ark	29007	....	Little Rock, Arkansas City.	Little Rock, Mississippi River and Texas Rwy.	112.61	585.20		14 by 7.4, f. f., a. l. to Trippe, 105.51 m., d. l. residue.	6.37*
172	Ohio	21052	....	Cincinnati, Wilson.	Cincinnati and Eastern Rwy.	67.41	576.16 ¹ / ₂		13 by 6.4, f. f., d. l. to New Richmond Junction (n. o.), 10.7 m.; a. l. res.	10.66*
173	Tex.	31005	....	Bremond, Albany.	Houston and Texas Central R. R.	231.04	575.18		14 by 8.8, f. f., a. l.	8.43*
174	Nebr	34005	....	Nemaha City, York.	Nebraska Rwy.	137.45	575.18 ¹ / ₂		18.6 by 9.2, f. f., a. l.	6
175	Wis	25006	....	Horicon, Portage.	Chicago, Milwaukee, and St. Paul Rwy.	48.54	572.23		apt., 13.3 by 8.10, a. l.	6
176	Wis	25038	....	Milwaukee, Montfort.	Chicago and Northwestern Rwy.	146.37	565.24		apt., 24 by 9.3, f. f., a. l.	9.37*
177	Nebr	34011	....	York, Central City.	Republican Valley R. R.	42.01	564.18 ¹ / ₂		18.6 by 9.2, f. f., a. l.	6

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
70 97		59 85		7,402 17		6,220 21		July 1, '83	.37 m. increase. In Apr., 1883.	159
70 97		54 72		10,900 99		8,470 65		July 1, '83	1.20 m. decrease. In Apr., 1883.	160
70 11		47 88		5,082 97		2,262 80		Mar. 1, '83	25.24 m. from Dec. 1, 1882. In Mar., 1883.	161
70 11		65 84		2,894 84		2,730 38		July 1, '83	.18 m. decrease. In Apr., 1883.	162
70 11		64 98		5,009 35		4,650 00		July 1, '83	.25 m. decrease. In Apr., 1883.	163
70 11		69 26		3,020 33		2,979 56		July 1, '83	.06 m. increase. In Apr., 1883.	164
70 11		58 14		2,927 79		2,450 90		July 1, '83	.55 m. decrease. In Apr., 1883.	165
67 72		52 67		7,838 41		3,782 23		Oct. 1, '82	From Aug. 1, '82, \$84.65 for 35.15 m. In Sept., '82.	166
67 55				10,622 23				July 1, '82	In Jan., '83. New	167
67 55		58 14		14,598 23		6,129 11		July 1, '83	1.60 m. decrease. 34.76 m. from Aug. 16, 1882; 33.25 m. from Jan. 1, 1883; 44.28 m. from Mar. 10, 1883. Not weighed on 28.14 m. In Apr., 1883.	168
67 55		61 56		9,294 20		6,540 75		July 1, '83	.12 m. decrease. 31.46 m. from July 25, 1881. Ext. Milan to Trenton. In Apr., 1883.	169
67 55		46 17		6,675 96		1,902 87		Jan. 1, '83	8.85 m. from Oct. 17, 1881; 15.05 m. from July 10, 1882; 16.27 m. from Aug. 8, 1882; 15.73 m. from Oct. 16, 1882. In Feb., 1883.	170
67 55		63 27		7,606 80		7,165 32		July 1, '82	.64 m. decrease. In Oct., 1882.	171
66 69		64 98		5,806 68		3,102 80		Oct. 1, '82	6.35 m. from Feb. 1, 1882; 9.30 m. from Apr. 4, 1882; 4.01 m. from Apr. 17, 1882. In Oct., 1882.	172
66 69		70 97		15,468 05		13,203 27		Jan. 1, '83	33.38 m. from Feb. 15, 1882. In Jan., 1883.	173
66 69		58 14		9,166 54		8,005 29		July 1, '82	.24 m. decrease. In Apr., 1882.	174
66 69		59 87		3,237 13		2,458 62		July 1, '83	2.90 m. increase. In Apr., 1883.	175
66 69		78 66		9,761 41		11,508 73		July 1, '83	.06 m. increase. In Apr., 1883.	176
66 69		64 31		2,801 64		2,715 90		July 1, '82	.34 m. decrease. In Apr., 1882.	177

H.—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.
						Miles.	Lbs.		Feet and inches.	
178	Iowa	27003	.....	Cedar Rapids, Worthington.	Burlington, Cedar Rapids & Northern Rwy.	253.42	561 20		apt. 20 by 9.4, f. f., a. l.	6
179	Wis.	25025	.....	Galena, Woodman.	Chicago and Northwestern Rwy.	76.29	556 16		apt. 11.10 by 9.5, f. f., a. l., 57.78 m. to Lancaster Junc.	8.24
180	Pa..	8112	.....	Foxburgh, Sheffield Junction (n. o.).	Pittsburgh, Bradford and Buffalo Rwy.	64.30	554 17		apt. 10 by 7, f. f., l.	12.31
181	Wis.	25031	.....	Tomah, Merrill	Chicago, Milwaukee and St. Paul Rwy.	108.07	551 19		apt. 13.5 by 7.8, f. f., a. l.	6
182	Ky..	20009	.....	Paducah, Covington.	Chesapeake, Ohio & Southwestern R. R.	123.91	550 25		15.3 by 9.1, f. f., a. l.	14
183	Ill..	23008	.....	Rushville, Yates City.	Chicago, Burlington and Quincy R. R.	63.94	536 20		13.7 by 7.1, l. l.	12.04
184	Mich	24005	.....	Jonesville, Lansing.	Lake Shore and Michigan Southern Rwy.	61.04	534 16		17.8 by 9.4, l. l.	10.36*
85	Iowa	27015	.....	Des Moines, Indianola.	Chicago, Rock Island and Pacific Rwy.	22.43	533 17		apt. 9 by 7, f. f., a. l., 16.39 m.	13.61
186	Mich	24029	....	Jackson, Fort Wayne.	Lake Shore and Michigan Southern Rwy.	96.74	531 21		apt. 16 by 10.9, a. l.	12.76*
187	Colo.	38023	.....	Denver, Pueblo	Denver & New Orleans R. R.	125.98	527 28½		24.7 by 9.2, f. f., a. l.	8.21
188	Mich	24016	.....	Ionia, Big Rapids.	Detroit, Lansing and Northern R. R.	68.09	524 21		16.7 by 9 (av.), l. l.	10.44*
189	Ind.	22027	.....	Detroit, Logansport.	Wabash, Saint Louis and Pacific Rwy.	214.65	515 25		17.4 by 8.7; 13.10 by 7, l. l.	12.9*
190	N. Y.	6032	.....	Fort Edward, Lake George.	Delaware and Hudson Canal Co.	15.95	513 18		in b. c.	29.55
191	Wis.	25008	.....	Oshkosh, Ripon	Chicago, Milwaukee & St. Paul Rwy.	20.99	513 19		apt. 15.7 by 7.2, f. f., a. l.	12
192	Iowa	27061	.....	Bethany Junc (n. o.), Albany.	Chicago, Burlington and Quincy R. R.	46.76	511 21		apt. 12.4 by 6.7, l. l.	6
193	Mich	24036	.....	East Saginaw, Saint Louis, Mich.	Saginaw Valley & Saint Louis R. R.	35.36	509 18		apt. 10.4 by 6.6, a. l.	12
194	Ind.	22047	.....	Indianapolis, Springfield.	Indiana, Bloomington & Western Rwy.	140.05	508 25		20 by 8.4, f. f., a. l. ...	13
195	Pa..	8114	.....	Washington, Waynesburgh.	Waynesburgh & Washington R. R.	28.97	507 14½		in b. c.	12
196	Dak.	35003	.....	Breckenridge, Hope.	Saint Paul, Minneapolis and Manitoba Rwy.	93.22	502 12		12.4 by 7.2, f. f., a. l. to Everest, 51.45 m.	6
197	Iowa	27051	.....	Sumner, Hampton.	Dubuque & Dakota R. R.	65.89	499 23		apt. 10 by 6.8, f. f., a. l.	6

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
66 69		68 40		15,911 34		11,138 25		July 1, '83	23.14 m. lap at 33.98 per m.; 39.05 m. from Sept. 1, 1882; 29.38 m. from Dec. 11, 1882; .94 m. increase. In Apr., 1883.	178
65 84		43 61		5,022 93		3,326 13		July 1, '83	.02 m. increase. In Apr., 1883.	179
65 84		63 27		4,233 51		1,982 24		Apr. 4, '83	39.7 m. from Feb. 12, 1883. Ext. from Clarion June (n. o.) to Sheffield June (n. o.). In Apr., 1883.	180
65 84		57 29		7,115 32		6,268 67		July 1, '83	In Apr., 1883. 1.35 m. decrease.	181
65 84		42 75		8,487 43		3,183 59		Oct. 1, '82	16.87 m. from Jan. 10, 1883; 37.57 m. from Aug. 1, 1882. In Oct., 1882.	182
64 98		73 27		4,154 82		4,347 31		July 1, '83	.02 m. increase. In Apr., 1883.	183
64 98		47 85		3,966 37		2,013 97		July 1, '83	.24 m. increase. In Apr., 1883.	184
64 98		61 50		1,457 50		1,358 62		July 1, '83	.36 m. increase. In Apr., 1883.	185
64 98		57 29		6,286 16		5,570 88		July 1, '83	.50 m. decrease. In Apr., 1883.	186
64 98				8,186 18				Dec. 1, '82	129.98 m. from July 1, 1882; 125.98 m. from Dec. 1, 1882. In Apr., 1883. New.	187
64 98		59 00		4,424 48		4,013 77		July 1, '83	.06 m. increase. In Apr., 1883.	188
64 13		50 43		13,765 50		5,308 93		Aug. 1, '82	120.57 m. from Oct. 24, 1881. In Aug., 1882.	189
64 13		52 16		1,022 87		831 95		July 1, '83	In Apr. and July, 1883.	190
64 13		47 88		1,346 08		1,003 08		July 1, '83	.04 m. increase. In Apr., 1883.	191
64 13		49 59		2,998 71		2,343 63		July 1, '83	.50 m. decrease. In Apr., 1883.	192
64 13		47 03		2,267 03		1,656 86		July 1, '83	.13 m. increase. In Apr., 1883.	193
64 13				8,981 40				July 16, '82	In Oct., 1882. New. Covered by route 21033.	194
64 13		53 01		1,857 84		1,535 69		Mar. 20, '83	In Mar., 1883.	195
64 13		42 75		5,978 19		2,051 14		Apr. 1, '83	45.24 m. from Sept. 15, 1883. In Apr., 1883.	196
63 27		52 16		4,168 86		3,280 86		July 1, '83	2.99 m. increase. In Apr., 1883.	197

H.—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.
						<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>	
198	Iowa	27070	.....	Eagle Grove, Hawarden.	Chicago and Northwestern Rwy.	145.06	495 21		12.2 by 7.5, f. f., s. l.	6
199	Nebr	34009	.....	Hastings, Culbertson.	Republican Valley R. R.	172.33	495 10		7.10 by 7.2, f. f., s. l.	7.43*
200	Wis.	25019	.....	Sheboygan, Princeton.	Chicago and Northwestern Rwy.	79.13	494 15		10 by 7, 1 l.	8.63*
201	Iowa	27020	.....	Farley, Cedar Rapids.	Chicago, Milwaukee & St. Paul Rwy.	57.87	491 19		20 by 9.4, f. f., s. l. ...	8.47
202	Mich	24034	.....	Walton, Traverse City.	Traverse City R. R.	26.27	490 15		no apt.	12
203	Cal.	46022	.....	Davisville, Tehama.	Central Pacific R. R. (lessee Northern Ry.)	111.67	486 24½		8.11 by 8.9, f. f., s. l.	6.89*
204	Mich	24062	.....	Milwaukee Jc. (n. o.), Detroit Junc.	Chicago, Detroit and Canada Grand Trunk Junc. R. R.	4.53	484 18		no apt.	15
205	Iowa	27026	.....	Conover, Decorah.	Chicago, Milwaukee and St. Paul Rwy.	9.37	484 13½		no apt.	12
206	Ill.	23050	.....	Danville, Cairo.	Wabash, Saint Louis and Pacific Rwy.	259.85	482 20		apt. (average), 14.6 by 7.8, f. f., s. l.	6
207	Wis.	25040	.....	Hilbert, Appleton.	Milwaukee and Northern R. R.	21.83	479 23.1		no apt.	12
208	Tex.	31037	.....	Ft. Worth, Wichita Falls.	Fort Worth and Denver City Rwy.	115.44	476 10		17.2 by 9.3, f. f., s. l.	7
209	Ill.	23029	.....	Sidney, Havana.	Wabash, Saint Louis and Pacific Rwy.	112.47	475 25		apt., 17.7 by 8.7, 1 l.	6
210	Iowa	27008	.....	Burlington, Sumner.	Chicago, Burlington and Kansas City Rwy.	192.11	473 21¾		apt., 13.6 by 9.3, f. f., s. l., 181.75 m.	6
211	Ill.	23070	.....	Galva, Gladstone.	Chicago, Burlington and Quincy R. R.	75.17	471 23		apt., 13.9 by 7.1, s. l. to Keithsburg; no clerk residue.	16.56*
212	Mo.	28009	.....	Centralia, Columbia.	Wabash, Saint Louis and Pacific Rwy.	22.22	460 15		no apt.	13
213	Wis.	25027	.....	Fort Howard, Winona.	Green Bay, Winona and Saint Paul R. R.	215.50	459 25		apt., 11.6 by 7.6, f. f., s. l.	6
214	Cal.	46037	.....	National City, Colton.	California Southern R. R.	128.00	457 18.2		no apt.	7
215	Wis.	25050	.....	Eland, Rhineland.	Milwauk., Lake Shore and Western Rwy.	67.94	457 25		apt., 25 by 9.6, f. f., s. l.	6

States and Territories in which the contract term expired June 30, 1883, fo.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolla.	Dolla.	Dollars.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.			
63 27		50 45		9,177 94		3,450 27		July 1, '83	33.01 m. from Oct. 16, 1882; 20.96 m. from Nov. 10, 1882; 22.40 m. from Dec. 11, 1882. In Apr., 1883.	198
63 27		64 98		10,903 31		9,672 92		July 1, '82	23.41 m. from Nov. 21, 1882; .06 m. increase. In Apr., 1882.	199
63 27		47 03		5,006 55		3,705 49		July 1, '83	.34 m. increase. In Apr., 1883.	200
63 27		54 72		3,661 43		3,172 66		July 1, '83	.11 m. decrease. In Apr., 1883.	201
63 27		47 03		1,662 10		1,235 00		July 1, '83	.01 m. increase. In Apr., 1883.	202
62 42		64 98		6,970 44		4,841 01		Apr. 16, '83	15.61 m. from Nov. 1, 1882; 21.56 m. from Dec. 1, 1882. In Apr., 1883.	203
62 42				282 76				July 1, '83	In Apr., 1883. New.	204
62 42		52 16		584 87		495 52		July 1, '83	.13 m. decrease. In Apr., 1883.	205
62 42		46 17		16,219 82		15,148 07		July 1, '83	2.11 m. decrease. In Apr., 1883.	206
62 42		104 31		1,362 62		2,186 34		July 1, '83	.87 m. increase. In Apr., 1883.	207
62 42				7,205 76				Aug. 1, '82	In Apr., 1883. New.	208
61 56		50 85		6,341 29		6,172 92		July 1, '83	.13 m. decrease. Ext. from Urbana to Sidney. 9.46 m. from June 1, 1883, not weighed. In Apr., 1883.	209
61 56		48 74		11,826 29		8,888 71		July 1, '83	10.31 m. from Nov. 1, 1882; .57 m. decrease. In Apr., 1883.	210
61 56		49 59		4,627 46		3,809 50		July 1, '83	1.65 m. decrease. In Apr., 1883.	211
60 71		49 59		1,348 97		1,097 92		July 1, '83	.08 m. increase. In Apr., 1883.	212
60 71		47 88		13,083 00		10,285 00		July 1, '83	.69 m. increase. In Apr., 1883.	213
60 71				7,770 87				Sept. 1, '82	83.03 m. from July 10, 1882; 44.97 m. from Sept. 1, 1882. In Nov., 1882. New.	214
60 71		42 75		4,124 63		1,614 66		Jan. 10, '83	30.19 m. from Jan. 10, 1883; ext. from Summit Lake to Rhineland; .02 m. decrease. In Apr., 1883.	215

H.—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.
						Miles.	Lbs.		Feet and inches.	
216	Mich	24037	.....	St. Clair, Richmond.	Michigan, Midland and Canada R. R.	18.00	458 15		no apt.....	12
217	Va	11023	....	Richmond, Lynchburg.	Richmond and Alleghany R. R.	147.50	450 22		11.1 by 8.9, f. f., a. l.	6
218	Iowa	27076	.....	Summerset, Winterset.	Chicago, Rock Island and Pacific Rwy.	27.72	449.17		apt., 9 by 7, f. f., 11.	12
219	Wis.	25015	.....	Stevens Point, Portage.	Wisconsin Central R. R.	73.51	445.22		apt., 15.2 by 7.7, f. f., a. l.	6
220	Iowa	27016	.....	Washington, Knoxville.	Chicago, Rock Island and Pacific Rwy.	78.61	443.24		apt., 22.6 by 9.4, a. l.	6
221	La	80013	.....	Baton Rouge Junc. (n. o.), Port Allen.	Missouri Pacific Rwy.	8.00	440.20		in b. c.....	21
222	Iowa	27004	.....	Muscatine, What Cheer.	Burlington, Cedar Rapids and Northern Rwy.	76.58	440.18		apt., 20 by 9.4, f. f., a. l.	6
223	Ind	22022	.....	Anderson,erton Harbor.	Cincinnati, Wabash and Michigan Rwy.	168.81	435.30		10.10 by 6.8, f. f., a. l.	6
224	N. C.	13005	.....	Smithfield, Morehead, City.	Midland North Carolina Rwy.	116.60	432.20		11 by 8, f. f., a. l.....	6.81*
225	Ill	23083	.....	Bates, Jerseyville.	Wabash, Saint Louis and Pacific Rwy.	55.81	430.20		apt., 12 by 7.....	6
226	Kans	33013	.....	Leavenworth, Miltonvale.	Kansas Central R. R.	167.91	424 16½		15.8 by 7.8, f. f., a. l.	6
227	Ind	22048	.....	Louisville, Oakland City.	Louisville, Evansville and Saint Louis Rwy.	99.55	423.23		14 by 7.4, f. f., a. l.....	6.75*
228	Iowa	27038	.....	Maple River, Mapleton.	Chicago and Northwestern Rwy.	60.33	422.15		apt., 12.2 by 7.5, 11.	12
229	Mich	24026	.....	Grand Rapids, White Cloud.	Chicago and West Michigan Rwy.	47.13	420.13		apt., 12.2 by 6.8, 11.	10.59
230	Ohio	21073	.....	Cleveland, Mineral P't.	Valley Rwy	74.58	417.25		15 by 9, f. f., a. l.....	10.86*
231	Mich	24040	.....	Marquette, L'Anse.	Marquette, Houghton and Ontonagon R. R.	64.19	698.20		apt., 12 by 7.....	7.35*
232	Ohio	21078	.....	Cincinnati, Dodds.	Cincinnati Northern Rwy.	80.20	412.25		no clerk.....	16.05*
233	Wis.	25023	.....	Madison, Portage.	Chicago, Milwaukee and Saint Paul Rwy.	40.77	412.20		apt., 13 by 7.7, a. l.....	6

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
60 71		42 75		1,092 78		716 49		July 1, '83	1.24 m. increase. In Apr., 1883.	216
59 85		44 46		8,827 86		2,515 54		Aug. 24, '81	9.92 m. from Mar. 5, 1881; 12.65 m. from Mar. 28, 1881; 11.35 m. from Apr. 11, 1881; 12.51 m. from May 9, 1881; 29 m. from June 10, 1881; 15.49 m. from Aug. 24, 1881.	217
59 85		55 58		1,659 04		1,502 88		July 1, '83	.68 m. increase. In Apr., 1883.	218
59 85		49 50		4,399 57		3,634 94		July 1, '83	.21 m. increase. In Apr., 1883.	219
59 85		46 17		4,704 80		3,639 58		July 1, '83	.22 m. decrease. In Apr., 1883.	220
59 85		68 40		478 80		547 20		Jan. 1, '83	In Jan., 1883.	221
59 85		48 74		4,583 31		3,733 48		July 1, '83	.02 m. decrease. In Apr., 1883.	222
59 00		50 45		9,841 79		5,715 48		Apr. 1, '83	53.52 m. from Dec. 1, 1882. In Apr., 1883.	223
59 00		56 43		6,879 40		5,307 24		Mar. 1, '83	22.55 m. from Aug. 8, 1882. In Mar., 1883.	224
59 00				3,292 79				July 1, '83	.03 m. decrease. From June 15, 1882, to June 30, 1883, on 55.79 m. In Apr., 1883. New.	225
58 14		43 61		9,762 28		6,521 87		Apr. 16, '83	18.36 m. from May 1, 1882. In Apr., 1883.	226
58 14				5,787 83				Aug. 16, '82	In Nov., 1882. New.	227
58 14		42 75		3,507 58		2,573 55		July 1, '83	.13 m. increase. In Apr., 1883.	228
58 14		42 75		2,740 13		2,010 53		July 1, '83	.10 m. increase. In Apr., 1883.	229
58 14		64 13		5,161 08		3,812 81		Oct. 1, '82	14.19 m. from Aug. 1, 1882. In Oct., 1882.	230
57 46		51 90		3,688 35		3,300 32		July 1, '83	.71 m. increase. In Apr., 1883.	231
57 29				2,073 88				May 1, '82	24.94 m. from July 4, 1881; 5.02 m. from Sept. 25, 1881; 6.24 m. from May 1, 1882. In Oct., 1882. New.	232
57 29		52 16		2,395 71		2,124 47		July 1, '83	.04 m. increase. In Apr., 1883.	233

H.—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.
						Miles.	Lbs.			
234	Tex.	31038	.....	Austin, Burnet.	Austin & Northwestern R. R.	60.95	408 15		8.7 by 7.10, f. f., a. l.	6
235	Tex.	31036	.....	Rosenbergh, Victoria.	New York, Texas and Mexican Rwy.	91.85	407 15		14.7 by 7, f. f., a. l.	6
236	Pa.	8125	.....	Allegheny, New Castle Junc. (n.o.)	Pittsburgh and Western R. R.	58.06	407 19		apt., 9.5 by 6.5, 1 l.	6
237	Dak.	35010	.....	Huron, Columbia.	Chicago and Northwestern Rwy.	97.40	400 20		24 by 9.3, f. f., a. l.	6
238	Mo.	28023	.....	Cuba, Salem.	Saint Louis, Salem and Little Rock R. R.	40.93	398 12		7 by 6, f. f., a. l.	12
239	Ill.	23083	.....	Beardstown, Shawneet'wn.	Ohio and Mississippi Rwy.	229.08	397 25		apt., 16.10 by 9; 14.6 by 9.4; 14.4 by 8.11; 17 by 9.4, 1 l.	12
240	Cal.	46005	.....	Sacramento, Shingle Sp'gs.	Sacramento and Placerville R. R.	48.79	398 16		16.6 by 6, f. f., a. l.	8.73*
241	Ill.	23034	.....	Springfield, Gilman.	Illinois Central R. R.	112.72	396 20		32.5 by 8.4 (average), 1 l.	9.50*
242	Wis.	25026	.....	Eau Claire, Abbottsford.	Wisconsin and Minnesota R. R.	65.41	395 23		apt., 21 by 9.3, f. f., a. l.	7.01
243	Fla.	16007	.....	Sanford, Kissimmee.	South Florida R. R.	40.40	390 20		14.3 by 7.6, f. f., a. l.	6
244	Mass.	3064	.....	Braintree, Junction (n.o.), Kingston Station (n.o.).	Old Colony R. R.	32.20	383 21		In b. c.	18.30*
245	Ill.	23024	.....	Peoria, Evansville.	Peoria, Decatur and Evansville Rwy.	250.93	383 31		apt., 19.8 by 9.2, f. f., a. l.	6
246	Mo.	28015	.....	Keokuk, Humeston.	Wabash, Saint Louis and Pacific Rwy.	182.10	382 20		17 by 8.7, f. f., a. l.	7
247	Iowa	27063	.....	Clarinda, Northb'rough.	Chicago, Burlington and Quincy R. R.	18.23	380 20		12 by 6.7, f. f., a. l.	6
248	Mo.	28027	.....	Cairo, Poplar Bluff.	St. Louis, Iron Mountain and Southern Rwy.	74.50	612 14½		apt., 15.8 by 9.2, f. f., a. l.	6
249	Colo.	38014	.....	Nathrop, Gunnison.	Denver, South Park and Pacific R. R.	66.15	377 19		14.11 by 7.6, f. f., a. l.	7
250	Mich.	24051	.....	Point St. Ignace, Marquette.	Detroit, Mackinac and Marquette R. R.	151.20	371 17		No apt.	12
251	N. J.	7057	.....	Swedesboro', Riddleton Junc'n (n.o.).	West Jersey R. R.	11.47	370 22		apt., 18 by 8.6, f. f., 1 l.	12
252	Iowa	27002	.....	Cedar Rapids, Postville.	Burlington, Cedar Rapids and Northern Rwy.	98.90	370 20		apt., 10.4 by 7.8, f. f., a. l.	6
253	Tex.	31040	.....	Harwood, Gonzales.	Galveston, Harrisburgh and S. Antonia Rwy.	12.62	366 7		No apt.	7
254	Iowa	27090	.....	Wilton Junction, Muscatine.	Chicago, Rock Island and Pacific Rwy.	12.73	367 25		No apt.	12

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolla.	Dollars.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.			
57 29				3,491 82				Sept. 18, '82	In Apr., 1883. New.	234
57 29				5,262 07				Aug. 16, '82	26.38 m. from Mar. 13, 1882; 65.47 m. from Aug. 16, 1882. In Apr., 1883. New.	235
57 29		42 75		3,357 19		2,017 80		June 11, '83	11.4 m. from Mar. 26, 1883. Ext. between Wurttemberg and New Castle Junc. (n. o.). In June, 1883.	236
56 43		42 75		5,496 28		3,913 76		Apr. 1, '83	5.85 m. from Oct. 20, 1882. In Apr., 1883.	237
56 43		53 87		2,309 67		2,207 50		July 1, '83	.05 m. decrease. In Apr., 1883.	238
56 43		54 72		12,926 98		12,534 16		July 1, '83	.02 m. increase. In Apr., 1883.	239
56 43		55 58		2,750 96		1,235 54		Apr. 16, '83	26.52 m. from Oct. 16, 1882. In Apr., 1883.	240
56 43		42 75		6,360 78		4,812 36		July 1, '83	.15 m. increase. In Apr., 1883.	241
56 43		42 75		3,691 08		2,797 13		July 1, '83	.02 m. decrease. In Apr., 1883.	242
55 58		42 75		2,245 43		1,003 48		Mar. 1, '83	16.95 m. from May 15, '82. In Mar., 1883.	243
55 58		56 43		1,789 67		1,653 39		Apr. 4, '83	2.9 m. from Feb. 26, 1883. Ext. South Duxbury to Kling's'n Station (n. o.). In Apr., 1883.	244
55 58		59 85		13,946 68		14,994 22		July 1, '83	.40 m. increase. In Apr., 1883.	245
55 58		53 87		7,342 11		7,113 53		July 1, '83	.05 m. increase. In Apr., 1883.	246
55 58		53 01		1,013 22		993 40		July 1, '83	.51 m. decrease. In Apr., 1883.	247
54 72		38 31		4,076 64		2,860 22		July 1, '83	.16 m. decrease. In Apr., 1883.	248
54 72		42 75		3,619 72		938 79		Apr. 16, '83	44.19 m. from Jan. 1, 1883. In Apr., 1883.	249
54 72				8,273 66				Feb. 25, '82	In Sept., 1882. New.	250
54 72				627 63				Feb. 26, '83	In Apr., 1883. New.	251
54 72		45 32		5,411 80		4,522 93		July 1, '83	.90 m. decrease. In Apr., 1883.	252
53 87				679 83				Nov. 1, '82	In Jan., 1883. New.	253
53 87				685 76				Apr. 16, '83	In June, 1883. New.	254

H.—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.
						Miles.	Average weight of mails whole distance per day.			
255	Mo..	28037	.....	Saint Joseph, Albany.	St. Joseph and Des Moines R. R.	51.19	367 12.5		Feet and inches, apt., 7 by 5.10, 11.1	12
256	Mo..	28046	.....	Corning, Northborough.	Kansas City, St. Joseph and Council Bluffs R. R.	28.02	367 11		apt., 12 by 6.6, f. f., s. l.	6
257	Minn	26048	.....	Waterville, Red Wing.	Minneapolis and St. Louis Rwy.	66.70	358 15		7.6 by 7.2, f. f., s. l.	6
258	Mich	24020	.....	Toledo, South Lyon.	Toledo, Ann Arbor and Grand Trunk Rwy.	61.26	354 22.07		apt., 10.6 by 7	10.47*
259	Minn	26046	.....	Little Falls, Morris.	Northern Pacific R. R.	88.37	354 20		24.6 by 9, f. f., s. l.	6
260	Mich	24022	.....	Muskegon, Big Rapids.	Chicago and West Michigan Rwy.	56.14	352 17		11 by 9, f. f., s. l.	9*
261	Tex.	31016	.....	Corpus Christi, Laredo.	Texas-Mexican Rwy.	161.75	351 18		12 by 6, f. f., s. l.	7
262	Minn	26027	.....	Stillwater, Stillwater Junction (n. o.).	Chicago, St. Paul, Minneapolis & Omaha Rwy.	3.90	349 18		no apt.	40*
263	Iowa	27083	.....	Clarinda, Northboro'.	Chicago, Burlington and Quincy R. R.	18.74	348 12		11.11 by 6.4, f. f., s. l.	6
264	La ..	30068	.....	Vicksburg, Monroe.	Vicksburg, Shreveport and Pacific Rwy.	76.16	554 12		9 by 8.6, f. f., s. l.	7
265	Ohio.	21080	.....	Toledo, Zoar Station.	Wheeling and Lake Erie R. R.	155.08	343 24		16 by 9, f. f., s. l.	6
266	Mo..	28046	.....	Corning, Northborough.	Kansas City, St. Joseph and Council Bluffs R. R.	27.77	341 11		11.11 by 6.4, 11.1	6
267	N. Y.	6032	.....	Fort Edward, Lake George.	Delaware and Hudson Canal Co.	15.95	340 15		in b. c.	22
268	Mo..	28033	.....	Independence, Sedalia.	Missouri Pacific Rwy.	88.19	336 18		apt., 19.6 by 7.6, 11.1	6.77*
269	Kans	33024	.....	Cherryvale, Arcadia.	Kansas City, Fort Scott and Gulf R. R.	75.99	335 18		18.1 by 8.10, f. f., s. l.	7
270	Iowa	27067	.....	Humeston, Shenandoah.	Humeston and Shenandoah R. R.	113.31	333 20½		apt., 23 by 9, f. f., s. l.	6
271	Mo..	28048	.....	Arcadia, Cherokee.	Kansas City, Fort Scott and Gulf R. R.	31.14	335 18		18.1 by 8.10, f. f., s. l.	7
272	Minn	26019	.....	Mankato Junction (n. o.), Mankato.	Winona and St. Peter R. R.	4.35	330 16		no apt	26
273	Colo.	38021	.....	Fork's Creek, Central City.	Colorado Central R. R.	11.29	329 14		in b. c.	13

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
53 87	42 75	.....	2,757 60	.....	2,219 57	.....	July 1, '83	.73 m. decrease. In Apr., 1883.	255
53 87	52 16	.....	1,509 43	.....	1,448 48	.....	July 1, '83	.25 m. increase. In Apr., 1883.	256
53 87	3,593 12	.....	.....	.....	Mar. 20, '83	New	257
53 01	43 61	.....	3,247 39	.....	2,699 89	.....	July 1, '83	.65 m. decrease. In Apr., 1883.	258
53 01	4,085 02	.....	.....	.....	Jan. 1, '83	.01 m. decrease. New.	259
53 01	42 75	.....	2,975 98	.....	2,372 62	.....	July 1, '83	.64 m. increase. In Apr., 1883.	260
53 01	42 75	.....	8,574 36	.....	1,710 00	.....	July 1, '82	13.46 m. from Oct. 15, '79; 110.02 m. from Nov. 1, '81. In Feb., 1883.	261
53 01	42 75	.....	206 73	.....	138 93	.....	July 1, '83	.65 m. increase ..	262
53 01	993 40	.....	.....	.....	July 10, '82	In Sept., 1882. New.	263
52 67	46 52	.....	4,011 34	.....	3,542 96	.....	July 1, '82	In Jan., 1883	264
52 16	8,088 97	.....	.....	.....	Oct. 9, '82	87.02 m. from Feb. 20, 1882; 155.08 m. from Oct. 9, 1882. In Jan., 1883. New.	265
52 16	43 61	.....	1,448 48	.....	1,206 24	.....	Sept. 1, '82	In Sept., 1882.	266
52 16	63 27	.....	831 95	.....	399 23	.....	Apr. 4, '83	9.64 m. from July 1, 1882. Ext. Glen Falls to Lake George. In Apr., 1883.	267
52 16	4,599 09	.....	.....	.....	July 1, '83	\$52.16 for 56.23 m. (28017 old); \$42.75 for 43.35 m. (28033 old). In Apr., 1883.	268
52 16	42 75	.....	3,963 63	.....	1,918 62	.....	July 1, '83	31.11 m. from July 1, 1883. In Apr., 1883. Covers route 28048 from July 1, 1883.	269
52 16	42 75	.....	5,910 24	.....	1,236 32	.....	July 1, '83	84.94 m. from Feb. 12, 1883. .55 m. decrease. In Apr., 1883.	270
52 16	1,624 25	.....	.....	.....	Nov. 1, '82	10.33 m. from Mar. 8, '82; 20.81 m. from Nov. 1, '82. From July 1, '83, covered by route 33024. In Apr., 1883.	271
51 30	48 74	.....	223 15	.....	180 77	.....	July 1, '83	Formerly part of 26015; .60 m. increase. In Aug., 1883.	272
51 30	46 17	.....	579 17	.....	557 27	.....	July 1, '82	.78 m. decrease. Late branch of route 28003. In Apr., 1882.	273

H.—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 whose distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
						Miles.	Lbs.				
274	Ark	29012	.....	Knobel, Forest City.	St. Louis, Iron Mountain and Southern Rwy.	97.62	829	16		Feet and inches. 14.9 by 8.10, f. f., a. l.	7
275	Iowa	27009	.....	Villisca, Burlington Junction.	Chicago, Burlington and Quincy R. R.	37.68	327	20		12 by 6.7, f. f., a. l.	6
276	Va.	11027	.....	Clifton Forge, Lynchburgh.	Richmond and Alleghany R. R.	87.47	326	22		11.1 by 8.9, f. f., a. l.	6
277	Minn	26044	.....	Mendota, Minneapolis.	Chicago, Milwaukee and St. Paul Rwy.	10.06	324	12		no apt.	12
278	Ill.	23051	.....	Joliet, Pekin.	Chicago, Pekin and Southwestern R. R.	115.79	323	12½		apt., 9.11 by 7.2, f. f., a. l.	6
279	Nebr	34019	.....	Nemaha City, South Auburn.	Republican Valley R. R.	10.85	321	15		18.6 by 8.2, f. f., a. l.	6
280	Iowa	27024	.....	Clinton, Anamosa.	Chicago and Northwestern Rwy.	71.99	321	22		apt., 10.2 by 6.10, a. l.	6
281	Utah	41010	.....	Nephi (late Salt Creek), Wales.	San Pete Valley Rwy.	26.24	320	20		no apt.	6
282	Iowa	27046	.....	Des Moines, Fonda.	Wabash, Saint Louis and Pacific Rwy.	114.22	317	20		apt., 11 by 8.7, f. f., a. l.	6
283	Ark	29004	.....	Trippe, Warren.	Little Rock, Mississippi River and Texas Rwy.	49.25	316	20		14 by 7.4, f. f., a. l.	6
284	Ill.	23063	.....	Shumway, Effingham.	Wabash, Saint Louis and Pacific Rwy.	8.75	315	20		apt., 17 by 8.7, f. f., a. l.	6
285	N. Y.	6017	.....	New York (155th street), Brewster's Station.	New York City and Northern R. R.	52.50	314	25		apt., 9 by 6.9, 11....	6
286	Ill.	23011	.....	Burlington, Quincy.	Chicago, Burlington and Quincy R. R.	73.09	314	20		apt., 19.8 by 8.9....	6
287	Ill.	23075	.....	Maysville, Pittsfield.	Wabash, Saint Louis and Pacific Rwy.	6.86	313	15		no apt.	19
288	Ark	29002	.....	Helona, Brinkley.	Arkansas Midland R. R.	63.25	312	12½		9.2 by 6.6, f. f., a. l.	6
289	Mich	24023	.....	Allegan, Holland.	Chicago and West Michigan Rwy.	24.64	310	18		apt., 12 by 6, 11....	6
290	Wis	25013	.....	Onalaska, La Crosse.	Chicago and Northwestern Rwy.	8.11	309	21		no apt.	26
291	Iowa	27070	.....	Eagle Grove, Sioux Rapids.	.....do.....	68.39	308	21		12.2 by 7.5, f. f., a. l.	6
292	Mo.	28044	.....	Bigelow, Burlington Junction.	Kansas City, St. Joseph and Council Bluffs R. R.	82.11	308	21		apt., 11.4 by 6.6., a. l.	6
293	Ill.	23049	.....	Springfield, Havana.	Wabash, Saint Louis and Pacific Rwy.	48.10	307	20		17 by 8.7, f. f., a. l.	7.39*
294	Ill.	23072	.....	Elmwood, Buda.	Chicago, Burlington and Quincy R. R.	45.87	307	23		apt., 11.11 by 6.8, 11.	9*
295	Iowa	27041	.....	Crestou, Fontanelle.	.....do.....	31.02	306	20		no apt.	12

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
51 30				5,007 89				Nov. 1, '82	13.46m. from Mar. 13, '82; 63.71 m. from July 10, '82; 20.45 m. from Nov. 1, '82. In Apr., '83. New.	274
51 30		46 17		1,932 98		1,730 45		July 1, '83	.20 m. increase. In Apr., 1883.	275
51 30		42 75		4,487 21		2,349 96		Aug. 1, '82	32.50 m. from Sept. 26, 1881. In Aug., 1882.	276
51 30		45 32		516 07		398 36		July 1, '83	1.27 m. increase.	277
51 30		48 74		5,940 02		5,061 15		July 1, '83	.36 m. decrease. In Apr., 1883.	278
51 30				556 60				Nov. 21, '81	.79 m. increase. In Apr., 1882.	279
51 30		42 75		3,693 08		3,059 61		July 1, '83	.42 m. decrease. In Apr., 1883.	280
51 30				1,346 11				June 1, '82	In January, 1883. New.	281
50 45		42 75		5,762 39		2,906 56		July 1, '83	30.96m from Oct. 16, 1882; 15.77 m. from Apr. 2, 1883; .50 m. decrease. In Apr., 1883.	282
50 45		42 75		2,485 65		1,474 87		Sept. 1, '82	15.75 m. from Sept. 1, 1882; 33.50 m. from July 1, 1882. In Oct., 1882.	283
50 45		48 74		441 43		450 84		July 1, '83	.50 m. decrease. In Apr., 1883.	284
50 45				2,648 62				Sept. 15, '82	In Oct., 1882. New.	285
50 45		48 74		3,687 39		3,589 70		July 1, '83	.56 m. decrease. In Apr., 1883.	286
50 45		42 75		346 08		283 86		July 1, '83	.22 m. increase. In Apr., 1883.	287
50 45		42 75		3,190 96		2,060 55		Mar. 1, '83	15.05m from Oct. 16, 1882. In Mar., 1883.	288
50 45		42 75		1,243 08		1,068 33		July 1, '83	.35 m. decrease. In Apr., 1883.	289
50 45		42 75		400 14		363 80		July 1, '83	.40 m. decrease. In Apr., 1883.	290
50 45				3,450 27				May 15, '82	30.12 m. from Feb. 10, 1882. In July, 1882.	291
50 45		46.17		1,619 94		1,495 44		July 1, '83	.28 m decrease. In Apr., 1883.	292
49 50		43 61		2,385 27		2,070 60		July 1, '83	.62 m. increase. In Apr., 1883.	293
49 50		48 74		2,249 89		2,329 77		July 1, '83	2.43 m. decrease. In Apr., 1883.	294
49 50		42 75		1,538 28		1,843 20		July 1, '83	.40 m. decrease. In Apr., 1883.	295

H.—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.
						<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>	
296	Mich	24024	.....	Ypsilanti, Bankers.	Lake Shore and Mich. Southern Rwy.	65.52	304.22		apt., 8.6 by 6.9, f. f., s. l.	6
297	Iowa	27066	.....	Jewell, Lake City.	Chicago and Northwestern Rwy.	58.69	299.12		apt., 12.2 by 7.5, s. l.	6
298	Ohio	21061	....	Toledo, Dodds.	Toledo, Delphos and Burlington R. R.	192.55	296.20		11.10 by 5.9, f. f., s. l. to Dayton, 172.25 m.; no clk. res.	7.38*
299	Minn	26020	.....	Worthington, Salem.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	102.37	294.18		22 by 9.3, f. f., s. l., to Sioux Falls, 63.11 m.	6
300	Mich	24025	.....	Saginaw Junction (n. o.), East Saginaw.	Port Huron and Northwestern Rwy.	78.85	292.25		apt., 9.6 by 6, a. l.	12
301	Wis.	25034	.....	Sparta, Viroqua.	Chicago, Milwaukee and St. Paul Rwy.	35.83	291.13		apt., 11.8 by 7.4, f. f., 1 l.	6
302	Nebr	34016	.....	Beatrice, Red Cloud.	Republican Valley R. R.	120.84	290.25		9 by 6.6, f. f., s. l.	6
303	Mich	24014	.....	Saginaw, Caro.	Detroit and Bay City R. R.	34.04	288.21		no apt.	14.35*
304	Cal.	46026	.....	San Francisco, Alameda.	Central Pacific R. R.	11.62	286.14		no clk.	28
305	Wis.	25029	.....	Lone Rock, Richland Centre.	Chicago, Milwaukee and St. Paul Rwy.	16.39	283.16		no apt.	12
306	Mich	24032	.....	Powers, Crystal Falls.	Chicago and Northwestern Rwy.	57.95	281.21		apt., 19.2 by 7.2 ...	13
307	Ill.	23067	.....	Havana, Galesburgh.	Fulton County Narrow Gauge Rwy.	60.81	279.20		apt., 6.1 by 5.10, f. f., s. l.	6.87*
308	Mo.	28021	.....	Mexico, Cedar City.	Chicago and Alton R. R.	50.43	278.20		apt., 17.6 by 9 a. l.	6
309	Pa.	8146	....	West Brownsville, Uniontown.	Pennsylvania R. R.	18.54	275.12		in b. c.	6
310	Ill.	23068	.....	Peoria, Keithsburg.	Central Iowa Rwy.	92.05	275.18		apt., 13.5 by 7.2, 11.	6
311	Iowa	27044	.....	Atlantic, Audubon.	Chicago, Rock Island and Pacific Rwy.	25.83	273.12		no apt.	12

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
49 59	46 17	.....	3,249 13	.....	3,024 13	.....	July 1, '83	.02 m. increase. In Apr., 1883.	296
49 59	46 17	.....	2,910 43	.....	2,704 02	.....	July 1, '83	.11 m. increase. In Apr., 1883.	297
49 59	43 01	.....	9,548 55	.....	7,354 82	.....	Oct. 1, '82	23.90 m. from May 1, 1882. In Oct., 1882.	298
48 74	42 75	.....	4,989 51	.....	4,351 52	.....	July 1, '83	.56 m. decrease	299
48 74	42 75	.....	3,843 14	.....	3,402 90	.....	July 1, '83	.75 m. decrease. In Apr., 1883.	300
48 74	43 01	.....	1,746 35	.....	1,565 60	.....	July 1, '83	.07 m. decrease. In Apr., 1883.	301
48 74	5,889 74	.....		.....	July 1, '82	36.52 m. from July 16, 1880; 15.88 m. from Oct. 18, 1880; 7.18 m. from Feb. 1, 1881; 21.78 m. from May 2, 1881; 39.87 m. from Sept. 1, 1881; .39 m. decrease. New. In Apr., 1882.	302
48 74	42 75	.....	1,650 10	.....	1,530 88	.....	July 1, '83	1.77 m. decrease. In Apr., 1883.	303
48 74	46 17	.....	566 35	.....	631 14	.....	July 1, '82	2.05 m. decrease. In Apr., 1882.	304
47 88	42 75	.....	784 75	.....	697 25	.....	July 1, '83	.08 m. increase. In Apr., 1883.	305
47 88	45 32	.....	2,774 64	.....	2,616 77	.....	July 1, '83	.21 m. increase. In Apr., 1883.	306
47 88	42 75	.....	2,911 58	.....	1,269 25	.....	July 1, '83	10.64 m. from Aug. 10, 1882; 19 m. from Oct. 16, 1882; 1.48 m. increase. In Apr., 1883.	307
47 88	46 17	.....	2,414 58	.....	2,327 43	.....	July 1, '83	.02 m. increase. In Apr., 1883.	308
47 88	887 89	.....		.....	Jan. 1, '83	In Apr., 1883. New.	309
47 88	42 75	.....	2,391 12	.....	1,062 33	.....	July 1, '83	Weighed only between Peoria and Abingdon. Trains did not run between Abingdon and Keithsburg until May 6, 1883; 25.38 m. from Dec. 15, 1882. Farmington to Abingdon. .52 m. decrease. In Apr., 1883.	310
4 88	42 75	.....	1,241 32	.....	1,111 92	.....	July 1, '83	.08 m. decrease. In Apr., 1883.	311

H.—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 whole distance per day.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
							Miles.	Lbs.			
312	Ill ..	23052	.....	Cortland, Sycamore.	Sycamore, Cortland and Chicago R. R.	5.24	273	25	no apt.....	21*
313	Ariz.	40002	.....	Benson, Isaacson.	New Mexico and Arizona R. R.	88.43	271	22	20 by 9.2, f. f., s. l..	8.20*
314	Ill ..	23046	.....	Jacksonville, Smithborough.	Jacksonville Southeastern Rwy.	83.80	271	23	12 by 7.4, f. f., s. l..	7.95*
315	Iowa	27065	.....	Thornburgh, Montezuma.	Burlington, Cedar Rapids and Northern Rwy.	16.29	271	18	apt., 20 by 9.4, f. f., s. l.	6
316	Iowa	27042	.....	Chariton, Indiana.	Chicago, Burlington and Quincy R. R.	33.71	269	22	apt., 11.8 by 8.10, f. f., s. l.	12
317	Ill ..	23037	.....	Vincennes, St. Francisville.	Wabash, Saint Louis and Pacific Rwy.	10.17	269	20	no apt.....	6
318	Iowa	27039	.....	Turkey River, West Union.	Chicago, Milwaukee and St. Paul Rwy.	58.01	265	12	apt., 13 by 7.7, s. l..	6
319	Mich	24049	.....	Detroit & Bay City Crossing, Saginaw.	Flint and Péré, Marquette R. R.	3.76	264	11	no apt.....	25
320	Ala.	17006	.....	Selma, Ala., & Gt. So. Junction (n. o.).	Cincinnati, Selma and Mobile Rwy.	71.75	263	20	12 by 6, f. f., s. l....	6
321	Minn	26039	.....	Crookston, Creel City.	St. Paul, Minneapolis and Manitoba Rwy.	114.34	262	20	no apt.....	6
322	N. J.	7052	.....	Belvidere, McAfee Valley.	Lehigh and Hudson River Rwy.	41.48	262	15	apt., 13 by 6.7., f. f., l.	6
323	Pa ..	8133	.....	Kinzua Junction (n. o.), Eldred.	Bradford, Bordell and Kinzua R. R.	14.25	262	15	apt., 7.5 by 5, l. l..	6
324	Kans	33036	.....	Fort Scott, El Dorado.	St. Louis, Fort Scott and Wichita R. R.	127.97	261	20	15.7 by 7.1, f. f., s. l.	6
325	Ill...	23043	.....	Streator, Fairbury.	Wabash, St. Louis and Pacific Rwy.	31.98	260	25	apt., 17 by 8.7, l. l..	6
326	Wis	25028	.....	Hudson, Cable.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	122.82	426	14	apt., 18.8 by 8.4, f. f., l. l.	6
327	Mo...	28050	.....	Palmyra, Hannibal.	Hannibal and St. Joseph R. R.	15.93	425	30	no apt.....	17*
328	Iowa	27066	.....	Jewell, Lake City.	Chicago and Northwestern Rwy.	58.58	258	11	in b. c., s. l.....	6
329	N. Y.	6123	.....	Rochester, Hinsdale.	Buffalo, New York and Philadelphia Rwy.	99.93	258	20	apt., 17 by 8.10, f. f., l. l.	6

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
47 88		46 17		250 89		242 85		July 1, '83	.02 m. decrease. In Apr., 1883.	312
47 03				4,158 86				Nov. 20, '83	In Apr., 1883. New.	313
47 03		44 46		3,941 11		2,445 30		July 1, '83	28.80 m. from Mar. 10, 1883. In Apr., 1883.	314
47 03		42 75		766 11		698 11		July 1, '83	.04 m. decrease. In Apr., 1883.	315
47 03		42 75		1,585 38		1,482 14		July 1, '83	.96 m. decrease. In Apr., 1883.	316
47 03		66 69		478 29		846 96		July 1, '83	2.53 m. decrease. In Apr. 1883	317
47 03		42 75		2,728 21		1,922 89		July 1, '83	1.03 m. decrease. 14.06 m. from Feb. 5, 1883. In Apr., 1883.	318
47 03		48 74		176 83		172 53		July 1, '83	.22 m. increase. In Apr., 1883.	319
47 08		45 32		3,374 40		2,537 92		Apr. 1, '83	15.75 m. from Oct. 1, 1882. In Apr., 1883.	320
47 03		42 75		4,405 77		1,201 27		July 1, '83	40.14 m. from July 2, 1883. Not weighed on ext. to Creel City. 2.68 m. decrease. In Aug., 1883. Covers route 35004 from July 1, 1883.	321
47 03				1,950 80				Nov. 1, '82	24.37 m. from June 1, 1882. Belvidere and Andover; 17.11 m. from Nov. 1, 1882; ext. to McAfee Val- ley. In Apr., 1883. New.	322
47 08		42 75		670 17		211 18		Feb. 19, '83	12.32 m. from Nov. 20, 1882; ext. from Rew to Eldred. In Feb., 1883.	323
47 03		46 17		6,018 42		3,411 96		Apr. 16, '83	21.26 m. from Aug. 16, 1882; 32.81 m. from Mar. 16, 1883. In Apr., 1883.	324
47 03		59 00		1,504 01		1,898 62		July 1, '83	In Apr., 1883....	325
46 52		46 17		5,713 58		5,768 94		July 1, '83	2.13 m. decrease. In Apr., 1883.	326
46 51		40 36		740 90		594 09		July 1, '83	1.21 m. increase. In Apr., 1883.	327
46 17				2,704 63				Feb. 1, '82	15.17 m. from Aug. 16, 1881. In July, 1882. New.	328
46 17				4,613 30				Feb. 1, '83	In Apr., 1883. New.	329

H.—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.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
						Miles.	Lbs.			
330	Minn	26033	.....	Wyoming, Taylor's Falls.	St. Paul and Duluth R. R.	20.77	256	20	no apt.....	6
331	Kans	33030	33036	Fort Scott, Toronto.	St. Louis, Fort Scott and Wichita R. R.	73.90	255	25	14 by 6.10, f. f., s. l.	6
332	Minn	26042	.....	Wadena, Fergus Falls.	Northern Pacific R. R.	51.95	250	20	19.5 by 8.6, f. f., s. l.	6
333	Mo..	28008	.....	Versailles, Booneville.	Missouri Pacific Rwy.	44.69	250	12	no apt.....	9.48*
334	Ill..	23079	.....	Fall Creek, Louisiana.	Chicago, Burlington and Quincy R. R.	31.46	250	12	apt., 12 by 6.10, s. l.	6
335	Wis	25005	.....	Watertown, Madison.	Chicago, Milwaukee and St. Paul Rwy.	39	247	24	22 by 9.4, 1 l.....	12
336	Nebr	34019	.....	Nemaha City, Tecumseh.	Republican Valley R. R.	32.93	243	12	12.6 by 9, f. f., s. l. .	6
337	Mich	24032	.....	Powers, Crystal Falls.	Chicago and Northwestern Rwy.	57.74	240	21	13.8 by 8, f. f., s. l., to Florence, 42.39 m. No clk. res.	12.00*
338	Minn	20024	.....	Mankato, Wells	Chicago, Milwaukee and St. Paul Rwy.	38.18	240	20	13.6 by 7.2, f. f., s. l.	6
339	Ill..	23019	.....	Washington, Dwight.	Chicago and Alton R. R.	70.12	239	20	apt., 13.10 by 9.5 ..	6
340	Minn	26038	.....	Minneapolis, Birch Cooley.	Minneapolis and St. Louis Rwy.	102.58	235	20	9.4 by 9, f. f., s. l. . .	6
341	Cal..	46040	.....	San Luis Obispo, Los Alamos.	Pacific Coast Rwy.	54.30	235	15	no apt.....	6
342	Ill..	23084	.....	Sterling, Bartstow.	Chicago, Burlington and Quincy R. R.	40.53	234	22	10.8 by 6.7, 1 l.....	6
343	Minn	26029	.....	Lake Crystal, Elmore.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	44.20	234	22	8.8 by 6, f. f., s. l. . .	12
344	Ill..	23077	.....	White Heath, Decatur.	Wabash, St. Louis and Pacific Rwy.	30.63	231	20	apt., 7 by 12	6
345	Ohio.	21009	.....	Cleveland, Sherodsville.	Connotton Valley R. R.	108.14	228	23	6 by 6, f. f., s. l.	6.55*
346	N. Y.	6120	.....	Whitestone Junc. (n. o.), Great Neck Station (n. o.), Springfield, Wellston.	Long Island R. R.	6.96	228	17	in b. e.....	12
347	Ohio.	21058	.....	Springfield, Wellston.	Ohio Southern R. R.	118.89	226	30	14 by 7.8, f. f., s. l. .	6
348	Ill..	23048	.....	Terre Haute, Peoria.	Illinois Midland Rwy.	177.96	226	18	11.6 by 9.6, 1 l.....	6
349	Mo..	28051	.....	Bird's Point, Jonesboro.	Texas and St. Louis Rwy.	125.37	226	12	apt., 25.10 by 8.6, s. l.	6
350	Iowa	27050	.....	Wall Lake, Sac City.	Chicago and Northwestern Rwy.	14.17	225	12	no apt.....	12
351	Mich	24050	.....	Buchanan, Berrien Springs.	St. Joseph Valley R. R.	11.07	224	11	no apt.....	12
352	Mich	24007	.....	Kalamazoo, South Haven.	Michigan Central R. R.	40.18	223	12	12.7 by 6.6, 1 l.....	12

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
46 17		44 46		958 95		959 88		July 1, '83	.37 m. decrease..	330
46 17				3,411 96				July 1, '82	42.64 m. from Oct. 20, 1881; 18.58 m. from Mar. 1, 1882; 12.08 m. from Apr. 1, 1882. In Apr., 1882. New.	331
46 17				2,398 53				Sept. 1, '82	New	332
46 17		42 75		2,063 33		1,881 42		July 1, '88	.68 m. increase. In Apr., 1883.	333
46 17		50 45		1,452 50		1,610 36		July 1, '88	.46 m. decrease. In Apr., 1883.	334
45 32		42 75		1,767 48		1,669 38		July 1, '88	.05 m. decrease. In Apr., 1883.	335
45 32		51 30		1,492 88		556 60		Apr. 1, '88	23.08 m., from Oct. 16, 1882. In Apr., 1883.	336
45 32		48 74		2,616 77		2,066 09		July 1, '82	15.35 m. from June 1, 1882. In July, 1882.	337
45 32		42 75		1,730 31		1,744 62		July 1, '83	2.63 m. decrease	338
44 46		42 75		3,117 53		2,997 20		July 1, '88	.01 m. increase. In Apr., 1883.	339
44 46		42 75		4,560 70		2,982 67		July 1, '83	31.28 m. from Jan. 1, 1883.	340
44 46				2,422 86				Jan. 15, '83	1.58 m. decrease. In Apr., 1883. New.	341
44 46		87 21		1,801 96		3,599 16		July 1, '88	.74 m. decrease. In Apr., 1883.	342
44 46		42 75		1,965 13		1,857 48		July 1, '88	.75 m. increase	343
44 46		42 75		1,361 80		1,417 16		July 1, '88	2.52 m. decrease. In Apr., 1883.	344
44 46		42 75		7,801 83		3,183 59		Oct. 1, '82	50.64 m. and 7.70 m. from Feb. 1, 1882. In Oct., 1882.	345
44 46				309 44				Aug. 21, '82	In Oct., 1882. New.	346
44 46		42 75		5,285 84		4,701 64		Apr. 1, '88	8.91 m. from Dec. 1, 1882. In Apr., 1883.	347
44 46		51 30		7,912 10		9,126 78		July 1, '83	.05 m. increase. In Apr., 1883.	348
44 46				5,573 95				July 1, '83	.37 m. increase; 1.25 m. from Sept. 4, 1882. In Apr., 1883. New.	349
44 46		42 75		629 99		597 64		July 1, '88	.19 m. increase. In Apr., 1883.	350
44 46		42 75		492 17		471 53		July 1, '88	.04 m. increase. In Apr., 1883.	351
43 61		42 75		1,752 24		1,737 78		July 1, '83	.47 m. decrease. In Apr., 1883.	352

H.—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.
						<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>	
353	Minn	26032	.....	Reno, Preston.	Chicago, Milwaukee and St. Paul Rwy.	57.72	222 15		8.11 by 5.10, f. f., s. l.	6
354	Me..	22	.....	Bridgeton Junction (n. o.), Bridgeton.	Bridgeton and Saco Riv'r R.R.	16.59	221		in b. c.	12
355	Minn	26045	.....	Hastings, Stillwater.	Chicago, Milwaukee and St. Paul Rwy.	26.12	219 18		no apt.	13
356	Ill ..	23004	.....	Elgin, Geneva.	Chicago and Northwestern Rwy.	44.13	218 22		apt., 9.6 by 9.6, s. l.	6
357	Ohio	21979	.....	Solon, Chagrin Falls.	Chagrin Falls and Southern R. R.	5.86	217 10		no r. a.	12
358	Wis.	25021	.....	Calamine, Platteville.	Chicago, Milwaukee and St. Paul Rwy.	18.75	216 21		no apt.	21*
359	Mo..	28046	.....	Corning, N' rth borough.	Kansas City, St. Joseph and Council Bluffs R. R.	27.66	216 11		12 by 6.8, f. f., s. l.	6
360	Ind ..	23023	.....	Oakland City, Mt. Vernon.	Louisville, Evansville and St. Louis Rwy.	88.56	215 26		14 by 7.4, f. f., s. l.	8.34*
361	Iowa	27045	.....	Avoca, Harlan.	Chicago, Rock Island and Pacific Rwy.	14.21	215 13		no apt.	12
362	Minn	26022	.....	Wabasha, Zumbrota.	Chicago, Milwaukee and St. Paul Rwy.	59.24	213 16		8.11 by 5.10, f. f., s. l.	6
363	Mich	24060	.....	Port Huron, Altamont.	Port Huron and Northwestern Rwy.	34.52	213 17		no apt.	12
364	Colo.	38026	.....	Como, Dillon.	Denver, South Park and Pacific R. R.	30.28	209 17		no apt.	7
365	Pa ..	8147	.....	Clarion Junction (n. o.), Clarion.	Pittsburgh, Bradford and Buffalo Rwy.	6.73	208 17		in b. c.	12
366	N. Y.	6124	.....	Brooklyn, Jamaica.	Long Island R. R.	9.18	208 19		in b. c.	12
367	Colo.	38025	.....	Manitou Junction (n. o.), Colorado Springs.	Denver and New Orleans R. R.	9.64	205 28		24.7 by 9.2, f. f., d. l.	17.5*
368	Mo..	28045	.....	Cape Girardeau, Advance.	Cape Girardeau Southwestern Rwy.	28.85	205 15		no apt.	9.99*
369	Ill ..	23013	.....	Mendota, Fulton.	Chicago, Burlington and Quincy R. R.	64.70	205 27		8 by 6.6, l. l.	6
370	Colo.	38014	.....	Nathrop, Hancock.	Denver, South Park and Pacific R. R.	21.96	204 15		no apt.	7
371	Nebr	34021	.....	Emerson Junction (n. o.), Norfolk.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	46.67	203 15		11.9 by 9.4, f. f., s. l.	6
372	Mo..	28047	.....	Jefferson City, Aurora Sp'gs.	Missouri Pacific Rwy.	37.46	202 10		apt., 10.4 by 7.4, s. l.	6

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
43 61		42 75		2,517 16		2,465 39		July 1, '83	.05 m. increase	353
43 61				723 48				Mar 20, '83	In Apr., 1883. New.	354
43 61				1,136 91				Jan. 1, '83	.05 m. increase. New.	355
43 61		42 75		1,924 50		1,866 03		July 1, '83	.48 m. increase. In Apr., 1883.	356
43 61				255 55				Sept. 1, '81	In Oct., 1882. New.	357
43 61		42 75		817 68		810 96		July 1, '83	.22 m. decrease. In Apr., 1883.	358
43 61				1,206 24				Jan. 10, '82	21.16 m. from Mar. 1, '81; 6.50 m. from Jan. 10, 1882. In June, 1882. New.	359
43 61		42 75		3,862 10		1,757 88		Nov. 1, '82	47.44 m. from Apr. 24, 1882. In Nov., 1882.	360
42 61		42 75		619 69		530 10		July 1, '83	1.81 m. increase. In Apr., 1883.	361
43 61		42 75		2,583 45		2,526 09		July 1, '83	.15 m. increase	362
43 61				1,505 41				July 1, '83	.45 m. increase on 34.07 m. from Mar. 2, 1883, to June 30, 1883. In Apr., 1883. New.	363
42 75				1,294 47				Feb. 1, '83	In Apr., 1883. New.	364
42 75		63 27		287 70		425 80		Feb. 12, '83	In Apr., 1883....	365
42 75				392 44				May 1, '83	In June, 1883. New. Pay not to exceed \$375 per annum.	366
42 75				412 11				Jan. 1, '83	In Apr., 1883. New.	367
42 75		43 61		1,147 84		645 86		July 1, '83	In Apr., 1883. 1.21 m. decrease. 13.25 m. from Feb. 8, 1882.	368
42 75		43 61		2,765 92		2,860 80		July 1, '83	.86 m. decrease. In Apr., 1883.	369
42 75				938 36				Nov. 1, '81	.01 m. increase. In Apr., 1882. New.	370
42 75				1,995 14				June 1, '82	In Apr., 1883. New.	371
42 75				1,601 41				July 1, '83	19.47 m. from Feb. 8, 1882; 18.88 m. from May 15, 1882. .89 m. decrease. In Apr., 1883. New.	372

H.—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.
						Miles.	Lbs.				
373	Va.	11029	.....	Balcony Falls, Lexington.	Richmond and Alleghany R.R.	20.50	201 6	11.1 by 8.9, f. f.; no clerk.		6
374	N. Y.	6122	.....	Addison, Gaines.	Addison and North'n Pennsylvania Rwy.	41.25	200 15	apt., 8 by 5.6; 1 line to Westfield, 27.07 m. In b. c., res. 14.28 m.		6
375	Dak.	35006	.....	Casselton, Mayville.	Casselton Br'ch R. R.	30.13	196 15	17.11 by 8.10, f. f., s. l.		6
376	Mich	24036	.....	Trenton, Fayette.	Lake Shore and Michigan So'n Rwy.	68.40	193 16½	apt., 8.6 by 6.9, 12 by 6.7, s. l.		7.57*
377	N. Y.	6119	.....	Herkimer, Poland.	Herkimer, Newport and Poland N.G. Rwy.	17	192 15	in b. c.		12
378	Iowa	27081	.....	Des Moines, Boone.	St. Louis, Des Moines and Northern Rwy.	43.30	190 14	apt., 7.6 by 5.9, s. l.		6
379	Ark.	29011	.....	Searcy, Kensett.	Searcy and West Point R. R.	4.76	187 8	13.6 by 6; no clerk.		14
380	Wis.	25047	.....	Wabasha, Eau Claire.	Chicago, Milwaukee and St. Paul Rwy.	49.58	182 16	apt., 18.11 by 7.7, f. f., s. l.		6
381	Minn	20040	.....	Minneapolis, Saint Cloud.	St. Paul, Minneapolis and Manitoba Rwy.	64.81	174 16	11.3 by 6.7, f. f., s. l.		6
382	Dak.	35012	.....	Ashton, Ellendale.	Chicago, Milwaukee and St. Paul Rwy.	70.12	174 20	no apt.		6
383	Va.	11028	.....	Danville, Martinsville.	Danville and New River R. R.	44.74	168 14	no apt.		6
384	Ark.	29009	.....	Washington, Hope.	Washington and Hope Rwy.	10.34	166 15	no apt.		7
385	Colo.	38015	.....	Mears, Haumann.	Denver and Rio Grande Rwy.	27.33	166 10	in b. c.		7
386	Mass	3042	.....	Boston, Oakdale.	Massachusetts Central R. R.	41.24	165 22	in b. c.		20.37*
387	N. C.	13014	.....	Oxford, Henderson.	Oxford and Henderson R. R.	13.40	164 20	no r. a.		6
388	Ind	22046	.....	Frankfort, Veedersburgh.	Toledo, Cincinnati and Saint Louis R. R.	43.15	163 21	11.10 by 5.9, f. f., s. l.		6
389	N. Y.	6049	.....	Wellsville, Eldred.	Bradford, Eldred and Cuba R. R.	33.14	162 15	apt., 7.5 by 5; 1 line		6
390	Colo.	38024	.....	Garo, Alma	Denver, South Park and Pacific R. R.	16.35	159 27	no apt.		14
391	Fla.	16012	.....	Paink, Gainesville.	Florida Southern R. R.	49.49	158 12	in b. c.		7.1*

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolla.	Dolla.	Dollars.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.			
42 75				876 37				Feb. 15, '82	In Aug., 1882.	373
42 75				1,763 43				Mar. 15, '83	New. 27.35 m. from Dec. 11, 1882, to Westfield. 13.00 m. from Mar. 15, 1883. New. In Apr., 1883.	374
42 75				1,544 55				Feb. 16, '82	In May, 1882.	375
42 75		53 87		2,924 10		3,787 00		July 1, '83	New. 1.90 m. decrease. In Apr., 1883.	376
42 75				726 75				July 17, '82	In Apr., 1883.	377
42 75				1,851 07				July 1, '83	New. .04 m. increase. 21.55 from May 16, 1882; 21.71 m. from Sept. 15, '82. In Apr., 1883. New.	378
42 75				203 49				Feb. 15, '82	In Nov., 1882.	379
42 75				2,119 54				Aug. 15, '82	New. .38 m. increase from July 1, 1883. In June, 1883. New.	380
42 75				2,186 23				Apr. 10, '82	13.38 m. not weighed. .29 m. increase. New.	381
42 75				2,997 63				July 1, '82	In Apr., 1883.	382
42 75				1,912 63				July 3, '82	New. 23.50 m. from Feb. 1, 1882; 10.20 m. from May 1, 1882; 11.04 m. from July 3, 1882. In Oct., 1882.	383
42 75				442 03				Sept. 1, '81	New. In June and July, 1882. New.	384
42 75		47 03		1,168 35		920 84		July 1, '82	8.25 m. from Apr. 15, 1882. .50 m. decrease. In Aug., 1882.	385
42 75				1,763 01				Jan. 16, '82	In July, 1882.	386
42 75				572 85				Sept. 20, '81	New. In Sept., 1881.	387
42 75				1,844 06				July 10, '82	New. In Oct., 1882.	388
42 75				1,416 73				Apr. 3, '82	New. 16.53 m. from Jan. 16, 1882; 16.61 m. from Apr. 3, 1882; 30 days commencing July 5, 1882. New.	389
42 75				698 96				Dec. 15, '82	New. 10.80 m. from July 1, 1882; 5.55 m. from Dec. 15, 1882. In Apr., 1882.	390
42 75				2,115 60				Dec. 1, '81	New. In May, 1883.	391

H.—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 whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
						Miles.	Lbs.				
392	Iowa	27084	.....	Des Moines, Decatur.	Des Moines, Osceola and So'n R. R.	86.32	151 12			Feet and inches apt., 8.6 by 5.6, f. f., s. l. Osceola to Des Moines. No r. a. res.	6
393	Iowa	27086	.....	Oakaloosa, Morning Sun.	Central Iowa Rwy.	81.99	149 20			apt., 10 by 7.6. 1 line.	6
394	Pa.	8144	.....	Port Allegheny, Coudersport.	Coudersport and Port Allegheny R. R.	16.68	148 18			in b. c.	9
395	Ind.	22026	.....	Washington Junction (n. o.), Petersburg.	Indianapolis and Evansville Rwy.	16.30	148	....		no apt.	6
396	Nebr.	34020	.....	Wymore, Table Rock.	Republican Valley R. R.	40.42	148 10			no apt.	6
397	Mich.	24056	.....	Petoskey, Harbor Springs.	Bayview, Little Traverse and Mackinaw R. R.	8.18	147 14			no apt.	12*
398	Mo.	28053	.....	North Springfield, Sparta.	Saint Louis and San Francisco Rwy.	28.20	146 10			no apt.	7
399	Ga.	15040	.....	Albany, Blakeley.	Southwestern R. R.	50.06	142 15			11.5 by 8.1, f. f., s. l.	6
400	Wis.	25032	.....	Afton, Janesville.	Chicago and Northwestern Rwy.	6.64	142 18			no apt.	15*
401	N. Y.	6121	.....	Mechanicsville, Schuylersville Junction (n. o.).	Boston, Hoosac Tunnel and Western Rwy.	12.98	141 25			in b. c.	6
402	Mich.	24054	.....	East Saginaw, Sebawaing.	Saginaw, Tuscola and Huron R. R.	38.24	141 14			no apt.	6
403	N. Y.	6118	.....	Phoenicia, Hunter.	Stony Clove and Catskill Mountain R. R.	15.24	136 14			in b. c.	6
404	Mich.	24061	.....	Palm Station, Point Austin.	Port Huron and Northwestern Rwy.	35.16	135 20			no apt.	6
405	Mich.	24051	.....	Point Saint Ignace (n. o.), Marquette.	Detroit, Mackinac and Marquette R. R.	151.37	134 16			no apt.	6
406	N. C.	13020	.....	Tarborough, Williamston.	Seaboard and Raleigh R. R.	30.88	133 20			15.2 by 8.8, f. f.; no clk.	7
407	Conn.	5008	.....	Vernon Depot, Melrose.	New York and New England R. R.	12.95	130 19			in b. c.	5.08*
408	N. Y.	6077	.....	Saratoga Sp'gs, Schuylersville.	Boston, Hoosac Tunnel and Western Rwy.	13.55	130 25			in b. c.	6
409	N. Y.	6059	.....	Olean, Angolica.	Allegany Central R. R.	40.51	128 16			in b. c.	12
410	Ohio.	21077	.....	Nelsonville, New Straitsville.	Columbus, Hocking Valley and Toledo Rwy.	26.68	124 23			18 by 10, f. f., s. l.	6
411	Iowa	27087	.....	Tara, Ruthven.	Des Moines and Fort Dodge R. R.	54.98	124 23			no apt.	6

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
42 75				3,690 18				July 1, '83	.82 m. increase. 60 m. from Oct. 16, 1882; 25.50 m. from Feb. 13, 1883. In Apr., 1883. New.	392
43 75				3,505 07				July 1, '83	48.02 m. from Jan. 1, 1883; 33.61 m. from Apr. 2, 1883. 30 m. increase. In Apr., 1883. New.	393
42 75				713 07				Oct. 9, '82	In Apr., 1883. New.	394
42 75				696 82				Feb. 15, '83	do	395
42 75				1,727 95				July 1, '82	1.24 m. increase. New. In Apr., '82.	396
42 75				349 69				Aug. 1, '82	In Sept., 1882. New.	397
42 75				1,205 55				July 1, '83	.45 m. increase. 20.24 m. from Nov. 1, 1882; 7.51 m. from Apr. 2, 1883. In Apr., 1883. New.	398
42 75	34 20			2,140 06		1,242 48		Oct. 1, '82	13.73 m. from Dec. 16, 1881. In Oct., 1882.	399
42 75				283 86				July 1, '83	.02 m. decrease. From Jan. 10, 1883, on 6.66 m. In Apr., 1883. New.	400
42 75				554 89				Aug. 10, '82	In Dec., 1882. New.	401
42 75				1,634 76				May 20, '82	In Sept., 1882. New.	402
42 75				651 51				June 19, '82	In Apr., 1883. New.	403
42 75				1,503 09				Mar. 2, '83	do	404
42 75	54 72			6,471 06		8,273 66		July 1, '83	.17 m. increase. In Apr., 1883.	405
43 75				1,320 12				Dec. 11, '82	In Apr., 1883. New.	406
43 75	45 32			553 61		209 37		June 11, '83	3.28 m. from Apr. 2, 1883; 5.05 m. from Feb. 12, 1883. In June, 1883.	407
42 75				579 26				Mar. 25, '82	In Dec., 1882. New.	408
42 75				1,731 80				Feb. 23, '82	In July, 1882. New.	409
42 75				1,140 57				July 1, '81	New. In July, 1882.	410
42 75				2,350 39				Feb. 22, '83	In Apr., 1883. New.	411

H.—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.
						Miles.	Lbs.				
412	Iowa	27079	.....	Marshalltown, Story City.	Central Iowa Rwy.	39.33	122 15			apt. 10 by 7.6.....	6
413	Tex.	31041	.....	Temple Junction (n.o.), Belton.	Missouri Pacific Rwy.	7.17	120 15			no apt.....	14
414	Ohio.	21067	.....	Huron, Norwalk.	Wheeling and Lake Erie R.R.	12.67	120 20			in charge of conductor.	12
415	Wis.	25048	.....	Chippewa Falls, Rice Lake.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	47.17	120 23			apt. 7.6 by 8.6 f. f., s. l.	6
416	Ind.	22041	.....	Stewartsville, New Harmony.	Peoria, Decatur and Evansville Rwy.	6.78	115 16			no clk.....	12
417	Ga.	15037	.....	Augusta, Greenwood.	Augusta and Knoxville R. R.	68.30	111 14			12 by 8.10 f. f., s. l.	6
418	S. C.	14015	.....	Lanes, Sumter.	Central R. R. of South Carolina.	40	111 20			in b. c.....	6
419	Pa.	8107	.....	Meadville, Lineville Station.	Pennsylvania Company.	21.10	111 22			in b. c.....	6
420	Ohio.	21086	.....	Niles, Alliance Junction (n. o.).	Alliance, Niles and Ashtabula R. R.	25.09	108 25			in b. c.....	6
421	Tex.	31024	.....	Navasota, Montgomery.	Central and Montgomery R. R.	28.17	108 15			no apt.....	6
422	Me.	1	.....	Boundary Line (n.o.), Presque Isle.	New Brunswick Rwy.	30.04	108 17			in b. c.....	6
423	N. C.	13018	.....	University Station, Chapel Hill.	Richmond and Danville R. R.	11.70	105 10			16.6 by 7.7 f. f.; no clk.	6
424	N. C.	13019	.....	Halifax, Scotland Neck.	Wilmington and Weldon R. R.	21	104 20			no apt.....	6
425	Tex.	31043	.....	Kamal, Eagle Pass.	Galveston, Harrisburgh and San Antonio Rwy.	33.47	102 20			no apt.....	7
426	Colo.	38027	.....	Greely, Stout.	Greely, Salt Lake and Pacific Rwy.	39.05	102 15			no apt.....	7
427	Minn	26043	.....	Fergus Falls, Pelican Rapids.	St. Paul, Minneapolis and Manitoba Rwy.	22.76	101 13			in b. c.....	6
428	Iowa	27078	.....	Hampton, Belmond.	Central Iowa Rwy.	22.82	100 15			no apt.....	6
429	Va.	11082	.....	Keyaville, Chase City.	Richmond and Mecklenburgh R. R.	17.77	97 15			no apt.....	6
430	Wis.	25044	.....	Brodhead, Albany.	Chicago, Milwaukee and St. Paul Rwy.	7.60	97 23			no apt.....	15*
431	Ind.	22042	.....	New Castle, Rushville.	Ft. Wayne, Cincinnati and Louisville R. R.	24.84	95 24			11.10 by 7.6 f. f., s. l.	6
432	Ohio.	21088	.....	Paidling, Cecil.	Paidling and Cecil Rwy.	6.44	92			no apt.....	9
433	Mich	24059	.....	Milton Junction (n. o.), Luther.	Grand Rapids and Indiana R. R.	11.50	90 12			no apt.....	11.55*
434	Minn	26028	.....	Heron Lake, Woodstock.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	44.21	88 18			no apt.....	6

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
42 75				1,681 35				July 1, '83	.22 m. decrease. 39.55 m. fr. May 1, 1882. In Apr., 1883. New.	412
42 75				306 51				Dec. 11, '82	In Apr., 1883. New.	413
42 75				584 39				Oct. 9, '82	In Jan., 1883. New.	414
42 75				2,016 51				Nov. 15, '83	1 m. increase. 46.17 m. from Nov. 15, 1882. In Apr., '83. New.	415
42 75				289 84				Dec. 22, '81	In Oct., 1882. New.	416
42 75				2,919 82				June 12, '82	39.60 m. from Jan. 1, 1882; 17.50 m. fr. Mar. 22, '82; 11.20 from June 12, 1882. In Oct., 1882. New.	417
42 75				1,710 00				Apr. 3, '82	In Oct., 1882. New.	418
42 75				902 02				Dec. 19, '82	In July, 1882. New.	419
42 75				1,072 59				Oct. 1, '82	In Apr., 1883. New.	420
42 75				1,204 26				July 1, '82	In Apr., 1883. New.	421
42 75				1,284 21				June 1, '82	In May, 1883. New.	422
42 75				500 17				July 24, '82	In Oct., 1882. New.	423
42 75				897 75				Oct. 9, '82	In Jan., 1883. New.	424
42 75				1,430 84				Feb. 12, '83	In Apr., 1883. New.	425
42 75				1,609 38				Feb. 1, '83	In Apr., 1883. New.	426
42 75				980 25				Sept. 1, '82	New.	427
42 75				975 55				May 1, '82	In Apr., 1883. New.	428
42 75				759 66				Feb. 1, '83	In Apr., 1883. New.	429
42 75				324 90				Apr. 15, '82	.15 m. increase. In Apr., 1883. New.	430
42 75				1,061 91				Mar. 22, '82	In Oct., 1882. New.	431
42 75				275 31				Nov. 1, '82	In Apr., 1883. New.	432
42 75				491 62				Feb. 1, '83	In Apr., 1883. New.	433
42 75		38 48		1,889 97		1,705 43		July 1, '83	.75 m. increase.	434

H.—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.
						<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>	
435	Iowa	27089	.....	Sac City, Holstein.	Chicago and Northwestern Rwy.	32.42	88 12		no apt.....	6
436	Kans	33048	.....	Leavenworth, Oakaloosa.	Leavenworth, Topeka and Southwestern Rwy.	29.85	88 15		no apt.....	6
437	Mo..	28052	.....	PawPaw Junction (n. o.), New Madrid.	Texas and Saint Louis Rwy.	6.14	86 12		no apt.....	12
438	Del .	9507	.....	Newark, Delaware City.	Philadelphia, Wilmington and Baltimore R. R.	12.75	85 17		in b. c.....	12
439	Ind	22015	.....	North Vernon, Rushville.	Cincinnati, Indianapolis, Saint Louis and Chicago R. R.	45.50	81 25		10.6 by 7.3, f. f., s. l.	6
440	Ill ..	23080	.....	Wellington, Cissna Park.	Strawn and Indiana State Line R. R.	12.84	81 15		no apt.....	6
441	Pa ..	8148	.....	North Clarendon, Farnsworth.	Warren and Farnsworth Valley R. R.	11.5	78 11		in b. c.....	12
442	Colo.	38028	.....	Denver, Longmont.	Denver R. R. Construction, Land and Coal Co.	34.80	78 22		no apt.....	7
443	Pa ..	8113	.....	Tyrone, Be-nore.	Pennsylvania R. R.	25.84	77 11		in b. c.....	12
444	Tex	31035	.....	Dallas, Cleburne.	Chicago, Texas and Mexican Central Rwy.	55.05	76 20		10 by 6, f. f., s. l.	6
445	Fla..	16014	.....	Gruelle, Ocala.	Florida Southern R. R.	30.61	75 12		in b. c.....	6
446	Ill ...	23069	.....	Kankakee, Seneca.	Kankakee and Seneca R. R.	43.42	75 20		apt. 22.6 by 9.4, s. l.	6
447	Pa ..	8105	.....	Sheffield, Sheffield Junction (n. o.).	Tionesta Valley R. R.	12.24	73 20		in b. c.....	6
448	Ill... 23082	.....	.....	Streator, North Judson.	Indiana, Illinois and Iowa R. R.	110.50	73 22		apt. 6.5 by 7.1.....	6
449	Dak.	35013	.....	Ripon, Portland.	Saint Paul, Minneapolis and Manitoba Rwy.	37.71	72 15		no apt.....	6
450	Is...	27080	.....	Manning, Audubon.	Chicago and Northwestern Rwy.	17.69	72 17		12.2 by 7.5; no clerk.	6

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.		Former pay per mile per annum for transportation.		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.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
42 75				1,385 95				Apr. 2, '83	In Apr., 1883. New.	435
42 75				1,276 08				July 1, '82	In Apr., 1883. New.	436
42 75				262 48				July 1, '83	.45 m. increase. 5.69 m. fr. Sept. 4, 1882. In Apr., 1883. New.	437
42 75				545 06				Jan. 8, '83	6.59 m. from Aug. 24, 1882; 6.16 m. from Jan. 8, '83, ext. Porter's Juno'n (n. o.) to Delaware City. In Apr., 1883. New.	438
42 75				1,945 11				Jan. 1, '82	25.57 m. from May 16, 1881; 19.93 m. from Jan. 1, '82. In Oct., 1882. New.	439
42 75				548 91				Apr. 15, '82	In Oct. and Nov., 1882. New.	440
42 75				491 62				Mar. 15, '83	10.47 m. from May 16, 1883, North Clarendon and Cherry Grove. In Apr., 1883. New.	441
42 75				1,487 70				Apr. 10, '83	In Apr., 1883. New.	442
42 75				1,104 66				May 1, '82	In Mar., 1883. New.	443
42 75				2,353 38				Mar. 1, '82	In Aug., 1882. New.	444
42 75				1,308 57				July 1, '82	In May, 1883. New.	445
42 75				1,856 20				Feb. 10, '82	In Apr., 1882. New.	446
42 75				523 26				Feb. 12, '83	7.33 m. from May 1, 1882; 4.91 m. from Feb., 12, 1883. In Apr., 1883. New.	447
42 75				1,733 08				July 1, '83	43.44 m. Dwight to Momenoe, from June 1, 1882. Extension at both ends from July 2, 1883. Weighed only between Dwight and Momenoe. 1.46 m. decrease. In Apr., 1883. New.	448
42 75				1,612 10				Dec. 1, '82	In Apr., 1883. New.	449
42 75				756 24				May 10, '82	In July, 1882. New.	450

H.—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.
						Miles.	Lbs.				
451	Cal.	46039	.....	San Francisco, Glen Ellen.	Sonoma Valley R. R.	46.35	70 25			Feet and inches. no apt.....	6
452	La.	30012	.....	Cades, Saint Martinsville.	Morgan's Louisiana and Texas R. R. and Steamship Co.	6.90	66 0			in b. e.....	14
453	Me.	9	.....	Milo Junction (n. o.), Katahdin Iron Works.	Bangor and Katahdin Iron Works Rwy.	18.94	64 13			in b. e.....	9.73
454	Tenn	10018	.....	Johnson City, Cranberry Forge.	East Tennessee and Western North Carolina R. R.	23.75	63 12			7.6 by 7, f. f., a. l.	6
455	N. Y.	6117	.....	Manor Junction (n. o.), Eastport Junction (n. o.).	Long Island R. R.	5.37	63 22			in b. e.....	6
456	N. J.	7019	.....	Newfield, Atlantic City.	West Jersey R. R.	34.71	61 33			in b. e.....	12
457	Ky.	20028	.....	King's Mountain Station, Middleburgh.	Cincinnati, Green River and Nashville R. R.	10.67	61			in b. e.....	6
458	Mich	24053	.....	Humboldt, Republic.	Marquette, Houghton and Ontonagon R. R.	8.70	61 12			no apt.....	6
459	Ill.	23085	.....	Murphysborough, Pinckneyville.	Saint Louis Coal R. R.	23.21	60 25			no apt.....	6
460	Ohio	21081	.....	Delphos, Bluffton.	Cleveland, Delphos and Saint Louis R. R.	29.09	60 20			no clk.....	6
461	Pa.	8149	.....	Lebanon, Cornwall.	Cornwall R. R.	5.62	58 20			in b. e.....	12
462	Mich	24038	.....	Iron River Junction (n. o.), Iron River.	Chicago and Northwestern Rwy.	10.81	51 18			no apt.....	6
463	Wis.	25046	.....	Oshkosh, Hortonville.	Milwaukee, Lake Shore and Western Rwy.	23.77	48 25			no apt.....	6
464	Tenn	19021	.....	Spring City, Jewett.	Tennessee and Sequatchie Valley R. R.	12.00	46 10			no clk.....	6
465	Fla.	16010	.....	Sanford, Lake Jessup.	Sanford and Indian River R. R.	10.43	42 10			in b. e.....	6
466	N. C.	13017	.....	Alma, Plainview.	Alma and Little Rock R. R.	12.50	42 12			no apt.....	6
467	Tex.	31042	.....	Guide, Terrell	Houston and Texas Central R. R.	38.53	39 9			no apt.....	6

States and Territories in which the contract term expired June 30, 1883, *fo.*—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
42 75				955 46				Mar. 15, '83	15.07 m. from Dec. 1, 1882; 7.28 m. from Mar. 15, 1882. No allowance for service between San Francisco and Sonoma Landing (n. o.), 24 m. In Apr., 1883. New.	451
42 75				204 97				Nov. 8, '82	In Jan., 1883. New.	452
42 75				1,079 00				Nov. 13, '82	6.30 m. from Jan. 16, 1882; 12.64 m. from Nov. 13, 1882. In Jan., 1883. New.	453
42 75				1,142 81				July 1, '82	15.20 m. from Mar. 1, 1882; 18.55 m. from July 1, 1882. In Oct., 1882. New.	454
42 75				229 56				June 1, '82	In Apr., 1883. New.	455
42 75				1,483 85				Feb. 1, '82	In July, 1882. New.	456
42 75				456 14				Nov. 3, '81	In Aug., 1882. New.	457
42 75	34 20			371 92	331 74			July 1, '83	1 m. decrease. In Apr., 1883.	458
42 75				992 22				Mar. 8, '83	In Apr., 1883. New.	459
42 75				1,243 59				May 22, '82	23.28 m. from Feb. 20, 1882; 5.81 m. from May 22, 1882. In Oct., 1882. New.	460
42 75				240 25				Mar. 20, '83	In Apr., 1883. New.	461
42 75				846 87				Apr. 2, '82	.80 m. from July 16, 1883, extension to Iowa River. In Apr., 1883. New.	462
42 75				1,016 16				Aug. 15, '82	.05 m. decrease. In Apr., 1883. New.	463
42 75				513 00				July 1, '82	In Oct., 1882. New.	464
42 75				445 88				Mar. 1, '83	In Apr., 1883. New.	465
42 75				538 21				Oct. 23, '82	10.62 m. from July 17, 1882; 1.97 m. from Oct. 23, 1882. In Feb., 1883. New.	466
42 75				1,647 15				Jan. 15, '83	In Apr., 1883. New.	467

H.—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.
						Miles.	Lbs.				
468	Ga..	15041	.....	Cuthbert, Fort Gaines.	Southwestern R. R.	23.20	29 17	in b. c.			6
469	N. J.	7045	.....	Haddonfield, Marlton.	Philadelphia, Marlton and Medford R. R.	7.24	37 22	in b. c.			6
470	Mo..	28025	.....	Salisbury, Glasgow.	Wabash, Saint Louis and Pacific Rwy.	15.61	35 20	no apt.			6
471	Mich	24011	.....	Sloean Junction (n. o.), Grosse Isle.	Michigan Central R. R.	2.38	34 15	no apt.			6
472	Mich	24055	.....	Ferrysburgh, Fruitport.	Chicago and WestMichigan Rwy.	6.22	34 8	no apt.			9*
473	Tenn	19022	.....	Hunnicut, Poplar Creek.	Waldens Ridge R. R.	18.10	31	no apt.			6
474	WVa	12007	.....	Piedmont, Elk Garden.	West Virginia Central and Pittsburgh Rwy.	14.50	31 20	in locked box.			6
475	Mich	24058	.....	Narenta Station (n. o.), Metropolitan.	Chicago and Northwestern Rwy.	35.01	29 12	no apt.			6
476	Utah	41011	.....	Lehi Junction (n. o.), Tintic.	Salt Lake and Western Rwy.	53.50	29 14	no apt.			6
477	Kans	33039	.....	Girard, Walnut.	Kansas City, Lawrence and Southern Kansas R. R.	16.03	27 15	no apt.			6
478	I. T.	32001	.....	Atoka, Lehigh.	Missouri Pacific Rwy.	8.05	27 7	no apt.			6
479	N. J.	7055	.....	East Junction (n. o.), West Junction (n. o.).	New York, Lake Erie and Western R. R.	9.98	25 38	apt. 16.5 by 7.1, f. f., 1 l.			6
480	Mich	24057	.....	East Tawas, Alger Station (n. o.).	Tawas and Bay County Rwy.	26.91	23 7	no apt.			6
481	Cal..	46041	.....	San Luis Obispo, Port Harford.	Pacific Coast Rwy.	11.80	22 15	no apt.			6
482	Pa ..	8143	.....	Coalville Junction (n. o.), Coaltown.	Shenango and Allegheny R. R.	3.00	21 12	in b. c.			6
483	S. C.	14019	.....	Blackville, Barnwell.	Barnwell R. R.	9.42	18 12	in b. c.			6
484	WVa	12008	.....	Winifrede Junction (n. o.), Winifrede.	Winifrede R. R.	4.54	17 12	in box.			6
485	Me..	19	.....	Mechanic's Falls, Gilbertville.	Rumford Falls and Buckfield R. R.	20.47	15 18	in b. c.			6
486	Va..	11030	.....	Lorain, Hungary.	Richmond and Alleghany R. R.	12	15 12	no clk.			6
487	Wis	25051	.....	Superior Junction (n. o.), Superior.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	63.50	55 14	no apt.			6

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
42 75				991 80				July 1, '80	In Oct., 1882. New.	468
42 75				524 54				Mar. 1, '82	12.27 m. from Mar. 1, 1882; 7.24 m. from May 1, 1882. In Dec., 1882. New.	469
42 75		44 46		687 32		710 91		July 1, '83	.38 m. decrease. In Apr., 1883.	470
42 75				100 89				July 1, '83	In Apr., 1883. New.	471
42 75				285 90				July 1, '82	In Sept., 1882. New.	472
42 75				773 77				Oct. 1, '82	In Apr., 1882. New.	473
42 75				619 87				Oct. 20, '81	In Aug., 1881. New.	474
42 75				1,496 67				July 1, '83	.14 m. increase. 34.87 m. from Nov. 1, 1882. In Apr., 1883. New.	475
42 75				2,287 12				Aug. 10, '82	In Apr., 1883. New.	476
42 75				685 28				Jan. 1, '83	Title changed. In Apr., 1883. New.	477
42 75				344 13				May 22, '82	In Apr., 1883. New.	478
42 75				426 64				Aug. 7, '82	In Apr., 1883. New.	479
42 75				1,150 40				July 1, '83	.14 m. increase. 25.45 m. from Oct. 1, 1882; 1.60 m. from Oct. 16, 1882. In Apr., 1883. New.	480
42 75				504 45				Feb. 15, '83	In Apr., 1883. New.	481
42 75				128 25				July 3, '82	In Apr., 1883. New.	482
42 75				402 70				Dec. 11, '82	In Apr., 1883. New.	483
42 75				104 08				Aug. 1, '82	In Aug., 1882. New.	484
42 75		49 50		1,460 36		1,450 26		Jan. 23, '82	1.63 m. from Jan. 23, 1882. Extension between Canton and Gilbertville. In July, 1882. New.	485
38 48				461 76				Apr. 24, '82	In Oct., 1882. New.	486
34 20				2,171 70				July 1, '83	.75 m. increase. Pay from Jan. 1, 1883, on 62.75 m. In Apr., 1883. New.	487

H.—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.
						Miles.	Lbs.				
488	Minn	26041	.....	Junction, Superior.	Northern Pacific R. R.	24.43	39 16	no apt.....			6
489	Ill...	23086	.....	Buckingham, Clarke City.	Illinois Central R. R.	9.59	11 9	no apt.....			6
490	Miss.	18013	.....	Stoneville, Johnsonville.	Georgia Pacific Rwy.	20.43	30 10	no apt.....			3
491	Ala	17026	.....	Whiting, Repton.	Louisville and Nashville R. R.	20.76	7 12	in b. c.....			3
Total											
Increase over former amount of pay by readjustment..											

States and Territories in which the contract term expired June 30, 1883, &c.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dolla.	Dollars.	Dolls.	Dollars.	Dolla.	Dollars.	Dolla.			
34 20				835 50				Aug. 10, '82	In Jan., 1883.	488
34 20				327 97				Apr. 2, '83	New. In Apr., 1883.	489
29 03				611 46				Mar. 1, '82	New. In Oct., 1882.	490
17 06				534 48				Sept. 1, '82	New. In Apr., 1883.	491
				4,300,011 39		3,092,399 95				
				3,092,399 95						
				1,207,611 44						

Index to Table H.

Title.	Order.	Number of route.	Title.	Order.	Number of route.
Addison and Northern Pennsylvania Railway	374	6122	Chicago and Northwestern Railway	280	27024
Allegheny Central R. R.	409	6059	Do	145	27030
Alliance, Niles and Ashtabula R. R.	420	21086	Do	225	27038
Alma and Little Rock R. R.	466	13017	Do	350	27050
Arkansas Midland R. R.	288	29602	Do	141	27052
Atholson, Topeka and Santa Fé R. R.	26	33010	Do	297	27066
Do	10	33018	Do	325	27066
Angusta and Knoxville R. R.	417	15037	Do	198	27070
Austin and Northwestern R. R.	234	31038	Do	291	27070
Bangor and Katahdin Iron Works Railway	453	9	Do	450	27090
Barnwell R. R.	483	14019	Do	435	27089
Bay View, Little Traverse and Mackinaw R. R.	397	24056	Do	237	35010
Boston, Hoosac Tunnel and Western Railway	468	6077	Chicago and West Michigan Railway	28	24021
Do	461	6121	Do	260	24022
Bradford, Bordell and Kinzua R. R.	323	8133	Do	280	24023
Bradford, Eldred and Cuba R. R.	389	6049	Do	229	24046
Bridgeton and Saco River R. R.	354	22	Do	82	24052
Buffalo, New York and Philadelphia R. R.	329	6123	Do	472	24055
Burlington and Missouri River, in Nebraska, R. R.	59	34002	Chicago, Burlington and Kansas City Railway	210	27008
Burlington, Cedar Rapids and Northern Railway	89	27001	Chicago, Burlington and Quincy R. R.	569	23005
Do	252	27002	Do	3	23007
Do	178	27003	Do	183	23008
Do	222	27004	Do	101	23009
Do	315	27065	Do	12	23010
California Southern R. R.	214	46037	Do	286	23011
Cape Girardeau and Southwestern Railway	368	28045	Do	100	23012
Cassclton Brauch R. R.	375	35006	Do	369	23013
Central and Montgomery R. R.	421	31024	Do	133	23041
Central Iowa Railway	310	23068	Do	211	28070
Do	99	27010	Do	294	23072
Do	428	27078	Do	334	23079
Do	412	27079	Do	342	23084
Do	393	27086	Do	16	27005
Central Pacific R. R.	28	46003	Do	154	27006
Do	304	46020	Do	138	27007
Central Pacific R. R. Co. (Jesse North-ern R. R.)	263	46022	Do	275	27009
Central R. R. Co. of S. C.	418	14015	Do	93	27011
Chagrin Falls and Southern R. R.	337	21079	Do	123	27033
Charlotte, Columbia and Augusta R. R.	58	13067	Do	295	2704
Chesapeake and Ohio Railway	88	11065	Do	316	27042
Do	104	20929	Do	192	2706
Chesapeake, Ohio and Southwestern R. R.	182	20009	Do	86	27073
Chicago and Alton R. R.	11	23017	Do	150	27074
Do	66	23018	Do	247	27083
Do	339	23019	Do	263	2708
Do	308	28021	Chicago, Detroit and Canada Grand Trunk Junction R. R.	32	24028
Do	74	28022	Do	204	24028
Chicago and Eastern Illinois R. R.	73	23042	Chicago, Milwaukee and Saint Paul Railway	2	23035
Chicago and Iowa R. R.	29	23036	Do	19	23054
Chicago and Northwestern Railway	13	23001	Do	5	25002
Do	27	23002	Do	90	25003
Do	356	23004	Do	116	25004
Do	91	24031	Do	335	25005
Do	806	24032	Do	175	25006
Do	337	24032	Do	191	25008
Do	462	24033	Do	114	25020
Do	475	24058	Do	368	25021
Do	24	25009	Do	233	25023
Do	17	25010	Do	54	25024
Do	57	25011	Do	305	25029
Do	35	25012	Do	181	25031
Do	290	25013	Do	301	25034
Do	23	25014	Do	430	25044
Do	200	25019	Do	380	25047
Do	179	25025	Do	48	26009
Do	176	25038	Do	157	26010
Do	149	25042	Do	162	26012
Do	400	25052	Do	6	26013
Do	60	26031	Do	362	26023
			Do	110	26023
			Do	338	26024
			Do	353	26032
			Do	70	26037
			Do	277	26044
			Do	355	26045
			Do	46	27012

Index to Table H—Continued.

Title.	Order.	Number of route.	Title.	Order.	Number of route.
Chicago, Milwaukee and Saint Paul Railway	201	27020	Dubuque and Dakota R. R.	197	27051
Do.	96	27025	East Tennessee and Western North Carolina R. R.	454	19018
Do.	205	27026	Flint and Pere Marquette R. R.	50	24015
Do.	126	27027	Do.	146	24045
Do.	87	27028	Do.	109	24048
Do.	318	27039	Do.	319	24049
Do.	105	27072	Florida Transit R. R.	161	18011
Do.	382	35012	Florida Southern R. R.	391	18019
Chicago, Pekin and Southwestern R. R.	278	23051	Do.	445	18014
Chicago, Rock Island and Pacific Railway	4	23015	Fort Wayne, Cincinnati and Louisville R. R.	431	22042
Do.	92	23016	Fort Worth and Denver City Railway	208	31037
Do.	9	27014	Fulton County Narrow Gauge Railway	307	23067
Do.	185	27015	Galveston, Harrisburgh and San Antonio Railway	253	31040
Do.	220	27016	Do.	425	31043
Do.	62	27017	Georgia Pacific Railway	490	18013
Do.	151	27019	Georgia Railroad and Banking Company	39	15004
Do.	311	27044	Grand Rapids and Indiana R. R.	122	24018
Do.	361	27045	Do.	129	24018
Do.	218	27076	Do.	186	24019
Do.	254	27090	Do.	483	24059
Do.	107	28032	Greeley, Salt Lake and Pacific Railway	426	38027
Chicago, Saint Paul Minneapolis and Omaha Railway	326	25028	Green Bay, Winona and Saint Paul R. R.	218	25027
Do.	415	25048	Hannibal and Saint Joseph R. R.	38	28005
Do.	487	25051	Do.	21	28010
Do.	299	26020	Do.	119	28030
Do.	77	28025	Do.	327	28050
Do.	262	26027	Herkimer, Newport and Poland Narrow Gauge Railway	377	6119
Do.	434	26028	Houston and Texas Central R. R.	173	31005
Do.	343	26029	Do.	467	31042
Do.	371	34021	Humeston and Shenandoah R. R.	270	27067
Chicago, Texas and Mexican Central Railway	444	31035	Illinois Central R. R.	31	28020
Cincinnati and Eastern Railway	172	21052	Do.	84	23021
Cincinnati, Green River and Nashville R. R.	457	20028	Do.	241	23084
Cincinnati, Indianapolis, Saint Louis and Chicago R. R.	439	22015	Do.	489	23086
Cincinnati Northern Railway	232	21078	Do.	76	27021
Cincinnati, Selma and Mobile Railway	320	17006	Do.	144	27022
Cincinnati, Wabash and Michigan Railway	223	22022	Illinois Midland Railway	348	23048
Cleveland, Delphos and Saint Louis R. R.	460	21081	Indiana, Bloomington and Western Railway	194	22047
Colorado Central R. R.	108	38003	Indiana, Illinois and Iowa R. R.	448	23082
Do.	137	38020	Indianapolis and Evansville Railway	395	22026
Do.	273	38021	Jackson, Lansing and Saginaw R. R.	97	24009
Columbus, Hocking Valley and Toledo Railway	410	21077	Jacksonville Southwestern Railway	314	23046
Condersport and Port Alleghany R. R.	394	8144	Kankakee and Seneca R. R.	449	23069
Connotton Valley R. R.	345	21000	Kansas Central R. R.	226	38013
Cornwall R. R.	461	8149	Kansas City, Fort Scott and Gulf R. R.	168	24036
Danville and New River R. R.	383	11028	Do.	271	28048
Delaware and Hudson Canal Company	190	8032	Do.	85	33008
Do.	287	8082	Do.	269	33024
Denver and New Orleans R. R.	187	38023	Kansas City, Lawrence and Southern Kansas R. R.	51	33006
Do.	367	38023	Do.	277	33039
Denver and Rio Grande Railway	108	38012	Kansas City, Saint Joseph and Council Bluffs R. R.	25	28006
Do.	385	38015	Do.	152	28028
Denver Railroad Construction, Land and Coal Company	442	38028	Do.	292	28044
Denver, South Park and Pacific R. R.	111	38005	Do.	266	28046
Do.	249	38014	Do.	250	28046
Do.	370	38014	Do.	359	28046
Do.	390	38024	Lake Shore and Michigan Southern Rwy	30	24001
Do.	364	38026	Do.	181	24002
Des Moines and Fort Dodge R. R.	147	27031	Do.	118	24003
Do.	411	27087	Do.	75	24004
Des Moines, Osceola and Southern R. R.	392	27084	Do.	184	24005
Detroit and Bay City R. R.	42	24013	Do.	296	24024
Do.	303	24014	Do.	186	24029
Detroit, Grand Haven and Milwaukee Railway	44	24027	Do.	376	24036
Detroit, Mackinac and Marquette R. R.	405	24051	Leavenworth, Topeka and Southwestern Railway	436	33038
Do.	250	24051	Lehigh and Hudson River Railway	322	7052
Detroit, Lansing and Northern R. R.	188	24018	Little Rock, Mississippi River and Texas Railway	283	28004
Do.	64	24017	Do.	171	28007
			Long Island R. R.	455	6117
			Do.	346	6120

Index to Table H—Continued.

Title.	Order.	Number of route.	Title.	Order.	Number of route.
Long Island R. R.	366	6124	Pooria, Decatur and Evansville Rail- way	245	23024
Louisiana Western R. R.	71	30010	Philadelphia and Reading R. R.	38	8002
Louisville and Nashville R. R.	491	17026	Philadelphia, Marlton and Medford R. R.	469	7045
Do.	117	23032	Philadelphia, Wilmington and Balti- more R. R.	438	9507
Louisville, Evansville and Saint Louis Railway	380	22023	Pittsburgh and Western R. R.	236	8125
Do.	227	22048	Pittsburgh, Bradford and Buffalo Rail- way	180	8112
Louisville, New Albany and Chicago Railway	136	22008	Do.	365	8147
Do.	142	22038	Port Huron and Northwestern Railway	300	24025
Marquette, Houghton and Ontonagon R. R.	231	24040	Do.	163	24042
Do.	458	24053	Do.	303	24060
Massachusetts Central R. R.	386	3042	Do.	404	34061
Michigan Central R. R.	8	24006	Republican Valley R. R.	199	34009
Do.	352	24007	Do.	177	34011
Do.	150	24008	Do.	302	34016
Do.	102	24009	Do.	279	34019
Do.	49	24010	Do.	336	34019
Do.	471	24011	Do.	396	34020
Do.	34	24035	Richmond and Allegheny R. R.	217	11021
Michigan, Midland and Canada R. R.	216	24037	Do.	276	11027
Midland North Carolina Railway	224	13005	Do.	373	11029
Milwaukee and Northern R. R.	207	25040	Do.	426	11030
Milwaukee, Lake Shore and Western Railway	94	25018	Richmond and Danville R. R.	423	13018
Do.	463	25046	Richmond and Mecklenburgh R. R.	429	11033
Do.	153	25049	Rock Island and Peoria Railway	132	23049
Do.	215	25050	Rumford Falls and Buckfield R. R.	485	19
Minneapolis and Saint Louis Railway.	103	26021	Sacramento and Placerville R. R.	240	46005
Do.	340	26038	Saginaw, Tuscola and Huron R. R.	402	24054
Missouri Pacific Railway	1	28001	Saginaw Valley and Saint Louis R. R.	193	24030
Do.	333	28008	Saint Joseph and Des Moines R. R.	255	28037
Do.	14	28011	Saint Joseph Valley R. R.	351	24050
Do.	36	28014	Saint Louis, Alton and Terre Haute R. R.	61	23020
Do.	115	28024	Saint Louis and Cairo R. R.	160	23053
Do.	268	28033	Saint Louis and San Francisco Rail- way	60	28003
Do.	130	28040	Do.	79	28020
Do.	372	28047	Do.	128	28039
Do.	140	30002	Do.	398	28053
Do.	167	30011	Saint Louis Coal Railroad.	165	23047
Do.	221	30013	Do.	459	23065
Do.	53	31028	Saint Louis, Des Moines and North- ern Railway	378	27061
Do.	413	31041	Saint Louis, Fort Scott and Wichita R. R.	324	33036
Do.	478	32001	Do.	331	33030
Morgan, Louisiana and Texas Railroad and Steamship Company	52	30003	Saint Louis, Iron Mountain and South- ern Railway	7	28002
Do.	452	30012	Do.	15	28026
Natches, Jackson and Columbus R. R.	170	18010	Do.	248	28027
Nobraska Railway	174	34005	Do.	124	28034
New Brunswick Railway	422	1	Do.	274	29612
New Mexico and Arizona R. R.	313	40002	Saint Louis, Keokuk and Northwestern Railway	72	28018
New York City and Northern R. R.	285	6017	Saint Louis, Salem and Little Rock R. R.	238	28023
New York and New England R. R.	148	5007	Saint Paul and Duluth R. R.	143	28007
Do.	407	5008	Do.	330	26033
New York, Lake Erie and Western R. R.	479	7055	Saint Paul, Minneapolis and Manitoba Railway	22	26003
New York, Texas and Mexican Railway	235	31036	Do.	41	26004
Northern Pacific R. R.	127	26001	Do.	121	26005
Do.	47	26002	Do.	83	26006
Do.	488	26041	Do.	321	26039
Do.	332	26042	Do.	381	26040
Do.	259	26046	Do.	427	26043
Ohio and Mississippi Railway	239	23033	Do.	196	35002
Ohio Southern R. R.	347	21058	Do.	113	35005
Old Colony R. R.	244	3084	Do.	449	35013
Omaha and Southwestern R. R.	80	34004	Salt Lake and Western Railway	470	41011
Do.	158	34006	Sanford and Indian River R. R.	465	16010
Oregon and California R. R.	37	44001	San Pete Valley Railway	281	41010
Oregon Railway and Navigation Com- pany	134	44003	Scioto Valley R. R.	81	21051
Oxford and Henderson R. R.	387	13014	Seaboard and Raleigh R. R.	406	13020
Pacific Coast Railway	341	46040	Searcy and West Point R. R.	379	29011
Do.	481	46041	Shenandoah Valley R. R.	55	11021
Paulding and Cecil Railway	432	21088	Shenango and Allegheny R. R.	482	8143
Pennsylvania Company	410	8107			
Pennsylvania R. R.	443	8113			
Do.	309	8146			
Peoria, Decatur and Evansville Rail- way	416	22041			

* No. of new route, 33036.

Index to Table H—Continued.

Title.	Order.	Number of route.	Title.	Order.	Number of route.
Sioux City and Pacific Railway.....	40	27029	Wabash, Saint Louis and Pacific Rail- way.....	155	23038
Do.....	112	27077	Do.....	325	23043
Sonoma Valley R. R.....	451	46039	Do.....	296	23050
South Florida R. R.....	242	16007	Do.....	284	23063
Southwestern R. R.....	399	15940	Do.....	135	23066
Do.....	468	15941	Do.....	287	23075
Strawn and Indiana State Line R. R.....	440	23080	Do.....	344	23077
Stony Clove and Catskill Mountain R. R.....	403	4118	Do.....	184	23081
Sycamore, Courtland and Chicago R. R.....	312	23052	Do.....	225	23083
Tawas and Bay County Railway.....	480	24057	Wabash, Saint Louis and Pacific Rwy.....	282	27046
Texas and New Orleans R. R.....	67	31012	Do.....	20	28004
Texas and Saint Louis Railway.....	349	28051	Do.....	95	28007
Do.....	437	28052	Do.....	212	28009
Tennessee and Sequatchie Valley R. R.....	464	19021	Do.....	45	28013
Texas-Mexican Railway.....	261	31016	Do.....	246	28015
Tionesta Valley R. R.....	447	8105	Do.....	169	28019
Toledo, Ann Arbor and Grand Trunk Railway.....	258	24020	Do.....	470	28025
Toledo, Cincinnati and Saint Louis R. R.....	888	22046	Waldins Ridge R. R.....	473	19073
Toledo, Delphos and Burlington R. R.....	298	21061	Warren and Farnsworth Valley R. R.....	441	8148
Traverse City R. R.....	202	34034	Washington and Hope Railway.....	384	29009
Utah and Delaware R. R.....	156	6073	Waynesburgh and Washington R. R.....	195	8114
Utah and Northern Railway.....	65	36001	Western North Carolina R. R.....	120	13006
Utica, Ithaca and Elmira R. R.....	130	6075	West Jersey R. R.....	456	7019
Valley Railway.....	250	21073	Do.....	251	7057
Vicksburgh, Shreveport and Pacific Railway.....	264	30008	West Virginia, Central and Pittsburgh Railway.....	474	12057
Wabash, Saint Louis and Pacific Rail- way.....	180	22027	Wheeling and Lake Erie R. R.....	265	21080
Do.....	18	23023	Do.....	414	21087
Do.....	78	23025	Wilmington and Weldon R. R.....	424	13019
Do.....	68	23027	Winifrede R. R.....	484	12008
Do.....	209	23029	Winona and Saint Peter R. R.....	125	26014
Do.....	317	23037	Do.....	63	26015
			Do.....	272	26019
			Wisconsin and Minnesota R. R.....	242	25026
			Wisconsin Central R. R.....	219	25015

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the compared with 1882,

State.	Number of route.	Termini.	Corporate title of company.	June 30, 1882.
				Length of route.
Maine	5	Portland and Skowhegan	Maine Central R. R.	<i>Miles.</i> 102.56
	6	Portland and Bangor	do	137.72
New Hampshire	12	Bangor and Vanceborough	do	114.02
	1001	Concord and Nashua	Concord Railroad Corporation	36.28
	1005	Concord and Wells River	Boston, Concord and Montreal R. R.	94.01
	1008	Concord and White River Junction.	Northern R. R. Co	69.64
Vermont	2001	Burlington and Rouse's Point.	Central Vermont R. R.	57.10
	Part.	Essex Junction and Saint Albans.	do	24.50
	Part.	Burlington and Saint Albans.	do	
	2002	Windsor and Essex Junction.	Central Vermont R. R.	110.13
	Part.	White River Junction and Essex Junction.	do	96.00
	Part.	Windsor and White River Junction.	do	
	2003	Bellows Falls and Burlington	Central Vermont R. R.	
	Part.	Rutland and Burlington	do	
	2004	Bellows Falls and Windsor	Sullivan County R. R.	
	2005	Brattleborough and Bellows Falls.	Vermont R. R. Co. of 1871	
	2010	White River Junction and Derby Line.	Connecticut and Passumpsic Rivers and Massawippi Valley R. R.	115.02
	Part.	White River Junction and Newport.	do	105.30
	Part.	Wells River and Newport	do	
	2015	Rutland and Bennington	Bennington and Rutland R. R.	
	Part.	Rutland and North Bennington.	do	
	2018	North Bennington and State Line, n. o.	Bennington and Rutland R. R.	
	Part.	North Bennington Station, n. o., and State Line, n. o.	do	
Massachusetts	3001	Boston and Portland	Eastern R. R.	109.08
	3011	Boston and Portland	Boston and Maine R. R.	116.33
	Part.	Boston and Wakefield Junction, n. o.	do	
	3014	Wakefield Junction, n. o., and Newburyport.	Boston and Maine R. R.	
	3016	Boston and Lowell	Boston and Lowell Railroad Corporation.	26.02
	3021	Boston and Greenfield	Fitchburgh R. R.	105.21
	3022	Greenfield and North Adams	do	37.12
	3025	Boston and Albany	Boston and Albany R. R.	202.06
	Part.	Boston and Springfield	do	98.63
	Part.	Springfield and Albany	do	103.43
	3029	Pittsfield and North Adams	Boston and Albany R. R.	21.18
	3035	Boston and Providence	Boston and Providence R. R.	44.19
	3038	Boston and South Braintree	Old Colony R. R.	11.36
	3039	South Braintree Junction, n. o., and Newport.	do	61.25
	Part.	South Braintree Junction, n. o., and Middleborough.	do	23.09
3041	Middleborough and Provincetown.	Old Colony R. R.	86.30	
3062	Miller's Falls and Brattleborough.	Central Vermont R. R.		
Part.	South Vernon Junction (n. o.) and Brattleborough.	do		
3067	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R.		
3073	Lowell and Nashua	Boston and Lowell R. R. Corporation.	14.77	
Rhode Island	4002	Providence and Groton	New York, Providence and Boston R. R.	62.10
Connecticut	5004	New Haven and New London.	New York, New Haven and Hartford R. R.	51.71

fiscal years ending June 30, 1882, and June 30, 1883, and the increase or decrease of 1883 as and the reasons therefor.

June 30, 1882.		June 30, 1883.			Increase per annum of 1883 over 1882.	Decrease per annum of 1883 over 1882.	Remarks.
Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.			
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.	
1,601 98	15 62	102.56	1,801 98	15 62			
18,772 00	100 00	137.72	13,772 00	100 00			
4,275 75	37 50	114.02	4,275 75	37 50			
1,451 20	40 00	38.28	1,451 20	40 00			
880 87	9 37	94.01	880 87	9 37			
2,828 77	40 62	69.64	2,828 77	40 62			
		57.10					
1,225 00	50 00	24.50		50 00	345 15	Established January 1, 1883.	
		32.50	1,570 15	10 62			
4,800 00	50 00	110.13		50 00	176 62	{ From July 1, 1881; allowed since last report.	
		96.00	4,976 62	12 50			
		14.13					
		120.89					
		67.20	713 68	10 62	713 68	Established January 1, 1883. From July 1, 1881; allowed since last report.	
		28.32	329 00	12 50	329 00		
		24.02	300 25	12 50	300 25	Do.	
		115.02					
2,302 91	21 87	105.30		12 50	376 68	Decrease in distance.	
		65.10	1,926 23	9 37			
		57.60					
		52.50	557 55	10 62	557 55	Established January 1, 1883.	
		1.99					
		1.85	19 64	10 62	19 64	Do.	
10,908 00	100 00	109.08	10,908 00	100 00			
3,635 31	31 25	116.33		31 25	95 00	Established September 4, 1882.	
		9.50	3,730 31	10 00			
		30.80	308 00	10 00	308 00	Do.	
1,301 00	50 00	28.02	1,301 00	50 00			
1,982 06	18 75	105.71	1,982 06	18 75			
696 00	18 75	37.12	696 00	18 75			
		202.06					
25,228 07	185 00	98.63	25,228 07	185 00			
	67 50	103.43		67 50			
211 80	10 00	21.18	211 80	10 00			
3,402 63	77 00	44.19	3,402 63	77 00			
142 00	12 50	11.36	142 00	12 50			
		61.23					
288 62	12 50	23.09	288 62	12 50			
1 078 75	12 50	86.30	1,078 75	12 50			
		21.39					
		10.28	128 50	12 50	128 50	From July 1, 1881; allowed since last report.	
		52.94	661 75	12 50	661 75	Do.	
738 50	50 00	14.77	738 50	50 00			
3,105 00	50 00	62.10	3,105 00	50 00			
3,878 25	75 00	51.71	3,878 25	75 00			

I.—Statement showing the rate of pay per annum for the use of railway post-office cars

State.	Number of route.	Terminal.	Corporate title of company.	June 30,
				1882.
				Length of route.
				Miles.
Connecticut	5005	New York and Springfield	New York, New Haven and Hartford R. R.	135.59
	Part.	New York and New Haven	do	73.23
	Part.	New Haven and Springfield	do	62.36
New York	6001	New York and Dunkirk	New York, Lake Erie and Western R. R.	459.55
	Part.	New York and Hornellsville	do	332
	Part.	Hornellsville and Dunkirk	do	127.55
	8011	New York and Buffalo	New York Central and Hudson River R. R.	442
	Part.	New York and Syracuse	do	289.50
	Part.	Syracuse and Buffalo	do	152.50
	8013	Syracuse and Rochester	New York Central and Hudson River R. R.	104
	8052	Buffalo and Chicago	Lake Shore and Michigan Southern Railway.	540.28
	Part.	Buffalo and Cleveland	do	183.76
	Part.	Cleveland and Elyria	do	25.50
	Part.	Elyria and Millbury	do	79.30
	Part.	Millbury and Toledo	do	8
	Part.	Toledo and Elkhart	do	142.70
	Part.	Elkhart and Chicago	do	101.02
	8067	Troy and North Adams	Troy and Boston R. R.	48.46
	0118	North Hoosac Junction (n. o.) and State Line (n. o.), N. J.	do	
Pennsylvania	7004	New York and Philadelphia	Pennsylvania R. R.	89.54
	8001	Philadelphia and Pittsburgh	Pennsylvania R. R.	853
	8013	Pottsville and Herndon	Philadelphia and Reading R. R.	81.03
	Part.	Pottsville and Shamokin	do	60
	8022	Sunbury and Erie	Pennsylvania R. R.	288.49
	Part.	Sunbury and Williamsport	do	39.81
Maryland	10001	Baltimore and Philadelphia	Philadelphia, Wilmington and Baltimore R. R.	96
	10002	Baltimore and Sunbury	Northern Central Railway	137.80
	10008	Baltimore and Wheeling	Baltimore and Ohio R. R.	394.30
	Part.	Baltimore and Grafton	do	293.75
	Part.	Grafton and Bellaire	do	96.26
	10006	Baltimore and Williamsport	Western Maryland R. R.	
	Part.	Baltimore and Hagerstown	do	
	10018	Bay View (n. o.) and Washington.	Baltimore and Potomac R. R.	46.10
Virginia	11001	Washington and Richmond	Richmond, Fredericksburgh and Potomac R. R.	116
	11002	Alexandria and Lynchburgh	Virginia Midland Rwy.	167.71
	11006	Richmond and Danville	Richmond and Danville R. R.	140.60
		Danville and Charlotte	do	141.74
	11008	Richmond and Petersburg	Richmond and Petersburg R. R.	23.39
	11009	Petersburgh and Weldon	Petersburgh R. R.	65.31
	11018	Lynchburgh and Roanoke	Norfolk and Western R. R.	205.52
		Roanoke and Bristol	do	
	11016	Lynchburgh and Danville Junction (n. o.).	Virginia Midland Rwy.	66.84
	11018	Washington and Alexandria	Alexandria and Washington R. R.	7
	11021	Hagerstown and Roanoke	Shenandoah Valley R. R.	
West Virginia	12002	Grafton and Parkersburgh	Baltimore and Ohio R. R.	104.50
North Carolina	13002	Weldon and Wilmington	Wilmington and Weldon R. R.	162.07
South Carolina	14002	Florence and Wilmington	Wilmington, Columbia and Augusta R. R.	110
	14004	Charleston and Savannah	Charleston and Savannah Rwy.	115
	14005	Charleston and Florence	Northeastern R. R.	102
Georgia	15001	Atlanta and Air Line Junction	Atlanta and Charlotte Air Line R. R.	296.83
	15002	Atlanta and Chattanooga	Western and Atlantic R. R.	188.47
	15003	Atlanta and West Point	Atlanta and West Point R. R.	86.60
	15004	Augusta and Atlanta	Georgia R. R. and Banking Co.	172.59
	15009	Savannah and Jacksonville	Savannah, Florida and Western Rwy.	172.75
Alabama	17001	Montgomery and West Point	Western R. R. Co. of Ala.	88
	17012	Mobile and Montgomery	Mobile and Montgomery R. R.	179.67
	17018	Mobile and New Orleans	Louisville and Nashville R. R.	141.70

for the fiscal years ending June 30, 1882, and June 30, 1883, &c.—Continued.

June 30, 1882.		June 30, 1883.			Increase per annum of 1883 over 1882.	Decrease per annum of 1883 over 1882.	Remarks.
Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.			
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.	
		135.59					
{ 28,025 28	{ 109 08 135 45	78.23 62.36 459.55	{ 28,025 28	{ 100 08 135 45			
{ 31,662 00	{ 80 00 40 00	332 127.55 442	{ 31,662 00	{ 80 00 40 00			
{ 135,340 00 4,160 00	{ 320 00 280 00 40 00	280.50 152.50 104	{ 163,020 00 4,160 00	{ 360 00 320 00 40 00	17,680 00		{ Additional line of 50-foot cars from December 1, 1882.
		540.28					
{ 116,989 45	{ 280 00 315 62 105 31 315 62 112 50 302 50	183.76 25.50 79.20 8 142.70 101.02	{ 116,989 45	{ 280 00 315 62 105 31 315 62 112 50 302 50			
908 62	18 75	48.46	908 62	18 75			
		5.50	58 41	10 62	58 41		Established January 1, 1883.
33,577 50	375 00	89.54	33,577 50	375 00			
79,425 00	225 00	353	79,425 00	225 00			
600 00	10 00	81.03	600 00	10 00			
995 25	25 00	60	995 25	25 00			
9,600 00	100 00	288.49	9,600 00	100 00			
3,445 00	25 00	39.81	3,445 00	25 00			
		96					
		137.80	3,445 00	25 00			
{ 27,354 40	{ 80 00 40 00	394.30 295.75 96.36	{ 39,104 40	{ 120 00 40 00	11,750 00		{ Additional line of 51-foot cars from August 1, 1882.
		93.20	2,165 00	25 00	2,165 00		Established September 18, 1882.
4,610 00	100 00	86.60	4,520 00	100 00		90 00	Decrease in distance.
13,920 00	120 00	45.26	13,920 00	120 00			
13,416 80	80 00	116	13,416 80	80 00			
{ 14,854 20	{ 25 00 80 00	167.71 140.60 141.74	{ 14,854 20	{ 25 00 80 00			
1,871 20	80 00	23.39	1,871 20	80 00			
5,224 80	80 00	65.31	5,224 80	80 00			
{ 5,138 00	{ 25 00	{ 53.36 152.16	{ 8,942 00	{ 25 00 50 00	3,804 00		Increased R. P. O. service.
5,307 20	80 00	66.34	5,307 20	80 00			
175 00	25 00	7	175 00	25 00			
		236.41	5,910 25	25 00	5,910 25		Do.
4,180 00	40 00	104.50	8,360 00	80 00	4,180 00		Do.
12,965 60	80 00	162.07	12,965 60	80 00			
8,800 00	80 00	110	8,800 00	80 00			
5,750 00	50 00	115	5,750 00	50 00			
5,100 00	50 00	102	5,100 00	50 00			
21,546 40	80 00	209.33	21,546 40	80 00			
9,000 55	65 00	138.47	12,462 30	90 00	3,461 75		
4,330 00	50 00	86.60	4,330 00	50 00			
2,588 85	15 00	172.59	4,314 75	25 00	1,725 90		
6,153 35	35 62	172.75	8,637 50	50 00	2,484 15		
4,400 00	50 00	88	4,400 00	50 00			
8,983 50	50 00	179.67	8,983 50	50 00			
7,085 00	50 00	141.70	7,085 00	50 00			

I.—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, 1882.
				Length of route.
Mississippi	18001	Canton and Cairo	Chicago, Saint Louis and New Orleans R. R.	Miles. 344. 27
	19002	Bristol and Chattanooga	East Tenn. Va. and Georgia R. R.	242. 10
Tennessee	19004	Nashville and Chattanooga	Nashville, Chattanooga and Saint Louis Rwy.	151
	20074	Cincinnati and Louisville	Louisville and Nashville R. R.	110
Kentucky	20005	Louisville and Nashville	do	112. 13
	20008	Bowling Green and Memphis	do	73. 10
	20017	Cincinnati Junction (n. o.) and Louisville and Nashville Junction (n. o.)	do	263. 20
				4
Ohio	21001	Bellaire and Columbus	Central Ohio R. R.	106. 03
	21002	Pittsburgh and Chicago	Pennsylvania Co.	468. 20
	21003	Pittsburgh and Wellsville	do	
	21006	Cleveland and Wellsville	do	
	21007	Elyria and Millbury	Lake Shore and Michigan Southern Rwy.	74. 86
	21010	Chicago and Newark	Baltimore and Ohio R. R.	88. 88
	21014	Columbus and Cincinnati	Pittsburgh, Cincinnati and Saint Louis Rwy.	120. 16
	21015	Columbus and Indianapolis	Pittsburgh, Cincinnati and Saint Louis Rwy.	189. 07
	21016	Gallon and Indianapolis	Cleveland Columbus, Cincinnati, and Indianapolis Rwy.	203. 96
	21019	Toledo and Quincy	Wabash, Saint Louis, and Pacific Rwy.	352. 54
	21023	Dayton and Toledo	Cincinnati, Hamilton and Dayton R. R.	122. 00
	21026	Cincinnati and Dayton	do	142. 95
	21028	Cincinnati and Parkersburgh	do	60. 41
	21082	Columbus and Pittsburgh	Cincinnati, Washington and Baltimore R. R.	195. 15
	21042	Cleveland and Cincinnati	Pittsburgh, Cincinnati and Saint Louis Rwy.	193. 96
21045	Toledo and Elkhart	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	164. 34	
Indiana	22005	Chicago, Ohio, and Chicago, Ill.	Lake Shore and Michigan Southern Rwy.	80
	22002	Indianapolis and Terre Haute	Baltimore and Ohio R. R.	134. 85
	22003	Indianapolis and Cincinnati	Terre Haute and Indianapolis R. R.	271. 03
	22005	Indianapolis and Lafayette	Terre Haute and Indianapolis R. R.	74. 99
	22010	Cincinnati and East Saint Louis	Cincinnati, Indianapolis, Saint Louis and Chicago Rwy.	111. 60
	22025	Indianapolis and Terre Haute	do	64. 90
	22029	Lafayette and Kankakee	Ohio and Mississippi Rwy	338. 60
	22043	Terre Haute and East Saint Louis	Indianapolis and Saint Louis R. R.	72. 45
Louisiana	22044	do	Cincinnati, Lafayette and Chicago R. R.	72. 75
	30001	New Orleans and Canton	Indianapolis and Saint Louis R. R.	189. 99
Illinois	23001	Chicago and Milwaukee	Terre Haute and Indianapolis R. R.	168. 89
	23002	Chicago and Freeport	Chicago, Saint Louis and New Orleans R. R.	206. 58
	23003	Chicago and Union Pacific Transfer (n. o.)	do	
	23007	Chicago and Burlington	Chicago and Northwestern Rwy	85. 37
	23010	Galesburgh and Quincy	do	121. 29
	23015	Chicago and Davenport	do	491. 18
	23017	Chicago and East Saint Louis	Part R. P. O.	219
	23020	Chicago and Cairo	Part R. P. O.	273. 18
		Chicago, Burlington and Quincy R. R.	208. 02	
		Part R. P. O.	38. 61	
		Part R. P. O.	169. 41	
		Chicago, Burlington and Quincy R. R.	101. 57	
		Chicago, Rock Island and Pacific R. R.	182. 92	
		Chicago and Alton R. R.	281. 13	
		Illinois Central R. R.	363. 83	
		Part R. P. O.	55. 87	
		Part R. P. O.	143. 34	
		Part R. P. O.	164. 11	

for the fiscal years ending June 30, 1882, and June 30, 1883, &c.—Continued.

June 30, 1882.		June 30, 1883.			Increase per annum of 1883 over 1882.	Decrease per annum of 1883 over 1882.	Remarks.
Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.			
<i>Dollars.</i> 8,606 75	<i>Dollars.</i> 25 00	<i>Miles.</i> 344.27	<i>Dollars.</i> 8,606 75	<i>Dollars.</i> 25 00			
6,052 50	25 00	242.10	12,105 00	50 00	6,052 50		Increased R. P. O. service.
1,887 50	12 50	151	1,887 50	12 50			
6,522 00	60 00	110	6,522 00	60 00			No R. P. O. on 1.30 miles.
8,920 80	60 00	185.23	11,113 80	60 00	2,193 00		Increased R. P. O. service.
7,896 00	30 00		263.20	7,896 00	30 00		
240 00	60 00	4	240 00	60 00			
4,241 20	40 00	106.03	4,241 20	40 00			
13,592 00	35 00	468.20	13,592 00	35 00			
		48.20	1,205 00	25 00	1,205 00		D
		101.90	2,547 50	25 00	2,547 50		D
15,743 80	210 31	74.88	15,743 80	210 31			
3,555 20	40 00	88.88	3,555 20	40 00			
12,016 00	100 00	120.16	12,016 00	100 00			
23,633 75	125 00	189.07	23,633 75	125 00			
5,099 00	25 00	203.96	5,099 00	25 00			
23,877 60	40 00	352.54	23,877 60	40 00			
1,429 50	80 00			122	80 00		
	10 00	142.95	1,786 87	12 50	357 37		Do.
604 10	10 00	60.41	755 12	12 50	151 02		Do.
7,806 00	40 00	195.15	15,612 00	80 00	7,806 00		Do.
43,618 50	225 00	193.88	43,618 50	225 00			
14,217 00	50 00	164.34	14,217 00	50 00			
25,526 50	75 00			80	75 00		
	190 00	134.35	25,526 50	190 00			
10,841 20	40 00	271.03	10,841 20	40 00			
9,298 75	125 00	74.39	9,298 75	125 00			
10,035 00	90 00	111.50	10,035 00	90 00			
4,218 50	65 00	64.90	4,218 50	65 00			
23,702 00	70 00	338.60	23,702 00	70 00			
1,811 25	25 00	72.45	1,811 25	25 00			
4,728 73	65 00	72.75	4,728 75	65 00			
4,749 75	25 00	189.99	4,749 75	25 00			
20,836 25	125 00	166.69	20,836 25	125 00			
5,164 50	25 00	206.58	5,164 50	25 00			
3,756 28	44 00	85.37	3,756 28	44 00			
2,668 38	22 00	121.29	2,668 38	22 00			
19,502 10	61 87	491.18	26,306 60	61 87	6,804 50		Increased R. P. O. service, Cedar Rapids to U. P. Transfer, 272.13 m. at \$25 per mile.
				21 87			
				208.02			
17,606 85	105 00	38.61	17,606 85	105 00			
	80 00	169.41		80 00			
5,078 50	50 00	101.57	5,078 50	50 00			
11,889 80	65 00	182.92	11,889 80	65 00			
14,056 50	50 00	281.13	14,056 50	50 00			
17,694 80	115 00	363.32	17,694 80	115 00			
	50 00	55.87		50 00			
	25 00	143.34		25 00			
		164.11					

I.—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, 1882. Length of route.
				<i>Miles.</i>
Illinois	28021	Dubuque and Centralia.....	Illinois Central R. R.....	848.93
			Part R. P. O.....	68.80
			Part R. P. O.....	12.51
	28023	Decatur and East Saint Louis.....	Wabash, Saint Louis and Pacific Rwy.....	112.57
	23035	Chicago and Milwaukee.....	Chicago, Milwaukee and Saint Paul Rwy.....	86.80
Michigan	23036	Aurora and Forrester.....	Chicago and Iowa R. R.....	82.47
	24006	Detroit and Chicago.....	Michigan Central R. R.....	286.09
	24009	Jackson and Mackinaw City.....	do.....	
	24018	Fort Wayne and Walton.....	Part R. P. O.....	
Wisconsin	25002	Milwaukee and La Crosse.....	Grand Rapids and Indiana R. R.....	
			Part R. P. O.....	
	25009	Chicago and Green Bay.....	Chicago, Milwaukee and Saint Paul Rwy.....	197.84
			Chicago and Northwestern Rwy.....	242.50
			Part R. P. O.....	
	25010	Caledonia and Winona Junction (n. o.).....	Part R. P. O.....	
	25011	Kenosha and Rockford.....	Chicago and Northwestern Rwy.....	
			do.....	
			Part R. P. O.....	
	25014	Winona and Winona Junction (n. o.).....	La Crosse, Trempealeau and Prescott R. R.....	
Minnesota	26018	Minneapolis and La Crosse.....	Chicago, Milwaukee and Saint Paul Rwy.....	142.53
Iowa.....	27005	Burlington and Council Bluffs.....	Chicago, Burlington and Quincy I. R.....	296.45
	27014	Davenport and Missouri River.....	Chicago, Rock Island and Pacific R. R.....	317.40
				54.50
Missouri.....	28001	Saint Louis and Omaha.....	Missouri Pacific Rwy.....	262.90
			Part R. P. O.....	495.25
			Part R. P. O.....	282
			Part R. P. O.....	47.75
	28002	Saint Louis and Bismarck, Mo.....	Saint Louis, Iron Mountain and Southern Rwy.....	77.03
	28003	Saint Louis and Vinita.....	Saint Louis and San Francisco R. R.....	290.25
	28005	Quincy and Saint Joseph.....	Hannibal and Saint Joseph R. R.....	207.15
			Part R. P. O.....	171
	28010	Kansas City and Cameron.....	Hannibal and Saint Joseph R. R.....	
	28011	Sedalia and Denison.....	Missouri Pacific Railway.....	484.51
28014	Hannibal and Sedalia.....	do.....	142.85	
28020	Pierce City and Halstead.....	Saint Louis and San Francisco Rwy.....	219.28	
28026	Bismarck and Texarkana.....	Saint Louis, Iron Mountain and Southern Rwy.....	415.21	
Kansas	33001	Kansas City and Denver.....	Union Pacific Rwy.....	301.70
	33010	Atchison and South Pueblo.....	Atchison, Topeka and Santa Fé R. R.....	338.40
			Part R. P. O.....	618.85
33016	Topeka and Kansas City.....	Atchison, Topeka and Santa Fé R. R.....	568.19	
			66.20	
Nebraska.....	34001	Union Pacific Transfer (n. o.) and Ogden City.....	Union Pacific Rwy.....	371
	34002	Plattsmouth and Kearney.....	Burlington and Missouri River R. R. (in Nebr.).....	664.20
			Part R. P. O.....	190.80
	34004	Omaha and Oreopolis Junction (n. o.).....	Omaha and Southwestern R. R.....	147.50
Colorado.....	38007	Denver and Cheyenne.....	Denver and Pacific Rwy and Telegraph Co.....	100
			Part R. P. O.....	46
	38017	Julesburg and La Salle Station (n. o.).....	Colorado Central R. R.....	150.80
California	46001	San Francisco and Ogden City.....	Central Pacific R. R.....	32.17
				802.07

for the fiscal years ending June 30, 1882, and June 30, 1883, &c.—Continued.

June 30, 1882.		June 30, 1883.			Increase per annum of 1883 over 1882.	Decrease per annum of 1883 over 1882.	Remarks.
Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.			
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.	
} 3,546 35	47 00	348.93	} 3,546 35	47 00			
	25 00	68 80		25 00			
4,502 80	40 00	112.57	4,502 80	40 00			
7,812 00	90 00	86.80	8,680 00	100 00	868 00		Increased R. P. O. service.
2,061 75	25 00	82.47	2,061 75	25 00			
18,595 85	65 00	286.00	18,595 85	65 00			
		298.16	1,155 50	10 00	1,155 50		{ R. P. O. service established October 1, 1882.
		115.55	982 00	10 00	982 00		{ R. P. O. service established October 1, 1882.
		202.03	18,784 00	100 00	1,078 40		Increased R. P. O. service.
17,805 60	90 00	197.84					
9,700 00	40 00	242.50	12,220 00	40 00			{ Do.
		170.50	80 00	2,520 00			
		63	40 00	7,600 80			R. P. O. service established.
		190.02	640 00	40 00	640 00		Do.
		72.50	1,233 20	40 00	1,233 20		Do.
		16	7,126 50	50 00			
		30.83	18,341 36	61 87	6,483 36		Increased R. P. O. service.
7,126 50	50 00	142.53					
11,858 00	40 00	296.45					
		317.40	18,687 50	65 00	6,572 50		{ Do.
} 10,115 00	65 00	54.50	50 00				
	25 00	262.90	100 00	100 00			
30,587 50	100 00	495.25	36,587 50	50 00			
	50 00	282	5,006 95	65 00	1,925 75		Do.
3,081 20	40 00	47.75					
		77.03	7,256 25	25 00			
7,256 25	25 00	290.25					
} 4,275 00	25 00	207.15	4,275 00	25 00			
		171	1,394 50	25 00	1,394 50		
		56.78	10,862 75	25 00			
10,862 75	25 00	434.51	3,571 34	25 00			
3,571 34	25 00	142.85	6,093 25	25 00	611 25		Do.
5,482 00	25 00	243.73					
16,608 40	40 00	415.21	26,088 65	65 00	10,380 25		Do.
} 11,772 50	25 00	303.54	11,802 50	25 00	30 00		Route reported longer.
	12 50	337.12					
14,204 75	25 00	568.19	14,204 75	25 00			
1,656 00	25 00	68.62	1,715 50	25 00	60 50		Do.
} 61,035 00	75 00	374.42	61,064 50	75 00	29 50		Route reported differently.
	50 00	659.66					
3,225 82	21 87	147.50	3,687 50	25 00	461 68		Cars reported longer.
384 41	21 87	16.60	415 00	25 00	30 59		Do.
} 1,150 00	25 00	106.86	1,165 00	25 00	5 00		Increase in distance.
		48.20					
3,770 00	25 00	151.16	3,779 00	25 00	0 00		Route reported longer.
} 42,516 25	75 00	50.41	42,961 75	75 00	445 50		Route reported shorter, and additional R. P. O. line between Sacramento and Roseville.
	50 00	783.62		50 00			

I.—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, 1882.
				Length of route.
California	46008	Roseville and Redding.....	Central Pacific R. R. Co.....	<i>Miles.</i>
	46010	Lathrop and Goshen (n. o.).....	do	146.30
	46014	Goshen (n. o.) and Yuma.....	Southern Pacific R. R. Co.....	490.33
	46032	Port Costa and Lathrop.....	Part R. P. O. Central Pacific R. R. Co. (lessee San Pablo R. R.)	241.62 62.17
Total.....				
Net increase in annual cost for use of R. P. O. cars for 1883 compared with 1882.....				

for the fiscal years ending June 30, 1882, and June 30, 1883, &c.—Continued.

June 30, 1882.		June 30, 1883.			Increase per annum of 1883 over 1882.	Decrease per annum of 1883 over 1882.	Remarks.
Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.			
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.	
3,657 50	25 00	151.74	3,793 50	25 00	3,793 50		R. P. O. service established June 20, 1883.
6,040 50	25 00	241.62	6,040 50	25 00			Route reported longer.
1,554 25	25 00	62.28	1,555 75	25 00	1 50		Route reported longer.
1,470,756 55			1,603,474 87		138,185 00	466 68	
182,718 32							

K.—Statement of expenditures on account of special facilities for the fiscal year ended June 30, 1883, out of the \$600,000 appropriated by act of May 4, 1882.

Number of route.	Terminal	Title of company.	Distance.	Amounts paid.
			<i>Miles.</i>	
5005	New York, Springfield.....	New York, New Haven and Hartford R. R.	135.59	\$17,647 06
6011	New York, Buffalo.....	New York Central and Hudson River R. R.	442	25,000 00
10001	Baltimore, Philadelphia.....	Philadelphia, Wilmington and Baltimore R. R.	96	20,000 00
10013	{ Bay View (n.o.), Washington }	Baltimore and Potomac R. R.....	45.20	21,900 00
Pt. 11001	{ Washington, Quantico..... }	Richmond, Fredericksburgh and Potomac R. R.	34.70	
Pt. 11001	Quantico, Richmond.....	Richmond, Fredericksburgh and Potomac R. R.	81.30	17,419 28
11008	Richmond, Petersburg.....	Richmond and Petersburg R. R.....	23.39	4,197 50
11009	Petersburgh, Weldon.....	Petersburgh R. R.....	65.31	11,680 00
12002	Weldon, Wilmington.....	Wilmington and Weldon R. R.....	162.07	29,568 00
Pt. 14002	Wilmington, Florence.....	Wilmington, Columbia and Augusta R. R.	111	20,375 00
14006	Charleston, Florence.....	Northeastern R. R.....	102	17,337 50
				185,121 33

L.—Statement showing miles of railroad mail service ordered from July 1, 1882, to June 30, 1883.

No. of route.	State and terminal.	Title of company.	Character of service.	Miles.	Date of commencement.
	MAINE.				
9	Milo Junction (n. o.), Brownlow; ext. Katahdin Iron Works	Bangor and Katahdin Iron Works Rwy.	Ext.	12.64	Nov. 13, 1882
22	Hiram, Bridgton	Bridgton and Saco River R. R.	New.	17.35	Mar. 20, 1883
	NEW HAMPSHIRE.			29.99	
	None.				
	VERMONT.				
	None.				
	MASSACHUSETTS.				
2064	Braintree Junction (n. o.), South Duxbury; ext. Kingston Station (n. o.)	Old Colony R. R.	Ext.	2.90	Feb. 23, 1883
	RHODE ISLAND.				
	None.				
	CONNECTICUT.				
5008	Vernon Depot, Rockville; ext. Ellington	New York and New England R. R.	Ext.	5.05	Feb. 12, 1883
5008	Vernon Depot, Ellington; ext. Melrose	do.	do.	3.28	Apr. 2, 1883
	NEW YORK.			8.83	
6022	Fort Edward, Glens Falls; ext. Lake George	Delaware and Hudson Canal Co.	Ext.	9.64	July 1, 1882
6075	Horseshoe, Cortland; ext. Elmira	Utica, Ithaca and Elmira R. R.	do.	5.79	July 1, 1882
6119	Herkimer, Poland	Herkimer, Newport and Poland Narrow Gauge R. R.	New.	17	July 17, 1882
6120	Whitestone Junction (n. o.), Great Neck Station (n. o.)	Long Island R. R. Co.	do.	6.96	Aug. 21, 1882
6121	Mechanicville, Schuylersville Junction (n. o.)	Boston, Hoosac Tunnel and Western Rwy.	do.		Aug. 10, 1882
6122	Attica, Arcade; ext. Cuba	Tonawanda Valley and Cuba R. R.	Ext.	33.67	Nov. 13, 1882
6122	Addison, N. Y., Westfield, Penn.	Addison and Northern Pennsylvania Rwy.	New.	27.35	Dec. 1, 1882
6061	Brocton, Corry; ext. Buffalo	Saint Louis and San Francisco Rwy.	Ext.	49.16	Jan. 15, 1883
6123	Rochester, Hinsdale	Buffalo, New York and Philadelphia Rwy.	New.	99.62	Feb. 1, 1883
6122	Addison, Westfield; ext. Galilee, Pa.	Addison and Northern Pennsylvania Rwy.	Ext.	13.90	Mar. 16, 1883
6124	Brooklyn, Jamaica.	Long Island R. Co.	New.	9.18	May 1, 1883
6125	Hopewell Junction, Wicopoe Junction (n. o.)	New York and New England R. R.	Lea.	11.19	May 1, 1883

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

No. of route.	State and termini.	Title of company.	Character of service.	Miles.	Date of commencement.
NEW YORK—Continued.					
6126	Buffalo (Frie Station), Black Rock (n. o.), New York City Station	Grand Trunk Rwy	Lap	4.59	May 16, 1883
6127	Bradford Junction (n. o.), Bradford	Rochester and Pittsburgh R. R.	New	13	June 11, 1883
				301.35	
7054	Whiting, Bayhead Junction (n. o.)	Philadelphia and Long Branch R. R.	New	28.58	Aug. 1, 1882
7055	East Junction (n. o.), West Junction (n. o.)	New York, Lake and Western Rwy	do	9.98	Aug. 7, 1882
7052	Beidlers, Antlover; ext. Mc Afes Valley	Lehigh and Hudson River Rwy	Ext.	17.11	Nov. 1, 1882
7053	Elizabethport (n. o.), Point Pleasant; ext. Bayhead Junction (n. o.)	Central R. R. Co. New Jersey (decrease)	do	1.15	June 1, 1883
7057	Swedesborough, Riddleton Junction (n. o.)	Woodstown and Swedesboro R. R. Co.	New	11.47	Feb. 26, 1883
7080	Pleasantville, Somers Point	West Jersey R. R. Co.	do	7.31	June 13, 1883
				74.60	
PENNSYLVANIA.					
8143	Coalville Junction (n. o.), Coaltown	Chemango and Allegheny R. R.	New	3	July 1, 1882
8144	Port Allegheny, Coudersport	Coudersport and Port Allegheny R. R.	do	16.68	Oct. 9, 1882
8133	Kinzua Junction (n. o.), Southard; ext. Reno to Eldred	Bradford, Berch and Kinzua R. R.	Ext.	12.32	Nov. 20, 1882
8146	West Brownsville, Uniontown	Pennsylvania R.	New	18.54	Jan. 1, 1883
8128	Portland, Pen Argy, Pa.; ext. Nazareth	Bancor and Portland Rwy	Ext.	9.79	Jan. 8, 1883
8112	Foxburgh, Clarion; ext. Clarion Junction (n. o.), Sheffield Junction (n. o.)	Pittsburgh, Bradford and Buffalo Rwy	do	39.70	Feb. 12, 1883
8165	Sheffield, Brookston; ext. Sheffield Junction (n. o.)	Tionesta Valley R. R.	do	4.91	Feb. 12, 1883
8020	Elmhira, Arnot; ext. Hoytville	Tioga R. R.	do	2.87	Mar. 12, 1883
8046	Rehoboth, Pen Argy; ext. Bangor, Pa.	Lehigh and Lackawanna R. R.	do	2.87	Mar. 12, 1883
8148	North Clarion, Farnsworth	Warren and Farnsworth Valley R. R.	New	11.50	Mar. 15, 1883
8149	Lebanon, Cornwall	Cornwall R. R.	do	5.62	Mar. 20, 1883
8125	Allegheny, Wartsburgh; ext. Newcasle Junction (n. o.)	Pittsburgh and Western R. R.	Ext.	11.46	Mar. 26, 1883
8066	Pollock, Butler; ext. Callery Junction (n. o.)	do	do	13.39	May 14, 1883
8092	York, Delta; ext. Delta to Peach Bottom	York and Peach Bottom Rwy	do	4.32	June 4, 1883
8096	Pollock, Callery Junction (n. o.); ext. Foxburgh	Pittsburgh and Western R. R.	do	2.69	June 11, 1883
				108.71	
DELAWARE.					
9007	Newark, Porter's Junction (n. o.)	Philadelphia, Wilmington and Baltimore R. R.	New	7.78	Aug. 24, 1882
9007	Newark, Porter's Junction (n. o.); ext. Delaware City	do	Ext.	6.16	Jan. 8, 1883
MARYLAND.					
				13.94	
	None.				

VIRGINIA.					
11028	Danville, Stockton; ext. Martinsville.	Danville and New River R. R.	Ext.	11. 04	July 3, 1882
11031	Newport News, Fortress Monroe.	Chesapeake and Ohio Rwy.	New	10. 75	Oct. 23, 1882
11032	Keysville, Chase City.	Richmond and Mecklenburgh R. R.	do	17. 77	Feb. 1, 1883
11033	New River Depot, Pocahontas.	Korfolk and Western R. R.	do	73. 09	May 1, 1883
				113. 15	
WEST VIRGINIA.					
12008	Winifrede Junction (n. o.), Winifrede.	Winifrede R. R.	New	4. 54	Aug. 1, 1882
SOUTH CAROLINA.					
18017	Alma, Alfordsville.	Alma and Little Rock R. R.	New	10. 62	July 17, 1882
18018	Asheville Junction (n. o.), Pigeon River.	Western North Carolina R. R.	do	11. 20	Aug. 1, 1882
18018	University Station, Chapel Hill.	do	do	11. 20	July 24, 1882
18045	Goldensboro, Morehead City; ext. to begin at Smithfield.	Atlantic and North Carolina R. R.	Ext.	22. 55	Aug. 8, 1882
18019	Halifax, Soodand Neck.	Wilmington and Weldon R. R.	New	21	Oct. 9, 1882
18017	Alma, Alfordsville; ext. Plainview.	Alma and Little Rock R. R.	Ext.	1. 97	Oct. 23, 1882
18020	Tarborough, Williamstown.	Seaboard and Raleigh E. R.	New	30. 88	Dec. 11, 1882
				109. 42	
SOUTH CAROLINA.					
14018	Lanes, Sumter.	Central Railroad Company of South Carolina.	New	40	Apr. 3, 1882
14019	Blackville, Barnwell.	Barnwell R. R.	do	9. 42	Dec. 11, 1882
				49. 42	
GEORGIA.					
15042	Atlanta, Waddington.	Georgia Pacific Rwy.	New	31. 63	July 1, 1882
15030	Marietta, Canton; ext. Ball Ground.	Marietta and North Georgia R. R.	Ext.	11. 96	July 17, 1882
15042	Atlanta, Waddington; ext. Villa Rica.	Georgia Pacific Rwy.	do	6. 94	Aug. 1, 1882
15043	Rabun Gap Junction (n. o.), Tallulah.	Northwestern of Georgia R. R.	New	21. 25	Apr. 15, 1882
15030	Marietta Ball Ground; ext. Jasper.	Marietta and North Georgia R. R.	Ext.	11. 37	Oct. 16, 1882
15042	Atlanta, Villa Rica; ext. Respos.	Georgia Pacific Rwy.	do	6. 31	Oct. 16, 1882
15013	Macon, Brunswick; ext. Atlanta.	East Tennessee, Virginia and Georgia R. R.	do	88. 25	Oct. 23, 1882
15036	Dupont, Live Oak; ext. Brantford.	Savannah, Florida and Western Rwy.	do	23. 60	Jan. 10, 1883
15042	Atlanta, Respos; ext. Anniston, Ala.	Georgia Pacific Rwy.	do	53. 14	May 10, 1883
15044	Climax, Ga., Chattahoochee, Fla.	Savannah, Florida and Western Rwy.	New	31. 65	May 21, 1883
15018	Atlanta, Brunswick; ext. Rome.	East Tennessee, Virginia and Georgia R. R.	Ext.	72. 09	June 13, 1883
				364. 19	
FLORIDA.					
16014	Gnelle, Ocala.	Florida Southern Rwy.	New	30. 61	July 1, 1882
16015	Pensacola, Milton.	Pensacola and Atlantic Rwy.	do	30. 17	Aug. 21, 1882
16015	Pensacola, Milton; ext. Chaffin.	do	Ext.	26. 40	Nov. 15, 1882
16011	Waldo, Ocala; ext. Wildwood.	Florida Transit R. R.	do	25. 24	Dec. 1, 1882

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

No. of route.	State and termini.	Title of company.	Character of service.	Miles.	Date of commencement.
FLORIDA—Continued.					
16015	Pensacola, Chaffin; ext. Lake-de-Funiak	Pensacola and Atlantic R. R.	Ext.	28.00	Jan. 10, 1883
16016	Sanford, Lake Jessup	Sanford and Indian River R. R.	New	10.43	Mar. 1, 1883
16015	Pensacola, Lake-de-Funiak; ext. River Junction (n. o.)	Pensacola and Atlantic R. R.	Ext.	88.43	Apr. 2, 1883
				229.28	
ALABAMA.					
17026	Whiting, Renton	Louisville and Nashville, R. R.	New	29.76	Sept. 1, 1882
17006	Selma, Greensborough; ext. Alabama and Great Southern Junction (n. o.)	Cincinnati, Selma and Mobile Rwy.	Ext.	15.75	Oct. 1, 1882
17027	Montgomery, Ada	Montgomery Southern Rwy.	New	21.01	Mar. 15, 1883
				66.52	
MISSISSIPPI.					
18010	Natchez, Saint Elmo; ext. Uttes	Natchez Jackson and Columbus R. R.	Ext.	15.05	July 10, 1882
18010	Natchez, Uttes; ext. Raymond	do	do	10.27	Aug. 8, 1882
18010	Natchez, Raymond; ext. Jackson	do	do	13.73	Oct. 16, 1882
18010	Meridian, Vicksburg	New Orleans and Northeastern R. R.	New	36.34	May 1, 1883
18010	Meridian, Vicksburg; ext. Ellisville	do	Ext.	28.69	May 21, 1883
				112.08	
TENNESSEE.					
19021	Spring City, Jewett	Tennessee and Sequatchie Valley R. R.	New	12	July 1, 1882
19018	Johnson City, Hampton; ext. Cranberry Fork	East Tennessee and Western North Carolina R. R.	Ext.	18.55	July 1, 1882
19015	Columbia, Peterburgh; ext. Fayetteville	Dick River Valley R. R.	do	13.18	July 1, 1882
19022	Humboldt, Poplar Creek	Walden & Ridge R. R.	New	18.10	Oct. 1, 1882
19023	Lyles, Warner Furnace	Warner Iron Company	do	1.50	Feb. 1, 1883
19016	Dickson, Graham; ext. Moore (n. o.)	Nashville and Tuscaloosa R. R.	Ext.	9	Feb. 20, 1883
				72.33	
KENTUCKY.					
20000	Paducah, Dyersburgh; ext. Covington	Chesapeake, Ohio and Southwestern Rwy.	Ext.	37.57	Aug. 1, 1882
20007	Lebanon Junction, Livingston Station; ext. London	Louisville and Nashville, R. R.	do	18.00	Aug. 1, 1882
20014	Owensborough, Bevier; ext. Riceale	Owensborough and Nashville R. R.	do	4.09	Nov. 27, 1882
20007	Lebanon Junction, London; ext. Williamsburgh	Louisville and Nashville R. R.	do	31.49	Feb. 15, 1883
20031	Madisonville, Providence, Ky.	do	New	16.51	Apr. 14, 1883
				107.66	

No.	Line	Ext.	Val.	Date
21073	Cleveland, Canton; ext. Mineral Point.....	Ext.	14.19	Aug. 1, 1882
21066	Alliance Junction (n. o.), Niles.....	New	25.00	Oct. 1, 1882
21060	Huron, Massillon; ext. Toledo.....	Ext.	63.72	Oct. 9, 1882
21068	Huron, Massillon; ext. Zoar Station.....	do	17.82	Oct. 9, 1882
21068	Cecil, Paulding.....	New	6.44	Nov. 1, 1882
21058	Jackson, Springfield; ext. Wellston.....	Ext.	8.91	Dec. 1, 1882
21069	Cleveland, Ohio, Chicago, Ill.....	New	329.90	Jan. 1, 1883
21062	Cincinnati, Wilson; ext. Peebles.....	Ext.	4.09	Jan. 1, 1883
21081	Delphos, Bluffton; ext. Mount Ebenezer.....	do	17.69	Feb. 1, 1883
21052	Cincinnati, Peebles; ext. Jarden.....	do	10.19	May 15, 1883
21090	Marion, Ohio, Hammond, Ind.....	New	249.45	June 1, 1883
21091	Toledo, Findlay.....	do	44.72	June 4, 1883
			792.21	
INDIANA.				
22046	Frankfort, Veedersburgh.....	New	43.15	July 10, 1882
22047	Indianapolis, Ind., Springfield, Mo., Ohio.....	do	140.05	July 16, 1882
22048	Louisville, Ky., Oakland City, Ind.....	do	99.55	Aug. 16, 1882
22069	Fort Branch, Cynthiana; ext. to Mount Vernon.....	Ext.	24.70	Oct. 16, 1882
22022	Anderson, Goschen; ext. Benton Harbor.....	do	32.52	Dec. 1, 1882
22045	Frankfort, Veedersburgh; ext. Charleston, Ill.....	do	63.65	Dec. 15, 1882
22026	Washington Junction (n. o.), Petersburg.....	New	16.30	Feb. 15, 1883
22046	Frankfort, Charleston; ext. East Saint Louis.....	Ext.	131.46	May 21, 1883
			572.38	
ILLINOIS.				
23067	Havana, Fairview; ext. London Mills.....	Ext.	10.64	Aug. 10, 1882
23067	Havana, London Mills; ext. Galesburg.....	do	19	Oct. 16, 1882
23068	Duquoin, West Liberty; ext. Olney.....	do	8.69	Nov. 1, 1882
23068	Peoria, Farmington; ext. Keokuk.....	do	67.72	Dec. 15, 1882
23013	Mendota, Ill., Clinton, Iowa; end at Fulton.....	do	.01	Feb. 5, 1883
23085	Marionborough, Piquetteville.....	New	23.21	Mar. 8, 1883
23046	Jacksonville, Litchfield; ext. Smithborough.....	Ext.	28.80	Mar. 10, 1883
23046	Buckingham, Clark City.....	New	9.59	Apr. 2, 1883
23089	Urbana, Havana; ext. Sidney.....	Ext.	9.46	June 1, 1883
			177.12	
MICHIGAN.				
24055	Ferrisburgh, Fruitport.....	New	6.22	July 1, 1882
24056	Petoskey, Harbor Springs.....	do	8.18	Aug. 1, 1882
24019	Valton, Petoskey; ext. Mackinaw City.....	Ext.	35.15	Aug. 1, 1882
24021	New Buffalo, Pont Water; ext. La Porte, Ind.....	do	15.02	Sept. 1, 1882
24027	Tawas City, Prescott (n. o.).....	New	35.45	Oct. 1, 1882
24058	Naranta Station (n. o.), Metropolitan.....	do	34.87	Nov. 1, 1882
24039	Port Huron, Chicago.....	do	2.77	*Aug. 11, 1882

*Company submits corrected date of commencement.

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

No. of route	State and termini	Title of company.	Character of service.	Miles.	Date of commencement.
MICHIGAN—Continued.					
24021	La Porte, Ind., Feetwater, Mich.	Chicago and West Michigan Rwy.	Ext.	23.20	Jan. 9, 1883
24039	Milton Junction (n. o.), Luther.	Grand Rapids and Indiana R. R.	do	11.50	Feb. 1, 1883
24060	Port Huron, Almont	Port Huron and Northwestern Rwy.	New	34.07	Mar. 2, 1883
24061	Palm Station, Port Austin	do	do	35.16	Mar. 2, 1883
				231.59	
WISCONSIN.					
25045	Fort Howard, Eldred	Wisconsin and Michigan R. R.	New	25.76	Aug. 15, 1882
25046	Oshkosh, Hortonville	Milwaukee, Lake Shore and Western Rwy.	do	23.82	Aug. 15, 1882
25047	Wabasha, Eau Claire	Chippewa Valley and Superior Rwy.	do	49.20	Aug. 15, 1882
25048	Chippewa Falls, Rice Lake	Chicago, St. Paul, Minneapolis and Omaha Rwy.	do	46.17	Nov. 15, 1882
25051	Superior Junction (n. o.), Superior	do	do	62.75	Jan. 1, 1883
25050	Eland Summit Lake; ext. Rhineland	Milwaukee, Lake Shore and Western Rwy.	Ext.	30.19	Jan. 1, 1883
25052	Afton, Janesville	Chicago and Northwestern Rwy.	New	6.66	Jan. 10, 1883
25053	Red Cedar Junction (n. o.), Monmouth	Chicago, Milwaukee and Saint Paul Rwy.	do	16.46	Apr. 2, 1883
25017	Monmouth, Abland; ext. Milwaukee	Wisconsin Central R. R.	Ext.	98.90	Apr. 23, 1883
25016	Milwaukee, Stiles; ext. Lena	Milwaukee and Northern R. R.	do	6.10	Apr. 2, 1883
25034	Templeton, Oadesville	Chicago and Northwestern Rwy.	New	8.23	Apr. 23, 1883
25016	Milwaukee, Lena; ext. Dickinson	Milwaukee and Northern R. R.	Ext.	8.64	May 7, 1883
				382.88	
MINNESOTA.					
26001	Duluth, Glondive; ext. Miles City	Northern Pacific Rwy.	Ext.	79.07	July 1, 1882
26041	Junction, Superior	do	New	24.43	Aug. 10, 1882
26014	Saint Peter ^a , Watertown; ext. Clark	Winona and Saint Peter R. R.	Ext.	31.34	Aug. 15, 1882
26042	Wadena, Fergus Falls	Northern Pacific, Fergus and Black Hills R. R.	New	51.95	Sept. 1, 1882
26043	Fergus Falls, Pelican Rapids	do	do	22.93	Sept. 1, 1882
26044	Hastings, Stillwater	do	do	26.07	Jan. 1, 1883
26014	Clark, Redfield	Chicago, Milwaukee and Saint Paul Rwy.	do	39.93	Jan. 1, 1883
26046	Little Falls, Morris	Winona and Saint Peter R. R.	Ext.	89.93	Jan. 1, 1883
26008	Minneapolis, Winthrop; ext. Birch Cooley	Little Falls and Dakota R. R.	New	24.30	Jan. 1, 1883
26001	Duluth, Billings; ext. Livingston	Minneapolis and Saint Louis Rwy.	Ext.	28.98	Jan. 1, 1883
26047	Sauk Centre, Hartford	Northern Pacific R. R.	do	115.70	Feb. 1, 1883
		Sauk Centre, Northern Branch Saint Paul, Minneapolis and Manitoba Rwy.	New	26.54	Feb. 12, 1883
26048	Waterville, Red Wing	Minnesota Central R. R.	do	66.70	Mar. 20, 1883
26040	Minneapolis, Clear Water; ext. Saint Cloud	Saint Paul, Minneapolis and Manitoba Rwy.	Ext.	13.38	June 1, 1883
				616.41	

Year	Location	Company	Service	Rate	Start Date
1873	Charinda, Northburgh	Chicago, Burlington and Quincy R. R.	New	18.74	July 10, 1883
1873	Cedar Rapids, Emmetsburgh; ext. Spirit Lake	Burlington, Cedar Rapids and Northern Rwy.	Ext.	30.05	Sept. 1, 1882
1873	Des Moines, Hutton; ext. Boone	Saint Louis, Des Moines and Northern Rwy.	do	21.71	Sept. 15, 1882
1873	Marion, Coon Rapids; ext. U. P. Transfer (n. o.)	Chicago, Milwaukee and Saint Paul Rwy.	do	94.10	Oct. 1, 1882
1874	Oscola, Des Moines	Des Moines, Osceola and Southern R. R.	New	60	Oct. 16, 1882
1874	Des Moines, Jefferson; ext. Rockwell City	Wabash, Saint Louis and Pacific Rwy.	Ext.	30.96	Oct. 16, 1882
1874	Dodge Grove, Sioux Rapids; ext. Paulina	Chicago and Northwestern Rwy.	do	33.01	Oct. 16, 1882
1874	Burlington, La Cade; ext. Cropland	Chicago, Burlington and Kansas City Rwy.	do	10.31	Nov. 1, 1882
1874	Eagle, Paulina; ext. Orange City	Chicago and Northwestern Rwy.	do	29.86	Nov. 10, 1882
1874	Winfield, Brighton; ext. Martinsburgh	Burlington and Northwestern Rwy.	do	35.08	Dec. 1, 1882
1874	Eagle Grove, Orange City; ext. Hawarden	Chicago and Northwestern Rwy.	do	22.40	Dec. 11, 1882
1874	Cedar Rapids, Spirit Lake; ext. Worthington, Minn.	Burlington, Cedar Rapids and Northern Rwy.	do	29.38	Dec. 1, 1882
1875	Spencer, Okolopit	Chicago, Milwaukee and Saint Paul Rwy.	New	19.18	Dec. 15, 1882
1875	Oskaloosa, Brighton	Central Iowa Rwy.	do	45.02	Jan. 1, 1883
1875	Centerville, Albia; ext. Des Moines	Wabash, Saint Louis and Pacific Rwy.	Ext.	66.81	Jan. 22, 1883
1875	Wadena, West Union	Chicago, Milwaukee and Saint Paul Rwy.	do	14.06	Feb. 5, 1883
1875	Hannston, Grand River; ext. Sheuandooah	Chicago, Milwaukee and Saint Paul Rwy.	do	84.91	Feb. 12, 1883
1875	Oscola, Des Moines; ext. Decatur	Hannston and Sheuandooah R. R.	do	25.50	Feb. 13, 1883
1875	Tama, Ruthven	Des Moines, Osceola and Southern R. R.	New	54.96	Feb. 22, 1883
1875	Eldora Junction (n. o.), Eldora	Chicago, Iowa and Dakota Rwy.	do	5.80	Mar. 15, 1883
1875	Oskaloosa, Brighton; ext. Morning Sun	Central Iowa Rwy.	Ext.	33.61	Apr. 2, 1882
1875	Sac City, Holstein	Chicago and Northwestern Rwy.	New	32.42	Apr. 2, 1883
1875	Des Moines, Rockwell City; ext. Fonda	Wabash, Saint Louis and Pacific Rwy.	Ext.	15.77	Apr. 2, 1883
1875	Winfield, Brighton (twoed), Martinsburgh	Burlington and Northwestern Rwy.	do	25.08	Apr. 10, 1883
1875	Milton, Muscatine	Chicago, Rock Island and Pacific Rwy.	New	12.73	Apr. 16, 1883
MISSOURI					844.40
1880	Saint Louis, Atchison; ext. Omaha	Missouri Pacific Rwy.	Ext.	105.50	July 1, 1882
1880	Fort Scott, Springfield; ext. Seymour	Kansas City, Fort Scott and Gulf R. R.	do	34.76	Aug. 16, 1882
1880	Bird's Point, Mo., Jonesborough, Ark.	Texas and Saint Louis Rwy.	New	125.00	Sept. 4, 1882
1880	Paw Paw Junction (n. o.), New Madrid	do	do	5.69	Sept. 4, 1882
1880	Pleasant Hill, Carthage; ext. Joplin	do	Ext.	17.26	Sept. 8, 1882
1880	Purcell City, Winshaw; ext. Mountairburgh	Missouri Pacific Rwy.	do	15.41	Oct. 9, 1882
1880	North Springfield, Ozark	Saint Louis and San Francisco Rwy.	New	20.24	Nov. 1, 1882
1880	Prosser, Kan., Moreau, Mo.; ext. Cherokee, Kans.	Springfield and Southern Rwy.	Ext.	20.81	Nov. 1, 1882
1880	Ferve City, Mo., Mountairburgh; ext. Van Buren, Ark.	Kansas City, Fort Scott and Gulf R. R.	do	19.87	Dec. 1, 1882
1880	Seymour, Mountain Grove	Saint Louis and San Francisco Rwy.	do	33.25	Jan. 1, 1883
1880	Ferve City, Van Buren; ext. Fort Smith	Kansas City, Fort Scott and Gulf R. R.	do	6.94	Jan. 18, 1883
1880	Pleasant Hill, Moreau; ext. Cedar Junction	Saint Louis and San Francisco Rwy.	do	16.24	Mar. 10, 1883
1880	Fort Scott, Mountain Grove; ext. West Plains	Atchison, Poplar and Santa Fe R. R.	do	44.78	Mar. 10, 1883
1880	North Springfield, West Plains; ext. Spring City	Kansas City, Fort Scott and Gulf R. R.	do	28.14	Apr. 2, 1883
1880	North Springfield, Ozark; ext. Sparta	do	do	7.31	Apr. 2, 1883
ARKANSAS					561.03
1883	Kaebel, Gainesville; ext. Vandalia	Saint Louis, Iron Mountain and Southern Rwy.	Ext.	63.71	July 10, 1883
1883	Trippie, Monticello; ext. Warren	Little Rock, Mississippi River and Texas Rwy.	do	15.75	Sept. 1, 1883
1883	Helenia, Clarendon; ext. Brinkley	Arkansas Central R. R.	do	16.05	Nov. 16, 1883

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

No. of route.	State and termini.	Title of company.	Character of service.	Miles.	Date of commencement.
ARKANSAS—Continued.					
29012	Knoel, Vandale; ext. Forest City.	Saint Louis, Iron Mountain and Southern Rwy.	Ext.	26.45	Nov. 1, 1882
29013	Seligman, Mo., Eureka Springs, Ark.	Eureka Springs Rwy.	do	19.26	Feb. 15, 1883
29006	Brinkley, Cotton Plant; ext. Coloma	Fateosville and Brinkley Rwy.	do	15.95	Mar. 15, 1883
29014	Newport, Fateosville	Saint Louis, Iron Mountain and Southern Rwy.	New	29.00	May 15, 1883
				179.77	
LOUISIANA.					
30011	Shreveport, Cheneyville	Texas and Pacific Rwy.	New	157.25	July 1, 1882
30012	Cadeo, Saint Martinsville	Morgan's Louisiana and Texas R. R. and S. S. Co.	do	6.90	Nov. 8, 1882
30002	New Orleans, Baton Rouge Junction (n. o.); ext. Cheneyville	New Orleans and Pacific Rwy.	Ext.	82.30	Dec. 1, 1882
30013	Baton Rouge Junction (n. o.), Port Allen; formerly part of route No. 30002.			246.45	
TEXAS.					
31027	Galveston, Belton; ext. Lampasas	Gulf, Colorado and Santa Fe Rwy.	Ext.	48.20	July 1, 1882
31002	Houston, Uvalde; ext. Eagle Pass Junction (n. o.)	Galveston, Harrisburgh and San Antonio Rwy.	do	39.50	July 10, 1882
31028	Whitesborough, Waco; ext. Taylor	Missouri Pacific Rwy.	do	73.95	July 24, 1882
31020	Houston, Patterson's Station; ext. Sealy	Texas Western Rwy.	do	11.20	Aug. 10, 1882
31037	Fort Worth, Wichita Falls	Port Worth and Denver City Rwy.	New	115.44	Aug. 1, 1882
31013	Jefferson, Greenville; ext. McKinney	East Line and Red River R. R.	Ext.	31.08	Aug. 1, 1882
31036	Rosenburgh, Wharton; ext. Victoria	New York, Texas and Mexican Rwy.	do	65.47	Aug. 16, 1882
31002	Houston, Eagle Pass Junction; ext. Del Rio	Galveston, Harrisburgh and San Antonio Rwy.	do	37.50	Sept. 18, 1882
31038	Austin, Burnet	Austin and Northwestern R. R.	New	60.95	Sept. 18, 1882
31039	San Antonio, Del Rio; formerly part of route No. 31002			12.62	Nov. 1, 1882
31040	Harwood, Gonzales	Galveston, Harrisburgh and San Antonio Rwy.	New	32.00	Nov. 1, 1882
31023	Houston, Moscow; ext. Lufkin	Houston, East and West Texas Rwy.	Ext.	7.17	Dec. 11, 1882
31041	Temple Junction (n. o.), Belton	Missouri Pacific Rwy.	New	45.63	Dec. 11, 1882
31025	Texaskama, Waco; ext. Gatesville	Texas and Saint Louis Rwy.	Ext.	38.53	Jan. 15, 1883
31042	Guide, Terrell	Houston and Texas Central R. R.	New	33.47	Feb. 12, 1883
31043	Ramal, Eagle Pass	Galveston, Harrisburgh and San Antonio Rwy.	do	15.08	Mar. 12, 1883
31044	Jacksonville, Rusk	Kansas and Gulf Short Line R. R.	do	16.73	June 15, 1883
31023	Houston, Lufkin; ext. Nacogdoches	Houston, East and West Texas Rwy.	Ext.	688.54	
INDIAN TERRITORY.					
32002	Vinita, Tulsa	Saint Louis and San Francisco Rwy.	New	63.54	Mar. 12, 1883

KANSAS.

33038	Leavenworth, Okaloosa	New	20.85	July 1, 1882
33037	Elwood, Grand Island; ext. Elwood to Saint Joseph	Ext.	2.00	July 1, 1882
33006	Olathe, Ottawa; ext. Waseca Junction (n. o.)	do	46.63	July 1, 1882
33038	Fort Scott, Toronto; ext. Eureka	do	21.26	Aug. 16, 1882
33039	Grand, Walnut	New	16.03	Jan. 1, 1883
33036	Fort Scott, Eureka; ext. El Dorado	Ext.	32.81	Mar. 16, 1883
33015	Junction City, Clyde; ext. Concordia	do	14.91	June 10, 1883

NEBRASKA.

34019	Nebraska City, South Auburn; ext. Tecumseh	Ext.	22.08	Oct. 16, 1882
34015	Grand Island, Saint Paul; ext. North Loup	do	27.10	Nov. 1, 1882
34009	Hastings, Culbertson; ext. Denver	do	243.55	Jan. 1, 1883
34010	Fremont, Long Pine; ext. Valentine	do	55.88	Apr. 20, 1883

DAKOTA.

35012	Ashton, Ellendale	New	70.12	July 1, 1882
35003	Breakeridge, Durbin; ext. Hope	Ext.	45.24	Sept. 1, 1882
35010	Huron, Ordway; ext. Columbia	do	5.50	Oct. 20, 1882
35001	Sionx City, Yankton; ext. Scotland	do	95.80	Nov. 10, 1882
35013	Ripon, Portland	New	37.71	Dec. 1, 1882
35014	Brookings, Castlewood	do	34.21	Feb. 1, 1883
35006	Casselton, Mayville; ext. Egress	Ext.	3.01	Jan. 15, 1883
35011	Grand Forks, Graton; ext. Neche	do	30.73	Feb. 16, 1883
35015	Fargo, Lisbon	New	46.93	Apr. 16, 1883
35016	Jamesstown, Carrington	do	43.48	May 1, 1883
35017	Mitchell, Leitcher	do	13.27	May 16, 1883

MONTANA TERRITORY.

36001	Silver Bow, Deer Lodge City	New	33.90	Jan. 1, 1883
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WYOMING TERRITORY.

37001	Grainger, Soda Springs	New	147.78	Dec. 1, 1882
37001	Grainger, Soda Springs; ext. Naples	Ext.	175.27	May 21, 1883

COLORADO.

38023	Denver, Pueblo	New	129.08	July 1, 1882
38024	Garco, Fair Play	do	10.80	July 1, 1882
38012	Salida, Gunnison; ext. Montrose	Ext.	61.40	Oct. 16, 1882

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

No. of route.	State and termini.	Title of company.	Character of service.	Miles.	Date of commencement.
COLORADO—Continued.					
38013	Leadville, Wheeler; ext. Frisco.	Denver and Rio Grande Rwy.	Ext.	8.60	Dec. 1, 1882
38012	Salida, Montrose; ext. Grand Junction.	do	do	71.80	Dec. 15, 1882
38024	Garv, Fair Play; ext. Alton.	Denver, South Park and Pacific R. R.	do	5.55	Dec. 15, 1882
38025	Manitou Junction (n. o.), Colorado Springs.	Denver and New Orleans R. R.	New	0.64	Jan. 1, 1883
38014	Nathrop, Hancock; ext. Gunnison.	Denver, South Park and Pacific R. R.	Ext.	44.19	Jan. 1, 1883
38026	Como, Dillon.	do	New	30.25	Feb. 1, 1883
38027	Stout, Greeley.	Greeley, Salt Lake and Pacific Rwy.	do	39.05	Feb. 1, 1883
38013	Leadville, Frisco; ext. Dillon.	Denver and Rio Grande Rwy.	Ext.	3.50	Mar. 1, 1883
38028	Denver, Longmont.	Denver R. R. Construction, Land and Coal Co.	New.	34.80	Apr. 10, 1883
38029	Boulder, Sugar Loaf.	Greeley, Salt Lake and Pacific Rwy.	do	9.33	June 1, 1883
				458.92	
NEW MEXICO.					
39002	Antonio, Durango; ext. Silverton.	Denver and Rio Grande Rwy.	Ext.	44.27	Aug. 15, 1882
39003	New Albuquerque, Winston; ext. Williams.	Atlantic and Pacific R. R.	do	92.10	Sept. 13, 1882
				136.37	
ARIZONA.					
40002	Benson, Imacion.	New Mexico and Arizona R. R.	New	88.43	Nov. 20, 1882
UTAH TERRITORY.					
41011	Lecht Junction (n. o.), Tintic (n. o.).	Salt Lake and Western Rwy.	New	55.50	Aug. 10, 1882
41003	Ogden City, Dillon; ext. Butte City.	Utah and Northern R. R.	Ext.	68.85	June 10, 1882
				124.35	
IDAHO.					
42001	None.				
WASHINGTON TERRITORY.					
43009	Wallula, Pend D'Oreille.	Northern Pacific R. R.	New	12.34	(*)
43009	Wallula, Pend D'Oreille; ext. Third Crossing Station (n. o.).	do	Ext.	120.49	May 1, 1883
				138.83	
OREGON.					
44005	The Dalles, Blalock; ext. Bonneville Station (n. o.).	Oregonian Rwy Co.	Ext.	45.80	Oct. 16, 1882
44004	Umatilla, Pendleton.	Oregon Rwy. and Navigation Co.	New	44.25	Dec. 1, 1882

44005	Brownsville Station (n. o.), Wallula; ext. Portland	.....do.....	Ext.	41.70	Nov. 24, 1883
44001	Portland, Roseburg; ext. Riddle	Oregon and California R. R.	do	23.16	Apr. 10, 1883
				180.01	
45001	None.				
	NEVADA.				
	CALIFORNIA.				
46037	National City, Temecula	California Southern R. R.	New	78.13	July 10, 1883
46037	National City, Temecula; ext. Cotton	do	Ext.	44.97	Sept. 1, 1883
46013	Wilmington, Los Angeles; ext. San Pedro	Southern Pacific R. R.	do	2.44	Jan. 1, 1883
46040	San Luis Obispo, Los Alamos	Pacific Coast Rwy.	New	54.39	Jan. 15, 1883
46041	San Luis Obispo, Port Hartford	do	do	11.80	Feb. 15, 1883
				191.64	

* Company submits corrected D. C.

M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service, from 1836 to June 30, 1883.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>	<i>Miles.</i>
June 30, 1836		*1, 878, 296			
June 30, 1837	974	*1, 793, 024	*307, 444		
June 30, 1838		*2, 650, 852	*404, 123		
June 30, 1839		*3, 590, 055	*520, 602		
June 30, 1840		*3, 889, 053	*595, 353		
June 30, 1841		*3, 940, 450	*585, 843		
June 30, 1842	3, 091	*4, 424, 262	432, 598	2, 117	
June 30, 1843		*5, 692, 402	*733, 687		
November 4, 1843	3, 714	(*)	531, 752	623	
June 30, 1844		*5, 747, 355	*802, 006		
June 30, 1845		*6, 484, 592	*843, 430		
October 31, 1845	4, 092	(*)	567, 769		
June 30, 1846		*7, 781, 828	*870, 870		
November 1, 1846	4, 402		567, 769	310	
June 30, 1847		4, 170, 403	597, 475		
November 1, 1847	4, 735		597, 923	363	
June 30, 1848		4, 327, 400	584, 192		
October 1, 1848	4, 957		687, 204	222	
June 30, 1849	5, 497	4, 861, 177	635, 740	540	
June 30, 1850	6, 886	6, 524, 593	818, 227	1, 389	
June 30, 1851	8, 255	8, 364, 503	965, 019	1, 269	
June 30, 1852	10, 146	11, 082, 768	1, 275, 520	1, 891	
June 30, 1853	12, 415	12, 080, 705	1, 461, 329	2, 269	
June 30, 1854	14, 440	15, 433, 989	1, 758, 610	2, 025	
June 30, 1855	18, 333	19, 202, 469	2, 073, 089	3, 893	
June 30, 1856	20, 323	21, 609, 290	2, 310, 389	1, 990	
June 30, 1857	22, 530	24, 267, 944	2, 559, 847	2, 207	
June 30, 1858	24, 431	25, 763, 452	2, 828, 301	1, 901	
June 30, 1859	26, 010	27, 268, 384	3, 243, 974	1, 579	
June 30, 1860	27, 129	27, 653, 749	3, 349, 662	1, 119	
May 31, 1861	16, 886	15, 701, 093	1, 978, 010		6, 886
June 30, 1861	22, 018	23, 116, 823	2, 543, 709	1, 775	
June 30, 1862	21, 338	22, 777, 219	2, 498, 115		680
June 30, 1863	22, 152	22, 871, 558	2, 538, 517		814
June 30, 1864	22, 616	23, 301, 942	2, 567, 044		464
June 30, 1865	23, 461	24, 087, 568	2, 707, 421		785
June 30, 1866	32, 092	30, 609, 467	3, 391, 592		8, 691
June 30, 1867	34, 015	32, 437, 900	3, 812, 660		1, 923
June 30, 1868	36, 018	34, 886, 176	4, 177, 120		2, 003
June 30, 1869	39, 537	41, 399, 284	4, 723, 680		3, 619
June 30, 1870	43, 727	47, 551, 970	5, 128, 901		4, 190
June 30, 1871	49, 834	55, 557, 048	5, 724, 979		6, 107
June 30, 1872	57, 911	62, 491, 749	6, 592, 771		8, 077
June 30, 1873	63, 457	65, 621, 445	7, 257, 196		6, 546
June 30, 1874	67, 734	72, 460, 545	9, 113, 190		4, 277
June 30, 1875	70, 083	75, 154, 910	9, 216, 518		2, 349
June 30, 1876	72, 348	77, 741, 172	9, 543, 134		2, 265
June 30, 1877	74, 546	85, 358, 710	9, 653, 936		2, 198
June 30, 1878	77, 120	92, 120, 595	9, 660, 505		2, 574
June 30, 1879	79, 991	93, 092, 992	10, 507, 590		2, 871
June 30, 1880	85, 320	96, 497, 463	10, 498, 966		5, 329
June 30, 1881	91, 569	103, 521, 229	11, 613, 308		6, 249
June 30, 1882	100, 563	113, 995, 318	12, 753, 184		8, 994
June 30, 1883	110, 298	129, 198, 641	13, 887, 800		9, 645

* Railroad and steamboat service combined; no separate report.

† Decrease caused by the discontinuance of service in the Southern States.

‡ Increase attributable in part to the resumption of service in the Southern States.

§ Decrease in cost caused by reductions in the rates of pay under act of July 12, 1876.

|| Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

N. — Statement of all contracts for mail-bags, mail-catchers, mail-bag tags, mail-bag label-cases, fasteners, use of patents, and mail locks and keys, in operation June 30, 1883.

Articles contracted for.	Name of contractor.	Residence.	Term of contract.	Contract prices.					
				Size No. 0.	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.	Size No. 5.
Cotton-canvas mail-sacks	John Boyle	New York, N. Y.	Four years from January 1, 1883	\$1 15	\$1 02	\$0 80†	\$0 20		
Registered foreign mail sacks	do	do	do	97	41‡	24‡	18		
Iron-canvas mail-sacks	do	do	do		67‡	52‡	14		
Leather horse-mail bags	J. C. Lighthouse	Rochester, N. Y.	do		6 00	5 20	4 50		
Leather mail-pouches	do	do	do						
Through registered mail-pouches	John Boyle	New York, N. Y.	do			5 61	4 55	\$3 50	\$2 00
Mail-catcher pouches	do	do	do			4 98			
Coin mail-sacks	do	do	do						
Printed wooden tags (wide)	H. K. Bradshaw & P. H. Weston.	Alexandria, Va.	One year from November 1, 1882				3 91		\$0 05‡
Printed wooden tags (narrow)	do	do	do						\$0 04
Mail-bag label-cases (iron)	The Smith & Egge Manufacturing Co.	Bridgeport, Conn.	do						003‡
Mail-bag label-cases (brass)	do	do	do						07‡
Mail-bag catchers	Younglove & Co	Cleveland, Ohio	Determinable at any time by the Postmaster-General						15 00
Sockets for catchers	do	do	do						40
Use of patent	Beckel & Horner	Muncie, Ind.	do						30
Do.	John Boyle	New York, N. Y.	do						10
General mail locks.	George A. Sheridan.	Washington, D. C.	do						07
Do.	The Smith & Egge Manufacturing Co.	Bridgeport, 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
Through registered mail-locks.	W. F. Bessley	Oxford, N. C.	do						2 50
Keys to same	do	do	do						25

O.—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, 1883.

Number.	Description.	Size.	Prices.	Cost.	Aggregate.
5,000	Leather mail-pouches	No. 2	\$5 61	\$28,650 00	
8,500	do.	No. 3	4 55	15,925 00	
1,500	do.	No. 4	3 50	5,250 00	\$49,225 00
10,000					
800	Leather horse-mail bags	No. 1	6 00	4,800 00	
500	do.	No. 2	5 29	2,645 00	
200	do.	No. 3	4 53	906 00	8,351 00
1,500					
2,500	Mail-catcher pouches		3 91	9,775 00	
	Royalty for patent on same		10	250 00	
	Royalty for patent on 500 of same		30	150 00	10,175 00
2,500					
500	Through registered mail-pouches	No. 1	7 00	3,500 00	
500	do.	No. 2	4 99	2,495 00	
	Royalty on same		10	50 00	
	Royalty on 140		30	42 00	6,087 00
1,000					
98,000	Jute-canvas mail-sacks	No. 1	67½	66,385 00	
2,000	do.	No. 2	52½	1,050 00	
11,500	do.	No. 3	14	1,610 00	69,065 00
111,500					
500	Cotton-canvas mail-sacks	No. 0	1 15	575 00	
1,000	do.	No. 2	80½	805 00	
2,000	do.	No. 3	20	400 00	1,780 00
3,500					
99,250	Printed wooden tags		002½	223 31	
750,000	do.		003½	2,812 50	3,035 81
849,250					
12,000	Iron label cases		07½	945 00	
1,000	Brass label-cases		19	190 00	1,135 00
13,000					
1,200	Sheets card-board for mail-bag labels		061½	78 95	
7,000	do.		06	420 00	498 95
8,200					
	Repairs of mail-bags of every description				45,212 58
800	Mail-catchers		15 00	4,500 00	
600	ockets for same			240 00	
150	Mail-catchers repaired		1 32½	198 75	4,938 75
	Total expense on account of mail-bags and mail-catchers				199,489 04
	Unexpended balance of appropriation				510 96
	Amount of appropriation				200,000 00

P.—Statement of mail locks and keys purchased and repaired, and of the expense incurred on account thereof, during the year ended June 30, 1883.

Quantities.	Description.	Price, each.	Cost.	Aggregate cost.
25,576	General mail-locks.....	\$0 52	\$18,499 52	
1,000	Through registered mail-locks.....	2 50	2,500 00	
				\$20,999 52
500	Keys to same	25	125 00	
				125 00
4,000	Iron mail-locks, repaired	40	1,600 00	
4,500	Street letter-box locks, repaired	85	2,275 00	
				8,875 00
	Balance unexpended			24,999 52
	Amount of appropriation			25,000 00

REPORT
OF THE
GENERAL SUPERINTENDENT
OF
RAILWAY MAIL SERVICE
FOR
THE YEAR ENDED JUNE 30, 1883.

7019 P M—22

REPORT
OF THE
GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.

POST-OFFICE DEPARTMENT,
OFFICE GENERAL SUPERINTENDENT OF
RAILWAY MAIL SERVICE,
Washington, D. C., October 29, 1883.

SIR: Permit me to hand you herewith my annual report of the operations of this branch of the service for the fiscal year ended June 30, 1883, to which I respectfully invite your attention.

REORGANIZATION.

In my last annual report I inserted and alluded to the act approved July 31, 1882, and the Postmaster-General's regulations respecting the reorganization and designation of railway postal clerks, route agents, local agents, and mail-route messengers employed in this service. At that time I had not had an opportunity to test the practical workings of such reorganization, but experience has demonstrated that it was a wise law and regulation, and the service is operated more economically and satisfactorily to all concerned than it was at the time that there were four appropriations for the separate classes of persons employed. Besides this, the doing away with these distinctions in the service has proved exceedingly beneficial.

RAILWAY POST-OFFICE LINES.

Table A^a, which is an important one, has been continued similar to that in last year's report, and shows the number of railway post-office lines, the number of crews, the number of railway postal clerks at work on lines, whole number of miles run by clerks from post-office to post-office, miles of route for which railroad is paid, annual miles of railroad service performed by clerks, number of cars and apartments, total number of letters and pieces of ordinary mail matter, annual total registered packages, and registered pouches handled.

STEAMBOAT SERVICE.

Table B^b is a statement of steamboat mail-service with postal clerks, in operation in the United States at any time in the year ended June 30, 1883.

CLOSED-POUCH SERVICE.

Table C^c is a statement of service in closed pouches on railroads, or parts of railroads, upon which no railway postal clerks are run. These

are short lines in localities where it is not deemed important that there should be clerks, or the receipts from the offices not being sufficient to warrant the expenditure. Total miles of railroad routes upon which there is no railway postal service by clerks, 14,773.

COMPARATIVE STATEMENT.

Table D^d is a comparative statement of the railway mail service from 1830 to 1883. At the close of the preceding fiscal year there were 100,563 miles of railroad service upon which mails were carried, with 113,995,318 miles of annual transportation of mails by railroads, which is an increase of 9,264 miles of railroad upon which mail was carried, and an increase of 14,895,793 miles of annual transportation of mails by railroad during the past fiscal year.

MAIL DISTRIBUTED.

Table E^e is a statement of mail distributed *en route* on the cars by railway postal clerks during the year ended June 30, 1883, by divisions. The whole number of pieces of mail handled in 1883 was 3,981,516,280; that for 1882, was 3,433,390,480, being an increase over the previous year of 548,125,800 pieces. Per cent. of increase of 1883 over 1882, 15.96; 1882 over 1881, 20.23. Packages, pouches, and cases of registered matter handled in 1883, 16,234,715; in 1882, 14,804,793, being an increase of 1,429,922. Per cent. of increase of 1883 over 1882, 9.65; of 1882 over 1881, 23.09.

Table F^f shows that notwithstanding during the last fiscal year the clerks distributed 548,125,800 pieces more than over the previous year, the percentage of errors to each piece of mail distributed is the same. In 1882 there were 3,805 pieces of mail distributed correctly to each piece missent, and in 1883 there were 4,153 pieces distributed correctly to each error. The percentage for each year figured about the same, 99.97, which seems to be about as near perfection as can well be attained.

POST OFFICES.

Table G^g gives, by divisions, a statement of errors in the distributing and forwarding of mails by post-offices during the last fiscal year. It seems that the total number of errors made by post-offices during the year was 489,879. On page 191 of this report will appear a detailed statement of errors made by each office of which an account was kept.

CASE EXAMINATIONS.

During the year there were 4,265 case examinations at which 4,701,444 cards were handled. The average per cent. correct was 87.46, which is an exceedingly favorable showing.

The case examinations of railway postal clerks during their probationary period cannot be expected to be so good as those of the clerks who have been longer in the service, and who have had more frequent opportunities of posting and informing themselves, yet it is a creditable exhibit.

MILEAGE.

Table K^k shows each railway post-office line by divisions, giving the number of miles run, the daily average miles run, and the daily average of each division.

This is an important table. It shows at a glance the mileage made on each line as well as the average of the division.

This table produces additional evidence of the amount of work performed by the railway postal clerks, much of which is done at night.

The daily average of all lines in the United States and Territories is 120.96 miles. It should be remembered that this includes all lines, many of which are very short, which reduces the average of the longer lines, yet if the average is desired on any particular line it can be found in the table.

ESTIMATES.

At the close of the fiscal year ended June 30, 1883, there were employed in this service 3,855 clerks (average annual salary, \$977.15), the salaries of whom aggregated \$3,688,032.78, being an increase of 285 clerks over the preceding year, and an increase of 47 cents per annum in the average salary paid each.

ESTIMATE FOR 1885.

I append a table showing the expenditures for railway postal clerks (new designation) from 1877 to the present time:

Expenditures on account of employes of railway mail service (railway postal clerks), 1877 to 1883, and estimate for the same for 1884.

Fiscal year ending June 30—	Number of railway postal clerks in service June 30.	Increase.	Expenditures.	Increase over preceding year.	Per cent. of increase over preceding year.	Increase of miles of railroad route.
1877	2,500		\$2,436,647 58			
1878	2,608	108	2,496,663 82	\$60,116 24	2.46	2,574
1879	2,609	1	2,696,315 65	199,651 83	6.79	2,871
1880	2,946	237	2,778,615 47	112,320 82	4.21	5,329
1881	3,177	231	3,039,113 97	260,468 50	9.37	6,249
1882	3,570	393	3,235,853 12	196,739 15	6.47	8,994
1883	3,855	285	3,688,032 78	452,179 66	13.97	9,264
1884			*3,977,120 00	289,087 22	7.83	
1885			†4,295,289 60	318,169 60	8.00	

* Appropriation.

† Estimate.

Last year the estimate was based on an increase of 7.20 per cent., which experience has demonstrated was hardly sufficient to meet the rapid extensions and growth of the service. This year I have estimated the increase at 8 per cent., which increases the appropriation \$318,169.60. The increase in the mails handled is 15.96 per cent., and the increased number of miles of railroad service is 9,264. While this may seem large, I am clearly of the opinion that it is none too much so, and that that amount will be absolutely necessary to properly maintain, extend, and continue the wants of a rapidly growing service.

POSTAL CARS.

The appropriation for the present year for railway post-office cars is \$1,575,000. I would recommend that this amount be increased \$50,000—to \$1,625,000. In this report I desire again to call your attention to the

importance of establishing short lines of railway post-offices leading to and from large cities, within about 100 miles, to perform local service; such service would be of positive benefit, arriving in the city in the early part of the day and leaving about the close of business hours. This, together with the city distribution on cars, would facilitate the transmission and delivery of the mails.

SPECIAL FACILITIES.

The appropriation for special facilities for the year ended June 30, 1883, was \$600,000, a portion of which was expended as follows:

Route.	Railroad company.	Distance.	Amount paid.
		<i>Miles.</i>	
New York and Springfield	New York, New Haven and Hartford	136	\$17,647 06
The 4.35 a. m. train	New York Central and Hudson River	142	25,000 00
Philadelphia to Baltimore	Philadelphia, Wilmington and Baltimore	96	20,000 00
Bay View to Quantico	Baltimore and Potomac	80	21,900 00
Quantico to Richmond	Richmond, Fredericksburgh and Potomac	82	17,419 26
Richmond to Petersburg	Richmond and Petersburg	23	4,197 50
Petersburgh to Weldon	Petersburgh	64	11,680 00
Weldon to Wilmington	Wilmington and Weldon	162	29,565 00
Wilmington to Florence	Wilmington, Columbia and Augusta	110	20,075 00
Florence to Charleston Junction	Northeastern Railroad, of South Carolina	95	17,337 50
Florence to Columbia	Wilmington, Columbia and Augusta	82	300 00
Total expended			185,121 32
Amount unexpended			414,878 68

The \$17,647.06 paid the New York, New Haven and Hartford Railroad Company was for an early morning train, leaving New York at 5 a. m. to make important connections at New Haven, Conn., and Springfield, Mass., for lines and offices in New England.

The \$25,000 paid the New York Central and Hudson River Railroad Company was for a special train from New York to Albany, to leave the former place at 4.35 a. m., arriving in Albany in time to connect an express passenger train, made up at that point for Buffalo, N. Y., which enabled the Department to have postal cars leave New York at 4.35 a. m., arrive at Buffalo in advance of the limited express; and from Buffalo to Chicago one sixty-foot postal car was and is taken on the limited express, enabling the Department to have mail by postal car leaving New York at 4.35 a. m. and arriving in Chicago the following day at 10.20 a. m., and make all of the principal connections for the West and Northwest.

But for this train the mail that it carries would have arrived in Chicago at 7.40 p. m., which is equivalent to the saving of one business day.

The remainder of the expenditure of this appropriation is for the continuance of a fast mail line and the perfection of connections from Vanceborough, Me., to Jacksonville, Fla., although the special facilities appropriation is only applied from Philadelphia, Pa., to Charleston Junction, S. C.

Under this arrangement there is continuous service from Vanceborough via Bangor, Augusta, Portland, Boston, New York, Philadelphia, Baltimore, Washington, Richmond, Wilmington, Charleston, Columbia, Augusta, Savannah, and Jacksonville.

This is a very beneficial arrangement to the patrons of the Post-Office Department, and the benefits derived are well worth the expenditure. After the 18th day of November next this train will have a connection through to New Orleans, La., so that mail that now arrives at that

point from the north and east at 9 p. m. will arrive at 9 a. m., which will be equivalent to the saving of one business day. This train and its connections have very much improved the service on the coast line, and makes continuous service without break in connections.

At the time the appropriation of \$600,000 was made, it was the intention of the Postmaster-General to establish a fast transcontinental mail. He made a strong effort in that direction, but was unable to secure such service for what he considered a fair compensation. Consequently he directed that the unexpended portion be returned to the Treasury.

The appropriation for special facilities for the fiscal year ending June 30, 1884, is \$185,000.

The arrangement for the expenditure of the same is as follows :

Route.	Railroad company.	Distance.	Amount paid.
		<i>Miles.</i>	
New York and Springfield	New York, New Haven and Hartford.....	136	\$17, 647 06
The 4.35 a. m. train	New York Central and Hudson River	142	25, 000 00
Philadelphia to Baltimore	Philadelphia, Wilmington and Baltimore	96	20, 000 00
Bay View to Quantico	Baltimore and Potomac	80	21, 900 00
Quantico to Richmond	Richmond, Fredericksburgh and Potomac	82	17, 419 26
Richmond to Petersburg	Richmond and Petersburg	23	4, 197 50
Petersburgh to Weldon	Petersburgh	64	11, 680 00
Weldon to Wilmington	Wilmington and Weldon	162	29, 565 00
Wilmington to Florence	Wilmington, Columbia and Augusta	110	20, 075 00
Florence to Charleston Junction	Northeastern Railroad, of South Carolina	95	17, 337 50
Total expended			184, 821 32
Amount unexpended			178 68

It will be seen that the arrangement for the expenditure for the present fiscal year is identically the same as that for last year, except the \$300 to the Wilmington, Columbia and Augusta Railroad for service from Florence to Columbia.

The committee who are at work to devise a plan for the compensation of railway companies hope to be able to submit a scheme for compensating railway companies, so that special-facility appropriations will not be necessary. If, however, Congress should not approve, or should not pass an act readjusting the manner of compensation, I am clearly of the opinion that the present special-facilities appropriation should be continued.

I think the service above described an important one, and would urgently recommend that Congress sanction it by a further appropriation. The appropriation for the present fiscal year is being expended as was clearly evident the last session of Congress intended it should be. To withdraw any of these trains would, in my opinion, be a step backward. They all carry a large mail, and this is particularly true of the line leaving New York at 4.35 a. m.

CITY SEPARATION.

Tables on pages 556 and 557 of this report give the number of letters assorted for Boston, Mass., and New York, N. Y. It will be seen that 26,277,050 letters were assorted for New York City, and 8,388,643 for the city of Boston. The first division assorted the Boston letters, and those of New York were assorted by the second and ninth divisions. Nearly if not quite all of the city separations were made in the three divisions above named, but before the end of the present fiscal year there will be a good report from each division. This is a feature of the railway

mail service that has been taken up during the past year. By this arrangement letters arriving in New York are pouched and dispatched direct to the stations without going through the General Office; thus enabling letters for nearly the entire business portion of New York City to be delivered by the first carrier delivery. The New York postmaster, some time since, in writing in reference to this matter, stated that all letter mails arriving on the early morning trains under this system are delivered by the carriers' first delivery to nearly the entire business portion of the city south of the Harlem River; that it was working very satisfactorily and was of decided benefit to the patrons of the New York post-office. The distribution for Boston has been equally as satisfactory. Prior to the adoption of this system for New York, N. Y., and Boston, Mass., frequent complaints were made of delayed letters, especially to business men; since that time there have been few, if any, complaints of mails posted late at night, either in Boston or New York, not being delivered in the opposite city by the carriers' first delivery, the morning after being mailed. This is a feature of the service that can and will be extended as rapidly as possible. It frequently occurs that trains arrive within ten or fifteen minutes of the time that carriers are due to leave their respective post-offices. This mail cannot be assorted for the carriers in the post-office and sent out by them in so short a space of time, but if separated on the cars the mails can be given to the carriers and delivered almost immediately on arrival. The separation on the cars of mail for Washington City has recently been taken up and will be perfected as rapidly as possible. The postmaster at Washington, in a letter, states that this arrangement will be of great service. It will be extended to other cities as rapidly as possible. The postmaster at Philadelphia, for which place this separation has recently been established, informs me that this work of separating mail is of decided advantage to the city of Philadelphia. About a year ago it was taken up for Jacksonville, Fla., and mails were made up direct for the different hotels, and delivered within fifteen minutes after the arrival of the trains. I could go into more details and cite more cases of the benefit of this service, but I do not deem it necessary, and will leave the subject, assuring you that this matter will be pushed as rapidly as other duties will permit.

CIVIL SERVICE.

About ten years ago Mr. Geo. S. Bangs, who was at that time at the head of the railway mail service, established a civil service system (I think the first one established) which has proved of great benefit to the service and been adopted by the larger post-offices, and I am confident that the high standard which the service has attained is due to such system.

Under this system applicants for positions in the service are not required to undergo an examination before appointment. It is an experiment whether a person will succeed or not. He may be ever so bright and well educated, but if he cannot memorize and locate rapidly he can never make a postal clerk. The essentials for a good postal clerk are, good health and power of endurance, good memory with rapidity of thought and action. There is no branch of the public service that so tries the physical and mental powers as the railway mail service.

The method of procedure regarding appointments and retention in the service is as follows:

Applicants are required to make application in their own handwriting, setting forth their age, physical condition, and former occupation, and present suitable recommendations as to their character and stand-

ng. Appointments are made for a probationary period of six months, during which time the appointees are examined monthly on the practical workings of their office, to test their competency and efficiency. If at the expiration of the probationary period they shall have made satisfactory progress, they are given a permanent appointment. If not, the probationary term is allowed to expire and a new appointment is made.

It is the intention at all times to select bright, active young men for this service. Notwithstanding that over 20 per cent. fail, I am confident that as great a number would fail under any other system of appointment, as it is a problem with every man who enters the service, whether he will succeed or fail.

Promotions in the service are made on merit alone. The clerk who has the best record, and is the most efficient, secures promotion (when vacancies occur), without regard to the time he entered the service or the section from whence he came. It is the pride of the service that the best clerks get the promotions.

After a clerk receives his permanent appointment he is only removed for one of the following causes: Intemperance, inattention to or neglect of duty, incapacity for the duties of the office, disobedience of official instructions, intentional disrespect to officers of this or other departments of the Government, indecency in speech, intentional rudeness of language or behavior towards persons having official business with him or towards his associates, and conduct unbecoming a gentleman.

This system has been in full operation for over ten years, which is certainly time enough to give it a thorough test, and as it has worked and does work so well, I earnestly recommend that it be continued, and, in my opinion, it should be sanctioned by statute law, so that the clerks can feel that they are absolutely safe in their positions so long as they properly perform their duties. Should this be done it would be a still greater incentive to a higher degree of efficiency.

CASUALTIES.

It will be seen that there were 114 casualties, in which one clerk was killed, 35 seriously injured, and 42 slightly injured. I desire to renew my previous recommendations that the Postmaster-General may be authorized to pay the widow or guardian of minor children of railway postal clerks, killed in the service, a sum equal to one year's salary of the grade held at the time of death. Under the regulations as amended by the Postmaster-General June 16, 1882, a leave of absence with pay is granted to postal clerks disabled by railroad accident, without contributory negligence, while in the discharge of their duties, for a period not to exceed six months, but no extension of leave beyond that period can be granted with pay. I would recommend that the Postmaster-General be authorized to continue such disabled postal clerks upon leave with the full pay of their grade until recovery, or not to exceed one year.

During the year the deductions for failure to perform service, and record arrival and departure, amounted to \$6,052.13. This could have been applied to continuing the salaries of persons killed or injured in the service without increasing the appropriation.

PACIFIC COAST MAIL.

Since the close of the last fiscal year, the Northern Pacific Railroad has been completed and runs continuous trains from Saint Paul, Minn. to

Portland, Oreg., which has necessarily demanded a change in sending more or less of the mails for the sections tributary to that line of railroad.

It has been the policy of the Department to send as much mail as possible (without delaying the same) on the Union and Central Pacific Railroads, from the fact that the Secretary of the Treasury withholds the compensation of said companies for carrying the mails.

About the 1st of August last, when the Northern Pacific Railroad was nearly completed, I directed that the mails for Oregon and Washington Territory be withdrawn from the Central Pacific Railroad and sent north on the Utah Northern Railroad to connect with the Northern Pacific Railroad, thereby gaining about two days' time. Thus far these mails have been continued on the Union Pacific Railroad. The trains on the Utah Northern Division of the Union Pacific Railroad arrive at Blackfoot Junction, Mont. (connection of Northern Pacific Railroad), at 12.55 p. m. The trains on the Northern Pacific Railroad pass Blackfoot Junction at 9.35 a. m., in advance of the train on the Utah Northern Division of the Union Pacific Railroad, causing a delay at Blackfoot Junction equivalent to twenty-four hours, as the Northern Pacific Railroad and the Utah Northern Division of the Union Pacific Railroad run but one train per day. This has been the case since September 2, 1883, the time when through service was established on the Northern Pacific.

The distance from Chicago to Blackfoot Junction, via Omaha, is 265.39 miles greater than that via Saint Paul, but the compensation to the Union Pacific Railroad Company for carrying the mails between Union Pacific Transfer, Iowa, to Granger, Wyo., is being withheld.

The attention of the Union Pacific Railroad Company has been called to this break in the connection at Blackfoot Junction, and I am now informed that the Union Pacific schedule will be changed to make the connection at Blackfoot Junction.

REGISTERED CASES.

Under existing arrangements the registered cases of postal cards and stamped envelopes are carried from the manufactory to their destination in the railway postal cars. This is a great burden to the postal clerks in loading and unloading, and frequently they so fill the cars that they obstruct and retard the distribution, and this is particularly so on the trunk lines. Experience has demonstrated that some relief should be given.

If these registered cases were delivered independent of the railway mail service to certain depots, after that they could be carried in the railway postal cars without detriment to the service.

If depots for these cases were established at New York, N. Y., Chicago, Ill., Saint Louis, Mo., and Cincinnati, Ohio, and the registered cases delivered to them, independent of the railway mail service, it would be a great relief. From there they would go out on a great number of lines tributary to those cities, and the bulk on any one line would not be sufficient to be burdensome. I earnestly recommend that you give this matter serious consideration.

CHIEF CLERKS.

The chief clerks of this service receive an annual salary of \$1,400, without any allowance for traveling expenses. I desire earnestly to renew my prior recommendations that they be allowed their actual expenses when traveling on the business of the Department, not to

exceed \$3 per day, to be paid out of the appropriation for the transportation of the mails. There is not in the public service a more competent and faithful class of officials than the chief clerks of this service, and it is but just that some provision should be made for them.

CONCLUSION.

Before closing this report I desire to express to each superintendent and postal clerk my personal obligations for the very creditable manner in which he has discharged his duties, and I venture the statement that no more faithful or competent men of an equal number can be found in the world in public service, or that of corporations, firms, or individuals.

I have the honor to be, very respectfully,

W. B. THOMPSON,
General Superintendent.

Hon. R. A. ELMER,
Second Assistant Postmaster-General, Washington, D. C.

TABLE A*.—Statement of railway post-offices

Designation of railway post office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Abbotsford and Eau Claire, Wis.	6	65.43	Abbotsford, Eau Claire, Wis. (Wis. and Minn.).	25026	65.43	395	July 1, 1883
Addison, N. Y., and Westfield, Pa.	2	27.35	Addison, N. Y., Westfield, Pa. (A. and N. Penn.).	6122	27.35	200	Mar. 15, 1883
Adrian, Mich., and Fayette, Ohio.	9	34.42	Grosvenor, Adrian, Mich. (L. S. and M. So.).	6052	(¹)	193	Apr. 3, 1883
			Grosvenor, Mich., Fayette, Ohio (L. S. and M. So.).	24036	(²)	193	Apr. 3, 1883
Albany and Binghamton, N. Y.	2	143	Albany, Binghamton, N. Y. (Del. and Hud. Canal Co.).	6028	143.23	1,414	July 1, 1881
<i>Albany and New York, N. Y.</i>	2	142	Albany, New York, N. Y. (N. Y. C. and Hud. R.).	6011	(⁵)	84,498	Jan. 9, 1882
Albany and Thomasville, Ga. ^a	4	58	Albany, Thomasville, Ga. (Sav. Fla. and Western).	15018	58	381	July 1, 1880
<i>Albany and Rochester, N. Y.</i>	2	252.35	Albany, Syracuse, N. Y. (N. Y. C. and Hud. R.).	6011	(⁶)	84,498	Jan. 9, 1882
			Syracuse, Rochester, N. Y. (N. Y. C. and Hud. R.).	6013	.....	4,046	Jan. 9, 1882
Albert Lea, Minn., and Angus, Iowa.	6	151.70	Albert Lea, Minn., Angus, Iowa (Minn. and St. L.).	26021	151.70	1,168	July 1, 1883
Albert Lea, Minn., and Burlington, Iowa.	6	253.47	Albert Lea, Minn., and Burlington, Iowa (Burl. Ced. Rap. and Northern).	27901	253.47	1,451	July 1, 1883
Albuquerque, N. Mex., and Williams, Ariz.	7	380.12	Albuquerque, N. Mex., Williams, Ariz. (Atlantic and Pacific).	39003	380.12	185	July 1, 1881
Alexandria and Round Hill, Va.	3	52.20	Alexandria, Round Hill, Va. (Wash., Ohio and West'n).	11004	52.20	411	July 1, 1881
Alexandria and Strasburgh, Va.	3	90.40	Manassas, Strasburgh, Va. (Manassas Div. Va. Mid.).	11003	62.55	406	July 1, 1881
			Alexandria, Strasburgh, Va. (Manassas Div. Va. Mid.).	11002	(¹⁸)	13,094	July 1, 1881
Allentown and Harrisburgh, Pa.	2	91.75	Allentown, Harrisburgh, Pa. (E. P. and L. V. branches P. and R.).	8073	89.51	2,062	July 1, 1881
Allentown and Pawling, Pa.	2	44.50	Allentown, Pawling, Pa. (East Penn. Br. P. and R.).	8056	37.60	222	July 1, 1881
			Allentown, Perkiomen, Pa. (East Penn. Br. P. and R.).	8073	(¹⁷)	2,062	July 1, 1881
Alton Bay and Dover, N. H.	1	28.42	Alton Bay, Dover, N. H. (Bos. and Maine).	1013	28.42	379	July 1, 1881
Annapolis and Annapolis Junction, Md.	3	21.11	Annapolis, Annapolis Junction, Md. (Annapolis and Elkridge).	10007	21.11	524	July 1, 1881
Arcadia and Cherryvale, Kans.	7	75.99	Arcadia, Cherryvale, Kans. (Kans. City, Ft. S. and Gulf).	33024	75.99	190	July 1, 1881
Ashland and Peach Orchard, Ky.	5	43.39	Ashland, Peach Orchard, Ky. (Chattaroi).	20027	43.39	212	Feb. 15, 1882
Ashland and Menasha, Wis.	6	250.42	Ashland, Menasha, Wis. (Wis. Central).	25017	250.42	1,425	July 1, 1883
Ashtabula, Ohio, and New Castle, Pa.	5	85.00	Harbor, Youngstown, Ohio (Penn. Co.).	21044	63.95	192	July 1, 1880
			Youngstown, Ohio, Cross-cent, Pa. (Penn. Co.).	21035	18.82	353	July 1, 1880
			Homewood, New Castle, Pa. (Erie and Pittsburgh).	8029	(²⁰)	1,383	Apr. 27, 1881

in operation in the United States on June 30, 1883.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
			Length, feet	and inches.	Width, feet	and inches.				
13	6	40,959	1	15 0	7 8	1	1	1		
14	6	17,121	2	8 3	5 5	1	1	1		13.90 miles covered by express mails to Gaines, Pa.
22.58	6	21,547	1	10 0	9 0	1	1	1		17.60 miles of route covered by New York and Chicago R. P. O.
24	6	89,518	2	15 6	9 6	3	1	4		24.80 miles of route covered by Trenton and Adrian R. P. O.
32	12	185,168	1	15 5	8 3	2	4	26		3 One reserve car. (land. 4 One short stop between Albany and Mary- 5 Route covered by New York and Chic. R. P. O. 6 2 clerks to office supt., 2d Division; 1 clerk to dormitory, New York, N. Y.; 4 clerks to transfer duty, New York, N. Y.; 2 clerks to transfer duty, Albany, N. Y.; 2 clerks to transfer duty, Troy, N. Y.; 1 clerk to transfer duty, Castleton, N. Y.
14	6	36,508	1	12 8	8 3	1	1	1		7 One reserve car.
27	6	171,041	(18)			4	2	117		8 Reported last year as part of Way Cross and Albany R. P. O. 9 Route covered by New York and Chic. R. P. O. 10 Five cars stated in Albany and New York R. P. O.
23	6	94,964	2	9 3	8 8	3	1	3		11 Two short stops between Albany and Syracuse; 1 clerk, office supt., 2d Division; 1 clerk transfer duty, Schenectady, N. Y.; 2 clerks transfer duty, Rochester, N. Y.; 1 clerk suspension bridge and Buffalo R. P. O.
34	6	158,672	2	22 0	9 4	4	1	126		12 2 helpers between Burlington, Iowa, and La Porte City, Iowa, 135 miles.
17.23	7	277,488	2	14 0	9 0	4	1	4		13 Reserve.
18.23	6	32,679	1	15 10	6 7	1	1	1		14 One in reserve.
16	6	56,585	1	12 0	8 0	2	1	2		15 Clerks register at depot in Strasburgh. 16 Covered by Wash. and Char. R. P. O.
20	6	57,435	1	11 7	8 6	2	1	2		17 One reserve car.
22	6	27,857	1	8 6	6 4	1	1	1		18 Covered by Allentown and Harrisburgh R. P. O.
20.79	12	85,561	1	11 1	6 7	1	1	1		19 Reserve car.
12.96	6	18,219	1	9 5	6 7	1	1	1		
17.58	7	55,480	1	18 1	8 10	1	1	1		
12	6	26,949	1	10 0	6 7	1	1	1		
18	6	156,763	1	21 0	9 3	4	1	4		20 One car in reserve.
21	6	53,210	1	24 0	8 9	2	1	2		21 Covered by lines of second division 2.23 miles Erie and Pittsburgh R'y.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Ashtabula and Youngstown, Ohio.	9	63.29	Ashtabula, Andover, Ohio (L. S. and Mich. S.).	8045	(⁷)	446	Apr. 27, 1881
			Andover, Youngstown, Ohio (L. S. and Mich. S.).	21062	38.59	705	July 1, 1880
Atchison and Lenora, Kans	7	294.50	Atchison, Waterville, Kans. (Cent. B. Union Pacific).	33003	100.40	2,647	July 1, 1881
			Waterville, Washington, Kans. (Cent. B. U. Pacific).	33021	13.50	1,621	July 1, 1881
			Greenleaf, Concordia, Kans. (Cent. B. Union Pacific).	33022	42.06	2,235	July 1, 1881
Atchison and Topeka, Kans	7	52.31	Concordia, Lenora, Kans. (Cent. B. Union Pacific).	33026	138.54	948	July 1, 1881
			Atchison, Kans., Pueblo, Colo. (Atch., T. and S. F.).	33010	52.31	3,823	July 1, 1879
Athens and Union Point, Ga.	4	40.95	Athens, Union Point, Ga. (Georgia R. R.).	15007	40.95	304	July 1, 1880
Athol and Springfield, Mass.	1	47.89	Athol, Springfield, Mass. (Bos. and Albany).	3068	47.89	291	July 1, 1881
Atlanta and Macon, Ga...	4	103.80	Atlanta, Macon, Ga. (Cent. R. R. and Bkg. Co. of Ga.).	15012	103.80	2,619	July 1, 1880
Atlanta and Savannah, Ga. ⁶	4	206.44	Atlanta, Macon, Ga. (Cent. R. R. and Bkg. Co. of Ga.).	15012	(⁷)	2,619	July 1, 1880
			Macon, Savannah, Ga. (Cent. R. R. and Bkg. Co. of Ga.).	15010	193.44	767	July 1, 1880
Atlanta, Ga., and Anniston, Ala.	4	104.06	Atlanta, Ga., Anniston, Ala. (Georgia Pacific).	15042	104.06	.....	Not weighed.
Atlanta, Ga., and Montgomery, Ala.	4	174.60	Atlanta, Macon, Ga.	15012	(⁸)	2,619	July 1, 1880
			Atlanta, West Point, Ga.	15003	80.60	5,137	July 1, 1880
Attica and Cuba, N. Y.	2	60.18	West Point, Ga., Montgomery, Ala. (Cent. R. R. and Bkg. Co. of Ga., Atl. and West Point and Western R. R. of Ala.).	17001	88.00	4,696	July 1, 1880
			Attica, Cuba, N. Y. (T. V. and Cuba).	0108	59.50	126	July 1, 1883
Auburn and Freeville, N. Y.	2	40.00	Auburn, Freeville, N. Y. (I. A. & W.).	0076	39.70	158	Aug. 7, 1881
Augusta and Atlanta, Ga. . .	4	172.59	Augusta, Atlanta, Ga. (Ga. R. R.).	15004	172.59	3,089	Apr. 1, 1883
Augusta and Millen, Ga. ¹² . .	4	53.57	Augusta, Millen, Ga. (Cent. R. R. and Bkg. Co. of Ga.).	15005	53.57	550	July 1, 1880
Augusta and Portland, Me.	1	62.94	Augusta, Portland, Me. (Me. Central).	6	(¹³)	14,507	July 1, 1881
Augusta, Ga., and Port Royal, S. C.	4	110.77	Augusta, Ga., Port Royal, S. C. (Port Royal and Aug.).	14010	110.77	336	July 1, 1880
Austin, Minn., and Mason City, Iowa.	6	41.47	Austin, Minn., Mason City, Iowa. (Ch., Mil. and St. P.).	20012	41.47	652	July 1, 1883
Baltimore, Md., and Bristol, Tenn.	3	477.89	Baltimore, Williamsport, Md. (Western Md.).	10006	(¹⁴)	788	July 1, 1881
			Hagerstown, Md., Roanoke, Va. (Shen. Valley).	11021	239.89	382	July 1, 1881
			Roanoke, Va., Bristol, Tenn. (Norfolk and Western).	11013	(¹⁵)	5,607	July 1, 1881
Baltimore, Md., and Grafton, W. Va.	3	295.14	Baltimore, Md., Grafton, W. Va. (Balto. and Ohio).	10003	294	16,055	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
			Length, feet and inches.	Width, feet and inches.	Length, feet and inches.	Width, feet and inches.				
19.77	6	39,619	1	18 0	9 0	1	1	1	1	Reported in Table A. of last year, as Ash-tabula, Ohio, and Pittsburgh, Pa., R. P. O.; distance decreased 70.93 miles.
20.08	7	214,985	3	22 3	9 1	4	1	36	36	40.20 miles of route covered by Oil City and Ash-tabula R. P. O. 2 helpers between Atchison and Jamestown, Kans.
			1	29 4	9 1					
26.04	7	38,186	2	13 5	9 4	1	1	1	1	41 car held in reserve at Topeka.
13½	6	25,634	1	10 4	6 4	1	1	1	1	
20.29	6	29,979	1	10 11	6 4	1	1	1	1	
25	6	64,978	2	21 0	8 2	2	1	54	54	51 detailed to office superintendent 4th division; 1 detailed as transfer clerk, Macon, Ga.
27	7	216,985	3	25 0	9 0	4	1	4	4	6 Reported last year as Augusta and Macon R. P. O. and Savannah and Millen R. P. O.; distance increased 107.24 miles. 7103.80 miles covered by Atlanta and Macon R. P. O.
			5	14 1	6 7					
19	6	65,141	3	15 0	8 2	1	1	1	1	
25	14	254,916	4	49 1	9 1	3	2	310	310	86 miles covered by Atlanta and Macon R. P. O. 91 detailed to office superintendent 4th division.
						3	1			
17	6	37,673	102	8 0	5 8	1	1	1	1	101 reserve car. Attica and Arcade R. P. O., extended to Cuba, N. Y.; increased distance 33.67 miles.
14	6	25,040	1	7 2	6 6	1	1	1	1	
24	14	251,980	1	24 0	8 7	6	1	117	117	111 detailed as transfer clerk at Augusta, Ga.
			1	25 6	8 8					
			1	24 4	8 8					
			1	15 2	8 5					
			1	14 6	8 11					
17	6	33,534	1	14 1	6 7	1	1	1	1	12 Reported last year as Augusta and Macon R. P. O.; distance decreased 111 miles.
24.36	6	39,400	1	15 0	6 7	1	1	1	1	12 Covered by Bangor and Boston R. P. O., 62.94 miles.
16	7	80,812	2	10 4	6 7½	2	1	2	2	
20	6	25,960	1	12 0	9 0	1	1	1	1	
	7	343,575	4	39 6	8 7	8	1	8	8	1487 miles, covered by Baltimore and Williams-port R. P. O.
				39 5	8 7					
				39 6	8 6					
				41 2	8 7					
28.52	21	647,510	5	51 0	8 9	8	2	33	33	151 miles, covered by Lynchburg and Bristol R. P. O. This takes the place of the Hagertown and Roanoke R. P. O. in report of 1882. The R. P. O. was changed to begin at Baltimore, July 20, 1882, and was extended to Bristol September 18, 1882. 2 transfer clerks at Baltimore, Md.; 2 transfer clerks at Washington, D. C.; 1 transfer clerk at Cumberland, Md.; 1 chief clerk at Graf-ton, W. Va.; 4 clerks detailed to office general superintendent R. M. S., and 2 to office of superintendent R. M. S., 3d division, four cars in reserve, which number is included in number given in report.
			1	51 2	8 9	4	15			
			3	50 0	8 6					
			1	50 0	9 0					
			1	50 0	8 9					
			1	50 8	8 9					

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.		Average weight of mail whole distance per day (pounds).	Date of last readjustment.
				Miles of route for which rail-road is paid.			
Baltimore, Md., and Staunton, Va.	3	211.76	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio).	10017	81.13	641	July 1, 1881
			Harper's Ferry, W. Va., Staunton, Va. (Balto. and Ohio).	12001	129.51	531	July 1, 1881
Baltimore, Md., and Washington, D. C.	3	44.02	Bay View Junction, Md., Washington, D. C. (Balto. and Potomac).	10013	(¹)	41,046	July 1, 1881
Baltimore and Williamsport, Md.	3	94.11	Baltimore, Williamsport, Md. (Western Md.).	10006	93.20	788	July 1, 1881
Bangor and Bucksport, Me.	1	19.41	Bangor, Bucksport, Me. (Me. Central).	13	19.41	584	July 1, 1881
<i>Bangor, Me., and Boston, Mass.</i>	1	246.80	Bangor, Portland, Me. (Me. Central).	6	137.72	1,401	July 1, 1881
			Portland, Me., Boston, Mass. (Eastern).	3001	109.08	24,603	July 1, 1881
<i>Bangor, Me., and Boston, Mass.</i> Short run.	1	56.09	Portsmouth, N. H., Boston, Mass. (Eastern).	3001	(⁴)	24,603	July 1, 1881
Batavia and Buffalo, N. Y.	2	47.50	Batavia, Tonawanda, N. Y. (T. B. and C.).	6014	36	196	July 1, 1881
			Tonawanda, Buffalo, N. Y. (N. Y. C. and H. R.).	6016	(⁹)	1,159	July 1, 1881
Bath and Lewiston, Me.	1	24.17	Bath, Brunswick, Me. (Me. Central).	11	(¹⁰)	.....	.....
			Brunswick, Lewiston, Me. (Me. Central).	3	15.03	729	July 1, 1881
Bayard and New Philadelphia, Ohio.	5	32.39	Bayard, New Philadelphia, Ohio (Penna. Co.).	21008	32.39	415	July 1, 1880
Bay City and Detroit, Mich.	9	108.62	Bay City, Detroit, Mich. (Mich. Central).	24013	108.62	2,653	Apr. 4, 1883
Bay City and Jackson, Mich.	9	115	Bay City, Jackson, Mich. (Mich. Central).	24009	(¹²)	1,207	Oct. 1, 1883
Bay City, Wayne, and Detroit, Mich.	9	120.85	Bay City, East Saginaw, Mich. (Fl. and P. M.).	24048	12.75	1,088	Apr. 4, 1883
			East Saginaw, Wayne, Mich. (Fl. and P. M.).	24015	(¹⁶)	2,177	Apr. 4, 1883
			Detroit, Wayne, Mich. (Mich. Central).	24006	(¹⁵)	14,209	Apr. 4, 1883
Beardstown and Shawneetown, Ill.	6	229.06	Beardstown, Shawneetown, Ill. (Ohio and Miss.).	23033	229.06	397	July 1, 1883
Belfast and Burnham, Me.	1	33.95	Belfast, Burnham, Me. (Me. Central).	4	33.95	4.55	July 1, 1879
Bellaire and Woodsfield, Ohio.	5	43.00	Bellaire, Woodsfield, Ohio (Bellaire and Southwest'n).	21063	43.00	1.78	July 1, 1880

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
22.28	6	132,586	4	16 0	8 6	4	1	4	This route was formed by consolidating the Baltimore and Martinsburg and Harper's Ferry and Staunton R. P. O.'s, August 1, 1882, decreasing distance 19 miles between Harper's Ferry and Martinsburg.
				18 0	8 6				
23.43	6	27,074	4	14 6	8 6	1	1	1	¹ Covered by New York and Washington R. P. O.
18.32	6	58,345	1	19 0	8 3	2	1	2	
16.66	12	24,301	1	15 6	7 5	1	1	1	
23.57	13	332,560	4	60 0	9 1	8	3	35	² 3 clerks on Bangor-Boston short run, 56.00 miles, two weeks on and one off duty; 4 clerks as short stops between Boston, Mass., and Portland, Me., 109.08 miles; 2 on day train and 2 on night train; 2 clerks detailed as transfer clerks, 1 at Portland and 1 at Augusta, Me.; 2 clerks detailed to clerical duty, 1 as chief clerk at Portland, Me., and 1 at the office superintendent Boston, Mass.
			³ 1	40 0	9 0				³ Reserve car.
24.56	6	35,081	⁴ 1	19 6	8 6		(⁶)	(⁷)	⁴ Covered by Bangor and Boston R. P. O., 56.00 miles.
				19 5	8 4				⁵ These cars are also used by North Conway and Portsmouth R. P. O.
									⁶ There are 3 clerks on this line, 2 crews, 2 clerks to a crew. They run two weeks and lay off one week, the clerks-in-charge running as second clerk part of the time.
									⁷ (Shown in preceding column, Bangor and Boston R. P. O.)
14	6	29,735	⁸ 2	6 0	6 0	1	1	1	⁸ One reserve car.
									⁹ Covered by Suspension Bridge and Buffalo R. P. O.
16.29	12	30,260	¹¹ 1	16 0	6 7	1	1	1	¹⁰ Covered by Rockland and Brunswick R. P. O., 9.14 miles.
				15 9	6 7				¹¹ Reserve car.
20	6	20,283	1	14 6	8 9	1	1	1	
26.28	13	147,289	1	14 0	9 2	2	3	3	One line runs daily, the other daily except Sunday.
				15 4	9 0½				¹² Car held in reserve.
				15 5	9 1				Double daily (except Sunday) service.
24.73	12	143,980	¹⁴ 1	10 0	8 0	4	1	4	¹³ 115 miles of route covered by Mackinaw City and Bay City R. P. O.
				10 10	8 7				¹⁴ Car held in reserve.
28.85	146	75,052	¹⁶ 2	22 0	7 5	2	1	(¹⁷)	¹⁵ Double daily (except Sunday) service between Wayne and East Saginaw, Mich.
									¹⁶ One of these cars held in reserve.
									¹⁷ Clerks are appointed to Ludington and Toledo R. P. O.
									¹⁸ 90.10 miles of route covered by Ludington and Toledo R. P. O.
									¹⁹ 18 miles of route covered by Detroit and Chicago R. P. O.
18	6	143,391	1	16 0	9 4	4	1	4	
				16 6	8 10½				
				14 4	9 1				
			²⁰ 1	10 0	9 4				²⁰ Reserve.
9.21	12	142,505	1	14 0	7 0	1	1	1	²¹ Double service established July 6, 1882. Increase in annual miles of service, 21,252½ miles.
				12 0	7 0				²² Reserve car.
14	6	26,918	1	12 0	7 7	1	1	1	

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Bellevue and Cascade, Iowa.	6	36.68	Bellevue, Cascade, Iowa (Chl. Mil. and St. Paul).	27053	36.68	164	July 1, 1893
Beloit and Solomon City, Kans.	7	57.83	Beloit, Solomon City, Kans. (Solomon).	33025	57.83	372	July 1, 1881
Belvidere, N. J., and Philadelphia, Pa.	2	103.00	Manunka Chunk (n. o.), N. J. (Bel. Div., Pa.).	7008	67.85	888	July 1, 1881
			Trenton, N. J., Philadelphia, Pa. (N. Y. Div., Pa.).	7004	(1)	118,350	Oct. 31, 1881
Bement and Effingham, Ill.	6	61.85	Bement, Shumway, Ill. (Wab. St. L. and P.).	23066	52.60	834	July
			Shumway, Effingham, Ill. (Wab. St. L. and P.).	23063	9.25	314	July 1, 1893
Bennington, Vt., and Chatham, N. Y.	2	58.65	Bennington, Vt., Chatham, N. Y. (Lebanon Springs).	6054	57.80	387	July 1, 1881
Benson and Isaacson, Ariz.	8	88.43	Benson, Isaacson, Ariz. (New Mex. and Ariz.).	40002	87.80	271	Nov. 20, 1882
Benton Harbor, Mich., and Anderson, Ind.	5	166.81	Benton Harbor, Mich., Anderson, Ind. (Cin., Wab. and Michigan).	22022	166.81	435	Apr. 1, 1883
Berlin and Salisbury, Md.	2	23.85	Berlin, and Salisbury, Md. (Wico. and Poco.).	10009	30.68	145	July 1, 1881
Bethany Junction, Iowa, and Grant City, Mo.	6	45.20	Bethany Junction, Iowa, Grant City, Mo. (Chl., Burl. and Q.).	27006	45.20	685	July 1, 1883
Bothleham and Philadelphia, Pa.	2	57.25	Bethlehem, and Philadelphia, Pa. (N. P. Div. Pa. and R.).	8004	56.52	2,926	July 1, 1881
Big Rapids and Detroit, Mich.	9	191.33	Detroit and Ionia, Mich. (Det., Lan. and No.).	24017	(6)	1,966	Apr. 4, 1883
			Ionia and Big Rapids, Mich. (Det., Lan. and No.).	24016	68.03	439	Sept. 15, 1880
Big Rapids and Holland, Mich.	9	91.37	Big Rapids and Muskegon, Mich. (Chl. and W. Mich.).	24022	55.50	352	Apr. 4, 1883
			Muskegon and Holland, Mich. (Chl. and W. Mich.).	24021	(6)	1,264	Apr. 4, 1883
Billings and Livingston, Mont.	6	115.92	Billings, Livingstone, Mont. (Nor. Pacific).	26001	115.92	1,392	July 1, 1883
Binghamton and New York, N. Y.	2	212.50	Hoboken, Denville, N. J. (Del., Wack. and West'n).	7028	34.17	2,048	July 1, 1881
			Binghamton, N. Y., Washington, N. J. (Del., Wack. and West'n).	8019	144.56	1,504	July 1, 1881
			Denville, Washington, N. J. (Del., Wack. and West'n).	7013	(6)	1,881	July 1, 1881
Bismarck, Dak., and Billings, Mont.	6	446.50	Bismarck, Dak., Billings, Mont. (Nor. Pacific).	26001	446.50	1,176	May 12, 1882
Blanchard and Oldtown, Me.	1	64.03	Blanchard, Oldtown, Me. (Bangor and Piscataquis).	14	64.03	953	July 1, 1881
Bloomington and Roodhouse, Ill.	6	110.90	Bloomington, Roodhouse, Ill. (Chic. and Alt.).	23018	110.90	1,811	July 1, 1883
Bluffs, Ill., and Hannibal, Mo.	6	50.57	Bluffs, Ill., Hannibal, Mo. (Wab. St. L. and P.).	23025	50.57	1,643	July 1, 1883
Boone, Iowa, and Des Moines, Iowa.	6	43.26	Boone, Iowa, Des Moines, Iowa (St. L., Des M. & N.).	27081	43.26	190	July 1, 1883
Boston and Wellfleet, Mass.	1	106.39	Boston, South Braintree, Mass. (Old Colony).	3038	11.36	6,831	July 1, 1881
			South Braintree, Mass., Middleborough, Mass. (Old Colony).	3039	23.09	1,258	July 1, 1881
			Middleborough, Mass., Wellfleet, Mass. (Old Colony).	3041	71.94	1,891	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
8.45	6	22,961	1	7 0	5 10	1	1	1	
13.38	7	42,216	1	14 0	8 0	1	1	1	
27	6	64,478	1	12 6	8 2	1	1	1	
.....	
15.4	6	38,718	1	12 4 11 3 15 0	6 2 6 3 9 8	1	1	1	¹ Covered by New York and Washington R. P. O. route 7004. ² Two reserve cars.
16	6	36,715	1	8 6 10 0	8 4 6 2	1	1	1	
19.95	6	55,859	3	20 0	9 2	2	1	2	
23	6	292,948	2	10 4	6 6	2	1	2	⁴² Given in report of 1882 as Elkhart and Anderson R. P. O. From December 1, 1882, increased distance 43.62 miles. ³ 131 days, 123.79 miles, 32432; 182 days, 166.81 miles, 60516.
15	6	14,930	1	9 1	8 7	1	1	1	From Berlin to Ocean City covered by closed pouches, formerly Ocean City and Salisbury R. P. O.
20.05	6	28,295	1	11 0	7 1	1	1	1	
27	6	35,838	1	15 0	6 4	1	2	2	⁴² ⁴ Clerks run north on same train, and south on different trains.
26.85	6	119,772	2	15 0 20 0	8 4 9	4	1	1	² 123.30 miles of route covered by Howard City and Detroit R. P. O., there being double daily (except Sunday) service between Detroit and Ionia.
16.31	6	57,198	1	11 0	9 0	2	1	2	⁶ 35.50 miles of route covered by Pentwater and Muskegon R. P. O. Double daily (except Sunday) service between Holland and Muskegon. Service on this line was established this year.
.....	
19.54	7	84,621	3	24 6	9 0	2	1	2	
26	6	133,025	1	20 0	9 0	3	2	6	⁷ One reserve car.
.....	
.....	
18.5	7	325,945	3	18 0 18 0 24 6	7 6 7 4 9 0	8	1	8	⁸ Covered by New York, Dover, and Easton R. P. O. This line was reported last year as Bismarck, Dak., and Glendive, Mont., R. P. O. Increase in distance 224.86 miles.
19.50	6	40,082	1	14 0 10 0	9 0 9 0	.....	.....	.....	⁹ This clerk was transferred to Van and Bangor R. P. O. June 22; run filled by an acting R. P. C.
26.04	6	60,423	1	40 0	8 11 1/2	2	1	2	¹⁰ Reserve car. Whole car.
24	6	31,657	1	12 0	9 6	1	1	1	
15	6	27,081	1	7 6	5 9	1	1	1	Service on this line was established this year.
24.17	12	133,200	2	20 0	9 2	4	3	10	¹¹ Clerk detailed as supply clerk, office superintendent, Boston, Mass.

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Boston, Clinton, and Fitchburg, Mass.	1	57.49	Boston, Mass., South Framingham, Mass. (Bost. and Albany). South Framingham, Mass., Fitchburg, Mass. (Old Colony).	3025 ⁽¹⁾ 3051	38,986 36.28	894	July 1, 1881
Boston Corners, N. Y., and Rhinecliff, N. Y.	2	35.25	Boston Corners, Rhinecliff, N. Y. (Hartford, Conn., Western).	6097	35.70	302	July 1, 1881
<i>Boston, Mass., and Albany, N. Y.</i>	1	202.06	Boston, Mass., Albany, N. Y. (Bost. and Albany).	3025	202.06	38,986	July 1, 1881
<i>Boston, Mass., and Albany, N. Y.</i> Short run.	1	98.66	Boston, Mass., Springfield, Mass. (Bost. and Albany).	3025	98.66	38,986	July 1, 1881
Boston, Mass., and Greenville, N. H.	1	59.90	Boston, Mass., Ayer, Mass., (Fitchburg). Ayer, Mass., Greenville, N. H. (Fitchburg).	3021 3024	8,348 23.83	460	July 1, 1881
Boston, Mass., and Hopewell Junction, N. Y.	1	214.88	Boston, Mass., Willimantic, Conn. (N. Y. and New Eng.). Willimantic, Conn., Hopewell Junction, N. Y. (N. Y. and New Eng.).	3034 5007	85.80 129.08	8,308 2,331	July 1, 1881
Boston, Mass., Nashua, N. H., and Keene, N. H.	1	97.22	Boston, Mass., Lowell, Mass., (Bost. and Low.). Lowell, Mass., Nashua, N. H. (Bost. and Low.). Nashua, N. H., Greenfield, N. H. (Bost. and Low.). Greenfield, N. H., Keene, N. H. (Mauch. and Keene).	8016 3073 1011 1017	7,276 6,292 23.50 20.84	705 172	July 1, 1881
<i>Boston, Mass., and New York, N. Y.</i> Short run.	1	135.50	Springfield, Mass., New York, N. Y. (N. Y., N. H. and Hart.).	5005	135.50	55,873	July 1, 1881
Boston, Mass., and Providence, R. I.	1	44.19	Boston, Mass., Providence, R. I. (Bost. and Prov.).	3035	44.19	16,352	July 1, 1881
<i>Boston, Mass., Providence, R. I., and New York, N. Y.</i>	1	231.23	Boston, Mass., Providence, R. I. (Bost. and Prov.). Providence, R. I., New London, Conn. (N. Y., Prov. and Bost.). New London, Conn., New Haven, Conn. (N. Y., New Hav. and Hart.). New Haven, Conn., New York, N. Y. (N. Y., N. H. and Hart.).	3035 4002 5004 5005	44.19 62.10 51.71 17.714	16,352 17,620 17,714	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (railway post office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
			Length, feet and inches.	Width, feet and inches.	Length, feet and inches.	Width, feet and inches.				
25.27	6	35,988	1	14 0	6 0	6 0	1	1	1	¹¹ Covered by Boston and Albany R. P. O., 21.21 miles. ¹² Reserve cars.
			²¹	12 0	6 0	6 0				
			²¹	14 0	6 6	6 6				
11.	6	22,078	1	12 6	6 0	6 0	1	1	1	
26.34	12 ¹	263,286	2	56 7	8 9	8 9	2 ¹	2	32	² A. M. ⁴ clerks on Boston and Albany short run, 98.66 miles; 1 clerk detailed as chief clerk, Boston, Mass.; 3 clerks detailed to clerical duty, office superintendent, Boston, Mass. ⁵ Parts of cars. ⁶ P. M. ⁷ Reserve car.
			1	28 6	8 6	8 6	4 ¹	4		
			1	27 10	8 7	8 7				
			1	27 7	8 7	8 7				
25.40	6	61,761	1	27 9	8 3	8 3	2	2	(⁸)	⁸ Covered by Boston and Albany R. P. O., 98.66 miles. ⁹ Shown in column 16, Boston and Albany R. P. O.
22.60	6	37,497	1	15 10	8 11	8 11	1	1	1	¹⁰ Covered by Boston and Troy R. P. O., 36.07 miles.
24.84	6	134,514	1	17 4	9 0	9 0	3	2	113	¹¹ On the a. m. run west there are 2 clerks to Waterbury, Conn., the second clerk stopping there and returning on the a. m. run east next day. On the 1.50 p. m. run west there is 1 clerk to a car. This clerk runs to Waterbury, Conn., returning next a. m., the second clerk on Boston and Hopewell Junction R. P. O., returning with him, there being 2 clerks on the run east from Waterbury, Conn., 4 clerks between Boston, Mass., and Hopewell Junction, and 8 clerks between Boston, Mass., and Waterbury, Conn., 2 clerks between Boston, Mass., and Willimantic, Conn., running 4 days and laying off 2 days, 1 clerk detailed as transfer clerk, Boston, Mass.
			1	18 2	8 11	8 11	4	1		
25.22	6	60,859	1	13 5	6 10	6 10	2	1	2	¹² Covered by Saint Albans and Boston R. P. O., 26.02 miles. ¹³ Covered by Saint Albans and Boston R. P. O., 14.77 miles.
27.37	6	84,879	1	44 0	8 6	8 6	4	2	(¹⁵)	¹⁴ Covered by Boston, Springfield and New York R. P. O., 135.59 miles. ¹⁵ Shown in column 16 Boston, Springfield and New York R. P. O.; 3 clerks as short stops between New York, N. Y., and New Haven, Conn., 73.23 miles; shown in column 16, Boston, Springfield and New York R. P. O.
			1	34 8	8 6	8 6				
			¹⁶	31 0	8 8	8 8				
25.90	12	55,325	2	15 0	6 4	6 4	2	1	183	¹⁶ Reserve car, but is unfit for use. ¹⁷ Covered by Boston, Providence and New York R. P. O., 44.19 miles. ¹⁸ 1 clerk detailed as transfer clerk, Boston, Mass.
			1	14 6	5 9	5 9				
28.08	7	168,797	2	55 0	8 8	8 8	4	4	1917	¹⁹ 1 clerk detailed as transfer clerk at Providence, R. I. ²⁰ Covered by Boston, Springfield and New York R. P. O., 73.23 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>Italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
<i>Boston, Mass., Springfield, Mass., and New York, N. Y.</i>	1	234.25	Boston, Mass., Springfield, Mass. (Bost. and Albany).	3025	(⁶)	28,364	July 1, 1881
			Springfield, Mass., New York, N. Y. (New York, New Haven and Hart).	5005	135,50	55,873	July 1, 1881
<i>Boston, Mass., and Troy, N. Y.</i>	1	191.29	Boston, Mass., Greenfield, Mass. (Fitchburg).	3021	105.71	14,037	July 1, 1881
			Greenfield, Mass., North Adams, Mass. (Fitchburg).	3022	37.12	13,030	July 1, 1881
			North Adams, Mass., Troy, N. Y. (Troy and Boston).	6067	48.46	14,494	July 1, 1881
<i>Boston, Mass., and Waterbury, Conn.</i>	1	149.71	Boston, Mass., Willimantic, Conn. (New York and New Eng.)	3034	(¹²)	6,912	July 1881
			Willimantic, Conn., Waterbury, Conn. (New York and New Eng.)	5007	(¹²)	755	July 1, 1882
<i>Boston, Mass., and Willimantic, Conn.</i>	1	85.80	Boston, Mass., Willimantic, Conn. (New York and New Eng.)	3034	(¹²)	6,912	July 1, 1881
<i>Bowie to Pope's Creek, Md.</i>	3	48.89	Bowie to Pope's Creek, Md. (Pope's Creek Br. B. and P.)	10014	48.89	461	July 1, 1881
<i>Bowling Green, Ky., and Memphis, Tenn.</i>	5	262.67	Bowling Green, Ky., Memphis, Tenn. (Louisville and Nashville.)	20008	263.20	6,481	July 1, 1880
<i>Branch Junction and Pittsburgh, Pa.</i>	2	67.58	Branch Junction, Allegheny, Pa. (W. P. Div. Penn.)	3039	63.54	736	July 1, 1881
<i>Brattleborough, Vt., and Palmer, Mass.</i>	1	56.37	Brattleborough, Vt., Miller's Falls, Mass. (Central Vt.)	3062	21.39	2,715	July 1, 1881
			Miller's Falls, Palmer, Mass. (Central Vt.)	3061	34.98	580	July 1, 1881
<i>Bremond and Cisco, Tex.</i>	7	197.76	Bremond, Albany, Tex. (Houst. and Tex. C.)	31005	197.76	667	July 18, 1881
<i>Brewster and New York, N. Y.</i>	2	64.00	Brewster, New York, N. Y. (N. Y. City and N. and M. Elevated.)	6017	54.17	314	Sept. 15, 1882

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
			Length, feet and inches.	Width, feet and inches.	Length, feet and inches.	Width, feet and inches.				
30.28	520	489,645	2	55 0	8 8	4	24	163	18 clerks on Boston and New York short run, 135.59 miles. (See columns 14 and 15 that line.) 3 clerks as short stops between New Haven and New York, 73.23 miles; 1 clerk detailed as chief clerk, New York, N. Y.; 1 clerk detailed as chief clerk, Boston, Mass.; 3 clerks detailed for clerical duty, office superintendent, Boston, Mass.; 1 clerk detailed as transfer clerk, Worcester, Mass.; 2 clerks detailed as transfer clerks, Springfield, Mass.; 1 clerk detailed as transfer clerk, Hartford, Conn.; 1 clerk detailed as transfer clerk, New Haven, Conn.; 1 clerk detailed as transfer clerk, Bridgeport, Conn.; 1 clerk detailed as transfer clerk, Boston, Mass.	
			2	54 6	8 8	4	25		2 A. M. run.	
			1	35 4	8 7	4	41		2 P. M. run.	
									4.30 p. m., messengers.	
									7 Seven round trips per week by 4.30 p. m., messenger in charge of closed mails; no apartment in car; runs in baggage car.	
									6 Covered by Boston and Albany R. P. O., 98.66 miles.	
									7 Reserve car.	
									8 Additional round trip Sundays; increase in annual miles of service 24,362 miles.	
27.65	18	359,242	1	81 11	8 8	12	2	9	9 2 clerks as short stops between Shelburne Falls, Mass., and Troy, N. Y., 69.72 miles; 1 clerk detailed as transfer clerk at Boston, Mass.	
			1	30 0	8 3				10 Reserve cars. All of these cars are parts of cars.	
			1	18 0	6 6					
			1	17 0	8 8					
			1	18 11	8 5					
			1	15 0	6 6					
			1	17 6	6 2					
			1	15 10	8 9					
25 51	6	93,718	1	18 2	8 11			(11)	11 Shown in column 16, Boston and Hopewell Junction R. P. O.	
			1	21 8	9 3				12 Covered by Boston and Hopewell Junction R. P. O., 85.80 miles.	
									13 Covered by Boston and Hopewell Junction R. P. O., 63.91 miles. For clerks see column remarks Boston and Hopewell Junction R. P. O.	
24.51	6	53,710	1	14 10	8 0	2	1	(14)	14 Shown in column 16 Boston and Hopewell Junction R. P. O. These clerks run 4 days and lay off 2 days. (See column of remarks, Boston and Hopewell Junction R. P. O.)	
									15 Covered by Boston and Hopewell Junction R. P. O., 85.80 miles.	
11.40	6	30,609	1	9 5	9 0	1	1	1		
24	7	191,749	2	45 0	9 0	4	2	8	Given in report of 1882 as part Cincinnati, Nashville and Memphis R. P. O. These clerks hold appointments on the Louisville, Nashville and Memphis R. P. O.	
14	6	42,305	1	15 0	8 8	1	1	1		
26.01	6	35,287	1	10 6	6 5	1	1	1		
14.82	7	144,364	3	14 0	8 10	3	1	3		
18	6	40,064	1	8 10	6 10	1	1	1	Clerk runs from Park Place to One Hundred and Fifty-fifth street, New York City, on the Metropolitan Elevated Railroad, 10 miles.	

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.	
							Month	Year
<i>Bristol and Chattanooga, Tenn.</i>	5	242.10	Bristol, Chattanooga, Tenn. (East Tenn., Virginia and Georgia.)	19002	242.10	4,477	July	1,1880
Brunswick and Albany, Ga	4	172.39	Brunswick, Albany, Ga. (Brunswick and West-ern.)	15023	172.39	(²)	.....	.....
Brunswick, Mo., and Council Bluffs, Iowa.	7	223.88	Council Bluffs, Iowa, Brunswick, Mo.	25013	223.88	1,688	July	1,1881
Buda and Yates City, Ill. . . .	6	51.80	Buda, Elmwood, Ill. (Chi., Burl. and Q.)	23072	47.80	307	July	1,1883
			Elmwood, Yates City, Ill. (Chi., Burl. and Q.)	23009	(⁵)	1,222	July	1,1883
Buena Vista and Gunnison, Colo.	7	73.65	Pueblo, Leadville, Colo. . . .	38019	(⁶)	2,850	July	1,1881
			Nathrop, Gunnison, Colo. (Denver, So. Park and Pacific.)	38014	66.15	377	Apr. 16,	1883
Buffalo, N. Y., and Emporium, Pa.	2	121.40	Buffalo, N. Y., Emporium, Pa. (Buff., N. Y. and Phila.)	6058	123.00	809	July	1,1881
Buffalo and Jamestown, N. Y.	2	71.00	Buffalo, Jamestown, N. Y. (N. Y., L. E. and W., B. and S. W. Div.)	6091	69.73	531	July	1,1881
Buffalo, N. Y., and New Castle, Pa.	2	206.30	Buffalo, N. Y., Corry, Pa. (Buff., N. Y. and Phil., Pitta. and River Div.)	6061	93.91	681	July	1,1881
			Stoneborough, New Castle, Pa. (Buff., N. Y. and Phila.)	8096	35.66	252	July	1,1881
			Corry, Oil City, Pa. (Buff., N. Y. and Phila.)	8025	45.60	474	July	1,1881
			Oil City, Stoneborough, Pa. (L. S. and M. S.)	8045	(⁶)	446	July	1,1881
Bureau and Peoria, Ill.	6	47.16	Bureau, Peoria, Ill. (Chic., R. I. and Pac.)	23016	47.16	1,419	July	1,1883
<i>Burlington and Council Bluffs, Iowa.</i>	6	296.45	Burlington, Council Bluffs, Iowa. (Chi., Burl. and Q.)	27005	296.45	12,867	July	1,1883
Burlington and Keokuk, Iowa.	6	43.69	Burlington, Keokuk, Iowa. (Chi., Burl. and Q.)	27011	43.69	1,397	July	1,1883
Burlington, Iowa, and La cledde, Mo.	6	182.37	Burlington, Iowa, La cledde, Mo. (Chi., Burl. and Kan. City.)	27008	182.37	473	Nov.	1,1882
Burlington, Iowa, and Quincy, Ill.	6	73.65	Burlington, Iowa, Quincy, Ill. (Chi., Burl. and Q.)	23011	73.65	314	July	1,1883
Burlington and Washington, Iowa.	6	37.52	Burlington, Washington, Iowa. (Burl. and N. West.)	27035	37.52	197	July	1,1883
Burnet and Austin, Tex. . . .	7	60.95	Burnet, Austin, Tex. (Austin and N. W.)	31038	60.95	408	Sept. 18,	1882
Butler and Freeport, Pa. . . .	2	22.00	Butler, Freeport, Pa. (Penn. W. P. Div.)	8053	22.14	421	July	1,1881
Cable and Hudson, Wis.	6	124.95	Cable, Hudson, Wis. (C. St. P., M. and O.)	25028	124.95	426	July	1,1883
Cadillac and Kalamazoo, Mich.	9	146.73	Cadillac and Kalamazoo, Mich. (Gd. Rap. and Ind.)	24018	(¹⁴)	1,351	Apr.	4,1883
Cairo, Ill., and Jonesborough, Ark.	7	126.50	Bird's Point, Mo., Jonesborough, Ark. (Texas and St. Louis.)	28051	125.00	228	Sept.	4,1882
Cairo, Ill., and Poplar Bluff, Mo.	7	74.66	Cairo, Ill., Poplar Bluff, Mo. (St. Lo., Iron M. and So.)	28027	74.66	612	July	1,1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
			Length, feet and inches.	Width, feet and inches.	Length, feet and inches.	Width, feet and inches.				
24	14	353,466					8	2	119	¹ 1 clerk detailed to duty as chief clerk at Chattanooga, Tenn. ¹ 1 clerk detailed to duty as transfer clerk at Chattanooga, Tenn. ¹ 1 clerk detailed to duty in general superintendent's office at Washington, D. C.
19	6	107,916	1	14 7	8 7	8 7	2	1	53	¹ Not weighed. ¹ 1 detailed as transfer clerk at Albany, Ga.
20.10	6	140,148	43	25 7	9 2	9 2	3	1	3	¹ 1 car held in reserve at Moberly.
12	6	32,427	1	11 11	6 8	6 8	1	1	1	¹ Distance (3 miles) covered by Peoria and Galesburgh, Illinois R. P. O.
11.82	7	53,764	1	14 11	7 6	7 6	1	1	1	¹ Covered by Denver, Pueblo and Leadville R. P. O., 7.60 miles.
24	6	75,996	1	19 0	9 6	9 6	2	1	2	¹ 1 reserve car.
23	6	44,446	1	18 0	9 0	9 0	1	1	1	Relieved every 3d week by Dunkirk and Titusville clerk.
23	6	129,144	1	12 0	6 0	6 0	3	1	3	Route #61 extended 49.16 miles to Buffalo, N. Y. Route extended over L. S. and M. S. R. R. to Stoneborough, Pa., and to New Castle, Pa., over Stoneborough and New Castle R. P. O., which is discontinued. Formerly Brocton and Oil City R. P. O. and Stoneborough and New Castle R. P. O. ¹ Covered by Salamanca and Kent R. P. O.
25.8	6	29,522	1	20 0	9 4	9 4	1	1	1	
25.75	13	401,986	2	25 4	8 9	8 9	2	8	8	⁹ Day line. ¹⁰ Night line. Night line established this year.
24.5	6	27,350	1	15 2	8 9	8 9	1	1	1	
21	6	114,163	2	13 6	9 3	9 3	3	1	3	¹¹ Reserve.
18.4	6	46,105	1	19 8	8 9	8 9	1	1	1	
13.6	6	23,487	¹² 2	8 5	7 5	7 5	1	1	1	¹² One car in reserve.
15	6	38,155	¹³ 2	8 10	7 10	7 10	1	1	1	¹³ One car held in reserve.
21	12	27,544	1	5 3	8 7	8 7	1	1	1	
14	6	78,218	1	22 7	9 3	9 3	2	1	2	This line was reported last year as Chandler and Hudson, Wisconsin R. P. O. Increase in distance run this year 41.10 miles.
18.12	6	91,853	2	17 0	9 0	9 0	2	1	(¹⁴)	¹⁴ 146.40 miles of route covered by Mackinaw City and Grand Rapids R. P. O., there being double daily (except Sunday) service between Cadillac and Grand Rapids, Mich.
18.68	6	79,189	¹⁷ 8	25 10	8 6	8 6	2	1	2	¹⁵ Clerks are appointed to Mackinaw City and Grand Rapids R. P. O. ¹⁶ Clerks register at Cairo, 1½ miles from Bird's Point.
13.02	6	46,737	1	12 10	6 4	6 4	2	1	2	¹⁷ Six cars held in reserve, but will be placed on run when road is completed to Texarkana, Ark.

TABLE A*.—Statement of railway post-offices in operation

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Cairo, Ill., and Corinth, Miss.	4	164.00	Cairo, Ill., Mobile, Ala. (Mobile and Ohio).	18004	164.00 part.	828	July 1, 1880
Cairo, Ill., and New Orleans, La.	4	553.00	Cairo, Ill., Canton, Miss. (Ill. Cent.). Canton, Miss., New Orleans, La. (Ill. Cent.).	18001	344.27	3,542	July 1, 1880
Calistoga and Vallejo	8	43.87	Calistoga, Vallejo Junction, Cal. (Cal. Pac.).	46008	43.87	465	July 1, 1881
Calmar, Iowa, and Chamberlain, Dak.	6	399.24	Calmar, Pattersonville, Iowa (Chl., Mil. and St. P.). Pattersonville, Iowa, Marlon, Dak. (Chl., Mil. and St. P.). Marlon, Chamberlain, Dak. (Chl., Mil. and St. P.).	27025	224.46	1,949	July 1, 1883
Calmar and Davenport, Iowa.	6	165.88	Calmar, Davenport, Iowa (Chl., Mil. and St. P.).	27027	165.88	951	July 1, 1883
Camak and Macon, Ga.	4	78.59	Camak, Macon, Ga. (Ga.).	15021	78.59	611	July 1, 1880
Cambridge City and Madison.	5	111.51	Cambridge City, Columbus, Ind. (Jeffersonville, Madison and Ind'polis). Columbus, Madison, Ind. (Jeffersonville, Madison and Ind'polis).	22011	65.61	160	July 1, 1880
Cambridge Junction and Burlington, Vt.	1	34.47	Cambridge Junction, Burlington, Vt. (Burlington and LaMolle).	2014	34.47	632	July 1, 1881
Cameron, Mo., Plattsburgh, Mo., and Atchison, Kans.	7	63.50	Davenport, Iowa., Leavenworth, Kans. (C. R. I. and P.). Atchison, Kans., Edgerton Junction, Mo. (C. R. I. and P.).	27017	33.50	1,614	July 1, 1881
Cameron, Mo., Saint Joseph, Mo., and Atchison, Kans.	7	58.33	Quincy, Ill., Saint Joseph, Mo. (Hannibal and St. Joseph). Saint Joseph, Mo., Atchison, Kans. (Hannibal and St. Joseph).	28005	36.15	7,399	July 1, 1881
Canandaigua and Batavia, N. Y.	2	50.00	Canandaigua, Batavia, N. Y. (N. Y. Cent. and Hud. R.).	6014	50.00	196	July 1, 1881
Canandaigua and Elmira, N. Y.	2	69.90	Canandaigua, Elmira, N. Y. (Northern Cent.).	6063	69.79	1,614	July 1, 1881
Canastota and Elmira, N. Y.	2	118.95	Cortland, Elmira, N. Y. (Utica, Ithaca and Elmira). Canastota, Cortland, N. Y. (C. C. and De Ruyter).	6075	70.96	609	July 1, 1881
Canton and Mechanic Falls, Me.	1	27.72	Canton, Mechanic Falls, Me. (Rumford Falls and Buckfield).	6080	49.08	543	July 1, 1881
Carbondale and Scranton, Pa.	2	16.96	Carbondale, Scranton, Pa. (Del. Hud. Canal Co.).	8018	17.57	512	July 1, 1881
Careyville and Knoxville.	5	38.94	Careyville, Knoxville, Tenn. (Knoxville and Ohio).	19008	38.94	129	July 1, 1880
Cayuga and Ithaca, N. Y.	2	38.00	Cayuga, Ithaca, N. Y. (Geneva, Ith. and Sayre, Cayuga branch).	6089	39.15	282	July 1, 1881
Cedar Rapids and Council Bluffs, Iowa.	6	272.18	Cedar Rapids, Union Pacific Transfer, Iowa. (Chic. and No. West).	23003	272.18	18,324	July 1, 1883

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
16	7	119,720	16	21 6	8 11	3	1	24	¹ These cars run through to Mobile, Ala., over Corinth and Meridian and Meridian and Mobile R. P. O.
21	7	402,011	4	45 2	9 4	6	2	222	² One detailed as transfer clerk at Corinth, Miss. ³ Four helpers.
			1	44 11	9 2	4	1		One detailed as chief clerk at Jackson, Tenn. One detailed as transfer clerk at Jackson, Miss.
21.89	2	54,925	2	10 0	8 10	1	1	1	
17.6	6	249,924	3	22 0	9 3	44	1	35	⁴ East Division, Calmar to Sanborn, Iowa. ⁵ One helper between Calmar and Charles City, Iowa, 47 miles. This line was reported last year as Calmar, Iowa and Mitchell, Dakota R. P. O. Increase in distance run this year 67.29 miles. ⁶ West Division, Sanborn, Iowa, to Chamberlain, Dak.
								3	
17	6	103,841	1	20 0	8 8½	3	1	3	
				15 9	7 4				
16	6	49,197	1	10 3½	6 9½	1	1	1	
22	6	63,545	1	10 10	8 4	2	1	2	Given in report of 1882 as Cambridge City and Columbus R. P. O. July 1, 1882, increased distance 45.90 miles.
24.33	6	21,578	1	8 6	6 10	1	1	1	
			1	7 10	6 0				⁷ Reserve car.
21	7	46,350	1	15	9 0	2	1	33	⁸ One helper runs through.
16.80	7	42,580	1	13 1½	9 1½	1	1	1	
			1	13 8½	9 1½				⁹ Held in reserve at Hannibal.
25	6	31,300	102	5 9	6 0	1	1	1	¹⁰ One reserve car.
23	6	43,758	3	15 0	8 7	1	1	1	Relieved every 3d week by Elmira and Williamsport clerk.
			111	14 8	8 6				¹¹ One reserve car.
22	6	74,463	121	10 6	7 0	2	1	2	¹² Three reserve cars.
			121	15 6	9 0				¹³ One reserve car.
			121	14 9	8 10				
			2	10 6	7 0				
17.80	6	17,352	1	10 0	6 9	1	1	1	
18	18	31,851	1	8 10½	6 6½	1	1	1	
			121	8 9	6 6½				
12	6	24,376	1	5 6	4 6	1	1	1	
22	6	23,788	122	10 4	7 0	2	1	1	
21.25	12	340,769	3	50 0	9 5	144	2	8	¹⁴ Day line. ¹⁵ Night line.
						144	1	160	¹⁶ Two clerks detailed to transfer duty at Union Pacific Transfer depot, Connell Bluffs, Iowa. Night R. P. O. service on this line established this year.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Cedar Rapids, Iowa and Worthington, Minn.	6	252.48	Cedar Rapids, Iowa, Worthington, Minn. (Burl., C. Rap and No.).	27003	252.48	561	July 1, 1883
Central City and Nebraska City, Nebr.	6	151.41	Central City, York, Nebr. (Burl. and Mo. Riv. in N.). York, Nebraska City, Nebr. (Burl. and Mo. Riv. in N.).	34011	42.01	364	July 1, 1883
Centralia and Cairo, Ill.	6	112.63	Centralia, Cairo, Ill. (Illinois Central).	23020	112.63	7,783	July 1, 1883
Centerville and Humeston, Iowa.	6	40.95	Centerville, Humeston, Iowa (Wab., St. L. and Pac.).	28015	40.95	382	July 1, 1883
Chambersburgh and Richmond Furnace, Pa.	2	31.30	South Penn. Junction, Richmond Furnace, Pa. (Cumb. Valley). Mercersburgh, Junction, Mercersburgh, Pa. (Cumb. Valley). Chambersburgh, South Penn. Junction, Pa. (Cumb. Valley).	8071	19.38	178	July 1, 1881
Chariton, Iowa, and Albany, Mo.	6	98.63	Chariton, Bethany Junction, Iowa (Chi. Burl. and Qu.). Bethany Junction, Iowa, Albany, Mo. (Chi. Burl. and Qu.).	27006	51.37	685	July 1, 1883
Charleston, S. C., and Augusta, Ga.	4	137.45	Columbia, Charleston, S. C. (S. C.). Branchville, S. C., Augusta, Ga. (S. C.).	14003	(*)	930	July 1, 1880
Charleston, S. C., and Jacksonville, Fla.	4	289.23	Charleston, S. C., Savannah, Ga. (Sav., Fla. and West., and Chas. and Sav.). Savannah, Ga., Jacksonville, Fla. (Sav., Fla. and West., and Chas. and Sav.).	14004	115.00	3,367	July 1, 1880
Charlotte, N. C., and Atlanta, Ga.	4	269.73	Charlotte, N. C., Atlanta, Ga. (Rich. and Dan.).	15001	260.33	6,267	July 1, 1880
Charlotte, N. C., and Augusta, Ga.	4	197.53	Charlotte, N. C., Augusta, Ga. (C. C. and A. R. R.).	13007	197.53	2,026	Apr. 1, 1883
Charlotte and Shelby, N. C.	3	55.60	Charlotte to Shelby, N. C. (Caro. Cen.).	13004	55.59	378	July 1, 1881
Chatham and New York, N. Y.	2	130.50	Chatham, New York, N. Y. (N. Y. Cent. and Hud. R., Harlem Div.).	6022	130.50	1,295	July 1, 1881
Chattanooga and Memphis, Tenn.	5	310.80	Stevenson, Ala., Memphis, Tenn. (Mem. and Charl.). Nashville, Tenn., Chattanooga, Tenn. (Nash. Chat. and St. Louis).	17005	271.86	1,346	July 1, 1880
Chattanooga, Tenn., and Atlanta, Ga.	4	138.77	Chattanooga, Tenn., Atlanta, Ga. (W. and A.).	15002	138.47	4,931	July 1, 1880
Chattanooga, Tenn., and Meridian, Miss.	4	295.84	Chattanooga, Nashville, Tenn. (Ala. Grt. So.). Chattanooga, Tenn., Meridian, Miss. (Ala. Grt. So.).	19004	(*)	181	July 1, 1880
				17015	290.47	760	July 1, 1880

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail appointments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
22	6	158,052	1 ¹²	22 0	9 4	4	1	4	¹ One car in reserve. This line was reported last year as Cedar Rapids and Emmetsburg, Iowa, R. P. O. Increase in distance run this year 67.28 miles.
14	6	94,782	1	18 3	8 9	3	1	3	This line was reported last year as Central City and Calvert, Nebr., R. P. O. Decrease in distance run this year 38.69 miles.
26	6	70,506	1	44 4 ¹	9 1 ¹	2	2	25	² One clerk detailed to transfer duty at Cairo, Ill.
8.6	6	95,635	1	12 0	7 6	1	1	1	
20	6	19,584	1	9 9	8 6	1	1	1	
									² Double daily service over Route 8145.
									⁴ Covered by Harrisburgh and Martinsburgh R. P. O.
21.7	6	61,742	1 ⁶¹	12 3	6 9	2	1	2	⁴ Reserve.
23	6	86,043	(7)			2	1	2	⁶ 2 miles covered by Columbia and Charleston R. P. O.
24	14	420,480	2	42 3	9 0	4	2	¹⁴ 2	⁷ Cars on this route same as on Columbia and Charleston R. P. O., used on both routes.
			3	39 6	9 0	4	1		⁸ 67 mile messenger service at Jacksonville, Fla.
									⁹ 1 detailed as chief clerk at Charleston, S. C.; ¹ detailed as transfer clerk at Savannah, Ga.
22	14	390,301	(11)	49 1	9 1	8	2	¹⁷ 1	¹⁰ 40 mile messenger service at Charlotte, N. C.
									¹¹ These cars, ten in number, run between Washington, D. C., and Atlanta, Ga., and are counted in third division. (See Washington and Charlotte R. P. O.)
22	7	144,196	1	20 0	9 0	3	1	3	¹² 1 detailed to office superintendent fourth division.
15.46	6	35,311	1	20 4	9 0	1	1	1	
			1	21 0	8 0				
25	12	163,380	2	20 4	8 4	5	1	5	Double daily service except Sunday.
			1	19 10	8 2				Pawling and New York R. P. O. discontinued
			1	18 2	8 5				64 miles; clerks now run through to Chattanooga.
26	7	226,927	1	10 0	8 4	5	1	¹⁷ 1	¹³ 1 clerk detailed to duty as transfer clerk at Grand Junction, Tenn.; 1 clerk detailed to duty as transfer clerk at Memphis, Tenn.
			2	15 0	9 2				¹⁴ Covered by Nashville and Chattanooga R. P. O., 39 miles.
23	21	270,354	1	41 9	8 7	9	2	²⁶ 2	¹⁵ 1 detailed as chief clerk at New Orleans, La.; 1 detailed to office superintendent fourth division; 2 detailed as transfer clerks at Atlanta, Ga.; 1 detailed to office general superintendent, Washington, D. C.; 1 helper; 2 detailed as chief clerks at Atlanta, Ga.
			1	41 10	8 8				
			4	49 9	9 2				
23	7	215,744	¹⁷¹ 1	42 6	9 0	5	1	5	¹⁶ 5.07 miles covered by Nashville and Chattanooga R. P. O.
			1	49 0	9 0				
			1	15 3	8 9				¹⁷ Whole cars.
			¹⁸¹ 1	15 3	8 10				¹⁸ One reserve car.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Cheyenne, Wyo., Brighton, and Denver, Colo.	7	106.86	Cheyenne, Wyo., Denver, Colo. (Den. Pac. Rwy' & Tel. Co.).	38007	106.86	1,317	July 1, 1881
<i>Chicago, Ill., and Cincinnati, Ohio.</i>	5	304.15	Chicago, Cairo, Ill. (Ill. Cen.).	23020	(*)	7,733	Apr. 4, 1883
			Kankakee, Ill., Lafayette, Ind. (Cin., Ind'plia, St. Louis and Chi.).	22029	72.75	12,698	July 1, 1880
			Lafayette, Indianapolis, Ind. (Cin., Ind'plia, St. Louis and Chi.).	22005	64.90	14,041	July 1, 1880
			Indianapolis, Ind., Cincinnati, Ohio (Cin., Ind'plia, St. Louis and Chi.).	22003	111.50	339	July 1, 1880
Chicago, Ill., and Louisville, Ky.	5	317.00	Chicago, Ill., Indianapolis, Ind. (Louis., N. Albany & Chi.).	22038	87.30	785	Oct. 1, 1882
			Michigan City, Ind., Louisville, Ky. (Louis., N. Albany and Chi.).	22008	229.30	403	July 1, 1880
Chicago, Decatur, Ill., and Saint Louis, Mo.	6	284.47	Chicago, Bement, Ill. (Wab., St. L. and Pac.).	23066	152.40	834	July 1, 1883
			Bement, Decatur, Ill. (Wab., St. L. and Pac.).	21019	(*)		
			Decatur, Ill., Saint Louis, Mo. (Wab., St. L. and Pac.).	28023	112.57	7,767	July 1, 1883
<i>Chicago, Foreston, Ill., and Dubuque, Iowa.</i>	6	202.39	Chicago, Aurora, Ill. (Chi., Burl. and Qu.).	23007	(10)	25,425	July 1, 1883
			Aurora, Foreston, Ill. (Chi. and Iowa).	23036	(12)	4,576	July 1, 1883
			Foreston, Ill., Dubuque, Iowa (Illinois Central).	23021	(18)	2,705	July 1, 1883
Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.	5	295.16	Chicago, Ill., Richmond, Ind. (Cin., St. L. and Pitts.).	22009	224.12	604	July 1, 1880
			Richmond, Ind., Hamilton, Ohio (Cin., Rich. and Chi.).	21025	46.04	943	July 1, 1880
			Dayton, Cincinnati, Ohio (Cin., Ham'n and Dayton).	21026	(14)	1,984	July 1, 1880
Chicago, Savanna, Ill., and Cedar Rapids, Iowa.	6	232.85	Chicago, Lanark Junction, Ill. (Chi., Mil. and St. P.).	23054	116.50	7,092	July 1, 1883
			Lanark Junction, Savanna, Ill. (Chi., Mil. and St. P.).	25024	(16)		
			Savanna, Ill., Marlon, Iowa (Chi., Mil. and St. P.).	27028	89.08	1,483	July 1, 1883
			Marlon, Cedar Rapids, Iowa (Chi., Mil. and St. P.).	27020	(17)	491	July 1, 1883
<i>Chicago, Ill., and Burlington, Iowa.</i>	6	1208.52	Chicago, Ill., Burlington, Iowa (Chi., Burl. and Qu.).	23007	208.02	25,425	July 1, 1883
<i>Chicago, Ill., and Cedar Rapids, Iowa.</i>	6	219.73	Chicago, Ill., Cedar Rapids, Iowa (Chi. and N. West.).	23003	219.00	18,324	July 1, 1883
<i>Chicago and Centralia, Ill.</i>	6	251.54	Chicago, Centralia, Ill. (Illinois Central).	23020	250.69	7,733	July 1, 1883

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
			Length, feet and inches.	Width, feet and inches.	Length, feet and inches.	Width, feet and inches.				
23.76	7	78,008	1	24 0	9 4	2	1	2	¹ Held in reserve at Denver.	
			1	24 2	9 3					
26	¹³	412,413	3	50 0	9 5	4	43	.....	² Covered by lines of sixth division, 55 miles.
			2	50 0	9 5	4	54	529	³ Day line, six trips per week; night line, seven trips per week.	
									⁴ Day line, 4 crews, 3 clerks to crew.	
									⁵ Night line, 4 crews, 4 clerks to crew.	
									⁶ 1 clerk detailed to duty as chief clerk, Pittsburgh, Pa.	
24	6	198,442	4	14 0	9 0	4	1	4		
24.8	6	178,078	⁷ 1	36 0	10 0	4	1	⁸ 5	⁷ Whole car.	
			1	12 0	9 10				⁸ 1 clerk detailed to transfer duty at Relay Depot, East Saint Louis, Ill.	
									⁹ Distance (19.50) covered by LaFayette, Ind., and Quincy, Ill., R. P. O.	
21	6	126,696	2	40 1½	8 11½	4	2	¹⁰ 9	¹⁰ Distance (38.61 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.	
									¹¹ 1 clerk detailed to transfer duty at Chicago, Ill.	
									¹² Distance (82.47 miles) covered by Foreston and Aurora, Ill., R. P. O.	
									¹³ Distance (81.31 miles) covered by Chicago, Ill., and Dubuque, Iowa, and Freeport and Centralia, Ill., R. P. O.'s.	
29	6	184,770	2	11 10	8 8	4	1	4	¹⁴ Covered by Toledo and Cincinnati R. P. O., 25 miles.	
			1	12 7	9 0					
19	6	145,663	¹⁶ 2	39 3	9 3	4	1	4	¹⁶ Whole cars.	
									¹⁷ Distance (21.50 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.	
									¹⁷ Distance (5.77 miles) covered by Farley and Cedar Rapids, Iowa, R. P. O.	
25	12	261,067	5	5 1	8 9½	8	4	¹⁸ 35	¹⁸ Difference in distance (.50 miles) covers distance from P. O. to R. R. station at Chicago, Ill.	
									¹⁹ 2 clerks detailed to transfer duty at Chicago, Ill., and 1 clerk detailed to transfer duty at Burlington, Iowa.	
25	12	275,102	3	50 0	9 5	8	3	²⁰ 28	²⁰ Difference in distance (.73 miles) covers distance from P. O. to R. R. station at Chicago, Ill.	
									²¹ 3 clerks engaged in clerical duty at office Supt. R. M. S., Chicago, Ill., and 1 clerk detailed to transfer duty at Cedar Rapids, Iowa.	
24.3	13	341,638	3	44 4½	9 ½	8	2	²² 27	²² 5 clerks detailed to transfer duty at Chicago, Ill.; 1 clerk detailed to transfer duty at Grand Crossing, Ill.; 2 clerks detailed as printers and 1 clerk as stenographer at office supt. R. M. S., Chicago, Ill.; 1 clerk detailed in charge of Dormi-	
			2	41 3½	9 ½					

TABLE A^a.—Statement of railway post-offices in operation

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<i>Chicago and Centralia, Ill.—Continued.</i>							
<i>Chicago, Ill., and Dubuque, Iowa.</i>	6	190.09	Chicago, Freeport, Ill. (Chi. and N. West.). Freeport, Ill., Dubuque, Iowa (Illinois Central).	23002	121.29	5,035	July 1, 1883
<i>Chicago, Ill., and La Crosse, Wis.</i>	6	283.28	Chicago, Ill., Milwaukee, Wis. (Chi., Mil. and St. P.). Milwaukee, La Crosse, Wis. (Chi., Mil. and St. P.).	23035	86.80	27,901	July 1, 1883
				25002	197.84	21,901	July 1, 1883
<i>Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn.</i>	6	453.12	Chicago, Lanark Junction, Ill. (Chi., Mil. and St. P.). Lanark Junction, Savanna, Ill. (Chi., Mil. and St. P.). Savanna, Ill., Sabula Junction, Iowa (Chi., Mil. and St. P.). Sabula Junction, McGregor, Iowa (Chi., Mil. and St. P.). McGregor, Iowa, Saint Paul, Minn. (Chi., Mil. and St. P.).	23054	(*)	7,092	July 1, 1883
				25024	(13)	2,122	July 1, 1883
				27028	(14)	1,493	July 1, 1883
				27012	143.50	2,442	July 1, 1880
				26009	215.32	2,220	July 1, 1883
<i>Chicago and Pekin, Ill.</i>	6	153.35	Chicago, Joliet, Ill. (Chi. and Alton). Joliet, Pekin, Ill. (Chi., Pek. and S. W.).	23017	(15)	10,999	July 1, 1883
				23051	116.15		
<i>Chicago, Ill., and Saint Louis, Mo.</i>	6	284.74	Chicago, Ill., Saint Louis, Mo. (Chi. and Alton).	23017	261.13	10,999	July 1, 1883
<i>Chicago and Streator, Ill. . .</i>	6	100.45	Chicago, Aurora, Ill. (Chi., Burl. and Qu.). Aurora, Streator, Ill. (Chi., Burl. and Qu.).	23007	(16)	25,425	July 1, 1883
				23012	61.84	1,228	July 1, 1883
<i>Chicago, Ill., and Terre Haute, Ind.</i>	6	181.90	Chicago, Danville, Ill. (Chic. and East Ill.). Danville, Ill., Terre Haute, Ind. (Chic. and East Ill.).	23042	125.48	1,690	July 1, 1883
				22024	56.42		

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
21.4	6	118,996	3	35 4	9 5	4	2	12	tory, R. M. S., Chicago, Ill.; 1 clerk as helper between Chicago and Champaign, Ill., 127 miles four days each week on day line.—Night R. P. O. over this line was reported last year as Chicago and Effingham, Ill., R. P. O.—Increase in distance run this year, 51.48 miles.
26	13	384,138	43	60 1	9 4	24	4	43	¹ One car in reserve. ² 2 helpers between Chicago and Huntley, Ill., 55 miles; 1 clerk detailed to transfer duty at Dubuque, Iowa; 1 clerk detailed as porter at office superintendent R. M. S., Chicago, Ill. ³ Difference in distance (1.36 miles) caused by clerks not registering at Milwaukee, Wis., P. O. ⁴ One car in reserve. ⁵ Day line. ⁶ 2 helpers on day line between Chicago, Ill., and Tomah, Wis., 239 miles; 2 additional helpers on day line between Chicago, Ill., and Milwaukee, Wis., 85 miles; 1 clerk detailed to transfer duty at Chicago, Ill.; 1 clerk detailed as chief clerk at Chicago, Ill., and 1 clerk detailed to clerical duty at office assistant superintendent R. M. S., Milwaukee, Wis. ⁷ Night line.
20	6	283,059	3	22 0	9 8	94	1	12	⁸ Distance (116.50 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O. ⁹ East Division, Chicago, Ill., to McGregor, Iowa. ¹⁰ 2 helpers on East Division between Chicago and Savanna, Ill., 138 miles; 2 helpers on West Division 1 between McGregor, Iowa, and Austin, Minn., 112 miles, four days each week, and 1 between Saint Paul and Austin, Minn., 104 miles, four days each week. ¹¹ Reserve. ¹² West Division, McGregor, Iowa, to Saint Paul, Minn. ¹³ Distance (21.50 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O. ¹⁴ Distance (3.20 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O. ¹⁵ Difference in distance (53.10 miles) covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O.
11.4	6	95,907	2	10 0	7 2½	3	1	3	¹⁶ Distance (37.20 miles) covered by Chicago, Ill., and Saint Louis, Mo., R. P. O.
20.4	13	386,107	2	44 3	9 1	8	2	24	¹⁷ 4 helpers between Chicago and Bloomington, Ill., 127 miles; 2 clerks detailed to transfer duty at Chicago, Ill., and 2 clerks engaged in clerical duty at office supt. R. M. S., Chicago, Ill. ¹⁸ One car in reserve.
20.5	6	62,884	1	27 3	8 10	2	1	2	¹⁹ Distance (38.61 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O. ²⁰ Whole car.
21.4	6	113,869	1	17 6	7 2	3	1	3	²¹ Reserve.

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<i>Chicago, Ill., and West Liberty, Iowa.</i>	6	223.39	Chicago, Ill., Davenport, Iowa (Chic., R. I. & Pac.).	23015	182.92	24,325	July 1, 1883
			Davenport, Iowa, West Liberty, Iowa (Chic. R. I. & Pac.).	27014	40.47	19,374	July 1, 1883
<i>Chicago, Ill., and Winona, Minn.</i>	6	298.55	Chicago, Ill., Harvard, Ill. (Chic. & No. West.).	25009	(⁹)	6,152	July 1, 1883
			Harvard, Ill., Caledonia Junction, Ill. (Chic. & No. West.).	25011	(¹⁰)	2,035	July 1, 1883
			Caledonia Junction, Ill., Winona Junction, Wis. (Chic. & No. West.).	25010	190.02	7,816	July 1, 1883
			Winona Junction, Wis., Winona, Minn. (Chic. & No. West.).	25014	30.83	6,279	July 1, 1883
<i>Cincinnati, Ohio, and Chattanooga, Tenn.</i>	5	337.50	Cincinnati, Ohio, Chattanooga, Tenn. (Cincinnati, New Orleans & Texas Pacific).	20020	337.50	2,476	Apr. 1, 1882
<i>Cincinnati and Georgetown, Ohio.</i>	5	38.00	Columbia, Ohio, Hamersville, Ohio (Cincinnati, Georgetown & Portsmouth).	21060	35.00	425	July 25, 1881
			Columbia, Ohio, Cincinnati, Ohio (Pittsburgh, Cincinnati & St. Louis).	21014	(¹²)	16,975	Jan. 1, 1880
<i>Cincinnati and Hamilton, Ohio, Indianapolis, Ind.</i>	5	125.68	Indianapolis, Ind., Hamilton, Ohio (Cincinnati, Hamilton & Dayton).	21024	100.68	568	July 1, 1880
			Dayton, Ohio, Cincinnati, Ohio (Cincinnati, Hamilton & Dayton).	21026	(¹³)	1,984	July 1, 1880
<i>Cincinnati, Ohio, and Lexington, Ky.</i>	5	99.98	Covington, Ky., Lexington, Ky. (Kentucky Central).	26002	99.98	1,655	Apr. 1, 1882
<i>Cincinnati, Ohio, and Louisville, Ky.</i>	5	110.00	Cincinnati, Ohio, Louisville, Ky.	20004	(¹⁴)	15,289	July 1, 1880
<i>Cincinnati, Ohio, and Nashville, Tenn.</i>	5	299.23	Cincinnati, Ohio, Louisville, Ky. (Louisville & Nashville).	20004	110.00	15,269	July 1, 1880
			Cincinnati Junction, Ky., Louisville and Nashville Junction, Ky. (Louisville & Nashville).	20017	.04	524	July 1, 1880
			Louisville, Ky., Nashville, Tenn. (Louisville & Nashville).	20005	185.23	12,528	July 1, 1880

in the United States, on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
25	12	270,684	5	50 0	9 4	14	2	226	¹ Day line.
			² 49	41 4	9 4	44	3		² 2 helpers between West Liberty, Iowa, and Ottawa, Ill., 137 miles; 1 helper between Chicago and Joliet, Ill., 41 miles; 1 clerk detailed to transfer duty at Davenport, Iowa; 1 clerk detailed as chief clerk at Des Moines, Iowa; and 1 clerk detailed to through registry run between Omaha, Nebr., and Chicago, Ill. This line was reported last year as Chicago, Ill., Iowa City, Iowa, R. P. O. Decrease in distance run this year, 13.33 miles.
			¹ 41	4 4	9 4				³ One car in reserve.
									⁴ Night line.
									⁵ Reserve.
23	13	404,834	72	50 0	9 5	74	2	214	⁶ Distance (62.70 miles) covered by Fort Howard, Wis., and Chicago, Ill., R. P. O.
			² 36	0 0	0 0	84	1		⁷ Day line.
									⁸ Night line. Full cars.
									⁹ 2 helpers on night line between Chicago, Ill., and Afton, Wis., 103 miles.
									¹⁰ Distance (15 miles) covered by Kenosha, Wis., and Rockford, Ill., R. P. O. This line was reported last year as Elroy, Wis., and Harvard, Ill., and Elroy, Wis., and Winona, Minn., R. P. O. These consolidated and extended from Harvard to Chicago, Ill., forming this line. Increase in distance run this year 62.90 miles, and number of trips per week increased to thirteen.
26	7	246,235	3	24 0	9 0	4	1	116	¹¹ 2 helpers between Cincinnati and Junction City.
13	6	23,788	1	10 0	5 0	1	1	1	
									¹² Covered by Columbus and Cincinnati R. P. O., 3 miles.
31	6	78,075	2	10 4	7 2	2	1	2	
									¹³ Covered by Toledo and Cincinnati R. P. O., 25 miles.
28	6	62,587	4	12 0	9 0	2	1	2	
28	6	68,800	1	10 0	7 2	2	1	192	¹⁴ Covered by Cincinnati and Nashville R. P. O.
									¹⁵ One direction only, running west with Cincinnati and Nashville R. P. O. Clerks hold appointments on Louisville and Nashville and Memphis R. P. O.
25	14	452,935	6	45 0	9 0	164	4	1735	¹⁶ Day line, 4 crews, 4 men to crew; night line, 4 crews (2 men to crew).
									¹⁷ 3 helpers between Louisville and Nashville; 2 helpers between Cincinnati and Elizabethtown; 1 clerk detailed as chief clerk, Louisville, Ky.; 1 clerk detailed as transfer clerk, Bowling Green, Ky.; 1 clerk detailed as transfer clerk, Jackson, Tenn.; 1 clerk detailed as transfer clerk, Louisville, Ky.; 1 clerk detailed as transfer clerk, Milan, Tenn.; 1 clerk detailed as transfer clerk, Nashville, Tenn. The Department gives this R. P. O. and the Bowling Green and Memphis R. P. O. the title of Louisville, Nashville and Memphis R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Cincinnati and New Richmond, Ohio.	5	26.00	Rarden, Cincinnati, Ohio ... Richmond Junction, New Richmond, Ohio (Cincinnati and Eastern).	21052 21085	(¹) 14.66	523 101	July 1, 1880 July 1, 1880
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	5	128.73	Cincinnati, Ohio, East Saint Louis, Ill. (Ohio and Miss.). North Vernon, Ind., Louisville, Ky. (Ohio and Miss.).	22010 22019	(²) 53.73	5,676 613	July 1, 1880 July 1, 1880
<i>Cincinnati, Ohio, and Saint Louis, Mo.</i>	5	338.06	Cincinnati, Ohio, East Saint Louis, Ill. (Ohio and Miss.).	22010	338.06	5,676	July 1, 1880
Clarinda, Iowa, and Corn- ing, Mo.	6	46.51	Clarinda, Northborough, Iowa (Chi., Burl. and Qu.). Northborough, Iowa, Corn- ing, Mo. (K. C., St. J. and C. B.).	27083 28046	18.74 27.77	380 216	July 1, 1883 July 1, 1883
Clarksburg and Weston, W. Va.	8	26.25	Clarksburg, Weston, W. Va. (Clarks., West. and Glen.).	12006	26.25	616	July 1, 1881
Clayton, Del., and Chester- town, Md.	2	32.73	Clayton, Del., Chestertown, Md. (Kent County).	10012	32.73	534	July 1, 1881
Clayton, Del., and Easton, Md.	2	44.50	Clayton, Del., Easton, Md. (Del. and Ches. Div. P., W. and B.).	9503	54.50	321	July 1, 1881
<i>Cleveland and Cincinnati, Ohio.</i>	5	244.34	Cleveland, Cincinnati, Ohio (Cleve., Colum., Cin. and Indianapolis).	21042	244.34	10,001	July 1, 1880
<i>Cleveland, Ohio, and In- dianapolis, Ind.</i>	5	238.76	Galion, Ohio, Indianapolis, Ind. (Cleve., Colum., Cin. and Indianapolis). Cleveland, Cincinnati, Ohio (Cleve., Colum., Cin. and Indianapolis).	21018 21042	203.96 (⁹)	10,001	July 1, 1880 July 1, 1880
¹⁰ Cleveland and Mineral Point, Ohio.	5	74.58	Cleveland, Mineral Point, Ohio (Valley).	21073	74.58	417	Oct. 1, 1880
Cleveland and New Lisbon, Ohio.	5	91.08	Cleveland, Ohio, Sharpville, Pa. (N. Y., Pa. and Ohio). Niles, New Lisbon, Ohio (Cleve. and Mah. Valley).	21005 21037	(¹²) 34.08	1,490 248	July 1, 1880 July 1, 1880
Cleveland, Ohio, and Pitts- burgh, Pa.	5	150.10	Cleveland, Wellsville, Ohio (Penna.). Bellaire, Ohio, Pittsburgh, Pa. (Penna.).	21006 21003	101.90 (¹⁵)	3,592 1,658	July 1, 1880 July 1, 1880
Cleveland, Ohio, and Sharpville, Pa.	5	84.50	Cleveland, Ohio, Sharpville, Pa. (N. Y., Pa. and Ohio).	21005	84.50	44,976	July 1, 1880
Cleveland and Sherodsville, Ohio.	5	108.14	Cleveland, Sherodsville, Ohio (Connotton Valley).	21009	108.14	84	July 1, 1880
<i>Cleveland and Toledo, Ohio.</i>	9	113.53	Cleveland Toledo, Ohio (L. S. and Mich. So.). Elyria, Millbury, Ohio (L. S. and Mich. So.).	6052 21007	(¹⁶) (¹⁷)	69,648 37,732	July 1, 1881 July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
14	6	16,276	{ 1 1	16 0 12 0	7 3 7 0	{ 1	1	1	¹ Covered by Rarden and Cincinnati R. P. O., 12 miles.
26	6	79,332	1	17 9	9 3	2	1	² 2	² Covered by Cincinnati and Saint Louis R. P. O., 73 miles. ³ These clerks act as helpers to Cincinnati and Saint Louis R. P. O. Day line from Cincinnati to North Vernon, one way.
34	14	493,567	⁴	50 0	9 9	⁴ 4	2 3	⁶ 3	⁴ Twelve cars on line between Baltimore and Saint Louis. ⁵ Day line, 4 crews, 2 men to crew. ⁶ Night line, 4 crews, 3 men to crew; 1 clerk detailed to duty office superintendent fifth division; 1 clerk detailed to duty as transfer clerk, Mitchell, Ind.; 1 clerk detailed to duty as transfer clerk, Vincennes, Ind. Service on this line was established this year.
11.4	6	29,115	1	12 0	6 10	1	1	1	
13	6	16,431	1	10 0	6 0	1	1	1	Exempt from registering at Clarksburg.
17	6	19,227	1	8 2	6 6	1	1	1	
19	6	26,757	1	10 0	6 7	1	1	1	Curtailed to end at Easton, 10 miles; formerly Clayton and Oxford R. P. O.
27	14	356,786		40 0	9 2	4 4	3 2	²⁸	⁷ One car in reserve. ⁸ 6 clerks detailed to duty in office superintendent fifth division; 1 clerk detailed to duty as chief clerk, Columbus, Ohio; 1 clerk detailed to duty in ninth division.
26	7	207,144	2	40 0	9 2	4	2	8	
18	6	1145,864	1	12 6	9 5	1	1	1	⁹ Covered between Cleveland and Gallon by the Cleveland and Cincinnati R. P. O., 79.80 miles. ¹⁰ Cleveland and Canton R. P. O. previous to August 1, 1882; increase distance, 14.19 miles. ¹¹ 29 days, 60.39 miles=35.03; 284 days, 74.58 miles=423.61.
24	6	57,016	1	6 7	4 1	2	1	2	¹² Covered by Cleveland and Sharpsville R. P. O., 57 miles.
22	(¹³)	232,955	{ 3 2	19 8 19 6	8 7 8 0	{ 9	1	¹⁴ 10	¹³ 6 times a week until January 4, 1883; 12 times a week from January 4, 1883, until May 1, 1883; 18 times a week from May 1, 1883. ¹⁴ 1 helper between Pittsburgh and Alliance. ¹⁵ Covered by Pittsburgh and Bellaire R. P. O., 48.20 miles.
21	6	52,897	1	18 0	8 10	2	1	2	
23	6	67,695	2	11 3	7 6	2	1	2	Canton and Sherodsville R. P. O. in report of 1882. Increase distance June 30, 1882, 55.45 miles.
27.87	12	140,750	1	17 8	9 0	4	1	(¹⁷)	¹⁶ 113 miles of route covered by New York and Chicago R. P. O. ¹⁷ Clerks are appointed to New York and Chicago R. P. O. ¹⁸ 74.86 miles of route covered by New York and Chicago R. P. O. Double daily (except Sunday) service. One R. P. O. runs east over route 21007, Millbury to Elyria, Ohio.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Cleveland, Ohio, and Wheeling, W. Va.	5	168	Cleveland, Cincinnati, Ohio (Cleve., Colum., Cin., and Indianapolis).	21042 ⁽¹⁾	10,001	July 1, 1889	
Cleveland, Hudson, and Columbus, Ohio.	5	172.63	Lorain, Bridgeport, Ohio (Cleve., Lor., and Wheel.). Cleveland, Wellsville, Ohio (Penn'a Co.). Hudson, Columbus, Ohio (Cleve., Mt. Vernon and Delaware).	221041 21006 ⁽²⁾ 21004	143.00 520 849	July 1, 1880 July 1, 1880 July 1, 1880	
Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.	9	340.79	Cleveland, Ohio, Chicago, Ill. (N. Y., Chi., and St. L.).	21089	320.99	.....
Cleveland, Tenn., and Selma, Ala.	4	264.55	Cleveland, Tenn., Selma, Ala. (E. T., Va. and Ga.).	17010	264.55	817 July 1, 1880	
Cleveland, Youngstown, Ohio, and Pittsburgh, Pa.	5	134	Cleveland, Ohio, Sharpsville, Pa. (N. Y., Pa. and Ohio). Youngstown, Ohio, Pittsburgh, Pa. (Pittsburg and Lake Erie).	21005 ⁽³⁾ 8123	44,976 70.93	July 1, 1880 July 1, 1880	
Clifton Forge, Va., and Huntington, W. Va.	3	226	Clifton Forge, Va., Huntington, W. Va. (Ches. and Ohio).	11005	226	1,251 July 1, 1881	
Clinton and Anamosa, Iowa	6	71.57	Clinton, Anamosa, Iowa (Chi. and No. West.).	37024	71.57	321 July 1, 1883	
Cloverdale and San Francisco, Cal.	8	90	Cloverdale, San Francisco, Cal. (S. Fran. and North. Pac.).	40011	90	1,464 July 1, 1881	
Colton and National City, Cal.	8	128	National City, Colton, Cal. (Cal. Sou.).	46037	126.89	457 July 10, 1882	
Columbia and Charleston, S. C.	4	131.02	Columbia, Charleston, S. C. (S. C.).	14003	131.02	930 July 1, 1880	
Columbia, S. C., and Fayetteville, N. C.	5	48.55	Columbia, Fayetteville, Tenn. (Nash., Chatta. and St. L.).	19015	48.55	87 July 1, 1880	
Columbia and Walhalla, S. C.	4	162.37	Columbia, Greenville, S. C. (Col. and Green. and Blue Ridge). Belton, Walhalla, S. C. (Col. and Green. and Blue Ridge).	14001 14016	118.84 43.53	611 July 1, 1880 207 July 1, 1880	
Columbia and Huron, Dak.	6	97.40	Columbia, Huron, Dak. (Chi. and No. West.).	25010	97.40	400 Apr. 1, 1883	
Columbia, Pa., and Perryville, Md.	2	44	Columbia, Pa., Port Deposit, Md. (Fred. Div. Penn'a Co.). Port Deposit, Perryville, Md. (Fred. Div. Penn'a Co.).	8124 10023	39.62 4.11	37 July 1, 1881 135 July 1, 1881	
Columbus and Ashland, Ohio.	5	132	Columbus, Coal Grove, Ohio (Scioto Valley).	21051	132	1,016 July 1, 1880	
Columbus, Nebr., and Atchison, Kans.	7	221.36	Columbus, Nebr., Atchison, Kans. (Burl. and Mo. Riv. R. R. in Nebr.).	33012	221.36	720 July 1, 1881	
Columbus and Athens, Ohio	5	77.47	Columbus, Athens, Ohio (Col., Hock. Val. and Tol.).	21036	77.47	685 July 1, 1880	
Columbus and Cincinnati, Ohio.	5	120.16	Columbus, Cincinnati, Ohio (Pitta., Cin. and St. L.).	21014	120.16	14,608 July 1, 1880	
Columbus and Corning, Ohio	5	65.82	Columbus, Corning, Ohio (Ohio Central).	21068	65.82	376 July 1, 1880	
Columbus, Ga., and Troy, Ala.	4	85.96	Columbus, Ga., Troy, Ala. (Mob. and Girard).	17008	85.96	440 July 1, 1880	

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
			Length, feet and inches.	Width, feet and inches.	Length, feet and inches.	Width, feet and inches.				
21	6	105,168	1	22 0	8 11	4	1	4	¹ Covered by Cleveland and Cincinnati R. P. O., 25 miles.	
25	6	108,000	3	14 0	7 0	3	1	3	² Service between Lorain and Grafton, Ohio, by closed pouches. ³ Covered by Cleveland and Pittsburgh R. P. O., 26 miles.	
20.19	6	212,477	4	20 0	9 0	4	1	4	⁴ 2 of these cars held in reserve.	
22	7	193,121	4	14 10	7 0	4	1	4		
24	6	83,884	2	17 10	9 1	3	1	3	⁵ Covered by Cleveland and Sharpsville R. P. O., 63.07 miles.	
21.64	7	164,980	(⁶)			4	1	4	⁶ See Rich. and Clif. Forge R. P. O.	
21.4	6	44,803	1	10 2	6 10	2	1	2		
20.93	7	65,700	2	10 3	8 11	2	1	2		
15.80	7	93,400	1	8 2	11 0	2	1	2		
26	7	95,644	⁷ 5	18 0	8 11	2	1	2	⁷ These cars are also used on Charleston and Augusta R. P. O.	
12	6	30,392	1	5 5	2 6	1	1	1	Given in 1882 report as Columbia and Petersburg R. P. O., 35.37 miles. Extended to Fayetteville July 1, 1882.	
18	6	101,643	2	19 3	8 8	8	1	8	⁸ One reserve car.	
			⁹ 1	18 0	8 11					
21	6	60,972	1	24 0	9 3	2	1	2	Service on this line was established this year.	
14	6	26,444	1	16 0	7 6	1	1	1		
			1	9 6	8 0					
20	12	165,264	1	12 1	6 8	4	1	4		
			1	13 7	6 9					
			2	9 4	6 9					
18	6	138,573	¹⁰ 2	19 8	8 9	4	1	4	¹⁰ One car each size held at Lincoln, Nebr., in reserve.	
			¹¹ 2	8 6	7 4					
22	12	96,992	1	14 6	9 4	3	1	3		
			2	12 0	7 6					
30	12	150,440	2	19 10	8 8	¹² 2	1	6	¹² 2 crews, 1 man to crew. 2 crews, 2 men to crew. These clerks hold appointments on the Pittsburgh and Cincinnati R. P. O.	
21	6	41,203	1	16 0	7 0	1	1	1		
14	6	53,810	1	11 7	6 3	2	1	2		
			1	12 8	6 8					

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Columbus and Albion, Nebr.	6	43.62	Columbus, Lost Creek, Nebr. (Om., Nio. and Bl. Hills).	34012	(¹)	233	July 1, 1881
			Lost Creek, Albion, Nebr. (Om., Nio. and Bl. Hills).	34017	34.22	154	Apr. 15, 1881
Columbus, Springfield, Ohio, and Indianapolis, Ind.	5	185.66	² Columbus, Ohio, Indianapolis, Ind. (Indiana, Bloomington and Western).	21033	185.66	856	July 1, 1880
Concord and Claremont, N. H.	1	56.80	Concord, Claremont, N. H. (Con. and Claremont).	1009	56.80	332	July 1, 1881
Concordia and Junction City, Kans.	7	73.19	Concordia, Junction City, Kans. (Junc. City and Ft. Kearney).	33015	73.19	514	July 1, 1881
Corinth and Meridian, Miss.	4	193.00	Cairo, Ill., Mobile, Ala. (Mobile and Ohio).	18004	193.00 part.	828	July 1, 1880
Corpus Christi and Laredo, Tex.	7	161.75	Corpus Christi, Laredo, Tex. (Texas Mexican).	31016	161.75	351	July 1, 1882
Council Bluffs, Iowa, and Kansas City, Mo.	7	202.66	⁷ Union Pacific Transfer, Iowa (u. o.), Kansas City, Mo. (Kas. City, St. Jo. and C. B.).	28006	203.50	5,150	July 1, 1881
Cranberry Forge, N. C., and Johnson City, Tenn.	5	33.75	Cranberry Forge, N. C., Johnson City, Tenn. (E. T. and W. N. C.).	19018	33.75	95	July 1, 1880
Creighton and Norfolk, Nebr.	6	42.50	Creighton, Norfolk, Nebr. (S. C. and Pac.).	34018	42.50	172	Sept. 1, 1881
Crestline, Ohio, and Chicago, Ill.	5	279.50	Crestline, Ohio, Chicago, Ill. (Pittsburgh, Ft. Wayne and Chicago).	21002	(⁹)	16,420	July 1, 1880
Creston, Iowa, and Saint Joseph, Mo.	7	103.58	Creston, Iowa, Hopkins, Mo. (Chic., Burl. and Qu.).	27007	44.40	795	July 1, 1881
			Hopkins, Saint Joseph, Mo. (Kan. City, St. Jo. and C. B.).	28028	59.18	687	July 1, 1881
Crete and Red Cloud, Nebr.	6	151.50	Crete, Beatrice, Nebr. (Bur. and Mo. Riv. in N.).	34006	30.60	670	July 1, 1883
			Beatrice, Red Cloud, Nebr. (Bur. and Mo. Riv. in N.).	34016	120.84	290	Sept. 1, 1881
Cuba and Salem, Mo.	7	40.98	Cuba, Salem, Mo. (St. Louis, S. and L. R.).	28023	40.98	398	July 1, 1881
Cumberland, Md., to Piedmont, W. Va.	3	33.76	Cumberland, Md., Piedmont, W. Va. (Cumb. and Pa.).	10011	33.76	360	July 1, 1881
Cumberland, Md., to Pittsburgh, Pa.	3	150.73	Cumberland, Md., Pittsburgh Division Balto. and Ohio).	8063	150.32	1,615	July 1, 1881
Curwinstown and Tryone, Pa.	2	47.66	Curwinstown, Tyrone, Pa. (Penn., Tyrone and Curwinstown Br'ch.).	8035	47.66	565	July 1, 1881
Dallas and Cleburne, Tex.	7	55.05	Dallas, Cleburne, Tex. (Gulf, Colo. and Santa Fé).	31035	55.05	76	July 1, 1881
Danbury and South Norwalk, Conn.	1	23.61	Danbury, South Norwalk, Conn. (Dan. and Norwk.).	5013	23.61	1,270	July 1, 1881
Dansville and Buffalo, N. Y.	2	96.04	Avon, Dansville, N. Y. (D. and Mt. M. Branch N. Y., L. E. and W.).	6006	30.19	687	July 1, 1881
			Avon, Attica, N. Y. (Attica Branch).	6007	34.50	1,132	July 1, 1881
			Attica, Buffalo, N. Y. (Buff. Div. N. Y., L. E. and W.).	6008	(¹⁰)	3,796	July 1, 1881
Danville and Cairo, Ill.	6	261.96	Danville, Cairo, Ill. (Wab., St. L. and Pac.).	23050	261.96	482	July 1, 1883

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
14. 4	6	27,306	1	8	5	1	1	1	¹ Distance (9.40 miles) covered by Norfolk and Columbus, Neb., R. P. O.
26	6	² 111,749	1	15 1	8 10	4	1	4	² Given in 1882 report as Columbus and Springfield R. P. O. 45.86 miles. Run and service extended July 16, 1882. ³ 16 days—45.86 miles=1,467; 297 days—185.66 miles=110,282.
20. 32	6	35,556	⁴ 2	12	7	1	1	1	⁴ These cars are also used by the Pittsfield and Lawrence R. P. O. from Hooksett, N. H., to Lawrence, Mass. See column of remarks, that line.
19. 50	7	53,428	1	13 3	9 1	1	1	1	⁵ Reserve cars. Reported June 30, 1882, as Clyde and Junction City; distance increased 16.59 miles.
24	7	140,890	(⁶)			3	1	3	⁶ Cars on Cairo and Corinth R. P. O. run through to Mobile, Ala., over Corinth and Meridian and Meridian and Mobile R. P. O's.
12. 88	6	101,256	2	12	6	3	1	3	
22. 50	7	147,942	⁸ 8	22	9 3	3	2	6	⁷ Clerks register at Union Pacific transfer and at union depot, Kansas City, Mo. ⁸ One car held in reserve at Saint Joseph.
12	6	21,127	1	10 8	5 6	1	1	1	R. P. O. established July 1, 1882.
16. 5	6	26,605	1	17 9	9 6	1	1	1	
26	6	174,967	2	25	8 6	4	1	¹⁰ 6	⁹ Covered by Pittsburgh and Chicago R. P. O. 279.50 miles. ¹⁰ 2 helpers Creaseline to Fort Wayne. These clerks hold appointments on Pittsburgh and Chicago R. P. O.
21. 39	6	64,841	1	15 4	9 3	2	1	2	
22	6	94,839	1	18 3	8 10	2	1	2	
13. 26	6	25,653	1	7	6	1	1	1	
26. 23	12	42,267	¹² 2	10	8 2	1	1	1	¹¹ One of these in reserve.
26. 08	6	94,104	2	18 7	9	3	1	3	
18	6	29,835	1	10 9	8 1	1	1	1	
13. 17	7	40,187	1	13	9	1	1	1	
22. 13	12	29,559	1	11 2	6	1	1	1	
22	6	60,121	¹³ 1	12 8	9 11	1	1	1	¹² One reserve car. This clerk is relieved every third week by Rochester and Corning clerk.
			1	15	10	1	1	1	
									¹³ Covered by Buffalo and Hornellsville R. P. O.
21	6	161,987	1	15	7 8	4	1	¹⁴ 5	¹⁴ 1 clerk detailed to transfer duty at Danville, Ill.
			1	14	7 9				¹⁵ Reserve.
			¹⁵ 1	14 4	6 7				

TABLE A*.—Statement of railway post-offices in operation

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Danville and Olney, Ill. . . .	6	109.80	Danville, Olney, Ill. (Danv., Olney and Ohio River).	23006	109.80	154	July 1, 1883
Davenport, Iowa, and Cameron, Mo.	6	283.18	Davenport, Iowa, Cameron, Mo. (Chic., R. I. and Pac.).	27017	283.18	1,980	July 1, 1883
Dayton and Wellston, Ohio.	5	117.34	Dayton, Wellston, Ohio (Toledo, Cin. and St. L.).	21054	117.34	277	July 1, 1880
Decatur and Montgomery, Ala.	4	183.31	Decatur, Montgomery, Ala. (So. and No. R. R. of Ala.).	17004	183.31	898	July 1, 1880
Decherd and Fayetteville, Tenn.	5	40.37	Decherd, Fayetteville, Tenn. (Nashv., Chat. and St. L.).	19005	40.37	4,321	July 1, 1880
Deer Lodge, Mont., and Ogden, Utah.	3	443.30	Ogden, Utah, Deer Lodge, Mont. (Utah and North'n).	41003	409.40	2,740	July 1, 1882
Delaware and Columbus, Ohio.	5	25.70	Delaware, Columbus, Ohio (Clev., Col., Cin. and Ind.).	35001	33.90	1,828	Jan. 1, 1883
Delphos, Ohio, and Saint Louis, Mo. ⁴	5	374.43	Delphos, Ohio, Kokomo, Ind. (Tol., Cin. and St. L.).	21013	25.70	1,675	July 1, 1880
			Kokomo, Frankfort, Ind. (Tol., Cin. and St. L.).	21065	108.82	64	July 1, 1880
			Frankfort, Ind., East Saint Louis, Ill. (Tol., Cin. and St. L.).	22033	27.85	101	July 1, 1880
				22046	238.26	163	July 10, 1882
<i>Deming, N. M., and San Francisco, Cal.</i>	8	1,158.00	San Francisco, Cal., Deming, N. M. (So. Pac.).	46032	62.23	3,220	July 1, 1881
				46010	148.35	3,305	July 1, 1881
				46014	490.33	2,710	July 1, 1881
				40001	467.02	2,710	July 1, 1881
Denison, Troup, and Houston, Tex.	7	344.00	Denison City, Mineola, Tex. (Mo. Pac.).	31017	102.84	1,284	July 1, 1881
			Mineola, Troup, Tex. (Mo. Pac.).	31032	44.54	1,393	July 1, 1881
			Longview, Houston, Tex. (I. and G. N.).	31006	(⁶)	3,650	July 1, 1881
Denison and Houston, Tex.	7	337.64	Denison City, Houston, Tex. (Houston and T. C.).	31003	337.64	4,125	July 1, 1881
Denison and Taylor, Tex. . . .	7	259.40	Denison City, Gainesville, Tex. (Missouri Pacific).	31022	25.30	1,904	July 1, 1881
			Whitesborough, Taylor, Tex. (Missouri Pacific).	31028	234.43		
Denton and Dallas, Tex. . . .	7	37.85	Denton, Dallas, Tex. (Dallas and Wichita).	31030	37.85	201	Sept. 1, 1881
Denver and Georgetown, Colo.	7	53.72	Fort Collins, Denver, Colo. (Colorado Central).	38003	(¹⁰)		
			Golden and Georgetown, Colo. (Colorado Central).	38020	35.12		
Denver and Leadville, Colo.	7	172.25	Denver, Leadville, Colo. (Denver, S. Parke & Pac.).	38005	172.25		
Denver and Pueblo, Colo. . . .	1	145.20	Denver, Pueblo, Colo. (Denver and New Orleans).	38023	125.98		
			Manitou Junc. (n. o.), Colorado Sp'gs, Colo. (Denver and New Orleans).	38025	9.64		

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
19.3	6	68,735	2	6 8	6 1	2	1	2	This line was reported last year as Danville and West Liberty, Ill., R. P. O. Increase in distance run this year, 8.69 miles.
23	6	177,271	3	22 6	9 4	4	1	7	¹ One car in reserve.
14	6	73,454	2	10 6	5 8	2	1	2	² 1 helper between Davenport and Washington, Iowa, 66 miles; 2 helpers between Seymour, Iowa, and Cameron, Mo., 115 miles.
23	7	133,816	³ 3	19 6	9 6	3	1	3	³ These cars run between Montgomery, Ala., and Louisville, Ky. (See Fifth Division Bowling Green and Decatur R. P. O.)
				¹ 15 0	9 0				
				¹ 19 0	9 0				
				¹ 19 6	10 6				
				² 15 0	9 6				
				¹ 15 0	6 0				
11	6	25,271	1	12 0	6 6	1	1	1	
16.92	7	323,609	4	40 0	7 5 ¹	7	1	7	
25	6	16,088	1	10 6	8 3	1	1	1	
18	6	⁴ 138,822	2	6 0	5 10	⁶ 6	1	6	⁴ 1882 report gives R. P. O. as Delphos and Frankfort. July 11, 1882, extended to Veederburgh; increase distance, 43.15 miles. December 16, 1882, extended to Charleston; increase distance, 63.55 miles. May 21, 1883, extended to East Saint Louis; increase distance, 140.56 miles. June 19, 1883, extended to Saint Louis; increase distance, 1 mile.
			3	12 5	5 4				⁶ 11 days, 136.17 miles, = 2,995.74; 145 days, 179.32 miles, = 52,002.80; 119 days, 232.87 miles, = 55,423.06; 28 days, 373.43 miles, = 20,912.08; 10 days, 374.43 miles, = 7,488.60.
									² 2 clerks run between Delphos, Ohio, and Frankfort, Ind.; 4 clerks run between Frankfort and Saint Louis, Mo.
21.57	7	845,340	10	55 1 ¹	9 5 ¹	13	1	18	5 clerks run as helpers between San Francisco and Los Angeles, Cal. Clerks on this line run on route 46001 between San Francisco and Port Costa, Cal.
19.56	7	251,120	1	13 4	7 4	5	1	5	Three reserve cars; 40-foot cars authorized between San Francisco and Los Angeles, Cal.
			1	23 0	8 10				⁷ Held in reserve at Palestine.
			⁷ 1	23 10	9 4				Reported June 30, 1882, as Denison and Mincola; distance increased 241.69 miles.
				23 8	9 5				⁸ Distance on route 31006 covered by Texarkana and Houston R. P. O.
19.56	7	246,477	4	17 6	8 10	5	1	5	⁹ Held in reserve at Denison and Houston.
			⁹ 2	22 0	9 0				Reported June 30, 1882 as Denison and Waco, Tex.; distance increased 73.96.
20.10	7	189,862	2	22 0	9 2	4	1	4	
19	7	27,631	1	10 5	7 3	1	1	1	
13.26	7	39,215	¹¹ 2	16 3	7 5	1	1	1	¹⁰ Distance on route 38003 covered by Fort Collins and Denver R. P. O.
									¹¹ One car held in reserve at Golden.
16.20	7	125,743	1	15 3	7 7	3	1	4	1 clerk detailed to office P. O. Inspector, Denver, Colo.
			1	14 0	7 6 ¹				¹² One car held in reserve at Denver.
			¹³ 1	15 8	7 7				¹³ Clerks run over route 38025 twice each way.
23.80	7	106,040	2	24 7	9 2 ¹	2	1	2	

TABLE A.—Statement of railway post-offices in operation

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Denver, Pueblo, and Leadville, Colo.	7	278.92	Denver, El Moro, Colo. (Denver and Rio Grande). So. Pueblo, Leadville, Colo. (Denver and Rio Grande).	38001 38010	120.00 158.92		
Des Moines and Albia, Iowa	6	71.00	Des Moines, Albia, Iowa (Chic., Burl. and Q.).	27033	71.00	1,009	July 1, 1883
Des Moines and Keokuk, Iowa.	6	162.88	Des Moines, Keokuk, Iowa. (Chic., R. I. and Pac.)	27019	162.88	704	July 1, 1883
Des Moines and Osceola, Iowa.	6	60.00	Des Moines, Osceola, Iowa (Des M., Oac. and South.)	27084	60.00	151	July 1, 1883
Des Moines and Winterset, Iowa.	6	42.89	Des Moines, Somerset Jc. Iowa (Chic., R. I. & Pac.). Somerset Jc., Winterset, Iowa (Chic., R. I. & Pac.)	27015 27076	15.85 27.04	533 449	July 1, 1883
Des Moines, Percy, and Albia, Iowa.	6	67.65	Des Moines, Albia, Iowa (Wab., St. L., and Pac.)	27060	67.65	168	July 1, 1883
Detroit, Mich., and Butler, Ind.	9	214.65	Detroit, Mich., Logansport, Ind. (Wab., St. L. & Pac.)	22027	(1)	515	Aug. 1, 1882
Butler and Logansport, Ind.	5						
Detroit and Grand Haven, Mich.	9	191.15	Detroit and Grand Haven, Mich. (Det., Grd. Hav. & Mil.)	24027	191.15	2,532	Apr. 4, 1883
Detroit, Mich., and Chicago, Ill.	9	286.78	Detroit, Mich., and Chicago, Ill. (Mich. Cent.)	24006	286.00	14,209	Apr. 4, 1883
Detroit and Grand Rapids, Mich.	9	170.16	Detroit, Jackson, Mich. (Mich. Cent.). Jackson, Grand Rapids, Mich. (Mich. Cent.)	24006 24010	(11) 94.46	14,209 2,178	Apr. 4, 1883
Detroit, Mich., and Logansport, Ind. ¹³	9	214.65	Detroit, Mich., Logansport, Ind. (Wab., St. L. & Pac.)	22027	214.65	515	Aug. 1, 1882
Detroit, Mich., and Toledo, Ohio.	9	61.32	Detroit, Mich., Toledo, Ohio, (Mich. Cent.)	24035	61.32	3,966	Apr. 4, 1883
Detroit, Mich., and Toledo, Ohio.	9	65.40	Detroit, Mich., Toledo, Ohio, (L. S. & Mich. So.)	24001	65.40	4,368	Apr. 4, 1883
Detroit, Three Rivers, Mich., and Chicago, Ill.	9	273.82	Detroit, Jackson, Mich. (Mich. Cent.). Jackson, Niles, Mich. (Mich. Cent.). Niles, Mich., Chicago, Ill. (Mich. Cent.)	24006 24008 24006	(14) 103.93 (14)	14,209 665 14,209	Apr. 4, 1883
Dresden and Cincinnati, Ohio.	5	184.73	Dresden Junction, Morrow, Ohio (Pitta., Cin. & St. L.). Columbus, Cincinnati, Ohio (Pitta., Cin. & St. L.)	21029 21014	148.73 (19)	678 14,608	July 1, 1880
Driftwood and Red Bank Furnace, Pa.	2	110.45	Driftwood, Red Bank Furnace, Pa. (Low Grade Div., Alleg. Val.)	8076	110.45	409	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
20.51	7	213,612	17	35 8	7 7	4	1	4	¹ Four cars in shops for repairs. The whole of these cars in use.
27	6	44,446	2	17 5	5 9	2	1	2	
22	6	101,963	² 3	16 6	9 0	3	1	3	² One car in reserve.
11	6	37,560	1	8 0	7 8	1	1	1	Service on this line was established this year.
19	6	26,849	1	9 0	7 0	1	1	1	
30	6	42,349	1	25 7	7 7½	1	1	1	Service on this line was established this year.
		(⁵)							³ This route between Butler and Logansport, Ind., was in Fifth Division previous to December 5, 1882, and was then transferred to Ninth Division.
									⁴ Covered in Ninth Division.
26.83	⁶ 6	219,507	3	23 2	9 1	5	1	6	⁵ Annual miles of service given in Ninth Division report.
			⁷ 1	22 10	9 9½				⁶ Double daily (except Sunday) service between Detroit and Grand Rapids, Mich.; 1 clerk runs as helper between Detroit and Holly, Mich., 46.50 miles.
29.37	13	388,874	⁸ 3	50 0	9 3	⁹ 4	3	30	⁷ Held in reserve.
			⁸ 3	45 0	9 3	¹⁰ 4	2		⁸ One of each held in reserve.
									⁹ Night line, daily.
									¹⁰ Day line, daily, except Sunday; 2 clerks run as helpers between Detroit and Marshall, 107.80 miles; 4 clerks run in Detroit, Three Rivers, and Chicago R. P. O.; 2 clerks assigned as transfer clerks at Detroit, Mich.; 1 clerk assigned as transfer clerk at Jackson, Mich.; 1 clerk assigned as transfer clerk at Michigan City, Ind.
28.22	¹² 6	165,562	1	11 0	6 11	5	1	5	¹¹ 75.70 miles of route covered by Detroit and Chicago R. P. O.
			1	10 2	6 9				¹² Double daily (except Sunday) service between Jackson and Grand Rapids, Mich.
24.95	6	134,871	1	11 0	9 2	4	1	4	¹³ Reported in Table A of last year as Detroit, Mich., and Butler, Ind., and Butler and Logansport, Ind., R. P. O.'s. Routes consolidated. Day line.
			1	17 0	8 8				
			1	13 7	6 10				
30.28	6	38,386	1	15 10	9 1	1	1	1	
13.39	7	47,742	1	36 0	9 0	1	2	2	Night line.
23.58	6	171,411	¹⁵ 1	11 10	8 10½	4	1	(¹⁴)	¹⁴ 169.20 miles of route covered by Detroit and Chicago R. P. O.
			1	16 0	9 0				¹⁵ Held in reserve.
			1	17 1	8 11				¹⁶ Clerks are appointed to Detroit and Chicago R. P. O.
25	(¹⁷)	182,733	4	14 3	6 6	¹⁸ 5	1	5	¹⁷ Between Dresden Junction and Washington Court-House, Ohio, 12 trips per week. Residue, 6 trips per week.
									¹⁸ Dresden Junction to Cincinnati 3 crews, 1 clerk to crew. Dresden Junction to Washington Court-House, 2 crews, 1 clerk to crew
									¹⁹ Covered by Columbus and Cincinnati R. P. O. 36 miles.
6		66,142	1	14 0	8 6	2	1	2	²⁰ One car in shop.
			²¹ 1	14 3	8 8				
			1	14 8	8 5				

TABLE A*.—Statement of railway post-offices in operation

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Dubuque and Sioux City, Iowa.	6	329.61	Dubuque, Sioux City, Iowa (Ill. Cent.).	27021	329.61	2,044	July 1, 1883
Duluth and Saint Paul, Minn.	6	155.73	Duluth, Saint Paul, Minn. (St. P. & Dnl.).	26007	155.73	1,235	July 1, 1883
Duncan's Mills and San Francisco, Cal.	8	80.50	San Francisco, Duncan's Mills, Cal. (No. Pac. Coast).	46016	80.50	429	July 1, 1881
Dunkirk, N. Y., and Titusville, Pa.	2	92.00	Dunkirk, N. Y., Titusville, Pa. (Dun., A. V. & L.).	6019	91.16	428	July 1, 1881
Du Pont, Ga., and Branford, Fla.	4	72.45	Du Pont, Ga., Branford, Fla. (Sav., Fla. & West.).	15036	72.45	2,587	July 1, 1880
Dwight and Washington, Ill.	6	70.11	Dwight, Washington, Ill. (Chic. & Alton).	23019	70.11	239	July 1, 1883
Eagle Grove and Hawarden, Iowa.	6	144.76	Eagle Grove, Hawarden, Iowa (Chic. & No. West.).	27070	144.76	495	July 1, 1883
Easton, Pa., and Elmira, N. Y.	2	224.40	Easton, Pa., Waverly, N. Y. (Lehigh Val.). Waverly, Elmira, N. Y. (N. Y., L. E. & W.).	8010 6001	205.57 (^o)	3,029 9,212	July 1, 1881 July 1, 1881
Easton and Hazleton, Pa.	2	70.00	Easton, Hazleton, Pa. (Lehigh Val.).	8010	(^o)	3,029	July 1, 1881
East Saginaw and Lakeview, Mich.	9	71.62	East Saginaw, Saint Louis, Mich. (Det., Lana. & No.). Saint Louis, Lakeview, Mich. (Det., Lana. & No.).	24030 24041	35.23 36.39	509 362	Apr. 4, 1883 Apr. 4, 1883
East Saginaw and Port Huron, Mich.	1	92.35	East Saginaw and Marlette Junction (n. o.), Mich., (Pt. H. and N. W.). Marlette Junction (n. o.) and Port Huron, Mich. (Pt. H. and N. W.).	24025 24042	79.60 (¹⁰)	292 646	April 4, 1883 April 4, 1883
Easton and Gordon, Ga.	4	38.57	Easton and Gordon, Ga. (Cent. R. R. & Bkg. Co. of Ga.).	15014	38.57	108	July 1, 1880
Eau Claire, Wis., and Wabasha, Minn.	6	49.20	Eau Claire, Wis., Wabasha, Minn. (Chi. Mil. and St. P.).	25047	49.20	183	July 1, 1883
Elba and Rocky Mount, Va.	3	37.23	Elba to Rocky Mount, Va. (Franklin Div. Va. Mid.).	11022	37.23	152	July 1, 1881
Elmira, N. Y., and Blossburgh, Pa.	2	53.20	Elmira, N. Y., Blossburgh, Pa. (Tioga).	8020	40.05	560	July 1, 1881
Elmira, N. Y., and Williamsport, Pa.	2	79.87	Elmira, N. Y., Williamsport, Pa. (No. Cent.).	8021	79.71	2,007	July 1, 1881
Emerson and Norfolk, Nebr.	6	46.67	Emerson, Norfolk, Nebr. (Chi., St. P., M. and O.).	34021	46.67	203	Jan. 1, 1883
Emory Grove and Gettysburgh, Pa.	2	52.00	Hanover Junction, Gettysburgh, Pa. (Han. Jn., H. and Gett.). Valley Junction, Hanover, Pa. (Han. Jn., H. and Gett.). Glyndon, Md., Valley Junction, Pa., (Han. Jn., H. and Gett.).	8102 8082 10026	16.86 12.97 20.80	528 373 627	July 1, 1881 July 1, 1881 July 1, 1881
Emporia and Howard, Kans.	7	76.59	Emporia, Howard, Kans., (Atch., T. and S. Fé).	33023	76.59	315	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
22	12	412,672	4	24 7 1 16 9 1 16 4	9 0 8 11 8 10	10	1	10	This line was reported last year as Dubuque and Fort Dodge, Iowa, and Fort Dodge and Sioux City, Iowa, R. P. O.'s. These lines consolidated, and trips per week increased to 12, forming this R. P. O.
18	6	97,487	3	21 4	9 6	3	1	3	¹ One car in reserve.
15.18	6	58,785	2	8 0	6 0	2	1	2	
22	6	57,592	1	15 6 1 13 0	6 6 7 0	22	1	2	² One of these clerks relieves Buffalo and Jamestown R. P. O. every third week.
18	6	45,353	1	17 5	9 0	1	1	1	³ Reported last year as Du Pont and Live Oak R. P. O. Distance increased 23.60 miles.
31	6	43,889	1	13 10	9 5	1	1	1	
21	6	99,620	1	12 2	7 5	2	1	2	This line was reported last year as Eagle Grove and Sioux Rapids, Iowa, R. P. O. Increase in distance run this year 76.37 miles.
26	6	140,474	4 2	22 0 20 0	8 6 8 4	4	1	4 ⁴	⁴ Four reserve cars. ⁵ Two short stops; Easton to Pittston, 114 miles, alternate weeks. 1 transfer clerk at Easton, Pa.
23	16	110,436	2 2 2	15 0 14 9 19 0	8 0 8 4 6 0	4	1	4	⁶ Covered by New York and Dunkirk R. P. O. ⁷ Double daily service and additional run, 46 miles, to Mauch Chunk and return. ⁸ Covered by Easton and Elmira R. P. O. Route No. 8010.
14.89	6	44,834	1	10 0	6 6	2	1	2	⁹ One car in shop.
.....	.....	.....	1	7 0	4 6	.....	.....	.....	.....
24.85	6	57,811	1	9 6	6 0	2	1	2	¹⁰ 12.75 miles of route covered by Port Austin and Port Huron R. P. O. One clerk acts as relief on this. Port Austin and Port Huron and Port Huron and Detroit R. P. O.'s.
13	6	24,144	1	26 4	8 7	1	1	1	¹¹ Mail, baggage, and express in one car.
17.6	6	30,799	1	18 11	7 7	1	1	1	Service on this line was established this year.
12.49	6	23,312	1	5 4	5 3	1	1	1	
19	6	33,203	1	12 4 1 10 7	9 7 6 3	1	1	1	¹² 19-90 miles covered by closed pouches. Clerk runs to Lawrenceville and return, 6.40 miles each way.
24	6	49,998	(13)	.....	.....	12	1	2	¹³ Same cars as are used on the Canandaigua and Elmira R. P. O. ¹⁴ 1 clerk relieves Canandaigua and Elmira R. P. O. every third week.
15.5	6	29,215	2	11 9	9 4	1	1	1	¹⁵ One car in reserve. Service on this line was established this year.
21	12	65,104	1	17 0	8 8	2	1	2	
.....	1	16 8	8 3	¹⁶ Reserve car.
12.15	6	47,945	1	12 0	7 8	1	1	1	

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					Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).		
Erie and Pittsburgh, Pa. . . .	2	150.00	New Castle, Homewood, Pa. (Pitts., Ft. W. and Chi.).	8029	15.43	1,883	July 1, 1881	
			Erie, New Castle, Pa. (Erie and Pittsburgh).	8044	99.24	999	July 1, 1881	
			Homewood, Pittsburgh, Pa. (Pitts., Ft. W. and Chi.).	21002	(*)	15,830	July 1, 1881	
Essex Junction, Vt., and Boston, Mass.	1	243.03	Essex Junction, Burlington, Vt. (Cen. Vt.).	2001	8.50	3,516	July 1, 1881	
			Burlington, Bellows Falls, Vt. (Cen. Vt.).	2003	120.39	3,308	July 1, 1881	
			Bellows Falls, Vt., Fitchburg, Mass. (Cheshire).	3055	64.54	2,985	July 1, 1881	
			Fitchburg, Boston, Mass. (Fitchburg).	3021	(*)	14,037	July 1, 1881	
Evansville and Nashville, Tenn.	5	145.92	Henderson, Ky., Nashville, Tenn. (Louisville and Nashville).	20025	145.92	178	July 1, 1880	
Evansville, Ft. Branch, and Mount Vernon, Ind.	5	58.40	Ft. Branch, Mt. Vernon, Ind. (Evansville and Terre Haute).	22039	39.40	157	Oct., 16, 1882	
			Terre Haute, Evansville, Ind. (Evansville and Terre Haute).	22012	(*)	1,708	July 1, 1880	
Evansville, Ind., and Saint Louis, Mo.	6	160.10	Evansville, Ind., St. Louis, Mo. (Lou. and Nash.).	23082	160.10	1,033	July 1, 1883	
Fair Haven, N. Y., and Sayre, Pa.	2	117.80	Fair Haven, N. Y., Sayre, Pa. (Southern Central).	6084	117.20	22,405	July 1, 1881	
Fairland and Martinsville..	5	88.35	Fairland, Martinsville, Ind. (Fairland, Franklin and Martinsville).	22016	38.35	141	July 1, 1880	
Fargo, Dak., Breckenridge, Minn., and Saint Paul, Minn.	6	269.64	Fargo, Dak., Barnesville, Minn. (St. P., Minn. and Man.).	26035	23.40	486	Apr. 1, 1881	
			Barnesville, Breckenridge, Minn. (St. P., Minn. and Man.).	26005	28.58	1,710	July 1, 1883	
			Breckenridge, St. Paul, Minn. (St. P., Minn. and Man.).	26006	217.66	2,714	July 1, 1883	
Fargo and Bismarck, Dak..	6	194.80	Fargo, Bismarck, Dak. (No. Pac.)	26001	194.80	1,392	June 15, 1881	
Farley and Cedar Rapids, Iowa.	6	57.98	Farley, Cedar Rapids, Iowa (Chi., Mil. and St. P.)	27020	57.98	491	July 1, 1881	
Farmington and Lewiston, Me.	1	46.96	Farmington, Leeds Junction, Me. (Me. Central).	3	86.80	729	July 1, 1881	
			Leeds Junction, Lewiston, Me. (Me. Central).	5	(1 st)	755	July 1, 1881	
Fernandina and Cedar Keys, Fla.	4	154.80	Fernandina, Cedar Keys, Fla. (Fla. Transit).	16001	154.80	620	July 1, 1880	
Florence and Columbia, S. C.	4	83	Florence, Columbia, S. C. (W., C. and A.).	14002	83.00	4,696	July 1, 1882	
			Florence, Douglas, Kans. (Atch., T. and S. F.).	33017	54.58	397	Dec. 1, 1881	
Florence and Ellinwood.....	7	98.87	Florence, Ellinwood, Kans. (Atch., T. and S. F.).	33030	98.87	373	Nov. 15, 1881	

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
24	6	93,900	1	12 9	9 0	3	1	14	1 ¹ clerk detailed to transfer service at Erie, Pa.
			1	12 0	9 0				
			1	15 0	9 6				2 ¹ One car in shop.
			1	24 0	9 0				
23.62	6	152,136	1	23 9	6 10	4	2	49	3 ¹ Covered by Pittsburgh and Chicago R. P. O. No. 21002.
			1	24 2	6 10				4 ¹ Clerk detailed as transfer clerk at Rutland, Vt.
			2	24 0	6 10				5 ¹ Reserve cars.
21	7	105,121	1	16 0	9 9	3	1	3	6 ¹ Covered by Boston and Troy R. P. O.; 49.60 miles.
			1	14 0	9 0				
19	6	*21,816	1	5 8	9 5	1	1	1	7 ¹ R. P. service established between Princeton and Mt. Vernon October 17, 1882, 46.40 miles. From January 25, 1883, Ft. Branch to Mt. Vernon, decrease distance 7 miles. From March 15, 1883, Evansville to Mt. Vernon increase distance 19 miles.
									8 ¹ 87 days, 46.40 miles = 8,073.60; 41 days, 39.40 miles = 3,230.80; 90 days, 58.40 miles = 10,512.
									9 ¹ Covered by Terre Haute and Evansville R. P. O., 19 miles.
20	6	100,222	2	11 10	9 11	3	1	3	10 ¹ Reserve.
			10 ¹	11 9	9 11				
21	10½	127,578	1	11 0	6 3	3	1	3	11 ¹ One reserve car.
			1	12 0	6 8				
			1	15 10	6 6				
13	6	24,007	1	11 0	7 0	1	1	1	
23.5	6	168,794	2	22 0	9 4	4	1	4	
								1	12 ¹ 1 clerk detailed from Crookston, Minn., and Larimore, Dak., line runs on this line as helper between Saint Paul and Benson, Minn. (134 miles), four days each week. This line was reported last year as Breckenridge and Saint Paul, Minn., R. P. O. Increase in distance run this year, 51.98 miles.
22	7	142,204	2	24 6	9 0	3	1	14	13 ¹ helper between Fargo and Jamestown, Dak. (94 miles), four days each week.
19	6	36,295	1	22 0	9 4	1	1	1	
18.78	6	29,396	1	19 2	7 8	2	1	2	14 ¹ Covered by Skowhegan and Portland R.P.O. (10.68 miles). This clerk runs from Lewiston to Portland, Me., and return, with the Skowhegan and Portland R. P. O. as an assistant.
			1	19 3	7 10				15 ¹ Detailed as transfer clerk at Baldwin, Fla.
17	6	96,904	1	20 4	8 8	3	1	16	
			1	19 4	7 11				
			1	19 7	8 8				
21	7	60,500	1	25 0	8 7	2	1	2	
			1	22 0	8 10				
12.96	6	34,167	1	12 0	7 8	1	1	1	
10.80	6	61,892	2	12 0	7 8	2	1	2	

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Fonda and Des Moines, Iowa	6	114.72	Fonda, Des Moines, Iowa (Wab., St. L. and Pac.).	27046	114.72	317	July 1, 1883
Fond du Lac and Milwaukee, Wis.	6	63.53	Fond du Lac, Milwaukee, Wis. (Chi. and No. West.).	25012	63.50	3,770	July 1, 1883
Forreston and Aurora, Ill.	6	82.47	Forreston, Aurora, Ill. (Chi. and Iowa).	23036	82.47	4,576	July 1, 1883
Fort Collins and Denver	7	91.01	Fort Collins, Denver, Colo. (Colorado Central).	38003	91.01	1,119	July 1, 1881
<i>Fort Howard, Wis., and Chicago, Ill.</i>	6	242.50	Fort Howard, Wis., Chicago, Ill. (Chi. and No. West.).	25009	242.50	6,152	July 1, 1883
Fort Madison and Birmingham, Iowa.	6	41.81	Fort Madison, Birmingham, Iowa (Ft. Mad. and N. W.).	27064	41.81	80	July 1, 1883
<i>Fort Scott and Denison</i>	7						
Fort Scott and El Dorado	7	127.07	Fort Scott, El Dorado, Kans. (St. L., Ft. Scott and Wich.).	33036	127.97	261	Aug. 16, 1882
Fort Wayne, Ind., and Cincinnati, Ohio.	5	178.39	Fort Wayne, Connersville, Ind. (Ft. Wayne, Cincinnati and Louisville).	22020	109.89	388	July 1, 1880
			Hagerstown, Md., Harrison, Ohio (Whitewater).	21031	43.10	468	July 1, 1880
			Harrison, Valley Junction, Ohio (Cincinnati, Indpls., St. Louis and Chicago).	21071	7.40	1,017	July 1, 1880
			Indianapolis, Ind., Cincinnati, Ohio (Cincinnati, Indpls., St. Louis and Chicago).	22003	(5)	346	July 1, 1880
Fort Worth and Galveston, Tex.	7	346.66	Lampasas, Galveston, Tex. (Gulf, Colo. and Santa Fé).	31027	218.36	693	July 1, 1881
			Fort Worth, Temple, Tex. (Gulf, Colo. and Santa Fé).	31033	128.30	552	July 1, 1881
Foxburgh and Callery Junction, Pa.	2	45	Foxburgh, Callery Junction, Pa. (Pittsburgh and West.).	8086	43.58	563	July 1, 1881
Franklin Furnace and Waterloo, N. J.	2	33.50	Branchville, Waterloo, N. J. (Sussex).	7023	15.46	185	July 1, 1881
			Branchville Junction, Branchville, N. J. (Sussex).	7048	6.63	70	July 1, 1881
Fredericksburgh to Orange C. H., Va.	3	38.83	Fredericksburgh, Orange C. H., Va. (Pot., Fred. and Piedmont).	11020	38.83	169	July 1, 1881
Freeport and Centralia, Ill.	6	278.13	Freeport, Centralia, Ill. (Illinois Central).	23021	278.13	2,705	July 1, 1883
Galesburgh and Havana, Ill.	6	59.33	Galesburgh, Havana, Ill. (Ful. Co. Nar. Gauge).	23067	59.33	279	July 1, 1883
<i>Galesburgh and Quincy, Ill.</i>	6	101.57	Galesburgh, Quincy, Ill. (Chi., Burl. and Qu.).	23010	101.57	10,117	July 1, 1883
Galva and Keithsburg, Ill.	6	58.82	Galva, Keithsburg, Ill. (Chi., Burl. and Qu.).	23070	58.82	471	July 1, 1883

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
18	6	71,815	2	14 0	8 0	2	1	2	This line was reported last year as Des Moines and Jefferson, Iowa, R. P. O. Increase in distance run this year, 46.73 miles.
30	6	39,770	1	12 10	9 2	1	1	1	
27	6	51,626	2	8 1	8 9½	2	1	2	¹ One car held in reserve at Denver. Reported June 30, 1882, as Cheyenne, Boulder and Denver. Distance decreased 38.91 miles.
22.25	7	66,437	1	13 8	8 11	1	1	1	
21.4	6	151,805	2	50 0	5	4	2	10	² 2 clerks detailed to transfer duty (registered mail) at Chicago, Ill.
9	6	26,173	1	6 4	4 5	1	1	1	Service on this line was established this year.
19.14	6	80,109	1	15 7	7 1½	2	1	2	See Hannibal and Denison.
22	6	111,672	1	14 0½	6 10	3	1	3	Reported June 30, 1882, as Fort Scott and Toronto. Distance increased, 48.97 miles.
									³ Covered by Chicago and Cincinnati R. P. O., 18 miles.
20.93	7	253,011	3	20 6	9 0	5	1	5	⁴ One car in shop. Clerk records his arrival and departure by slip at Evans City, Pa., and Butler, Pa. Formerly Pollock and Butler R. P. O., extended to Callery Junction, 13.39 miles. This clerk runs to Branchville.
17	10½	48,828	1	8 5	5 1	1	1	1	
			1	9 0	4 6				
			1	8 6	6 6				
24	5½	28,796	²	10 0	7 0	1	1	1	⁵ Two reserve cars. Decrease distance to Branchville Junction, 9.30 miles. Increase distance to Branchville, 6.63 miles.
			1	6 0	6 6				
13.24	6	24,311	1	7 0	7 4	1	1	1	
21.7	6	174,109	3	27 3	9 0	³	1	76	⁶ North division, Freeport to Decatur, Ill.
			1	24 0	7 9	²	1		⁷ 1 clerk detailed to transfer duty at Bloomington, Ill.
									⁸ South division, Bloomington to Centralia, Ill. Clerks of both divisions on duty in same car between Bloomington and Decatur, Ill.
16.4	6	37,140	1	8 0	6 0	1	1	1	Service on this line was established this year.
25	14	148,292	2	44 4	8 10	²	3	1016	⁹ Day line.
			1	54 9	8 11	12	4		¹⁰ 1 helper Galesburgh to Plymouth, Ill., 59 miles. 1 helper Colmar to Quincy, Ill., 45 miles. 2 clerks detailed to transfer duty at Quincy, Ill. 2 clerks detailed to duty on this line from Lafayette, Ind., and Quincy, Ill., R. P. O.
									¹¹ Night line.
									¹² Reserve.
21.7	6	36,821	1	13 7½	7 1	1	1	1	

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Geneva, N. Y., and Wellsborough, Pa.	2	97.50	Geneva, Corning, N. Y. (Syr., Geneva and Corn.).	6103	58.25	796	July 1, 1881
			Corning, N. Y., Wellsborough, Pa. (Cor., Cow. and Ar.).	8065	38.50	608	July 1, 1881
Georgetown, Del., and Franklin City, Va.	2	58.80	Georgetown, Shelbyville, Del. (Break. and Fr.).	9508	20.77	301	July 1, 1881
			Shelbyville, Del., Franklin City, Va. (Worcester).	10016	36.03	254	July 1, 1881
Gilman and Springfield, Ill.	6	112.57	Gilman, Springfield, Ill. (Illinois Central).	23034	112.57	396	July 1, 1883
Girard and Galena, Kans.	7	48.56	Girard, Kans., Joplin, Mo. (Joplin Branch).	33020	38.69	151	July 1, 1881
			Oronoga, Mo., Galena, Kans. (St. L. and San Fran.).	28020	9.87	190	July 1, 1883
Goldsborough and Greensborough, N. C.	3	130.35	Goldsborough, Greensborough, N. C. (N. C. Div. Rich. and Dan.).	13004	130.25	646	July 1, 1880
Goldsborough and Morehead City, N. C.	3	95	Goldsborough, Morehead City, N. C. (Midland N. C.).	13005	116.60	432	Mar. 1, 1883
Goodwater and Opelika, Ala. ²	4	60.34	Goodwater, Opelika, Ala. (Col. and Western).	17016	60.34	288	July 1, 1880
Grafton, W. Va., and Chicago, Ill.	5	582	Baltimore, Md., Wheeling, W. Va. (Balt. and Ohio).	10003	(*)	17,392	Jan. 8, 1882
			Bellaire, Columbus, Ohio (Balt. and Ohio).	21001	103.50	7,247	July 1, 1880
			Sandusky, Newark, Ohio (Balt. and Ohio).	21010	(*)	7,900	July 1, 1880
			Chicago, Ohio, Chicago, Ill. (Balt. and Ohio).	21047	271.03	5,830	July 1, 1880
Grafton, W. Va., and Cincinnati, Ohio.	5	300	Grafton, Parkersburgh, W. Va. (Balt. and Ohio).	12002	(*)	15,293	Jan. 8, 1882
			Parkersburgh, W. Va., Cincinnati, Ohio (Cincinnati, Washington and Balt.).	21028	19,515	12,216	July 1, 1880
Grafton and Parkersburgh, W. Va.	3	104.50	Grafton, Parkersburgh, W. Va. (Park. Br. Balt. and Ohio).	12002	104.50	12,770	July 1, 1881
Grafton to Wheeling, W. Va.	3	99	Grafton, Wheeling, W. Va. (Balt. and Ohio).	10003	99	16,055	July 1, 1881
Grand Rapids, Mich., and Elkhart, Ind.	9	115.07	Grand Rapids, White Pigeon, Mich. (L. S. and Mich. So.).	24004	95.07	1,663	Apr. 4, 1883
			White Pigeon, Mich., Elkhart, Ind. (L. S. and Mich. So.).	6052	(11)	32,125	Jan. 9, 1882
Grand Rapids, Mich., and La Crosse, Ind. ¹²	9	153.70	Grand Rapids, Holland, Mich. (Chi. and West. Mich.).	24052	25.90	1,581	Apr. 4, 1883
			Holland, Mich., La Crosse, Ind. (Chi. and West. Mich.).	24021	(12)	1,264	Apr. 4, 1883
Green Bay and Milwaukee, Wis.	6	114.53	Green Bay, Milwaukee, Wis. (Mil. and Northern).	25016	114.53	1,442	May 1, 1881
Green Bay, Wis., and Winona, Minn.	6	214.81	Green Bay, Wis., Winona, Minn. (Green Bay, Wis. and St. P.).	25027	214.81	459	July 1, 1883
Greenport and New York, N. Y.	2	98.85	Greenport, Long Island City, N. Y. (Long Island).	6045	97.17	1,260	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
			Length, feet and inches.	Width, feet and inches.	Length, feet and inches.	Width, feet and inches.				
17	6	61,035	1 1 1	15 0 14 0 10 0	9 0 9 0 9 0	2	1	2	One car in shop. 13.90 miles covered by express mails, Corning to Antrim.	
12	6	35,557	1	10 0	7 0	1	1	1		
20	6	70,469	2	11 9	9 4	2	1	2		
17.40	7	35,449	1	20 5	7 4	1	1	1		
18.90	7	95,091	2	20 1	8 10	2	1	2	And one reserve car in use between Greensborough and Winston.	
10.53	6	59,470	1	10 4	8 5	2	1	2	Route 13005, 116.60 miles, is from Smithfield to Goldsborough. Clerks run 95 miles, between Goldsborough and Morehead City.	
15	6	37,772	1	18 0	7 4	1	1	1	² Reported last year as part of Macon and Godwater R. P. O.	
25	(*)	372,895	3	50 0	9 4	8	2	¹⁸	³ Covered by lines in third division, 99.22 miles. ⁴ Clerks run in two divisions; clerks on east division, Grafton to Newark, make 7 trips per week; clerks on west division, Newark to Chicago, make 6 trips per week. ⁵ 1 clerk detailed to transfer duty at Newark, Ohio; 1 clerk detailed to transfer duty at Shelby, Ohio. ⁶ Covered by Sandusky, Newark and Wheeling R. P. O., 88.25 miles. ⁷ Covered by lines in third division, 104.85 miles. ⁸ 7 trips per week until July 10, 1882; 14 trips per week residue. ⁹ Twelve cars on line between Baltimore and Saint Louis. ¹⁰ 4 clerks detailed to duty as transfer clerks at Cincinnati; 1 clerk detailed to duty in office superintendent fifth division.	
27	¹⁴	438,000 (²)	50	0	9 4	4 4	3 2	¹⁹²⁵		
24	6	65,417	1	20 7	8 9	2	1	2		
26.11	7	72,270	1	17 10	8 6	2	1	2	Grafton to Benwood.	
25.08	12	144,068	1	16 6 18 0	9 0 9 0	4	1	4		
23.37	6	96,216	2	15 0	9 0	3	1	3	¹¹ 18.70 miles of route covered by New York R. P. O.; double daily (except Sunday) service. ¹² Reported in Table A of last year as Grand Rapids and New Buffalo R. P. O.; service extended to La Crosse, Ind., increasing distance 38.32 miles. ¹³ 27.80 miles of route covered by Pent Water and Muskegon R. P. O. This line was reported last year as Menasha and Milwaukee, Wis., R. P. O.; increase in distance run this year, 11.06 miles.	
25	6	71,695	2	21 0	9 0	2	1	2		
19	6	134,471	3	11 6	7 6	3	1	3		
25	6	61,880	1 1	15 6 13 8	6 6 8	2	1	2		

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Greensborough and Winston, N. C.	3	28.98	Greensborough, Winston, N. C. (Salem Br. Rich. and Dan.).	13012	28.98	376	July 1, 1880
Greenup and Willard, Ky.	5	34.76	Greenup, Willard, Ky., (East. Ky.)	20013	34.76	231	July 1, 1880
Greenville and Belton, S. C.	4	25	Greenville, Belton, S. C. (Col. and Green.).	14001	25.00	611	July 1, 1880
Greenville and Hilliards, Pa.	2	47	Greenville, Hilliards, Pa. (Shenango and Alleg.).	8051	46.40	241	July 1, 1881
Greenwood Lake and New York, N. Y.	2	48.75	Jersey City, N. J., Greenwood Lake, N. Y. (N. Y. and Green. Lk.).	7034	51.80	142	July 1, 1881
Greenwood, S. C., and Augusta, Ga.	4	67	Greenwood, S. C., Augusta, Ga. (Aug. and Knox).	15037	67.00	111	Jan. 1, 1882
Greycourt, N. Y., and Belvidere, N. J.	2	63.20	Greycourt, N. Y., McAfee Valley, N. J. (Lehigh and Hudson Riv.).	6062	21.72	100	July 1, 1881
			McAfee Valley, Belvidere, N. J. (Lehigh and Hudson Riv.).	7052	41.48	262	June 1, 1882
Griffin and Carrollton, Ga.	4	60.12	Griffin, Carrollton, Ga. (Sav., Grif. and N. Ala.).	15022	60.12	139	July 1, 1881
Gulf to Fayetteville, N. C.	3	45.03	Gulf, Fayetteville, N. C. (Cape Fear and Yadkin Valley).	13011	45.03	161	July 1, 1880
Hagerstown to Weverton, Md.	3	24.56	Hagerstown, Weverton, Md. (Wash. Co. Br. Balt. & Ohio).	10005	24.56	424	July 1, 1881
Hamden and Portsmouth.	5	56.00	Hamden Junction, Portsmouth, Ohio (Cincinnati, Washington and Baltimore).	21018	56.00	719	July 1, 1880
<i>Hannibal and Denison</i>	7	577.36	Hannibal, Sedalia, Mo.	28014	142.85	3,281	July 1, 1881
			Sedalia, Mo., Denison City, Tex.	28011	434.51	8,604	July 1, 1881
<i>Hannibal and Fort Scott</i>	7						
Hannibal and Gilmore.....	7	85.85	Hannibal, Gilmore, Mo. (St. L., Han. & Keo.).	28029	85.85		
Harrisburg, Pa., and Baltimore, Md.	2	86.00	Harrisburg, Pa., Baltimore, Md. (Northern Central).	10002	(*)	6,989	July 1, 1881
Harrisburg, Pa., and Martinsburgh, W. Va.	2	94.75	Harrisburg, Pa., Martinsburgh, W. Va. (Cumb. V.).	8030	94.63	1,282	July 1, 1881
Harrington and Lewes, Del.	2	40.75	Harrington, Lewes, Del. (Junc. & Br.).	9504	40.00	322	July 1, 1881
Hartford and Saybrook, Conn.	1	42.57	Hartford, Saybrook, Conn. (Hart. & Conn. Valley).	5015	42.57	575	July 1, 1881
Hartford, Conn., and Millerton, N. Y.	1	69.93	Hartford, Conn., Millerton, N. Y. (Conn. Western).	5018	69.93	837	July 1, 1881
Hastings and Cologne, Minn.	0	55.81	Hastings, Cologne, Minn. (Chic. Mil. & St. P.).	26010	55.81	1,080	July 1, 1883
Hastings and Culbertson, Nebr.	6	171.38	Hastings, Culbertson, Nebr. (B. & M. in Neb.).	34009	171.38	495	July 1, 1882
Havana and Springfield, Ill.	6	47.48	Havana, Springfield, Ill. (Wab., St. L. & Pac.).	23049	47.48	307	July 1, 1883
Hazleton and Sunbury, Pa.	2	52.70	Tomhicken, Sunbury, Pa. (S. H. & W. Branch).	8015	43.61	183	July 1, 1881
			Hazleton, Tomhicken, Pa. (Leh. V.).	8016	98.80	397	July 1, 1881
Helena and Clarendon.....	7	48.20	Helena, Clarendon, Ark., (Arkansas Midland).	20002	48.20	312	Mar. 1, 1883
Hempstead and Austin.....	7	115.22	Hempstead, Austin, Tex. (Houston & T. C.).	31004	115.22	766	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures.)		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
21.11	13	42,268	1	19 3	9 0	1	1	1	
14	6	21,760	1	10 0	4 8	1	1	1	
17	6	15,650	1	7 6	8 8	1	1	1	
21	6	29,422	1	13 0	7 0	1	1	1	
16	6	30,517	1	19 6	6 9	1	1	1	¹ One car in shop.
13	6	41,942	1	12 0	8 10	1	1	1	This clerk records arrival and departure by slips at Greenwood Lake, N. Y.
15	6	39,563	2	13 0	6 7	1	1	1	This clerk records arrival and departure by slips at Chester, N. Y.
12	6	27,635	1	9 3	6 0	1	1	1	² One reserve car.
10.71	6	28,170	2	10 10	5 10	1	1	1	*
19.20	12	30,750	1	9 0	10 0	1	1	1	One in reserve; in 1882 report this appeared as route 13011, Egypt Depot to Fayetteville; the increase is 3 miles.
19	6	35,056	1	13 0	7 5	1	1	1	
21.42	7	421,473	36	7		10	2	424	³ Two cars held in reserve at Sedalia.
									⁴ 1 helper; 1 clerk detailed P. O. inspector, Saint Louis, Mo.; 1 clerk detailed transfer service, Sedalia, Mo.; 1 clerk detailed transfer service, Hannibal, Mo.
									This line is divided into 2 divisions, viz: Hannibal and Fort Scott, 254 miles; Fort Scott and Denison, 323.36 miles.
10.75	6	53,742	2	2 12	8 0	2	1	2	(See Hannibal and Denison.)
23	6	53,826	3	15 0	8 7	2	1	2	⁵ Covered by Williamsport and Baltimore R. P. O.
23	14	118,627	1	18 0	8 0	2	1	23	⁶ Two reserve cars.
18	6	25,509	2	9 0	7 0	1	1	1	⁷ One short stop; Harrisburg to Newville, 30.75 miles. Double daily service.
26.32	6	26,648	1	11 6	7 0	1	1	1	
20.95	6	87,552	1	12 9	6 9	2	1	2	⁸ Reserve car.
21.6	6	34,937	1	13 10	6 9	1	1	1	
24.5	7	125,107	1	10 4	6 11	1	1	1	⁹ Reserve car.
29	6	29,722	1	17 10	7 7	1	1	1	
19	6	32,990	1	7 11	7 3	3	1	3	
			1	13 6	9 5½	1	1	1	
			1	8 0	6 0	1	1	1	
			1	8 0	9 6				
			1	8 0	8 0				¹⁰ 15.90 miles covered by closed pouches.
12	6	30,173	1	9 2	6 6	1	1	1	
17.25	7	84,111	13	14 0	8 10	2	1	2	¹¹ One car held in reserve at Hempstead.

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Hendersonville, N. C., and Columbia S. C.	4	144.75	Hendersonville, N. C., Spartanburgh, S. C. Spartanburgh, Alston, S. C. Columbia, Greenville, S. C. (Col. & Green, Spar. W. and Col., Spar. & Ashe.)	14011 14008 14001 (part)	51.25 68.50 (¹)	121 138 611	July 1, 1880 July 1, 1880 July 1, 1880
Hightstown, N. J., and Philadelphia, Pa.	2	51.45	Hightstown, Camden, N. J. (Pa., Amboy Div.)	7006	53.13	570	July 1, 1880
Holden and Le Roy	7	115.93	Holden, Mo., Paola, Kans. (Missouri Pacific) Paola, Le Roy Junction, Kans. (Missouri Pacific)	28024 33031	54.53 61.40	1,046 603	July 1, 1881 July 1, 1881
Hood and Columbus, Ga.	4	32	Hood, Columbus, Ga. (Col. and Rome)	15024	32	61	July 1, 1880
Horicon and Portage, Wis.	6	45.64	Horicon, Portage, Wis. (Chic. Mil. and St. P.)	25006	45.64	572	July 1, 1883
Hornellsville and Buffalo, N. Y.	2	91.00	Buffalo, Hornellsville, N. Y. (N. Y., L. E. and W., Buffalo Division)	6008	92.72	3,706	July 1, 1881
Houston and Del Rio	7	390.13	Houston, San Antonio, Tex. (G. H. and S. A.) San Antonio, Del Rio, Tex. (G. H. and S. A.)	31002 31039	218.01 172.12	1,275 1,247	Jan. 1, 1882 July 1, 1881
Houston and Galveston	7	50.90	Houston, Galveston, Tex. (G. H. and H.)	31001	50.90	2,005	July 1, 1881
Houston and San Antonio, Howard City and Detroit, Mich.	9	160.72	Detroit, Howard City, Mich. (Det., Lans. and No.)	24017	160.72	1,966	Apr. 4, 1883
Humeston and Shenandoah, Iowa	6	113.86	Humeston, Shenandoah, Iowa (Humes. and Shen.)	27067	113.86	333	July 1, 1888
Huntingdon, Pa., and Cumberland, Md.	2	90.44	Huntingdon, Mount Dallas, Pa. (Hunt. and R. T.) Mount Dallas, Pa., Cumberland, Md. (Penna., Bed. Div.)	8034 8072	45.15 45.29	756 404	July 1, 1881 July 1, 1881
Huntington and Lexington	5	139.93	Newport News, Va., Geigersville, Ky. (Chesapeake and Ohio) Geigersville, Mount Sterling, Ky. (Chesapeake and Ohio) Mount Sterling, Lexington, Ky.	11005 20029 20016	29.24 76.50 34.19	1,482 1,163 None	July 1, 1881 Feb. 1, 1882
Indians and Branch Junction, Pa.	2	19.40	Indiana, Branch Junction, Pa. (Penna., West Penna. Div.)	8042	19.14	521	July 1, 1881
Indianapolis and Louisville	5	114.77	Indianapolis, New Albany, Ind. (Jeffersonville, Madison and Indpls.)	22007	114.77	3,959	July 1, 1880
Indianapolis and Madison	5	95.90	Indianapolis, New Albany, Ind. (Jeffersonville, Madison and Indpls.)	22001	(¹²)	3,959	July 1, 1880
Indianapolis and Peoria	5	213.02	Columbus, Madison, Ind. (Jeffersonville, Madison and Indpls.)	22006	(¹³)	450	July 1, 1880
Indianapolis and Peoria	5	213.02	Indianapolis, Ind., Peoria, Ill. (Indiana, Bloomington and Western)	22018	213.02	1,672	July 1, 1880
Indianapolis and Saint Louis	5	262.44	Indianapolis, Terre Haute, Ind. (Indianapolis and St. Louis) Terre Haute, Ind., East Saint Louis, Ill.	22025 22043	72.45 189.99	1,220 933	July 1, 1880 July 1, 1879
Indianapolis and Terre Haute	5	74.39	Indianapolis, Terre Haute, Ind. (Terre Haute and Indpls.)	22002	(¹⁴)	30,650	July 1, 1880

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
13	6	90,613	1	19 1	8 0	3	1	3	¹²⁵ miles covered by Columbia and Waltham R. P. O.
23	6	32,208	1	8 0	6 6	1	1	1	
22.60	6	72,572	1	20 6	7 5	2	1	2	
17	6	20,032	²¹	25 10	5 3	1	1	1	² Mail, baggage, and express in one car.
21.7	6	28,570	1	11 0	7 11	1	1	1	
28	6	57,341	²³	12 0	10 0	2	1	²⁵	² One reserve car. ⁴ 3 transfer clerks on duty at Buffalo, N. Y.
20.64	7	284,794	³¹	13 6	9 0	6	1	6	⁴ One car held in reserve at Houston. This line is divided into two divisions, viz: Houston and San Antonio, 218.01 miles; San Antonio and Del Rio, 172.12 miles. Reported June 30, 1882, as Houston and Uvalde; distance increased 79.24 miles.
25.14	14	74,314	³³	11 1	9 0				⁶ One car held in reserve.
25.01	⁷⁶	100,611	1	12 3	9 0	2	1	2	(See Houston and Del Rio.) ⁷ Doubled daily (except Sunday) service between Detroit and Ionia, Mich. Service on this line was established this year.
20	6	71,276	2	23 0	9 0	2	1	2	
22	6	56,415	²²	8 8	6 9	2	1	2	⁸ One reserve car. ⁹ One car in shop.
21	6	87,596	2	7 10	6 4				
10	12	24,289	1	20 0	8 11	2	1	2	¹⁰ Route is in 3d Division, but not covered by any line of that division.
31	14	167,564	1	11 2	8 0	1	1	1	
24	6	60,033	1	14 0	8 0	4	1	¹¹⁵	¹¹ 1 helper between Indianapolis and Seymour.
25	6	133,350	2	15 4	8 10				
24	6	164,287	3	13 0	10 0	1	1	1	¹² Covered by Indianapolis and Louisville R. P. O., 50 miles. ¹³ Covered by Cambridge City and Madison R. P. O., 45.90 miles.
24	6	46,568	1	18 6	8 0	4	1	¹⁴⁶	¹⁴ 2 helpers, Indianapolis to Urbana.
24	6	46,568	1	21 0	8 6				
24	6	46,568	1	40 0	9 0	4	2	8	
24	6	46,568	1	16 5	6 6	1	1	1	¹⁵ Covered by Pittsburgh and Saint Louis R. P. O., 74.39 miles. This clerk holds appointment on Pittsburgh and Saint Louis R. P. O.

TABLE A*.—Statement of railway post-offices in operation

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Indianapolis and Vincennes, Ind.	5	118	Indianapolis, Vincennes, Ind. (Inapls. and Vincennes).	22001	118	493	July 1, 1880
Indianapolis, Ind., Vandalia, Ill., and Saint Louis, Mo.	5	241.08	Indianapolis, Terre Haute, Ind. (Terre Haute and Inapla.). Terre Haute, East Saint Louis, Ill. (St. Louis, Vandalia and Terre Haute).	22002	(1)	30,650	July 1, 1880
Indianapolis, Ind., and Decatur, Ill.	6	153.90	Indianapolis, Ind., Decatur, Ill. (Ind., Bloom. and West.).	23055	153.90	.....	.....
Indianola and Chariton, Iowa	6	34.67	Indianola, Chariton, Iowa (Chic., Bur. and Qu.).	27042	34.67	269	July 1, 1883
Irvine and Oil City, Pa.	2	50.60	Irvine, Oil City, Pa. (Buff., Pitts. and West.).	8025	50	474	July 1, 1881
Ishpening, Mich., and Fort Howard, Wis.	6	179.07	Ishpening, Mich., Fort Howard, Wis. (Chic. and No. West.).	24031	179.07	2,074	July 1, 1883
Ithaca and Owego, N. Y.	2	35	Ithaca, Owego, N. Y. (Del., Lack. and West., Cayuga Div.).	6042	34.13	537	July 1, 1881
Jackson and Adrian, Mich.	9	47.24	Jackson and Adrian, Mich. (L. S. and Mich. So.).	24003	47.24	1,031	Apr. 4, 1883
Jackson and Natchez, Miss.	4	98.83	Jackson, Natchez, Miss. (Nat., Jack. and Col.).	18010	98.83	249	July 1, 1880
Jackson, Mich., and Fort Wayne, Ind.	9	100	Jackson, Mich., and Fort Wayne, Ind. (L. S. and Mich. So.).	24029	97.24	531	Apr. 4, 1883
Jacksonville and Pensacola, Fla. *	4	381.19	Jacksonville, Lake City, Fla. (Fla. Cent. and West., and Pensa. and Atl.). Lake City, Chattahoochee, Fla. (Fla. Cent. and West., and Pensa. and Atl.). Chattahoochee, Pensacola, Fla. (Fla. Cent. and West., and Pensa. and Atl.).	16006	60.32	2,167	July 1, 1880
Jacksonville and Smithborough, Ill.	6	83.80	Jacksonville, Smithborough, Ill. (Jack. So. East.).	16002	155.87	800	July 1, 1880
Jasper and Evansville, Ind.	5	55.63	Jasper, Evansville, Ind. (Louisville, Evansville and St. Louis).	16015	163	None	.....
Jefferson and McKinney, Tex.	7	162.54	Jefferson, McKinney, Tex. (Missouri Pacific).	23046	83.80	271	July 1, 1883
Jefferson City and Aurora Springs, Mo.	7	38.55	Jefferson City, Aurora Springs, Mo. (Missouri Pacific).	22032	55.63	147	July 1, 1880
Jewell and Des Moines, Iowa.	6	58.84	Jewell, Des Moines, Iowa (Chic. and No. West.).	31013	152.54	304	Aug. 1, 1883
Jewell and Lake City, Iowa.	6	58.58	Jewell, Lake City, Iowa (Chic. and No. West.).	28047	38.35	202	Feb. 8, 1882
Johnstown and Rockwood, Pa.	2	45.37	Johnstown, Rockwood, Pa. (Baltimore and Ohio, Somerset and Cambria Brch.).	27030	58.84	760	July 1, 1883
Junction City and Parsons, Kans.	7	157.86	Junction City, Parsons, Kans. (Missouri Pacific).	27066	58.58	299	July 1, 1883
Kalamazoo, Mich., and Cincinnati, Ohio.	5	257.75	Walton, Mich., Fort Wayne, Ind. (Grand Rapids and Indiana). Fort Wayne, Richmond, Ind. (Grand Rapids and Indiana). Richmond, Ind., Hamilton, Ohio (Cincinnati, Richmond and Chicago). Dayton, Cincinnati, Ohio (Cincinnati, Hamilton and Dayton).	8070	45.37	166	July 1, 1881
				33009	157.86	826	July 1, 1881
				24018	(*)	1,514	Oct. 1, 1882
				22021	92.71	388	July 1, 1880
				21025	46.04	943	July 1, 1880
				21026	(*)	1,964	July 1, 1880

in the United States on June 30, 1883—Continued.

Average number of miles per hour, Initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.		Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
			Length, feet and inches.	Width, feet and inches.	Length, feet and inches.	Width, feet and inches.				
23	6	73,868	1	11 6	9 0	2	1	2		
28	6	150,916	3	19 0	7 3	4	1	4	These clerks hold appointments on Pittsburgh and Saint Louis R. P. O. ¹ Covered by Pittsburgh and Saint Louis R. P. O., 74.39 miles. ² Covered by Pittsburgh and Saint Louis R. P. O., 168.60 miles.	
23	6	96,341	3	20 4	9 11	2	1	2		
16.5	6	21,703	1	11 3	8 10	1	1	1		
25	6	31,676 ^(*)					1	1	1	³ Same cars as are used on the Buffalo and New Castle R. P. O.
23	7	130,721	2	36 0	9 6	3	1	4	Whole cars. ⁴ 1 hopper between Fort Howard, Wis., and Menomonee, Mich., 51 miles.	
20	6	21,910	1	7 9	6 9	1	1	1	⁵ Reserve car.	
			⁵ 1	7 7	6 4					
28.66	6	29,572	1	11 2	8 10½	1	1	1		
18	7	72,145	1	15 7	8 2	2	1	2		
28.44	6	62,600	1	16 0	10 0	2	1	2		
17	7	276,808	1	12 10	6 7	6	1	6	⁶ Reported last year as Jacksonville and Chattahoochee R. P. O.; distance increased 163 miles. ⁷ Two miles messenger service at Quincy, Fla.	
				12 6	6 8					
			1	10 0	6 0					
			2	13 0	8 8					
18	6	52,459	1	12 0	7 4	1	1	1	This line was reported last year as Litchfield and Jacksonville, Ill., R. P. O.; increase in distance run this year, 28.80 miles.	
22	6	34,824	1	13 8	7 2	1	1	1		
13.38	6	95,490	1	12 6	5 8	3	1	3	Reported June 30, 1882, as Jefferson and Greenville; distance increased 29.36 miles.	
			1	12 0	5 6					
			1	13 6	5 6					
10.56	6	27,307	1	10 5	7 5	1	1	1		
20	6	36,834	1	12 2	7 5	1	1	1		
12.6	6	36,671	1	12 2	7 5	1	1	1		
19	6	28,401	1	13 6	7 6	1	1	1		
19	6	98,820	1	15 9	7 4	3	1	3		
			1	13 4	7 4					
23	6	161,351	3	13 2	7 0	4	1	4	⁸ Route 24018 Walton to Fort Wayne, is a Michigan line and "miles of route" are shown by the 9th Division over the whole of it, although clerks of 5th Division run on 94 miles of route.	
									⁹ Covered by Toledo and Cincinnati R. P. O., 25 miles.	

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Kalamazoo and South Haven, Mich.	9	40.65	Kalamazoo, South Haven, Mich. (Michigan Central).	24007	40.65	223	Apr. 4, 1883
Kankakee and Kankakee Junction, Ill.	6	72.62	Kankakee, Kempton, Ill. (Illinois Central).	23062	29.58	187	July 1, 1883
			Kompton, Kankakee Junction, Ill. (Illinois Central).	23064	43.04	170	July 1, 1883
Kankakee and Seneca, Ill.	6	43.42	Kankakee, Seneca, Ill. (Kankakee & Seneca).	23069	43.42	107	July 1, 1883
<i>Kansas City, Mo., and Atchison, Kans.</i>	7						
Kansas City, Mo., and Deming, N. Mex.	7	1148.49	*Kansas City, Mo., Topeka, Kans. (Atch., T. & S. F.).	33016	(*)	12,865	July 1, 1882
			Atchison, Kans., Pueblo, Colo. (Atch., T. & S. F.).	33010	(*)	9,081	July 1, 1881
			La Junta, Colo., Deming, N. Mex. (Atch., T. & S. F.).	38006	578.71	2,373	July 1, 1881
<i>Kansas City, Mo., and Denver, Colo.</i>	7	302.72	*Kansas City, Mo., Denver, Colo. (Union Pacific).	33001	640.66	5,804	July 1, 1881
		337.12					
Kansas City and Joplin, Mo.	7	175.24	*Kansas City, Webb City, Mo. (K. C., Ft. S. and Gulf).	33008	176.06	1,745	July 1, 1881
Kansas City, Pleasant Hill, and Joplin, Mo.	7	166.72	¹⁰ Saint Louis, Mo., Omaha, Nebr. (Missouri Pacific).	28001	(¹¹)	29,295	July 1, 1881
			Pleasant Hill, Joplin, Mo. (Missouri Pacific).	28040	132.72	634	Dec. 23, 1881
<i>Kansas City, Mo., and Pueblo, Colo.</i>	7	636.00	¹¹ Kansas City, Mo., Topeka, Kans. (Atch., T. & S. F.).	33016	68.62	12,865	July 1, 1882
			Atchison, Kans., South Pueblo, Colo. (Atch., T. & S. F.).	33010	568.19	10,117	July 1, 1882
Kansas City, Mo., and Harper Kans.	7	305.09	¹⁴ Kansas City, Mo., Topeka, Kans. (A. T. & S. F.).	33016	(¹⁵)	12,865	July 1, 1882
			Waseca Junction, Ottawa, Kans. (Kansas City, Law. & So. Kans.).	33006	46.62	2,150	July 17, 1882
			Lawrence, Coffeyville, Kans. (Kansas City, Law. & So. Kans.).	33004	97.02	1,189	July 1, 1881
			Cherryvale, Hunnewell, Kans. (Kansas City, Law. & So. Kans.).	33005	112.97	930	July 1, 1881
			Wellington, Harper, Kans. (Kansas City, Law. & So. Kans.).	33035	35.89	221	July 1, 1881
Keene, N. H., and Springfield, Mass.	1	24.32	Keene, N. H., So. Vernon, Vt. (Conn. River).	3056	24.32	407	July 1, 1881
Kenosha, Wis., and Rockford, Ill.	6	72.50	Kenosha, Wis., Rockford, Ill. (Chic. & No. West.).	25011	72.50	2,035	July 1, 1883
Kent and Cincinnati, Ohio.	5	252.00	Salamanca, N. Y., Dayton, Ohio (New York, Penn'a. and O.).	21034	192.00	1,189	July 1, 1880
			Cleveland, Cincinnati, Ohio, (C. C. C. & I.).	21042	(¹⁶)	10,001	July 1, 1880
Keokuk, Iowa, and Saint Louis, Mo.	7	168.40	¹⁸ Mount Pleasant, Iowa, Saint Peters, Mo. (St. L., Keo., and N. W.).	28018	130.20	1,660	July 1, 1881
			Saint Louis, Kansas City, Mo. (Wabash, St. L., and Pacific).	28004	(¹⁹)	7,026	July 1, 1881

in the United States on June 30, 1883—Continued.

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				Length, feet and inches.	Width, feet and inches.				
12.80	6	25,447	1	12 7	6 6 ¹ / ₂	1	1	1	
24	6	45,460	1	15 0	7 2 ³ / ₄	1	1	1	
			1 ¹	14 0	7 0				¹ Reserve.
12	6	27,181	1	16 0	9 4	1	1	1	Service on this line was established this year. See Saint Louis and Atchison.
19.85	7	838,840	7	21 3	9 4	11	2	4 ²³	² Clerks register at Union Depot, Kansas City, 82 miles from post-office. ³ Distance on route 33016, 66.20 miles, and route 33010, 504.30 miles, covered by Kansas City and Pueblo R. P. O. ⁴ Clerk detailed to transfer service, Kansas City, Mo.
20.05	14	441,976	6	24 0	9 4	7	2	4 ¹⁹	Double daily service between Kansas City, Mo., and Ellis, Kans., 303.54 miles; single daily service between Ellis, Kans., and Denver, Colo., 337.12 miles.
	7	246,097	7 ¹	1	9 0 8 10	4			⁴ Clerks register at Union Depot, Kansas City, 82 miles from post-office. ⁴ Clerk detailed to office superintendent. ⁷ 2 cars held in reserve at Armstrong, Kans.
21	7	127,927	1	20 6	7 7	3	1	4	⁸ Clerks register at Union Depot, Kansas City, 82 miles from post-office. ⁹ 1 helper, Kansas City to Fort Scott.
22.27	7	121,706	2	20 6	7 5	3	1	3	Reported June 30, 1882, as Pleasant Hill and Carthage; distance increased 55.26 miles. ¹⁰ Clerks register at Union Depot, Kansas City. ¹¹ Distance on route 28001, 34 miles, covered by Saint Louis and Atchison R. P. O.
28.91	7	464,348	5		9	8	2	16	¹² Clerks register at Union Depot, Kansas City. ¹² cars held in reserve.
			1 ²		3				
20.42	6	190,989	1	22 0	9 0	3	2	6	Reported June 30, 1882, as Kansas City and Wellington; distance increased 40.41 miles. ¹⁴ Clerks register at Union Depot, Kansas City, 82 miles from post-office. ¹⁵ Distance on route 33016, 13.4 miles, covered by Kansas City and Pueblo R. P. O. ¹⁶ This car held in reserve at Ottawa.
			1	18 6	8 9				
			1 ⁶	20 0	8 0				
24.32	6	15,224	1	18 2	7 0	1	1	1	This clerk runs between West Northfield and Springfield, Mass., on the same train as the White River Junction and Springfield clerk as an assistant. ¹⁷ Reserve car.
			1 ⁷	18 10	7 0				
10.5	6	45,385	1	12 6	7 2	1	1	1	
28	6	157,752	2	18 0	8 9	1	4	4	¹⁸ Covered by Cleveland and Cincinnati R. P. O., 60 miles. ¹⁸ Clerks register at the Union Depot, St. Louis, Mo.
30.20	6	105,418	2	20 0	9 0	3	1	3	²⁰ Distance on route 28004, 32.20 miles, carried by Saint Louis, Moberly, and Kansas City R. P. O. ²¹ This car held in reserve at Keokuk.
			1 ¹	13 7	8 10				

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				Miles of route for which rail-road is paid.			
Keokuk and Albia, Iowa...	6	118.13	Keokuk, Centreville, Iowa, (Wab., St. L. and Pac.).	28015	91.10	382	July 1, 1883
			Centreville, Iowa, Albia, Iowa (Wab., St. L. and Pac.).	27060	27.03	168	July 1, 1883
Keokuk, Iowa, and Clayton, Ill.	6	43.02	Keokuk, Iowa, Clayton, Ill. (Wab., St. L. and Pac.).	23081	43.02	640	July 1, 1883
Kingston and Goshen, N. Y.	2	45.50	Montgomery, Goshen, N. Y. (N. Y., L. E. & W., Montg. Brch.).	6009	10.65	501	July 1, 1881
			Rondout, Montgomery, N. Y. (Walkill Valley).	6083	35.71	347	July 1, 1881
Knobel and Helena.....	7	140.92	Knobel, Forest City, Ark. Forest City, Helena, Ark. (St. L., I. M. and So.).	29012	97.02	329	Mar. 13, 1882
				29008	43.90	460	July 1, 1881
Knoxville and Maryville...	5	18.45	Knoxville, Maryville, Tenn. (Knoxville & Augusta).	19014	18.45	93	July 1, 1880
La Crosse, Wis., and Dubuque, Iowa.	6	121.47	La Crosse, Wis., Dubuque, Iowa (Chic. Mil. & St. P.).	27012	121.47	2,442	July 1, 1883
La Crosse, Wis., and Sioux Falls, Dak.	6	350.92	La Crosse, Wis., Flandreau, Dak. (Chic. Mil. & St. P.).	26023	312.29	1,580	July 1, 1883
			Flandreau, Sioux Falls, Dak. (Chic. Mil. & St. P.).	35007	39.17	948	Mar. 1, 1882
La Fayette, Ind., and Quincy, Ill.	6	271.44	La Fayette, Ind., Quincy, Ill. (Wab., St. L. and Pac.).	21019	271.44	No	pay fixed.
La Fayette, Ind., and Saint Louis, Mo.	6	232.37	La Fayette, Ind., Decatur, Ill. (Wab., St. L. and Pac.).	21019	(*)	No	pay fixed.
			Decatur, Ill., Saint Louis, Mo. (Wab., St. L. & Pac.).	23023	(*)	7,767	July 1, 1883
Lake Crystal and Elmore, Elmore, Minn.	6	43.45	Lake Crystal, Elmore, Minn. (Chic., St. P., Minn., & O.).	26020	43.45	234	July 1, 1883
Lake Geneva, Wis., and Elgin, Ill.	6	43.65	Lake Geneva, Wis., Elgin, Ill. (Chic. and No. West.).	23004	43.65	218	July 1, 1883
Lake Station, Ind., and Joliet, Ill.	6	45.65	Lake Station, Ind., Joliet, Ill. (Mich. Centl.).	23022	45.65	No	pay fixed.
Lancaster, N. H., and Boston, Mass.	1	209.96	Lancaster, N. H., Wells River, Vt. (Bos., Con. & Me it.).	1006	43.03	1,464	July 1, 1881
			Wells River, Vt., Concord, N. H. (Bos., Con. & Mont.).	1006	94.01	2,450	July 1, 1881
			Concord, Manchester, N. H. (Concord).	1001	(11)	7,806	July 1, 1881
			Manchester, N. H., Lawrence, Mass. (Manchester & Lawrence).	3063	27.00	2,549	July 1, 1881
			Lawrence, Mass., Boston, Mass. (Boston & Maine)	3011	(12)	4,445	July 1, 1881
Lancaster, Pa., and Frederick, Md.	2	81.60	Columbia, Pa., Frederick, Md. (Penn'a Co., P. and F. Div.).	8032	69.52	312	July 1, 1881
			Lancaster, Columbia, Pa. (Penn'a Co.).	8027	(12)	585	July 1, 1881

In the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
20	6	73,949	2	25	7 7/8	2	1	2	
21	6	26,920	1	20	0 9 4	1	1	1	
21	6	28,483	1	18	0 7 6	1	1	1	Formerly Rondout and Goshen R. P. O. Decrease 2.71 miles.
14.86	7	102,861	1	14	9 8 10	3	1	3	Reported June 30, 1882, as Forest City and Helena; increased distance 97.02 miles.
12	6	*1,081	1	6	1 5 9	1	1	1	¹ R. P. O. put on May 21, 1883. ² 32 days, 18.45 miles = 081.
19	6	76,040	2	19	0 0 3	2	1	2	³ Reserve.
19.3	6	219,676	2	14	10 9 6	6	1	47	⁴ 1 helper between La Crosse, Wis., and Ramsey, Minn., 100 miles 4 days each week. ⁵ Difference in distance (.54 miles) caused by R. P. O. clerks not registering at Flandreau, Dak.
27.6	6	169,921	2	50	0 9 6	4	4	23	⁶ 4 clerks temporarily detailed to duty on La Fayette, Ind., and Saint Louis, Mo., R. P. O.; 2 clerks temporarily detailed to duty on Galesburgh, Ill., and Quincy, Ill., R. P. O.; 1 clerk detailed as chief clerk at Quincy, Ill.; 1 clerk detailed as chief clerk at Peoria, Ill.; 1 clerk detailed to transfer service (registry), Chicago, Ill., and 1 clerk detailed to clerical duty at office supt. R. M. S. Chicago, Ill.
27.6	7	169,630	2	50	0 9 6	4	4	13	⁷ 4 clerks detailed temporarily from La Fayette, Ind., and Quincy, Ill., R. P. O., to this line; 1 clerk detailed to transfer service at Decatur, Ill. ⁸ Distance (119.80 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O. ⁹ Distance (112.57 miles) covered by Chicago, Decatur, Ill., and Saint Louis, Mo., R. P. O.
26	6	27,200	1	6	0 8 8	1	1	1	This line was reported last year as Man-kato and Elmore, Minn., R. P. O. Decrease in distance run this year, 12.96 miles.
22	6	27,325	1	9	6 9 6	1	1	1	This line was reported last year as Geneva, Wis., and Elgin, Ill., R. P. O. Name of initial office changed to Lake Geneva. No change in distance run.
24.5	6	28,577	1	11	0 7 0	1	1	1	
19.23	6	131,059	2	28	9 6 9	4	2	8	¹⁰ Reserve cars. ¹¹ Covered by Saint Albans and Boston R. P. O., 18.26 miles.
			1	17 ¹⁰	0 6 9				
			1	16 ¹¹	8 6 10				
17	6	51,082	1	15	0 8 6	2	2	2	¹² Covered by Portland and Boston R. P. O., 27 miles. ¹³ Covered in report of closed pouches, Table C.

TABLE A*.—Statement of the railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)*	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Lanes and Sumter, S. C. . . .	4	40	Lanes, Sumter, S. C. (Central R. R. of S. C.).	14015	40	111	July 1, 1880
Lansing and Hillsdale, Mich.	9	65.16	Lansing and Jonesville, Mich. (L. S. and Mich. So.).	24005	60.86	534	Apr. 4, 1883
			Jonesville and Hillsdale, Mich. (L. S. and Mich. So.).	6052	(⁹) 32,125		Jan. 9, 1882
Larabee and Clermont, Pa.	2	22.20	Larabee, Clermont, Pa. (Buffalo, N. Y. and Phila., Clermont Branch).	8091	22.04	160	July 1, 1881
Lawrence and Carbondale, Kans.	7	32.96	Lawrence, Carbondale, Kans. (Union Pacific).	33014	32.96	62	July 1, 1881
Leavenworth and Burlington, Kans.	7	109.10	Leavenworth, Lawrence, Kans. (Union Pacific).	33002	35.05	715	July 1, 1881
			Lawrence, Coffeyville, Kans. (Kans. City, Law. and So. Kans.).	33004	27.10	1,189	July 1, 1881
			Ottawa, Burlington, Kans. (Kans. City, Law. and So. Kans.).	33019	46.95	456	July 1, 1881
Leavenworth and Miltonvale, Kans.	7	168.02	Leavenworth, Miltonvale, Kans. (Kansas Central).	33013	168.02	424	May 1, 1881
Lebanon and Nashville, Tenn.	5	31.12	Lebanon, Nashville, Tenn. (Nashville, Chattanooga and Saint Louis).	19001	31.12	292	July 1, 1880
Lexington and Louisville, Ky.	5	95.25	Lexington, La Grange, Ky. (Louisville and Nashville).	20003	67.25	958	July 1, 1880
			Cincinnati, Ohio, Louisville, Ky. (Louisville and Nashville).	20004	(⁹) 15,269		July 1, 1880
Lexington and Saint Joseph, Mo.	7	76.86	*N. Lexington (n. o.), Saint Joseph, Mo. (Wab., St. L. and Pac.).	28012	76.86	1,688	July 1, 1881
Lincolnton, N. C., and Chester, S. C.	4	72	Lincolnton, N. C., Chester, S. C. (Chester and Norfolk).	14007	72	218	July 1, 1880
Litchfield and Bethel, Conn.	1	39.29	Litchfield, Hawleyville, Conn. (Shepaug).	5019	32.75	232	July 1, 1881
			Hawleyville, Bethel, Conn. (Danbury and Norwalk).	5024	6.54	271	July 1, 1881
Little Falls and Morris, Minn.	6	88.38	Little Falls, Morris, Minn. (North. Pac.).	26046	88.38	354	July 1, 1883
Little Rock and Fort Smith, Ark.	7	168.15	⁷ Argenta, Ft. Smith, Ark. (L. R. and Ft. Smith).	29003	167.15	1,156	July 1, 1881
<i>Little Rock and Tezarkana, Ark.</i>	7						
Little Rock and Warren, Ark.	7	154.86	Arkansas City, Little Rock, Ark. (L. R., M. R. and Tex.).	29007	105.61	585	July 1, 1882
			Trippe, Warren, Ark. (L. R., M. R. and Tex.).	29004	49.25	316	Sept. 1, 1882
Lock Haven and Harrisburgh, Pa.	2	118.50	Lock Haven, Sunbury, Pa. (Penn'a, Phila. and Erie Division).	8022	(¹¹) 5,513		July 1, 1881
			Sunbury, Harrisburgh, Pa. (Northern Central).	10002	(¹²) 6,989		July 1, 1881
Lock Haven, and Tyrone, Pa.	2	55.50	Lock Haven, Tyrone, Pa. (Bald Eagle Brch Penna.).	8038	55.05	454	July 1, 1881
Logan and Nelsonville, Ohio	5	40.00	Logan, New Straitsville, Ohio. (Columbus Hocking Valley and Toledo).	21084	13.32	141	July 1, 1880
			New Straitsville, Nelsonville, Ohio. (Columbus, Hocking Valley and Toledo).	21077	26.68	124	July 1, 1881
Logan and Pomeroy, Ohio..	5	83.78	Logan, Pomeroy, Ohio. (Ohio and West Virginia).	21074	83.78	702	Feb. 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
11	6	25,040	1	24 0	8 6	1	1	1	
23.91	6	40,790	1	17 8	9 4	1	1	1	¹ Reported in Table A of last year as Lansing and Jonesville R. P. O. Service extended to Hillsdale, Mich., increasing distance 4.30 miles.
16	6	13,897	1	8 7½	6 8	1	1	1	² 4.30 miles of route covered by New York and Chicago R. P. O.
10.68	6	20,632	(³)	.....	.....	1	1	1	³ Mail handled in caboose.
17.04	6	68,297	1	18 0	8 8	2	1	2	
			1	18 4	8 9				
14.48	6	105,180	2	15 6	7 8	3	1	3	⁴ This car held in reserve at Leavenworth.
			41	9 10	6 6				
11	6	19,481	1	12 4	6 4	1	1	1	
23	6	59,626	3	8 9	6 1	2	1	2	⁵ Covered by Cincinnati and Louisville R. P. O., 28 miles.
			1	11 6	7 6				
17.70	7	56,107	1	21 5½	9 2½	2	1	2	⁶ Clerks terminate run at North Lexington.
15	6	45,072	1	11 8	6 10	1	1	1	
			1	12 3	2 6				
8.59	6	24,595	1	6 4	6 6	1	1	1	
20	6	55,326	1	24 6	9 0	2	1	2	Service on this line was established this year.
17.34	6	105,266	⁸	18 0	9 0	2	1	⁹	⁷ Clerks register at Little Rock, one mile from Argenta.
									⁸ One car held in reserve at Argenta.
									⁹ One clerk helper as far as necessary. See Saint Louis and Texarkana.
12.72	6	96,943	¹⁰	14 0	7 4	3	1	3	¹⁰ One car held in reserve at Little Rock, Ark. Reported June 30, 1882, as Little Rock and Monticello; distance increased 15.71 miles.
25	6	74,181	(¹¹)	.....	.....	3	1	3	¹¹ Covered by Williamsport and Baltimore R. P. O. and Williamsport and Erie R. P. O.
									¹² Same cars used on the Williamsport and Erie R. P. O.
									¹³ Covered by Williamsport and Baltimore R. P. O. No. 10002.
21	6	34,743	1	11 0	8 2	1	1	1	
20	6	25,040	1	11 0	7 9	1	1	1	
21	(¹⁴)	70,710	2	16 2	9 3	(¹⁵)	1	(¹⁶)	¹⁴ 6 times a week until February 1, 1882, 12 times a week residue.
									¹⁵ 2 clerks to line until February 1, 1883, 3 clerks to line residue.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Logansport, Ind., and Columbus, Ohio.	5	197.60	Logansport, Ind., Bradford, Ohio (Pittsburg, Cincinnati and Saint Louis).	22017	114.60	324	July 1, 1880
			Columbus, Ohio, Indianapolis, Ind. (Pittsburgh, Cincinnati and Saint Louis).	21015	(¹)	30,837	July 1, 1880
Logansport and Terre Haute, Ind.	5	118.99	Logansport, Rockville, Ind. (Terre Haute and Indianapolis).	22028	95.03	324	July 1, 1880
			Rockville, Terre Haute Ind. (Terre Haute and Indianapolis).	22013	23.96	267	July 1, 1880
Logansport, Ind., and Keokuk, Iowa.	6	346.29	Logansport, Ind., State Line (Chic. St. L. and Pitts.)	22014	61.19	-----	-----
			State Line, Ind., Keokuk, Iowa (Wab., St. L. and Pac.).	23027	223.91	515	Aug., 1, 1882
Los Angeles and Santa Ana, Cal.	8	35.23	Los Angeles, Santa Ana, Cal. (So'n Pac.).	48017	33.60	906	July 1, 1881
Louisville and Bloomfield, Ky.	5	57.16	Cincinnati, Ohio, Louisville, Ky. (Louisville and Nashville).	20004	(⁶)	15,269	July 1, 1880
			Anchorage, Shelbyville, Ky. (Louisville and Nashville).	20012	19.19	279	July 1, 1880
			Shelbyville, Bloomfield, Ky. (Louisville and Nashville).	20026	25.97	801	July 1, 1880
Louisville, Ky., and Mount Vernon, Ill.	5	188.11	Louisville, Ky., Oakland City, Ind. (Louisville Evansville and Saint Louis)	22048	99.55	423	Aug. 16, 1882
			Oakland City, Ind., Mount Vernon, Ill. (Louisville, Evansville and Saint Louis).	22023	88.56	215	Nov. 1, 1882
Louisville, Ky., and Nashville, Tenn.	5	185.23	Louisville, Ky., Nashville, Tenn. (Louisville and Nashville).	20005	(⁶)	12,528	July 1, 1880
Louisville and Paducah, Ky.	5	225.99	Louisville, Ky., Memphis, Tenn. (Chesapeake, Ohio and Southwestern).	*20009	225.99	550	Oct. 1, 1881
Louisville and Williamsburgh, Ky.	5	191.43	Louisville, Ky., Nashville, Tenn. (Louisville and Nashville).	20005	(¹¹)	12,528	July 1, 1880
			Lebanon Junction, Williamsburgh, Ky. (Louisville and Nashville).	*20007	161.43	565	July 1, 1880
Lowell and Ayer, Mass.	1	18.74	Lowell, Ayer, Mass. (Boston and Lowell).	3020	16.74	1,190	July 1, 1881
Lowell and Mansfield, Mass.	1	51.66	Lowell, South Framingham, Mass. (Old Colony).	3049	30.34	1,321	July 1, 1881
			South Framingham, Mansfield, Mass. (Old Colony).	3051	21.32	894	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
25	6	123,698	2	11 8	9 1	3	1	3	¹ Covered by Pittsburgh and Saint Louis, R. P. O., 83 miles.
23	6	74,388	2	10 10	7 1	2	1	2	These clerks act as helpers to Pittsburgh and Saint Louis R. P. O., night line, bound west between Columbus and Bradford.
25.3	6	216,777	1	32	8 9	4	1	² 18	² Difference in distance (61.19 miles), caused by R. P. O. clerks covering the route between Logansport, Ind., and State Line twice daily each way. This line was reported last year as Logansport, Ind., and Warsaw, Ill., R. P. O. Decrease in distance run this year 6.30 miles.
17.32	7	25,718	⁴ 1	18 9	8 11	1	1	1	³ helpers between Bushnell and Gilman, Ill., 146 miles. One clerk performing local-service between Logansport, Ind., and Sheldon, Ill.
12	6	35,782	1	8	4	1	1	1	⁴ Reserve.
23	6	⁶ 112,580	6	14	7 3	3	1	3	⁵ Covered by Cincinnati and Nashville R. P. O. 12 miles.
27	6	115,953	3	14	9	3	1	3	⁶ 26 days, 88.56 miles=4,605; 287 days, 118.11 miles=107,975.
22	7	163,573	¹⁰ 2	14	9 4	4	1	4	⁷ Report 1882, Oakland City to Mount Vernon, R. P. O. extended to Louisville, Ky., August 1, 1882, increase distance 99.55 miles.
18	6	¹² 108,441	2	13 8	9 7	3	1	3	⁸ Covered by Cincinnati and Nashville R. P. O., 185.23 miles. These clerks hold appointments on Louisville, Nashville and Memphis R. P. O.
22.21	12	20,958	1	7 6	6 9	1	1	1	⁹ This route covers what was formerly route 20018.
25.83	12	64,678	1	13 2	6 2	2	1	2	¹⁰ 3 reserve cars. These cars run through between Louisville and Memphis.
			2	¹¹ 12	7				¹¹ Covered by Cincinnati and Nashville R. P. O., 30 miles.
			1	¹² 14	7				¹² 25 days, 141.94 miles=7,097; 174 days, 159.94 miles=55,698; 114 days, 191.43 miles=45,646.
									¹³ Report of 1882, Lebanon Junction to Livingston, Ky. July 25, 1882, extended to London, Ky., increase distance 18.00 miles, February 15, 1883. Extended to Williamsburgh, increase distance 31.49 miles.
									¹⁴ Reserve car.
									¹⁵ One of these cars is a reserve car.
									¹⁶ Reserve car.

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Ludington, Mich., and Toledo, Ohio.	9	276.26	Ludington and Monroe, Mich. (Fl. and P. M.).	24015	251.23	2,177	Apr. 4, 1883
			Monroe, Mich., and Toledo, Ohio. (L. S. and Mich. So.).	24001	(⁹)	4,308	Apr. 4, 1883
<i>Lynchburg, Va., and Bristol, Tenn.</i>	3	205.52	Lynchburg, Va., Bristol, Tenn. (Norfolk and Western).	11013	205.52	5,607	July 1, 1881
Lyons, N. Y., and Sayre, Pa.	2	92.62	Lyons, N. Y., Sayre, Pa. (Geneva, Ith. and Sayre).	8072	92.62	776	July 1, 1881
Mackinaw City and Bay City, Mich.	9	184.50	Mackinaw City, Bay City, Mich. (Mich. Cent.).	24009	238.16	1,349	Apr. 4, 1883
Mackinaw City and Grand Rapids, Mich. ⁶	9	225.38	Mackinaw City, Walton, Mich. (Gd. Rap. and Ind.).	24019	106.96	1,666	Apr. 4, 1882
			Walton, Grand Rapids, Mich. (Gd. Rap. and Ind.).	24018	262.03	1,514	Apr. 4, 1882
Macon and Brunswick, Ga.	4	190.58	Macon, Brunswick, Ga. (E. T. Va. & Ga.).	15013	190.58	.....	July 1, 1880
Macon, Ga., and Montgomery, Ala.	4	224.72	Macon, Ga., Eufaula, Ala. (So. Western & Mont'g & Eufaula).	15016	143.90	1,021	July 1, 1880
			Eufaula, Montgomery, Ala. (So. Western & Mont'g & Eufaula).	17003	80.73	862	July 1, 1880
Macon, Ga., and Opelika, Ala. (⁹)	4	130.09	Macon, Columbus, Ga. (So. Western & Col. & Western).	15011	971.47	497	July 1, 1880
			Columbus, Ga., Opelika, Ala. (So. W. & Col. & Western).	17007	29.62	764	July 1, 1880
Manchester and Peterborough, N. H.	1	62.99	Manchester, Concord, N. H. (Concord).	1001	(¹⁰)	7,806	July 1, 1881
			Concord, Contoocook, N. H. (Con. & Claremont).	1009	(¹¹)	332	July 1, 1881
			Contoocook, Peterboro', N. H. (Con. & Claremont).	1010	32.76	186	July 1, 1881
Manchester and Barnegat, N. J.	2	22.42	Manchester, Barnegat, N. J. (N. J. South., Tom's River Brch.).	7050	22.42	114	July 1, 1881
Manhattan and Burlingame, Kans.	7	57.21	Manhattan, Burlingame, Kans. (Man. Alma. & Bur.).	33034	57.21	227	July 1, 1881
Manistee and East Saginaw, Mich.	9	148.15	Manistee, Butter's Junction (n. o.), Mich. (Fl. and P. M.).	24045	27.02	19	Apr. 4, 1883
			Butter's Junction, (n. o.) East Saginaw, Mich. (Fl. and P. M.).	24015	(¹²)	2,177	Apr. 4, 1883
Mankato and Wells, Minn.	6	46.81	Mankato, Wells, Minn. (Chic., Mil. & St. P.).	26024	46.81	240	July 1, 1883
Maple River Junction and Mapleton, Iowa.	6	60.20	Maple River Junction, Mapleton, Iowa (Chic. & No. West.).	27038	60.20	422	July 1, 1883
Maquoketa and Davenport, Iowa.	6	42.76	Maquoketa, Davenport, Iowa (Chic., Mil. & St. P.).	27018	42.76	211	July 1, 1883
Marion, Ohio and Chicago Ill.	5	269.45	Marion, Ohio, Chicago, Ill. (n. o.), Ill. (Chicago and Atlantic).	21090	249.95	.....	.....

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
24.92	6	172,939	43	22	7 5	4	1	8	¹ One of these cars held in reserve.
25.82	7	150,027	3	41 5	8 8	4	2	12	² 24.50 miles of route covered by Detroit and Toledo R. P. O. Night line. 2 clerks assigned to Manistee and East Saginaw R.P.O. 2 clerks assigned to Bay City, Wayne and Detroit R. P. O.
25	6	57,980	2	15 9 $\frac{1}{2}$	8 8 $\frac{1}{2}$	2	1	2	³ helpers between Lynchburg and Wytheville, 133 miles; 1 clerk detailed for transfer duty at Lynchburg.
24.11	6	115,497	1	15 8	9 3	3	1	3	⁴ Miles of route also covers Bay City and Jackson R. P. O.
24.39	6	141,088	2	15 5	9 1	4	1	68	⁵ Reported in Table A of last year as Petosky and Grand Rapids R. P. O. Service extended to Mackinaw City.
9	7	139,123	1	21 6	8 10	3	1	4	⁶ 1 clerk assigned as chief clerk at Grand Rapids, Mich.; 1 clerk assigned as transfer clerk at Grand Rapids, Mich.; 2 clerks assigned to Cadillac and Kalamazoo R. P. O.
20	7	164,045	3	15 1	9 5	4	1	4	⁷ Miles of route also covers Kalamazoo and Cincinnati R. P. O. from Kalamazoo, Mich., to Fort Wayne, Ind.; double daily service (except Sunday) between Cadillac and Grand Rapids, Mich.
18	6	81,436	1	12 4	7 3	2	1	2	⁸ 1 detailed as transfer clerk at Jesup, Ga.
10.93	6	39,431	1	11 8	7 1	1	1	1	⁹ Reported last year as Macon and Goodwater R. P. O. Distance decreased, 60.34 miles.
20	6	14,034	1	8 6	6 7	1	1	1	¹⁰ 29 miles covered by Macon and Montgomery R. P. O.
12.42	6	35,813	1	8 6	6 7	1	1	1	¹¹ Covered by Saint Albans and Boston R. P. O., 18.20 miles.
14.50	6	92,742	1	9	7	1	1	1	¹² Covered by Concord and Claremont R. P. O., 11.97 miles.
20	6	14,034	1	7 2 $\frac{1}{2}$	5 6	1	1	1	¹³ Reserve car.
12.42	6	35,813	1	7 1	6 6	1	1	1	
14.50	6	92,742	1	8 3	6 9	1	1	1	
20	6	25,547	1	12	9	1	1	1	¹⁴ One car held in reserve.
20	6	37,685	1	22	7 5	2	1	4	¹⁵ Clerks are appointed to Ludington and Toledo R. P. O.
20	6	26,767	1	13 5	6 10	1	1	1	¹⁶ 120.38 miles of route covered by Ludington and Toledo R. P. O. Double daily service (except Sunday) between Butler's Junction (n. o.) and East Saginaw, Mich.
25	6	114,011	3	12 2	7 5	1	1	1	¹⁷ One car in reserve.
20	6	26,767	1	15 2	7 5	1	1	1	
25	6	114,011	3	10 1	6 10	4	1	4	¹⁷ Route established and R. P. O. put on June 1, 1883.

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Marion, Ohio, and Chicago, Ill.			Chicago, Ill., _____ (Chicago & West Indiana).	(¹)
Marion and Banning Water, Dak.	6	63.22	Marion, Running Water, Dak (Chic., Mil. & St. P.).	27049	63.22	1,949	July 1, 1883
Marion and Council Bluffs, Iowa.	6	261.90	Marion, U. P. Transfer, Iowa (Chic., Mil. & St. P.).	27072	261.90	1,187	July 1, 1883
Marquette and L'Anse, Mich.	6	68.48	Marquette, L'Anse, Mich. (M. H. & O.).	24040	63.48	698	July 1, 1883
Marshalltown and Story City, Iowa.	6	39.55	Marshalltown, Story City, Iowa (Cent'l Iowa).	27079	39.55	122	July 1, 1883
Mason City and Ottumwa, Iowa.	6	172.66	Mason City, Ottumwa, Iowa (Cent'l Iowa).	27010	172.66	1,230	July 1, 1883
Mayville, Dak., and Breckenridge, Minn.	6	99.32	Mayville, Everest, Dak. (St. P., Minn. and Mau.).	35806	46.14	196	Feb. 16, 1882
			Everest, Dak., Breckenridge, Minn. (St. P., Minn. and Mau.).	35003	53.18	502	Apr. 1, 1883
Maysville and Paris, Ky., and Cincinnati, Ohio.	5	130.73	Maysville, Paris, Ky. (Ken. Cen.).	20015	50.73	315	July 1, 1880
			Covington, Lexington, Ky. (Ken. Cen.).	20002	(²)	1,615	July 1, 1880
McLeansborough and Shawneetown, Ill.	6	41.70	McLeansborough, Shawneetown, Ill. (Louisv. and Nash.).	23078	41.70	120	July 1, 1883
Meadville and Oil City, Pa.	2	36.63	Meadville, Oil City, Pa. (N. Y., Pa. and Ohio, Franklin Branch).	8043	36.63	455	July 1, 1881
Memphis, Tenn., and Grenada, Miss.	4	103.34	*Memphis, Tenn., Grenada, Miss. (Miss. and Tenn.).	18002	102.34	562	July 1, 1880
Memphis and Little Rock, Ark.	7	187.88	*Hopefield, Little Rock, Ark. (Memp. and L. R.).	29001	135.88	2,850	July 1, 1881
Menasha and Schleihsingerville, Wis.	6	65.85	Menasha, Schleihsingerville, Wis. (Wis. Cen.).	25017	65.60	445	July 1, 1883
Mendota and Fulton, Ill.	6	65.60	Mendota, Fulton, Ill. (Chic., Bur. and Qu.).	23013	65.60	206	July 1, 1883
Meridian, Miss., and Mobile, Ala.	4	135.00	Cairo, Ill., Mobile, Ala. (Mob. and Ohio).	18004	135.00 part	310	July 1, 1880
Meridian and Vicksburgh, Miss.	4	140.54	Meridian, Vicksburgh, Miss. (Vicks. and Merid.).	18003	140.54	783	July 1, 1880
Merrill and Tomah, Wis.	6	109.42	Merrill, Tomah, Wis. (Chic., Mil. and St. P.).	25031	109.42	551	July 1, 1883
Mexico and Jefferson City, Mo.	7	50.41	*Mexico, Cedar City, Mo. (Chic. and Alt.).	28021	50.41	278	July 1, 1881
Michigan City and Indianapolis, Ind.	5	116.17	Michigan City, Indianapolis, Ind. (Wab., St. Louis and Pac.).	22004	116.17	926	July 1, 1880
Michigan City, Monon, and Indianapolis, Ind.	5	164.46	Michigan City, Ind., Louisville, Ky. (Louisv., N. Alb. and Chic.).	22038	68.03	119	July 1, 1880
			Chicago, Ill., Indianapolis, Ind. (Louisv., N. Alb. and Chic.).	22008	96.43	403	July 1, 1880
Middletown and New York, N. Y.	2	90.75	Middletown, New York, N. Y. (N. Y., Susq. and West'n).	7037	88.40	462	July 1, 1881
Millbank and Aberdeen, Dak.	6	96.65	Millbank, Aberdeen, Dak. (Chic., Mil. and St. P.).	26010	96.65	1,080	July 1, 1883

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
5	6	39,575	1	15 1	8 6	1	1	1	¹ Covered by lines in 6th division, 20 miles.
21	6	163,949	1	22 0	9 3	4	1	4	This line was reported last year as Marion and Coon Rapids, Iowa, R. P. O. Increase in distance run this year 94.10 miles.
20	6	39,738	1	12 0	7 0	1	1	1	
12	6	24,758	1	10 0	7 6	1	1	1	
19	6	108,085	² 3	22 0	9 3	8	1	3	² One car in reserve.
13.5	6	62,174	1	16 0	8 10	2	1	2	This line was reported last year as Mayville and Casselton, Dak., and Breckenridge, Minn., and Durbin, Dak., R. P. O.'s. These lines consolidated and extended from Durbin to Casselton, Dak., form the present R. P. O. Increase in distance run this year 15.32 miles.
22	6	81,836	1	12 9	8 10	2	1	2	³ Covered by Cincinnati and Lexington R. P. O. 80 miles.
			1	12 5	9 3				
10.7	6	26,104	1	9 7	4 0	1	1	1	
15	6	22,930	1	18 6	7 0	1	1	1	
20	7	74,708	1	18 0	6 8	2	1	2	
18	7	99,652	2	12 6	6 7 ⁺	3	1	3	⁴ Clerks register at Memphis, 2 miles from Hopefield.
36	6	41,222	1	15 2	7 7	1	1	1	⁵ Additional distance (.25 mile) caused by R. P. clerk registering at Schleisingsville, Wis. Service on this line was established this year.
27	6	41,065	1	8 0	6 6	1	1	1	This line was reported last year as Mendota, Ill., and Clinton, Iowa, R. P. O. Increase in distance run this year .01 mile.
24	7	98,550	(⁶)			3	1	3	⁶ Cars on Cairo and Corinth R. P. O. run through to Mobile, Ala., over Corinth and Meridian and Meridian and Mobile R. P. O.'s.
20	7	102,594	(⁷)			3	1	3	⁷ Cars on route No. 17015 Chattanooga, Tenn., to Meridian, Miss., run through to Vicksburg over this route.
18.6	6	68,497	1	13 5	7 8	2	1	2	
19.32	6	31,556	1	17 6	9 0	1	1	1	⁸ Clerks register at Cedar City, Mo.
21	6	72,722	2	14 0	9 2	3	1	3	By some mistake this R. P. O. failed to appear in general superintendent's report for 1882.
23	6	¹⁰ 69,391	3	14 0	9 0	3	1	3	Report of 1882, Michigan City and Delphi R. P. O. This R. P. O. was extended from Delphi to Indianapolis June 15, 1883; increase distance, 72.12 miles.
24	6	56,809	2	13 0	6 8	2	1	¹¹ 2	¹⁰ 302 days, 92.34 miles=55,773; 11 days, 164.46 miles=3,818.
			¹¹ 1	12 0	6 6				¹¹ 1 clerk relieves Port Jervis and New York R. P. O. clerk every third week.
22.8	6	60,503	(¹²)			2	1	2	¹² Reserve car.
									¹² Cars run through from Minneapolis, Minn., to Millbank, Dak. See Minneapolis, Minn., and Millbank, Dak., R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which rail-roads is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Millerton and Dutchess Junction, N. Y.	2	58.34	Millerton, Dutchess Junction, N. Y. (N. D. and C.).	6085	57.97	383	July 1, 1881
Millerton and Poughkeepsie, N. Y.	2	45.28	Millerton, Poughkeepsie, N. Y. (Pough., Hart and Bos.).	6079	44.98	177	July 1, 1881
Milton and Stockton, Cal.	8	30.09	Stockton, Milton, Cal. (Stock. and Copper.).	46012	30.09	640	July 1, 1881
Milton and Mineral Point, Wis.	6	90.45	Milton, Gratiot, Wis. (Chic., Mil. and St. P.).	25004	64.10	1,043	July 1, 1883
			Gratiot, Mineral Point, Wis. (Chic., Mil. and St. P.).	25020	26.35	1,057	July 1, 1883
<i>Milwaukee, Wis., and Chicago, Ill.</i>	6	85.37	Milwaukee, Wis., Chicago, Ill. (Chic. and No'west.).	23001	85.37	9,144	July 1, 1883
Milwaukee and Lancaster, Wis.	6	171.15	Milwaukee, Montfort, Wis. (Chic. and No. West.).	25038	146.31	565	July 1, 1883
			Montfort, Lancaster Junc., Wis. (Chic. and North-west.).	25025	12.50	556	July 1, 1883
			Lancaster Junc., Lancaster, Wis. (Chic. and North-west.).	25042	12.34	740	July 1, 1883
Milwaukee and Prairie du Chien, Wis.	6	197.14	Milwaukee, Prairie du Chien, Wis. (Chic., Mil. and Saint P.).	25001	197.14	2,552	July 1, 1883
Minneapolis and Albert Lea, Minn.	6	108.56	Minneapolis, Albert Lea, Minn. (Minn. and Saint Louis).	28021	108.56	1,168	July 1, 1883
Minneapolis and Birch Cooley, Minn.	6	101.00	Minneapolis, Birch Cooley, Minn. (Minn. and Saint Louis).	28038	101.00	235	July 1, 1883
<i>Minneapolis, Minn., and La Crosse, Wis.</i>	6	142.53	Minneapolis, Minn., La Crosse, Wis. (Chic., Mil. and Saint P.).	28013	142.53	16,445	July 1, 1883
Minneapolis, Minn., and Millbank, Dak.	6	194.36	Minneapolis, Cologne, Minn. (Chic., Mil. and St. P.).	26037	33.86	1,710	July 1, 1883
			Cologne, Minn., Millbank, Dak. (Chic., Mil. and St. Paul).	28010	160.50	1,080	July 1, 1883
Missouri Valley, Iowa, and Long Pine, Nebr.	6	250.82	Missouri Valley, California, Iowa (S. C. and Pac.).	27029	(12)	2,769	July 1, 1883
			California, Iowa, Fremont, Nebr. (S. C. and Pac.).	27077	32.23	1,076	July 1, 1883
			Fremont, Long Pine, Nebr. (S. C. and Pac.).	34010	212.59	491	Dec. 15, 1881
Momence and Dwight, Ill.	6	43.44	Momence, Dwight, Ill. (Ind., Ill. and Iowa).	23082	43.44	73	July 1, 1883
Mona and Waterloo, Iowa.	6	79.70	Mona, Waterloo, Iowa (Illinois Central).	27022	79.70	763	July 1, 1883
Monmouth Junction and Manasquan, N. J.	2	33.39	Jamesburgh, Manasquan, N. J. (Penn. Amboy Div.).	7023	27.64	364	July 1, 1881
			Monmouth Junc., Jamesburgh, N. J., (Penn. Amboy Div.).	7005	145.68	397	July 1, 1881
Monroe and Adrian, Mich.	9	34.82	Monroe, Adrian, Mich. (L. S. and Mich. So.).	24002	34.82	876	April 4, 1883
Montandon and Spring Mills, Pa.	2	43.70	Montandon, Spring Mills, Pa. (Penn., L. and T. Div.).	8067	42.45	199	July 1, 1881
Montfort, Wis., and Galena, Ill.	6	157.33	Montfort, Wis., Galena, Ill. (Chic. and No'west.).	25025	47.65	556	July 1, 1883
			Plattville Junc., Plattville, Wis. (Chicago and North-western).	25043	4.84	148	July 1, 1883

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
18	6	30,520	1	9 10	6 7	1	1	1	Formerly Millerton and Newburgh R. P. O.
13	6	28,408	1 ¹¹	9 6	7 0	1	1	1	¹ Reserve car.
17.14	6	18,836	1	9 3	6 10	1	1	1	² One reserve car.
24	6	56,621	1 ²¹	7 2	6 10	1	1	1	
28	12	106,883	1	10 0	8 9	1	1	1	
22	6	107,140	1	16 9	7 5	2	1	2	⁴ One car in reserve.
22	6	107,140	1	35 4	9 3	4	1	4	⁴ One car in reserve.
22	6	107,140	1	24 0	9 3	3	1	4	⁵ 1 clerk detailed to transfer duty at Milwaukee, Wis. This line was reported last year as Milwaukee and Montfort, Wis., R. P. O. Increase in distance run this year 24.84 miles.
24	6	123,409	1	35 3	9 3	1	1	1	⁶ Reserve.
23	6	67,958	1	10 0	7 0	1	1	1	
18.5	6	63,226	1	22 0	9 3	4	1	4	⁷ One car in reserve.
22	13	193,270	1	21 0	9 3	1	1	1	⁸ 1 helper between Mazo Manie and Prairie du Chien, Wis., 75 miles four days each week. 1 clerk detailed to transfer duty at Prairie du Chien, Wis.
21	6	121,669	1	32 0	9 3	2	1	2	⁹ Reserve.
15.5	6	157,013	1	19 9	9 4	2	1	2	This line was reported last year as Minneapolis and Winthrop, Minn., R. P. O. Increase in distance run this year 29.90 miles.
22	6	27,198	1	2	9 4	4	2	10	¹⁰ One car in reserve.
15.5	6	49,892	1	2	9 4	4	1	1	¹¹ 1 clerk detailed as chief clerk, Saint Paul, Minn. 1 clerk detailed to transfer duty at Minneapolis, Minn.
18	6	20,902	1	20 9	9 0	4	1	4	
31.48	6	21,797	1	20 8	8 10	1	1	1	
13	6	29,234	1	17 9	9 6	4	1	4	¹² Distance (6 miles) covered by Sioux City and Mo. Valley, Iowa, R. P. O. This line was reported last year as Blair and Long Pine, Nebr., R. P. O. Increase in distance run this year 13 40 miles.
16	6	35,888	1	17 9	9 6	4	1	4	¹³ Two cars in reserve.
15.5	6	49,892	1	7 1	6 5	1	1	1	Service on this line was established this year.
18	6	20,902	1	18 3	9 0	2	1	2	
31.48	6	21,797	1	19 0	8 10	1	1	1	
13	6	29,234	1	8 0	6 6	1	1	1	Clerk runs to Long Branch, N. J.; records his arrival and departure by slips at Manassas.
16	6	35,888	1	12 2	9 0	1	1	1	¹⁴ Balance covered by So. Amboy and Philadelphia R. P. O.
13	6	29,234	1	10 0	8 4	1	1	1	Double daily service Montandon to Lewisburgh, Pa. Clerk records arrival and departure at Lewisburgh, Pa. Formerly Lewisburgh and Spring Mills R. P. O. Increase 3.70 miles.
16	6	35,888	1	11 10	9 5	1	1	1	¹⁵ Difference in distance (4.84 miles) caused by R. P. clerk covering the route from Plattville Jr. to Plattville twice daily each way. This line was reported last year as Woodman, Wis., and Galena, Ill., R. P. O. Decrease in distance run this year 53.30 miles.

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<i>Montgomery, Ala., and New Orleans, La.</i>	4	321.77	Montgomery, Mobile Ala. (Mob. and Montg.).	17012	179.67	4,258	July 1, 1880
			Mobile, Ala., New Orleans, La. (N. O., Mob. and Tex.).	17013	141.70	3,623	July 1, 1880
Montgomery and Selma, Ala.	4	50.59	Montgomery, Selma, Ala. (W. R. R. of Alabama).	17002	50.59	528	July 1, 1880
Montrose and Tunkhannock, Pa.	2	29.13	Montrose, Tunkhannock, Pa. (Montrose).	8078	28.27	86	July 1, 1881
Morning Sun and Oskaloosa, Iowa.	6	81.63	Morning Sun, Oskaloosa, Iowa (Central Iowa).	27086	81.63	149	July 1, 1883
Morristown, Tenn., and Warm Springs, N. C.	5	50.32	Morristown, Tenn., Warm Springs, N. C. (E. Tenn., Virginia and Georgia).	19009	50.32	160	July 1, 1880
Mount Carmel and Sunbury, Pa.	2	26.90	Mount Carmel, Sunbury, Pa. (No. Cent., Shamokin Div.).	8023	27.44	141	July 1, 1881
Mount Pleasant and Keokuk, Iowa.	6	48.10	Mount Pleasant, Keokuk, Iowa (St. L., K. and N.W.).	28018	48.10	1,690	July 1, 1883
Muscatine and Montezuma, Iowa.	6	107.43	Muscatine, What Cheer, Iowa (Bur., C. Rap. and Nor.).	27004	76.60	440	July 1, 1883
			Thornburgh, Montezuma, Iowa (Bur., C. Rap. and Nor.).	27005	16.33	271	July 1, 1883
Muskegon and Allegan, Mich.	9	60.49	Muskegon and Holland, Mich. (Chl. and West Mich.).	24021	(*)	1,264	Apr. 4, 1883
			Allegan and Muskegon, Mich. (Chl. and West Mich.).	24023	24.99	310	Apr. 4, 1883
Nacogdoches and Houston, Tex.	7	140.25	Nacogdoches, Houston, Tex. (Houston E. and W. Tex.).	31023	140.25	206	July 1, 1881
Nashua, N. H., and Worcester, Mass.	1	46.93	Nashua, N. H., Worcester, Mass. (Wor. and Nashua).	3066	(*)	2,260	July 1, 1881
Nashville and Chattanooga, Tenn.	5	151	Nashville, Chattanooga, Tenn. (Nashville, Chattanooga and St. Louis).	19004	151	5,056	July 1, 1880
Nashville, Tenn., and Decatur, Ala.	5	122.33	Nashville, Tenn., Decatur, Ala. (Louisville and Nashville).	19006	122.33	1,650	July 1, 1880
Nashville, Tenn., and Hickman, Ky.	5	170.56	Nashville, Tenn., Hickman, Ky. (Nashville, Chattanooga and St. Louis).	19007	170.56	29,984	July 1, 1880
Nebraska City and Tecumseh, Nebr.	6	60.98	Nebraska City, Nemaha City, Nebr. (B. and M. R. in Neb.).	34005	28.05	2,012	July 5, 1882
			Nemaha City, Tecumseh, Nebr. (B. and M. R. in Neb.).	34019	32.93	321	July 1, 1882
Neche and Fargo, Dak.	6	158.71	Neche, Grand Forks, Dak. (St. P., Minn. and Man.).	35011	79.78	399	Feb. 1, 1882
			Grand Forks, Fargo, Dak. (St. P., Minn. and Man.).	35005	78.93	1,068	July 1, 1883
Newark and Shawnee, Ohio	5	43.69	Newark, Shawnee, Ohio (Baltimore and Ohio).	21038	43.69	267	July 1, 1880
New Berlin and Sidney Plains, N. Y.	2	25.44	New Berlin, Sidney Plains, N. Y. (New York, Ont. and West., New Berlin Branch).	6101	25.44	140	July 1, 1881
Newburyport and Boston, Mass.	1	40.80	Newburyport, Wakefield, Mass. (Bos. and Maine).	3014	30.80	176	July 1, 1881
			Wakefield, Boston, Mass. (Bos. and Maine).	3011	(*)	4,445	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
26	14	469, 200	5	49 1	9 1	8	1	19	1Detailed as transfer clerk at Montgomery, Ala.
17	7	36, 930	1	13 1 1/2	8 3	1	1	1	
15	6	18, 235	1	4 9	6 5	1	1	1	
12	6	51, 100	2	6 0	6 1	2	1	2	Service on this line was established this year.
14	6	81, 500	1	12 6	9 0	1	1	1	
16	6	10, 839	1	18 0	8 5	1	1	1	
17.4	6	30, 110	1	14 6	8 6	1	1	1	
20	6	60, 991	1	18 3	9 0	1	1	1	See Sandusky and Bloomington R. P. O.
26.95	6	37, 867	1	20 0	9 4	2	1	2	1Difference in distance (4.50 miles) caused by R. P. clerks covering that portion of their line between Thornburgh and What Cheer, twice daily each way.
14.62	6	87, 796	2	12 0	6 0	1	1	1	25.50 miles of route covered by Big Rapids and Holland R. P. O.
21.16	6	29, 878	1	14 6	6 6	2	1	2	Reported June 30, 1882, as Houston and Moscow; distance increased 52.25.
25	7	96, 230	2	18 0	6 10	1	1	(4)	1Covered by Port. and Wor. R. P. O., 46.93 miles.
24	7	78, 901	1	20 0	9 0	3	1	4	1Shown in column 16, Port. and Wor. R. P. O.
19	6	106, 770	2	14 6	9 6	2	2	4	1One helper Nashville to Cowan.
12	6	38, 173	1	15 0	8 6	3	1	3	Route formerly Bowling Green and Decatur R. P. O. Curtailed Nov. 15, 1882; decrease distance, 70.77.
18.5	6	99, 352	1	12 0	8 8	3	1	3	This line was formed by dividing the line reported last year as Central City and Calvert, Nebr., R. P. O., at Nebraska City and extending service to Tecumseh. Increase in distance run this year, 22.08 miles.
22	6	27, 350	1	15 0	8 6	1	1	1	This line was reported last year as Grafton and Fargo, Dak., R. P. O. Increase in distance run this year, 42.81 miles.
14	6	15, 925	1	20 6	8 10	1	1	1	
30.64	12	51, 081	1	14 6	6 2	1	1	1	
			1	12 2	7 0				
			1	12 0	8 6	2	1	2	1Covered by Port. and Bos. R. P. O., 10 miles.

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New Castle and North Vernon, Ind.	5	70.34	New Castle, Rushville, Ind. (Ft. Wayne, Cincinnati and Louisville).	22042	24.84	95	Mar. 22, 1882
			Rushville, North Vernon, Ind. (Vernon, Greenburgh and Rushville Division Cincinnati, Indpls., St. Louis and Chicago).	22015	45.50	497	July 1, 1880
New Castle Junction and Pittsburgh, Pa.	2	58.10	New Castle Junction, Pittsburgh, Pa. (Pitta. and Western, Pitts. Div.).	8125	58.00	197	July 1, 1881
New Hartford and Farmington, Conn.	1	14.30	New Hartford, Farmington, Conn. (New Haven and Northampton).	5021	14.30	321	July 1, 1881
New Haven, Conn., and New York, N. Y.	1	73.23	New Haven, Conn., New York, N. Y. (New York, New Hav. and Hart.).	5005	(¹)	55,873	July 1, 1881
New London and New Haven, Conn.	1	51.71	New London, New Haven, Conn. (New York, N. H., and Hart.).	5004	(⁴)	17,714	July 1, 1881
New Orleans and Alexandria, La.	4	229.70	New Orleans, Cheneyville, La. (Morgan's La. and Tex.).	30003	202.61	2,057	July 1, 1880
			Cheneyville, Alexandria, La. (Tex. and Pac.).	30011	(⁶)	596	July 1, 1883
New Orleans and Shreveport, La. ⁷	4	330.65	New Orleans, Cheneyville, La. (Tex. and Pacific).	30002	172.30	780	Jan. 1, 1883
			Cheneyville, Shreveport, La. (Tex. and Pacific).	30011	157.25	596	Jan. 1, 1883
New Orleans, La., and Houston, Tex.	4	363.70	New Orleans, Vermillionville, La. (Mor. La. and Tex., La. Western, and Tex. & N. O.).	30003	(⁸)	2,057	July 1, 1882
			Vermillionville, La., Orange, Tex. (Mor. La. & Tex., La. Western, and Tex. & N. O.).	30010	113.15	1,099	July 1, 1882
			Orange, Houston, Tex. (Mor. La. and Tex., La. Western, and Tex. & N. O.).	31012	106.24	1,783	Jan. 1, 1883
Newport, Vt., and Springfield, Mass.	1	232.90	Newport, White River Junction, Vt. (Vt., Conn. and Pass.).	2010	105.30	2,105	July 1, 1881
			White River Junction, Windsor, Vt. (Central Vt.).	2002	14.13	172	July 1, 1881
			Windsor, Bellows Falls, Vt. (Sullivan).	2004	26.32	4,284	July 1, 1881
			Bellows Falls, Brattleboro', Vt. (Vermont Valley).	2005	24.02	4,451	July 1, 1881
			Brattleboro', South Vernon, Vt. (Central Vt.).	3062	(¹²)	2,715	July 1, 1881
			South Vernon, Vt., Springfield, Mass. (Conn. River).	3067	52.94	6,217	July 1, 1881
Newton and Arkansas City, Kans.	7	-----	-----	-----	-----	-----	-----
Newton and Caldwell, Kans.	7	116.86	Newton, Arkansas City, Kans. (Atch., T., & S. F.).	33011	78.56	835	July 1, 1881
			Mulvane, Caldwell, Kans. (Atch., T. and S. F.).	33037	38.30	759	July 1, 1881
New York, N. Y., and Chicago, Ill.	0	1082.28	New York, Buffalo, N. Y. (N. Y. Cent. & Hud. Riv.).	6011	442.00	84,498	Jan. 9, 1882
			Buffalo, N. Y., Chicago, Ill. (L. S. and Mich. So.).	6052	540.28	52,355	Jan. 9, 1882
			Elyria, Millbury, Ohio (L. S. and Mich. So.).	21007	74.86	56,850	Jan. 9, 1882
			Toledo, Ohio, Elkhart, Ind. (L. S. and Mich. So.).	21045	134.35	26,583	Jan. 9, 1882

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
23	6	44,033	1	12 0	7 6	1	1	1	
17	6	36,371	1	9 6	6 6	1	1	1	Clerk records arrival and departure by slips at New Castle, Pa. Formerly Pittsburgh and Wurtemburgh R. P. O.
22.57	12	17,903	1	10 0	6 0	1	1	1	¹ Covered by Bos., Spg. and N. Y. R. P. O., 73.23 miles.
29.44	6	45,841	1 ¹ 9	16 4 15 6	6 10 6 6	1	1	⁹²	² One clerk detailed as trans. clerk at New Haven, Conn.
24.18	12	64,740	1 1	13 0 12 11	9 6 6 4	2	1	⁹³	⁴ Covered by Bos., Prov., and N. Y. R. P. O. 51.71 miles. ⁵ 1 clerk detailed as trans. clerk, New London, Conn.
24	7	166,440	4	16 0	9 1	4	1	4	
									⁶ 25.39 miles covered by New Orleans and Shreveport R. P. O.
15	7	240,571	1 1	18 0 18 0	9 8 10 0	5	1	5	⁷ Reported last year as New Orleans and Port Allen R. P. O. Distance increased 231.55 miles.
20	7	269,435	3 ⁹²	15 9 22 7 14 0	9 1 9 1 9 0	5	1	5	⁸ 142.61 miles covered by New Orleans and Alexandria R. P. O. ⁹ 2 reserve cars.
21.16	6	145,851	1 1 1 1	21 2 22 8 ¹⁰ 20 8 ¹¹ 21 8	6 9 6 11 6 10 6 4	4	2	¹⁰⁹	¹⁰ 1 clerk detailed as trans. clerk at White River Junct., Vt. ¹¹ Reserve cars. ¹² Covered by Brattleboro' and Palmer R. P. O., 10.28 miles.
See Newton and Caldwell.									
21.60	6	73,154	1 1	13 8 13 5	9 1 9 4	2	1	2	These clerks run in same car between Newton and Mulvane, where they separate, one running from Mulvane to Arkansas City, and one from Mulvane to Caldwell.
28.50	20	2,117,786	¹²⁰ ¹⁴⁰ ¹⁴⁶ ¹⁵¹ ¹⁵¹	60 0 50 0 49 5 41 4 40 0	9 0 9 0 9 0 9 0 9 0	36	6 ¹	¹³⁰⁶	Three trains east and three trains west carry railway post-office cars. Westward, one train carries four cars between New York and Buffalo, N. Y., and three between Buffalo, N. Y., and Chicago, Ill., and runs daily. Another train carries two cars between New York and Buffalo, N. Y., and one between Buffalo, N. Y., and Chicago, Ill., and runs daily. The third train carries one car be-

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division. Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
<i>New York, N. Y., and Chicago, Ill.</i> —Continued.						

in the United States on June 30, 1893—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).	Length, feet and inches.	Width, feet and inches.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
										<p>tween New York and Buffalo, N. Y., and two between Buffalo, N. Y., and Chicago, Ill., and runs daily, except Sunday. Eastward, one train carries three cars between Chicago, Ill., and Buffalo, N. Y., and four cars between Buffalo and New York, N. Y., and runs daily. Another train carries one car between Chicago, Ill., and New York, N. Y., and runs daily. The third train carries two cars between Chicago, Ill., and New York, N. Y., and runs daily, except Sunday. All railway post office cars of this line run east and west over route 6011, between New York and Buffalo, N. Y.; and over route 6052, between Buffalo, N. Y., and Elyria, Ohio; between Millbury and Toledo, Ohio; and between Elkhart, Ind., and Chicago, Ill. One R. P. O. runs west, and two R. P. O.'s run east over route 6052, between Elyria and Millbury, Ohio. Two R. P. O.'s run west and one R. P. O. runs east over route 21007, between Elyria and Millbury, Ohio. One R. P. O. runs west and one R. P. O. runs east over route 6052, between Toledo, Ohio, and Elkhart, Ind. Two R. P. O.'s run west and two R. P. O. run east over route 21045, between Toledo, Ohio, and Elkhart, Ind. This line is divided into three divisions, viz: New York to Syracuse, N. Y., 289.50 miles; Syracuse, N. Y., to Cleveland, Ohio, 835.50 miles; and Cleveland, Ohio, to Chicago, Ill., 357.28 miles. There are 12 crews on each of these three divisions, making 36 crews for the whole line.</p> <p>¹⁵³ Clerks record arrival at and departure from Grand Central Depot, N. Y., and do not go to the post-office.</p> <p>¹⁵⁴ 60-ft. cars held in reserve. 2 49-ft. 5-in. cars held in reserve. 1 41-ft. 4-in. car held in reserve. 1 40-ft. car held in reserve.</p> <p>¹⁵⁵ 4 clerks assigned as helpers on east division, between New York and Albany, 142.50 miles. 8 clerks assigned as helpers on east division, between Albany and Syracuse, 147 miles. 4 clerks assigned as helpers between Utica and Buffalo, N. Y., 202.50 miles. 7 clerks assigned as helpers between Buffalo, N. Y., and Cleveland, Ohio, 183.76 miles. 8 clerks assigned to Cleveland and Toledo R. P. O. 6 clerks assigned to Toledo, Ohio, and Chicago, Ill., R. P. O. 2 clerks assigned as helpers on west division, between Cleveland and Toledo, Ohio, 113 miles. 1 clerk assigned as chief clerk at Grand Central Depot, N. Y. 2 clerks assigned as transfer clerks at Grand Central Depot, N. Y. 1 clerk assigned at office of chief clerk R. M. S., Syracuse, N. Y. 1 clerk appointed as transfer clerk at Buffalo, N. Y.; 4 clerks assigned as transfer clerks at Cleveland, Ohio. 2 clerks detailed to register department at Cleveland, Ohio, post-office. 3 clerks assigned as transfer clerks at Toledo, Ohio. 1 clerk assigned as transfer clerk at Elkhart, Ind. 1 clerk assigned as chief clerk R. M. S. at Chicago, Ill. 2 clerks detailed in railway mail service printing office at Cleveland, Ohio. 7 clerks detailed in office of superintendent R. M. S. at Cleveland, Ohio. 1 clerk appointed not yet reported for duty.</p>

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
New York, N. Y., Dover, N. J., and Easton, Pa.	2	86.80	Hoboken, N. J., Easton, Pa. (Del., Lack. and West., M. and E. div.).	7013	84.24	1,881	July 1, 1881
<i>New York and Dunkirk, N. Y.</i>	2	461.68	New York, Dunkirk, N. Y. (N. Y., L. E. and W.).	6001	459.55	9,212	July 1, 1881
New York, N. Y., and Philadelphia, Pa.	2	91.80	New York, N. Y., Philadelphia, Pa. (Penn. Co., New York div.).	7004	(*)	103372	July 1, 1881
<i>New York, N. Y., and Pittsburgh, Pa.</i>	2	444.21	New York, N. Y., Philadelphia, Pa. (Penn. Co., New York div.). Philadelphia, Pittsburgh, Pa. (Penn. Co.).	7004 8001	(11) 358.00	118850 70,219	July 1, 1881 July 1, 1881
New York, N. Y., and Point Pleasant, N. J.	2	61.89	Elizabethport, Point Pleasant, N. J. (Long Branch Div., Cent. of N. J.).	7003	50.00	1,786	July 1, 1881
New York, N. Y., Somerville, N. J., and Easton, Pa.	2	76.98	New York, N. Y., Elizabethport, N. J. (Cent. of N. J.).	7001	(12)	2,611	July 1, 1881
<i>New York, N. Y., and Washington, D. C.</i>	2	232.00	New York, N. Y., Easton, Pa. (Cent. of N. J.).	7001	74.00	2,611	July 1, 1881
			New York, N. Y., Philadelphia, Pa. (Penn.).	7004	89.54	7,004	July 1, 1881
			Philadelphia, Pa., Baltimore, Md. (Phil., Wil., and Balt.).	10001	96.00	41,114	July 1, 1881
			Baltimore, Md., Washington, D. C. (Balt. & Pot.).	10013	45.20	41,046	July 1, 1881
Nineveh, N. Y., and Carbondale, Pa.	2	58.36	Jefferson Junction, Carbondale, Pa. (N. Y., L. E., and W.).	8064	35.64	196	July 1, 1881
			Nineveh, N. Y., Jefferson Junction, Pa. (Del. and Hud. Canal Co.).	6031	21.70	237	July 1, 1881
Norfolk and Columbus, Nebr.	6	50.74	Norfolk, Columbus, Nebr., (O., Nio. and B. H.).	34012	50.74	233	July 1, 1883

in the United States on June 30, 1883—Continued.

No.	Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.			Inside dimensions of car or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.	Number of mail cars or cars in which are mail apartments.	Length, feet and inches.	Width, feet and inches.				
22	10	93, 775	11	12 0	8 10	2	1	2	1	2	11 reserve car.	
			1	13 0	8 4	1	1	1	1	1	12 New York and Hackettstown, N. J., R. P. O.	
			1	13 0	8 11							
			1	11 0	8 10							
24	11½	544, 232	24	49 5	9 3	24	4	3	441	31	31 car in shop.	
			2	50 0	9 0	23	2	2			42 Day line, New York and Hornellsville.	
											43 short stops between Snquehanna and Hornellsville; 2 short stops between Hornellsville and Salamanca; 1 chief clerk, at Buffalo, N. Y.; 3 clerks, office supt. 2d division; 1 clerk, transfer duty, Binghamton, N. Y.; 1 clerk, transfer duty, Dunkirk, N. Y.; 1 clerk, transfer duty, Elmira, N. Y.	
											44 Night line, New York and Hornellsville.	
											45 Hornellsville and Dunkirk line.	
											46 reserve car.	
26	12	86, 200	8	15 3	8 7½	102	1	2			47 Route covered by New York and Washington R. P. O.; 1 clerk runs south in N. Y. and Wash. R. P. O.	
											48 These clerks actually belong to the New York and Pittsburgh R. P. O., but service stated separately for convenient reference.	
28	17½	884, 801	121	60 0	8 7½	6	8	121			49 Covered by New York and Washington R. P. O.	
			13	40 0	8 7½	6	9	9			50 Cars furnished by Penn. Railroad only stated.	
			13			102	1	1			51 chief clerk, Harrisburg, Pa.; 1 clerk, office of chief clerk; 1 clerk, office of general superintendent R. M. S.; 2 clerks, office of superintendent 2d division; 3 clerks, transfer duty at Harrisburg, Pa.; 2 clerks, transfer duty at Pittsburgh, Pa.; 6 clerks, transfer duty at Philadelphia, Pa.; 1 clerk, dormitory duty at Harrisburg, Pa.	
											52 Storage cars.	
											53 Run from Altoona to Harrisburg.	
26	12	77, 446	102	16 0	7 0	2	2	4			54 car in shop.	
			1	12 0	7 0						55 Covered by New York, Somerville, and Easton R. P. O. Formerly N. Y. and Squan R. P. O.	
			1	14 0	7 0							
26	12	96, 316	1	13 0	7 0	3	1	3			56 car in shop.	
			1	12 0	7 0							
			1	15 0	7 0							
29	20½	496, 016	101	60 0	8 7½	104	2	2065			57 Day line	
			7			214	5	5			58 helpers, New York and Havre de Grace, and return on day line. They run alternately 7 days. 2 helpers, New York to Philadelphia, on fast mail, daily, except Sundays. 1 chief clerk, New York, N. Y.; 1 chief examiner, New York, N. Y.; 1 clerk in charge of dispatch of newspaper mail early a. m.; transfer in lobby New York post-office; 1 clerk, assistant janitor, dormitory New York post-office; 4 clerks General Superintendent's office, Washington, D. C.; 5 clerks superintendent railway mail service office, second division, New York, N. Y.; 8 clerks, transfer duty, Jersey City, N. J.	
						224	3	3			59 Night line.	
											60 Fast mail.	
24	6	36, 583	21	6 9	6 2	1	1	1			61 car in shop.	
			1	9 0	6 6							
											62 3½ miles, Jefferson Junction to Snquehanna, covered by closed ponches, Route 8064.	
15	6	31, 768	1	13 0	9 0	1	1	1				

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Norfolk, Newport News, and Richmond, Va.	3	87.93	Norfolk, Newport News, Richmond, Va. (Ches. and Ohio).	11005	75	1,251	July 1, 1881
Norfolk and Lynchburgh, Va.	3	205.93	Norfolk, Petersburg, Va. (Norfolk and West.).	11011	82.14	1,413	July 1, 1881
			Petersburgh, Lynchburgh, Va. (Norfolk and West.).	11012	123.79	887	July 1, 1881
Norfolk, Va., and Raleigh, N. C.	3	176.94	Portsmouth, Va., Weldon N. C. (Seaboard and Roanoke).	11015	79.31	598	July 1, 1881
			Weldon, Raleigh, N. C. (Raleigh and Gaston).	13001	97.63	701	July 1, 1880
Norfolk, Va., and Edenton, N. C.	3	74.05	Norfolk, Va., Edenton, N. C. (Norfolk and Southern).	11025	74.05	504	Dec. 20, 1881
North Adams and Pittsfield, Mass.	1	21.18	North Adams, Pittsfield, Mass. (Boston & Albany).	3029	21.18	388	July 1, 1881
North Anson and Lewiston, Me.	1	25.77	North Anson, West Waterville, Me. (Somerset).	18	25.77	321	July 1, 1881
North Conway and Portsmouth, N. H.	1	81.59	North Conway, Conway Junction (n. o.), N. H. (Eastern).	1014	71.09	959	July 1, 1881
			Conway Junction (n. o.), Portsmouth, N. H. (Eastern).	3001	(*)	24,630	July 1, 1881
North Creek and Saratoga, N. Y.	2	58.50	North Creek, Saratoga Springs, N. Y. (Adirondack).	6095	57.96	714	July 1, 1881
North Loup and Grand Island, Nebr.	6	50.09	North Loup, Grand Island, Nebr. (Om. and Rep. Vall.).	34015	50.09	300	July 1, 1883
Northville and Fonda, N. Y.	2	26.75	Northville, Fonda, N. Y. (Fonda, John. and G.).	6081	26.92	693	July 1, 1881
Norwich and Middletown, N. Y.	2	150.25	Norwich, Middletown, N. Y. (New York, Ont. and W.).	6048	149	466	July 1, 1881
Nyack and New York, N. Y.	2	30	Nyack, New York, N. Y. (North. of N. J.).	7017	28.45	454	July 1, 1881
Ogden and Salt Lake	8	36.50	Salt Lake, Ogden, Utah (Utah Central).	p't of 41001	36.50	861	July 1, 1881
Ogden and San Francisco	8	834.03	San Francisco, Cal., Ogden, Utah (C. P.).	46001	834.03	29,665	July 1, 1881
Ogdensburg, and Rome, N. Y.	2	142.43	Ogdensburg, Rome, N. Y. (Rome, Water. and Ogd.).	6036	141.99	1,861	July 1, 1881
Ogdensburg and Utica, N. Y.	2	152.66	Watertown, Utica, N. Y. (Utica and Black River).	6087	91.97	2,136	July 1, 1881
			Ogdensburg, Carthage, N. Y. (Utica and Black River).	6088	60.77	1,194	July 1, 1881
Oil City, Pa., and Ashtabula, Ohio.	9	87.56	Oil City, Pa., and Ashtabula, Ohio (L. S. and Mich. So.).	8045	87.50	446	July 1, 1881
Oil City and Pittsburgh, Pa.	2	132.95	Oil City, Pittsburgh, Pa. (Allegheny Val.).	8041	132.08	2,142	July 1, 1881
Omaha, Nebr., and Atchison, Kans.	6	165.50	Omaha, Nebr., Atchison, Kans. (Mo. Pac.).	28001	165.50	29,295	July 1, 1883

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.		
				Length, feet and inches.	Width, feet and inches.						
17.64	6	55,049	(¹)			1	1	1	12 miles of the service is performed by steamboat between Norfolk and Newport News; 93 mile distance of transfer service at Richmond.		
25	7	150,250	2 1	19 22	10 0	9 9	3 5	4	1	4	¹ See Richmond and Cliff Forge R. P. O. One in reserve at Norfolk.
17.47	6	110,770	1 1 1	12 12 12	3 4 8	8 8 8	6 6 6	3	1	3	
20.09	6	46,356	² 2	12	0	6	10	2	1	2	² One car in reserve.
25.83	12	26,517	1	9	6	6	0	1	1	1	
18.85	6	16,132	1	17	0	7	0	1	1	² 2	¹ 1 clerk detailed as transfer clerk at Brunswick, Me. This clerk runs from West Waterville to Lewiston, Me., on the same train as the Skowhegan and Portland clerk as an assistant.
21.56	6	51,075	(⁴)	(⁴)	(⁴)	(⁴)	(⁴)	2	1	2	⁴ The cars used by this R. P. O. are also used by the Bangor and Boston R. P. O., short run, shown in column 13, that line. See column remarks, that line. ⁵ Covered by Bangor and Boston R. P. O., 10.50 miles.
21	6	36,621	1	13	5	5	7	1	1	1	
21	6	31,358	1	12	0	9	4	1	1	1	Service on this line established this year.
17	12	33,491	1 1	8 9	0 7	6 7	0 0	1	1	1	⁶ One reserve car.
20	6	94,056	¹ 1 ² 2 ³ 3	13 12 10	9 7 9	8 7 7	8 3 6	3	1	3	⁷ Two reserve cars. See Oswego and Norwich R. P. O. for remainder of contract route. ⁸ Reserve car.
19	6	18,780	1 1 1	6 9 9	6 6 7	6 6 0	0 9 0	1	1	1	See Spring Valley and New York R. P. O. for double service between Sparkbill and New York.
24.33	14	53,290	2	14	2	8	8	1	1	1	{ Routes 41002 and 41007 consolidated with this route.
22.28	7	608,841	6	55	13	9	53	10	3	39	1 chief clerk at Ogden, Utah; 6 clerks detailed to office superintendent; 1 clerk detailed to Redding and Sacramento R. P. O., and 1 extra clerk. One reserve car.
20	6	80,161	1 ⁹ 1	24 22	6 10	7 6	2 9	3	1	3	⁹ One reserve car.
21	10	95,565	2 ¹⁰ 1	18 16	0 0	7 6	0 0	3	1	3	¹⁰ One reserve car.
21.75	6	54,813	2	18	0	8	6	2	1	2	
24	6	83,227	1 1	18 15	0 0	8 8	4 4	2	2	4	
18	7	120,815	2	20	6	7	5	3	1	3	Service on this line was established this year.

TABLE A*.—Statement of railway post-offices in operation

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<i>Omaha, Nebr., and Denver, Colo.</i>	6	571.78	Union Pacific Transfer, Iowa, Julesburgh, Colo. (Union Pac.). Julesburgh, La Salle, Colo. (Union Pac.). La Salle, Denver, Colo., (Union Pac.).	34001 38017 34007	(1) 151.16 48.20	29,665 1,983 113	July 1, 1882 Jan. 2, 1882 Jan. 2, 1882
<i>Omaha and Hastings, Nebr.</i>	6	164.10	Omaha, Oreopolis Junction, Nebr. (B. and M. R. in Nebraska). Oreopolis Junction, Hastings, Nebr. (B. and M. R. in Nebraska).	34004 34002	16.60 147.50	2,012	July 5, 1882
<i>Omaha, Nebr., and Ogden, Utah.</i>	6	1,034.08	Union Pacific Transfer, Iowa, Ogden City, Utah (Union Pac.).	34001	1,034.08	29,665	July 1, 1882
<i>Omaha and Stromsburg, Nebr.</i>	6	126.26	Omaha, Valley, Nebr. (Union Pac.). Valley, Stromsburg, Nebr. (Om. and Rep. Vall.).	34001 34008	(7) 90.86	29,665 341	July 1, 1882 Aug. 16, 1881
<i>Oshkosh and Milwaukee, Wis.</i>	6	105.57	Oshkosh, Ripon, Wis. (Chic., Mil. and St. P.). Ripon, Milwaukee, Wis. (Chic., Mil. and St. P.).	25008 25003	20.95 84.62	513 1,425	July 1, 1883 July 1, 1883
<i>Oswego and Binghamton, N. Y.</i>	2	115	Oswego, Syracuse, N. Y. (O. and S. Div., Del., Lack. and West.). Syracuse, Binghamton, N. Y. (Syrac., Bing. and N. Y.).	6064 6065	35.60 80.31	1,233 950	July 1, 1881 July 1, 1881
<i>Oswego and Norwich, N. Y.</i>	2	100.55	Oswego, Norwich, N. Y. (N. Y., Out. and W.).	6048	100.43	486	July 1, 1881
<i>Ottuma, Iowa, and Moberly, Mo.</i>	7	130.81	Ottuma, Iowa, Moberly, Mo. (Wab., St. L. and Pac.).	28007	130.81	1,395	July 1, 1881
<i>Owensborough and Ricedale.</i>	5	43.59	Owensborough, Ricedale, Ky. (Owensborough and Nashville.)	20014	43.59	816	Apr. 17, 1880
<i>Paducah, Ky., and Memphis, Tenn.</i>	5	166.37	Louisville, Ky., Memphis, Tenn. (Chesapeake, Ohio and Southwestern.)	20009	163.37	550	Oct. 1, 1882
<i>Painesville and Youngstown, Ohio.</i>	5	61.69	Painesville, Youngstown, Ohio (Painesville and Youngstown.)	21046	61.69	186	July 1, 1880
<i>Palestine and Laredo, Tex.</i>	7	414.54	Palestine, Laredo, Tex. (Int. & G. N.).	81007	414.54	2,143	July 1, 1881
<i>Palestine and San Antonio, Tex.</i>	7						
<i>Palmer, Mass., and New London, Conn.</i>	1	65.47	Palmer, Mass., New London, Conn. (New London Northern.)	5009	65.47	791	July 1, 1881
<i>Parkersburgh, W. Va., and Cincinnati, Ohio.</i>	5	195.15	Parkersburgh, W. Va., Cincinnati, Ohio (Cincinnati, Washington, and Baltimore.)	21028	(10)	12,216	July 1, 1880

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.		Number of clerks appointed to line.	Remarks.	
				Length, feet and inches.	Width, feet and inches.		Number of clerks to crew.	Number of clerks appointed to line.			
25.6	7	417,399	5	9	9	3	6	2	12	¹ Distance (374.42 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O. ² One car in reserve.	
20	7	119,793	2	35	1	4	10	3	2	6	
24	7	754,878	9	0	0	0	46	3	30	³ Two cars in reserve. ⁴ East Division, Omaha, Nebr., to Cheyenne, Wyo. ⁵ West Division, Cheyenne, Wyo., to Ogden City, Utah. ⁶ 1 clerk detailed as assistant to chief clerk, Omaha, Nebr.; 1 clerk detailed for transfer duty at Omaha, Nebr.; and 1 clerk detailed to duty in P. O. at Omaha, Nebr.	
18	6	79,039	2	12	0	6	6	2	1	2	⁷ Distance (35.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O. This line was reported last year as Valley and Stroms-burgh, Nebr., R. P. O. Increase in distance run this year, 35.48 miles.
25.5	6	66,087	1	15	7	7	2	2	1	2	⁸ Reserve.
26	12	71,990	1	15	7	7	6	3	1	3	⁹ One reserve car. Formerly Oswego and Syracuse R. P. O. and Syracuse and Binghamton R. P. O.
26	6	62,944	(¹⁰)	-----	-----	-----	-----	2	1	2	¹⁰ Same cars as are used on the Norwich and Middletown R. P. O.
22.44	7	95,491	1	21	7	9	4	2	1	2	
18	7	¹³⁰ 589	1	10	0	7	6	1	1	1	¹¹ Report of 1882, Owensborough and Bevar R. P. O. Extended to Ricedale December 1, 1882; increase distance, 4.09 miles. ¹² 153 days, 39.50 miles=12,987; 212 days, 43.59 miles=18,482.
21	7	121,450	(¹⁴)	-----	-----	-----	-----	3	1	3	¹³ This route covers what was formerly No. 19011. ¹⁴ Seven cars, 3 of which are reserve, running between Louisville and Memphis. For dimensions see Louisville and Paducah R. P. O.
18	6	45,034	1	12	0	6	0	1	1	1	
17.58	7	302,614	3	22	2	9	2	7	1	7	This line is divided into 2 divisions, viz: Palestine and San Antonio, 261 miles; San Antonio and Laredo, 153.54. See Palestine and Laredo R. P. O.
24.39	6	40,984	1	10	8	6	5	1	1	1	¹⁵ Reserve car.
21	6	140,264	2	15	0	9	0	4	1	4	R. P. O. service established July 3, 1882. ¹⁶ Covered by Grafton and Cincinnati R. P. O., 185.15 miles. These clerks hold appointments on Grafton and Cincinnati, R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i>)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Pend d'Oreille, Idaho, and Wallula Junction, Wash.	8	357.52	Wallula Junction, Wash., Pend d'Oreille, Idaho (No'n Pac.).	43009	357.52	841	July 1, 1881
Penn Haven and Mount Carmel, Pa.	2	47.25	Penn Haven Junction, Mount Carmel, Pa. (Lehigh Val.).	8011	52.83	225	July 1, 1881
Pentwater and Muskegon, Mich.	9	44.68	Pentwater, Muskegon, Mich. (Chi. and West Mich.).	24021	206.92 (?)	1,264	Apr. 4, 1883
Peoria, Ill., and Evansville, Ind.	6	250.53	Peoria, Ill., Evansville, Ind. (Peo., Dec. and Evans.).	23024	250.53	383	July 1, 1883
Peoria and Galesburgh, Ill.	6	54.85	Peoria, Galesburgh, Ill. (Chic., Bur. and Qu.).	23009	54.85 ¹	1,222	July 1, 1883
Peoria and Jacksonville, Ill.	6	84.24	Peoria, Jacksonville, Ill. (Wab., St. L. and Pac.).	23038	84.24	682	July 1, 1883
Peoria and Keithsburg, Ill.	6	92.57	Peoria, Keithsburg, Ill. (Cent'l Iowa).	23068	92.57	275	July 1, 1883
Peterborough, N. H., and Worcester, Mass.	1	54.54	Peterborough, N. H., Winchendon, Mass. (Cheshire).	3058	16.62	256	July 1, 1881
			Winchendon, Worcester, Mass. (Bos., Barre and Gardner).	3057	37.92	856	July 1, 1881
Phalanx Station and Alliance, Ohio.	5	25.17	Phalanx Station, Alliance, Ohio (Alliance and Lake Erie).	21067	25.17	106	July 1, 1880
Philadelphia, Pa., and Atlantic City, N. J.	2	60.75	Philadelphia, Pa., Atlantic City, N. J. (Camden and Atlantic).	7015	59.51	814	July 1, 1881
Philadelphia, Pa., and Baltimore, Md.	2	98	Philadelphia, Pa., Baltimore, Md. (Phil., Wil. and Balt.).	10001	(?)	41,114	July 1, 1881
Philadelphia, Pa., and Bridgeton, N. J.	2	40.50	Glassborough, Bridgeton, N. J. (West Jersey).	7051	21.03	753	July 1, 1881
			Philadelphia, Pa., Glassborough, N. J. (West Jersey).	7041	(¹⁰)	845	July 1, 1881
Philadelphia, Pa., and Cape May, N. J.	2	82.75	Philadelphia, Pa., Cape May, N. J. (West Jersey).	7041	81.15	845	July 1, 1881
Philadelphia, Pa., and Crisfield, Md.	2	162	Wilmington, Delmar, Del. (Phila., Wil. and Balt.).	9501	97.02	2,050	July 1, 1881
			Delmar, Del., Crisfield, Md. (Eastern Shore).	9502	38	949	July 1, 1881
			Philadelphia, Pa., Wilmington, Del. (Phila., Wil., and Balt.).	10001	(¹⁰)	41,114	July 1, 1881
Philadelphia and Harrisburgh, Pa.	2	106.50	Philadelphia, Harrisburgh, Pa. (Penn.).	8001	(¹⁰)	70,219	July 1, 1881
Philadelphia, Pa., and Port Deposit, Md.	2	69	Philadelphia, Lenni Mills, Pa. (Phila., Wil. and Balt.).	8008	59.34	1,003	July 1, 1881
			Lenni Mills, Pa., Port Deposit, Md. (Phila., Wil. and Balt.).	8003	17.43	1,003	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
16.61	7	260,080	3	19 2	9 0	4	1	4	Distance given is to Third Crossing, Mont.
21	6	29,578	¹¹ 1	18 5	8 3	1	1	1	¹ Two reserve cars. Clerk records arrival and departure by slips at Hudsandale, Pa.
17.69	6	27,970	¹ 1	12 0	5 8	0	1	1	² Miles of route also covers parts of Big Rapids and Holland and Grand Rapids and La Crosse R. P. O's.
			²¹ 1	11 0	9 0	1	1	1	³ Held in reserve.
			²¹ 1	9 9	6 8	0	1	4	⁴ One car in reserve.
22	6	156,831	⁴³ 3	19 8	9 2	4	1	4	
26	6	34,336	1	19 4	8 11	1	1	1	
19	6	52,734	1	13 6	9 5½	2	1	2	
14	6	57,949	1	13 6	7 2	2	1	2	Service on this line was established this year.
13.80	6	34,142	¹ 1	15 0	6 6	1	1	1	⁵ These cars are also used by the Winchendon and Worcester R. P. O.; see column remarks that line.
			⁵¹ 1	8 3	6 10	0	1	1	
			⁵¹ 1	10 3	6 6	0	1	1	
			⁵¹ 1	8 3	7 0	0	1	1	⁶ Reserve cars.
			⁵¹ 1	7 11	6 11	0	1	1	
13	6	15,756	1	7 9	7 4	1	1	1	
25	6	38,029	1	19 0	8 6	1	1	1	
32	6	61,348	²³ 3	20 0	8 6	2	1	2	⁷ Covered by New York and Washington R. P. O.
24	12	50,706	²² 2	14 9	9 0	2	1	2	⁸ One reserve car. ⁹ One reserve car; double daily service.
									¹⁰ Covered by Philadelphia and Cape May R. P. O.
30	12	103,603	3	14 9	8 0	2	1	2	Double daily service.
			¹¹ 1	9 9	6 3	0	1	2	¹¹ 4 reserve cars.
			¹¹¹ 1	11 0	8 4	0	1	2	
			¹¹¹ 1	9 3	6 2	0	1	2	
			¹¹¹ 1	10 9	6 2	0	1	2	
			¹¹¹ 1	18 0	8 4	0	1	2	
20	9	147,423	1	25 0	8 0	3	1	¹² 4	¹² Short stop between Philadelphia, Pa., and Townsend, Del.
			¹⁴¹ 1	22 6	8 4	1	1	¹³ 1	¹³ Short run between Philadelphia and Dover.
			¹⁴¹ 1	20 0	7 10	0	1	¹⁴ 1	¹⁴ One reserve car.
			¹ 1	16 0	6 5	0	1	¹⁵ 1	¹⁵ Covered by New York and Washington R. P. O.
			¹ 1	20 0	8 0	0	1	¹⁶ 1	
31	12	66,609	¹⁷³ 3	15 10	9 5	2	1	¹⁶ 5	¹⁶ Covered by New York and Pittsburgh R. P. O.
							1	¹⁷ 2	¹⁷ One reserve car.
								¹⁸ 1	¹⁸ Helper, Philadelphia to Harrisburgh.
								¹⁹ 1	¹⁹ These clerks belong to New York and Pittsburgh R. P. O., but are stated for convenience of reference.
								¹⁹ 2	¹⁹ 2 runs, 1 east and 1 west, in New York and Pittsburgh R. P. O.
21	12	88,388	2	8 10	6 6	2	1	2	
			¹ 1	8 8	3 4	0	1	2	
			¹ 1	²⁰⁸ 0	6 8	0	1	2	²⁰ One reserve car.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Philadelphia, Pa., and Salem, N. J.	2	38.60	Woodbury, Swedesborough, N. J. (West Jersey).	7022	10.80	103	July 1, 1881
			Philadelphia, Pa. Woodbury, N. J. (West Jersey).	7041	(¹)	845	July 1, 1881
			Swedesborough, Riddleton, N. J. (West Jersey).	7057	11.20	370	Feb. 26, 1883
			Riddleton, Salem, N. J. (West Jersey).	7021	*6.90	232	July 1, 1881
Philadelphia and West Chester, Pa.	2	28.60	Philadelphia, West Chester, Pa. (Cent. Div., P. W. and B.).	8003	28.68	1,737	July 1, 1881
Pierce City, Mo., and Fort Smith, Ark.	7	139.74	Pierce City, Mo., Fort Smith, Ark. (St. L. and San Fran.).	28039	139.74	652	July 1, 1881
Pierce City, Mo., and Vinita, Ind. Ter.	7	73.50	Saint Louis, Mo., Vinita, Ind. Ter. (St. L. and San Fran.).	28003	73.50	4,236	July 1, 1881
Pittsburgh and Bellaire....	5	94.68	Pittsburgh, Pa., Bellaire, Ohio (Pennsylvania Co.).	21003	94.68	1,658	July 1, 1880
<i>Pittsburgh and Chicago</i>	5	468.20	Pittsburgh, Pa., Chicago, Ill. (Pittsburgh, Ft. Wayne and Chicago).	21002	468.20	16,420	July 1, 1880
<i>Pittsburgh, Pa., and Cincinnati, Ohio.</i>	5	314.02	Pittsburgh, Pa., Columbus, Ohio. (Pittsburgh, Cincinnati and St. Louis).	21032	(⁶)	43,985	July 1, 1880
			Columbus, Cincinnati, Ohio. (Pittsburgh, Cincinnati, and St. Louis.)	21014	(⁷)	14,608	
Pittsburgh, Pa., and Crestline, Ohio.	5	188.70	Pittsburgh, Pa., Crestline, Ohio (Pittsburgh, Fort Wayne and Chicago).	21002	(⁸)	16,420	
Pittsburgh and Fairchance, Pa.	2	76.50	Southwest Junction, Fairchance, Pa. (Penn.).	8104	44.12	517	July 1, 1881
			Pittsburgh, Southwest Junction, Pa. (Penn.).	8001	(¹⁰)	70,219	July 1, 1881
<i>Pittsburgh, Pa., and Saint Louis, Mo.</i>	5	624.01	Pittsburgh, Pa., Columbus, Ohio (Pittsburgh, Cincinnati and Saint Louis).	21032	193.86	43,985	July 1, 1880
			Columbus, Ohio, Indianapolis, Ind. (Cincinnati, Saint Louis, and Pittsburgh).	21015	189.07	30,837	July 1, 1880
			Indianapolis, Terre Haute, Ind. (Terre Haute and Indpls.).	22002	74.39	30,650	July 1, 1880
			Terre Haute, Ind., East Saint Louis, Ill. (St. Louis, Vandalia, and Terre Haute).	22044	106.69	30,637	Jan. 1, 1881
Pittsburgh and Washington, Pa.	2	31.75	Mansfield Valley, Washington, Pa. (Chartiers Div. Pitts., Cinn. and St. L.).	8055	23.49	799	July 1, 1881
			Pittsburgh, Mansfield Valley, Pa. (Chartiers Div. Pitts., Cinn. and St. L.).	21032	(¹⁴)	48,683	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
23	6	24,164	1	8 0	6 2	1	1	1	¹ Covered by Philadelphia and Cape May R. P. O.
20	12	35,807	1	10 0	6 4	1	1	1	² Balance 7021 (10.40 miles) covered by closed pouches.
19.44	7	102,010	2	20 5	7 4	2	1	2	Reported June 30, 1882, as Pierce City and Fayetteville, distance increased 63.85 miles.
24	7	53,655	1	20 5	7 4	1	1	1	
24	6	59,269	1	19 10	8 9	2	1	2	
25	7	341,786	5	50 0	8 4	8	3	428	³ Department pays \$25 per mile per annum for R. P. O. cars on this route. ⁴ 1 clerk detailed to duty as chief clerk, Crestline, Ohio; 1 clerk detailed to duty as transfer clerk, Crestline, Ohio; 1 clerk detailed to duty as transfer clerk, Fort Wayne, Ind.; 1 clerk detailed to duty as transfer clerk, Mansfield, Ohio. This line is in two divisions, east and west, which are divided at Crestline, Ohio.
28	14	458,469	4	60 0	8 4	4	4	3	⁵ Covered by Pittsburgh and Saint Louis R. P. O., 193.86 miles. ⁶ 4 dayline crews, 4 clerks to crew; 4 nightline crews, 3 clerks to crew. ⁷ Covered by Columbus and Cincinnati R. P. O., 120.16 miles. ⁸ 2 clerks detailed to duty in superintendent's office.
24	6	118,126	2	20 0	8 6	4	1	4	⁹ Covered by Pittsburgh and Chicago R. P. O., 188.70 miles. These clerks hold appointments on Pittsburgh and Chicago R. P. O.
23	6	47,889	1	14 10	8 4	1	1	1	¹⁰ Covered by New York and Pittsburgh R. P. O.
27	14	911,055	112	60 0	8 4	1210 8	4	1289 4	¹¹ Seven letter and five storage cars. ¹² East division 10 crews, 4 men to crew; west division 8 crews, 4 men to crew. ¹³ 1 clerk detailed to duty as chief clerk, Indianapolis, Ind.; 2 clerks detailed to duty as transfer clerks, Columbus, Ohio; 4 clerks detailed to duty as transfer clerks, Indianapolis, Ind.; 1 clerk detailed to duty as transfer clerk, Richmond, Ind.; 1 clerk detailed to duty as transfer clerk, Saint Louis, Mo.; 1 clerk detailed to duty as transfer clerk, Terre Haute, Ind.; 2 porters running between Pittsburgh and Columbus; 1 porter running between Pittsburgh and Dennison; 1 porter running between Newark and Columbus; 1 porter running between Columbus and Bradford; 2 porters running between Cambridge City and Brazil.
18	12	39,751	1	15 0	9 0	1	1	1	¹⁴ Covered by Pittsburgh, Cincinnati and Saint Louis R. P. O., fifth division.

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Pittsburgh and West Brownsville, Pa.	2	54.80	Pittsburgh, West Brownsville, Pa. (Mon. Div. Pa.).	8081	54.62	456	July 1, 1881
Pittsfield, N. H., and Lawrence, Mass.	1	56.41	Pittsfield, Hooksett, N. H. (Concord). Hooksett, Manchester, N. H. (Concord). Manchester, N. H., Lawrence, Mass. (Man. & Lawrence).	1004 1001 3063	20.35 (*) (*)	291 7,806 2,549	July 1, 1881 July 1, 1881 July 1, 1881
Pittsfield, Mass., and Bridgeport, Conn.	1	110.55	Pittsfield Mass., Bridgeport, Conn. (Housatonic).	5012	110.55	1,365	July 1, 1881
Pleasant Hill and Cedar Junction.	7	46.84	Pleasant Hill, Mo., Cedar Junction, Kans. (Atch., T. and S. F.).	28016	46.84	107	Mar. 10, 1883
Plymouth and Concord, N. H.	1	51.34	Plymouth, Concord, N. H., (Bos., Con. and Mont.).	1005	(*)	2,450	July, 1, 1881
Portage and Madison, Wis.	6	40.78	Portage, Madison, Wis., (Chic. Mil. and St. P.).	25023	40.73	412	July 1, 1882
*Port Austin and Port Huron, Mich.	9	88.30	Port Austin, Palm Sta., Mich. (Port H. and No. West). Palm Sta., Port Huron, Mich. (Port H. and No. West).	24061 24042	35.16 53.20	135 646	Apr. 4, 1883 Apr. 4, 1883
Port Huron and Detroit, Mich.	9	64.85	Port Huron, Detroit, Mich. (Grand Trunk).	24028	64.85	4,149	Apr. 4, 1883
Port Huron, Mich., and Chicago, Ill.	9	335.61	Port Huron, Mich., Chicago, Ill. (Chic. and Gd. Tk.).	24039	335.	743	Apr. 4, 1883
Port Jefferson and Long Island City, N. Y.	2	58.37	Port Jefferson, Hicksville, N. Y. (Long Island). Hicksville, Long Island City, N. Y. (Long Island).	6046 6093	33.50 (12)	535 857	July 1, 1881 July 1, 1881
Port Jervis and New York, N. Y.	2	80.13	Port Jervis, New York, N. Y. (N. Y., L. E. and W.). East Junction, West Junction, N. J. (N. Y., L. E. and W.).	6001 7055	(12) 9.98	9,212 25	July 1, 1881 July 1, 1881
Portland and Corvallis, Oreg.	8	97.85	Portland, Corvallis, Oreg. (Oreg. and Cala.).	44002	97.85	360	July 1, 1881
Portland and Fryeburg, Me.	1	49.00	Portland, Me., Fryeburg, Me. (Port and Ogd.).	10	(14)	895	July 1, 1881
Portland, Me., and Gorham, N. H.	1	91.87	Portland, Me., Gorham, N. H. (Grand Trunk).	7	(16)	1,329	July 1, 1881
Portland and Riddles, Oreg.	8	263.43	Portland, Riddles, Oreg. (Oreg. and Cala.).	44001	263.43	1,258	July 1, 1881
Portland, Me., and Boston, Mass.	1	116.33	Portland, Me., Boston, Mass. (Bos. and Maine).	3011	116.33	4,445	July 1, 1881
Portland, Me., and Island Pond, Vt.	1	149.71	Portland, Me., Island Pond, Vt. (Grand Trunk).	7	149.71	1,329	July 1, 1881
Portland, Me., and Rochester, N. H.	1	55.00	Portland, Me., Rochester, N. H. (Port. and Roch.).	8	(22)	1,809	July 1, 1881

in the United States on June 30, 1883—Continued.

	Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
					Length, feet and inches.	Width, feet and inches.				
16	6	34,305	2	15 0	8 8	1	1	1		
13.16	6	35,312	1	8 0	7 0	1	1	1	¹ Two cars are also used on this line from Hooksett to Lawrence that are used by the Concord and Clairmont R. P. O., changing every day, shown in column 13 that line. (See column remarks that line.)	
18.94	12	138,408	4	14 7	6 0	4	1	4	² Covered by Saint Albans and Boston R. P. O. 9 miles. ³ Covered by Lancaster and Boston R. P. O. 27.06 miles. ⁴ One of these cars is a reserve car. ⁵ 2 clerks double the road every day, and have every other week off; the other 2 clerks run all the time.	
10.38	6	29,322	1	10 0	8 0	1	1	1		
28.55	6	32,138	1	10 0	7 0	1	1	1	⁶ Covered by Lancaster and Boston R. P. O. 51.34 miles. ⁷ One of these cars is a reserve car. ⁸ Reserve car.	
20	6	25,497	1	13 7	7 7	1	1	1		
22.09	6	55,313	1	9 0	6 0	1	1	1	⁹ Reported in Table A of last year as Sand Beach and Port Huron R. P. O.; distance increased 16.66 miles. ¹⁰ Held in reserve.	
29.14	6	40,596	2	23 10	6 4	1	1	1		
28.75	6	210,090	4	20 0	8 8	4	1	6	2 clerks run as helpers between Port Huron and Battle Creek, Mich., 159.75 miles. ¹¹ Two of these cars held in reserve. Double daily service between Port Jefferson and Hicksville, formerly Port Jefferson and Hicksville R. P. O.; increased 22 miles. ¹² Covered by Sag Harbor and New York R. P. O.	
24	9	132,399	1	15 5	7 0	1	1	1		
28	6	55,795	1	16 6	6 10	1	1	1	¹³ Covered by New York and Dunkirk R. P. O. This clerk is relieved every third week by Middletown and New York R. P. O. clerk.	
12.93	6	61,254	3	10 0	8 10	2	1	2		
23.14	6	30,674	1	10 0	6 6	1	1	(16)	¹⁴ Covered by Portland and Swanton R. P. O. 49 miles. ¹⁵ Shown in column 16, Portland and Swanton R. P. O.	
22.04	6	57,510	2	17 9	7 6	1	1	1	¹⁶ Covered by Portland and Island Pond R. P. O. 91.87 miles. ¹⁷ Reserve cars.	
18.42	6	164,907	3	20 5½	8 10½	4	1	4	Last year Portland and Roseburg; increase, 64.33 miles; distance given is to Julia, Oreg.	
25.85	12	145,645	1	25 4	9 0	2	18	2	¹⁸ A. M. run from Portland, Me., 2 clerks to a crew. ¹⁹ A. M. run from Boston, Mass., 3 clerks to a crew. ²⁰ Reserve cars.	
24.14	6	93,718	1	19 0	7 5	3	1	2	²¹ 1 clerk runs between Portland and South Paris, Me., 47½ miles; 1 clerk runs west with Portland and Gorham R. P. O. from Portland to South Paris, and east with Portland and Island Pond R. P. O. from South Paris to Portland as helper. ²² Reserve car.	
25.38	3	17,215	2	15 10	8 1	1	1	(25)	²³ Covered by Portland and Worcester R. P. O., 55 miles. ²⁴ Reserve car. This clerk runs from Rochester, N. H., to Portland, Me., with the Portland and Worcester R. P. O. as assistant, 55 miles. (See column remarks that line.) ²⁵ Shown in column 16, Portland and Worcester R. P. O.	

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Portland, Me., and Swanton, Vt.	1	232	Portland, Me., So. Lunenburg, Vt. (Port. & Ogd.).	10	114	895	July 1, 1881
			So. Lunenburg, Swanton, Vt. (St. Johnsbury and Lake Cham.).	2011	118	656	July 1, 1881
Portland, Me., and Worcester, Mass.	1	150.76	Portland, Me., Rochester, N. H. (Port. & Roch.).	8	55	1,809	July 1, 1881
			Rochester, Nashua, N. H. (Wor. & Nashua).	1012	48.83	1,462	July 1, 1881
			Nashua, N. H., Worcester, Mass. (Wor. and Nashua).	3066	46.93	2,280	July 1, 1881
Portsmouth and Concord, N. H.	1	59.66	Portsmouth, Concord, N. H. (Concord).	1002	59.66	857	July 1, 1881
Portsmouth and Manchester, N. H.	1	41.40	Portsmouth, Manchester, N. H. (Concord).	1002	(*)	857	July 1, 1881
Postville and Cedar Rapids, Iowa.	6	99.80	Postville, Cedar Rapids, Iowa (Bur., C. Rap. and No.).	27002	99.80	370	July 1, 1881
Pottsville and Philadelphia, Pa.	2	93.75	Pottsville, Philadelphia, Pa. (Phila. and Read.).	8002	92.84	1,817	July 1, 1881
Pottsville, Tamauqua, and Herndon, Pa.	2	81.75	Pottsville, Herndon, Pa. (M. and S. Br., Phila. and Read.).	8013	81.03	362	July 1, 1881
Powers, Mich., and Florence, Wis.	6	41.74	Powers, Mich., Florence, Wis. (Chic. and N. West.).	24032	41.74	240	June 1, 1881
Providence, R. I., and New London, Conn.	1	62.10	Providence, R. I., New London, Conn. (N. Y., Prov. and Bos.).	4002	(*)	17,626	July 1, 1881
Providence and Pascoag, R. I.	1	23.15	Providence, Pascoag, R. I. (Prov. and Spring.).	4006	23.15	628	July 1, 1881
Providence, R. I., and Willimantic, Conn.	1	58.50	Providence, R. I., Willimantic, Conn. (N. Y. and New Eng.).	6007	58.50	2,320	July 1, 1881
Pueblo and Silverton, Colo.	7	374.76	Denver, El Moro, Colo. (Den. and R. G.).	38001	49.70	2,233	July 1, 1881
			Cucharas, Colo., Espanola, N. Mex. (Den. and R. G.).	38004	109.40	1,723	July 1, 1881
			Antonito, Silverton, Colo. (Den. and R. G.).	39002	215.66	431	July 1, 1881
Quincy, Ill., and Trenton, Mo.	7	137.71	Quincy, Ill., Trenton, Mo. (Wab., St. L. and Pac.).	28019	137.71	587	July 1, 1881
Quincy, Ill., and Kansas City, Mo.	7	225.94	Quincy, Ill., Saint Joseph, Mo. (Han. and St. Jo.).	28005	171.00	7,455	July 1, 1881
			Cameron, Kansas City, Mo. (Han. and St. Jo.).	28010	55.78	6,810	July 1, 1881
Quincy, Ill., and Louisiana, Mo.	6	45.61	Quincy, Fall Creek, Ill. (Chic., Bur. and Qu.).	23041	18.69	867	July 1, 1881
			Fall Creek, Ill., Louisiana, Mo. (Chic., Bur. and Qu.).	23079	31.92	250	July 1, 1881
Racine, Wis., and Rock Island, Ill.	6	197.86	Racine, Wis., Rock Island, Ill. (Chic., Mil. and St. P.).	25024	197.86	2,122	July 1, 1881
Raleigh and Hamlet, N. C.	3	97.58	Raleigh, Hamlet, N. C. (Ral. and Aug. Air Line.)	13010	97.58	493	July 1, 1880

* the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.		Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.		Number of clerks to crew.	Number of clerks appointed to line.		
21.57	6	145,232	2	13 0 21 13 8 21 15 0	6 8 6 8 6 6	4	1	15	1 clerk runs between Portland and Fryeburg, Me., 49 miles (see columns 14 and 15 that line). 2 Reserve cars.	
27.81	6	94,375	1	14 6 1 15 10	8 8 8 10	3	2	28	21 clerk runs between Nashua, N. H., and Worcester, Mass., 46.93 miles; 1 clerk between Portland, Me., and Rochester, N. H., 55 miles (see columns 13 and 14 these lines). The Portland and Rochester clerk runs from Rochester to Portland with Portland and Worcester R. P. O. as assistant.	
19.24	6	37,347	1	15 0	6 0	1	1	42	41 clerk runs between Portsmouth and Manchester, N. H., 41.40 miles (see columns 14 and 15 that line). Reported last year as Portsmouth and Manchester R. P. O.; increase, 18.26 miles; run extended to Concord, N. H.	
22.99	6	25,916	1	10 0	6 8	1	1	(9)	6 Covered by Portsmouth and Concord R. P. O., 41.40 miles. 6 Shown in column 16, Portsmouth and Concord R. P. O.	
21	6	62,475	1	10 4 71 9 10	7 8 7 8	2	1	2	7 Reserve.	
26	18	176,062	2	14 4 1 14 8 1 15 8	8 7 8 7 8 7	1	2	25	8 One reserve car. 9 1 clerk on lay-off.	
21	10 1/2	89,048	1	8 0 1 12 4 1 12 10	6 5 6 6 6 8	2	1	2		
21	6	26,129	1	19 2	7 2	1	1	1		
23.73	12	40,189	1	16 3 1 15 10 111 15 10	6 11 6 10 6 6	2	1	2	10 Covered by Boston, Providence and New York R. P. O., 62.10 miles. 11 Reserve car.	
19.84	12	28,983	1	6 4	5 2	1	1	1		
18.37	6	36,621	1	14 2	6 8	1	1	1		
16.26	7	273,575	122 146	33 8 19 10	7 5 7 5	6	1	127	12 One of these cars in shop for repairs; entire car in use. 131 clerk detailed to transfer service at South Pueblo, Colo. Reported June 30, 1882, as Pueblo and Durango; distance increased 42.38 miles. 14 Two of these cars in shop for repairs, and one held in reserve at Grand Junction.	
20.94	6	86,206	1	21 7 1/2	7 6	2	1	2		
22.02	7	164,936	3	40 1 1/2 172 60 6	9 1 1/2 9 3	4	2	1210	12 Clerks register at Union depot, Kansas City, 82-100 miles from post-office. 131 clerk detailed to transfer service at Kansas City, Mo.; 1 clerk detailed to transfer service at Cameron, Mo.	
18.2	6	28,552	1	12 0	6 10	1	1	1	17 These cars held in reserve at Hannibal, Mo.	
20.5	6	123,860	1	23 0 1 20 0 181 20 10	9 3 9 2 9 4	4	1	4		
14.47		61,086	192	10 6	9 0	2	1	2	18 Reserve. 19 One in reserve.	

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Rarden and Cincinnati, Ohio.	5	81.69	Rarden, Cincinnati, Ohio, (Cin. and East. Ky.).	21052	81.69	576	Oct. 1, 1882
Reading and Columbia, Pa.	2	46.50	Junction (n. o.), Columbia, Pa. (R. and C. Div., Phila. and Read.).	8031	40.14	326	July 1, 1881
			Reading Junction (n. o.), Pa. (Phila. and Read.).	8073	(*)	2,062	July 1, 1881
Reading, Pa., and Wilmington, Del.	2	74.57	Reading, Pa., Wilmington, Del. (Wilmington and Nor.).	8054	73.08	169	July 1, 1881
Red Bank and Bridgeton, N. J.	2	95.30	Eatontown, Whiting, N. J. (N. J. Sou.).	7026	30.23	196	July 1, 1881
			Whiting, Atsion, N. J. (N. J. Sou.).	7029	23.88	195	July 1, 1881
			Atsion, Bridgeton, N. J. (N. J. Sou.).	7031	37.75	288	July 1, 1881
			Red Bank, Eatontown, N. J. (N. J. Sou.).	7049	3.22	176	July 1, 1881
Redding and Sacramento, Cal.	8	169.98	Roseville, Redding, Cal. (C. P.).	46003	151.74	4,971	July 1, 1881
Red Oak and Eastport, Iowa	6	51.17	Red Oak, Eastport, Iowa (Chic., Bur. and Qu.).	27074	51.17	730	July 1, 1883
Red Wing and Waterville, Minn.	6	66.70	Red Wing, Waterville, Minn. (Minn. and St. Lou.).	26048	66.70	358	July 1, 1883
Reno and Preston, Minn.	6	57.67	Reno, Preston, Minn. (Chic., Mil. and St. P.).	26032	57.67	222	July 1, 1883
Reno and Virginia City, Nev.	8	52.61	Reno, Virginia City, Nev. (Virg. and Truckee).	45001	52.61	1,736	July 1, 1881
Rice Lake and Chippewa Falls, Wis.	6	46.17	Rice Lake, Chippewa Falls, Wis. (Chic., St. P., Minn. and O.).	25048	46.17	120	July 1, 1883
Richford, Vt., and Concord, N. H.	1	191.11	Richford, Newport, Vt. (So. Eastern).	2009	32	651	July 1, 1881
			Newport, Wells River, Vt. (Passumpsic).	2010	(*)	2,105	July 1, 1881
			Wells River, Vt., Concord, N. H. (Bos., Con. and Mont.).	1005	(*)	2,450	July 1, 1881
Richford and Saint Albans, Vt.	1	28.91	Richford, Saint Albans, Vt. (Missisquoi).	2007	28.91	633	July 1, 1881
Richland and Niagara Falls, N. Y.	2	183.06	Richland, Oswego, N. Y. (Rome, W. and Og.).	6034	29.03	895	July 1, 1881
			Oswego, Lewiston, N. Y. (Rome, W. and Og.).	6038	146.64	847	July 1, 1881
			Lewiston, Buffalo, N. Y. (N. Y. Cent. and Hud. R.).	6016	6	1,159	July 1, 1881
Richland and Syracuse, N. Y.	2	42.25	Pulaski, Syracuse, N. Y. (Rome, W. & Og.).	6037	38.48	655	July 1, 1881
			Richland, Pulaski, N. Y. (Rome, W. and Og.).	6034	(*)	895	July 1, 1881
Richmond and Stanford, Ky.	5	34.48	Richmond, Stanford, Ky. (Kentucky Central).	20030	34.48	89	Mar. 1, 1881
Richmond, Lynchburg, and Clifton Forge, Va.	3	225.25	Richmond, Lynchburg, Va. (Rich. and Alleghany).	11023	147.50	235	July 1, 1881
			Lynchburg, Clifton Forge, Va. (Richmond and Alleghany).	11027	87.47	204	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.		Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.		Number of clerks to crew.	Number of clerks appointed to line.		
15	6	144,229	2	12 0	6 0	1	1	1	Report of 1882, Cincinnati, Batavia and Portsmouth R. P. O. Extended January 1, 1883, from Wilson to Peebles, 4.09 miles, and name changed to Peebles and Cincinnati R. P. O. May 15, 1883, extended from Peebles to Rarden, 10.19 miles. ¹ 157 days, 67.41 miles=21,147; 118 days, 71.59 miles=16,874; 38 days, 81.69 miles=6,208.	
21	6	29,109	1	14 6	8 6	1	1	1		
			1	7 4	6 6				² Covered by Allentown and Harrisburg R. P. O.	
18	6	46,556	³ 1	7 6	6 0	1	1	1	⁴ One reserve car.	
			1	6 3	5 7					
27	6	59,658	42	7 7	6 6	1	1	1	⁴ Five reserve cars. 7026 (34.77 miles) covered by closed pouches. 7029 (9.42 miles) covered by closed pouches.	
			41	7 2	6 6					
			42	7 0	6 3					
			41	8 3	6 9				7049 (6.58 miles) covered by closed pouches.	
28.32	7	124,085	2	55 1 ¹ / ₂	9 5 ¹ / ₂	3	1	3	Clerks on this line run through to Sacramento and register there. One reserve car. 40-foot cars authorized.	
25	6	32,032	1	15 4	8 10	1	1	1		
15	6	41,754	1	7 4	7 0	1	1	1	Service on this line was established this year.	
15	6	36,101	⁵ 2	8 10 ¹ / ₂	5 8 ¹ / ₂	1	1	1	⁶ One car in reserve.	
17.60	7	38,405	1	18 11	8 5 ¹ / ₂	1	1	1		
20	6	28,902	1	7 6	8 6	1	1	1	Service on this line was established this year.	
22.39	6	119,634	1	16 7	6 10	4	1	4	⁶ Covered by Newport and Springfield R. P. O. 65.10 miles. ⁷ Reserve car. ⁸ Covered by Lancaster and Boston R. P. O. 94.01 miles.	
			1	15 0	6 9					
			⁹ 1	16 0	7 1					
11.10	6	18,097	1	8 4	6 10			(⁹)	⁹ The clerk running on this line was transferred to Saint Albans and Ogdensburg R. P. O. June 18. No successor appointed. Run filled by an acting R. P. C.	
21	8 ¹ / ₂	128,728	¹⁰ 3	20 10	6 10	3	1	4	¹⁰ Two reserve cars. ¹¹ Short run; Oswego and Charlotte.	
			1	8 7	7 7	¹¹ 1				
20	6	26,448	¹² 2	9 0	7 0	1	1	1	¹² One car in shop.	
									¹³ Covered by Richland and Niagara Falls R. P. O.	
11	6	21,584	1	10 0	6 0	1	1	1		
20.66	6	169,910	2	16 2	8 6	4	1	4		
			1	9 0	8 6					

TABLE A.—Statement of railway post-offices in operation

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Richmond and Clifton Forge, Va.	3	194.28	Richmond, Clifton Forge, Va. (Ches. and Ohio).	11005	193	1,251	July 1, 1881
<i>Richmond and Danville, Va.</i>	3	140.42	Richmond, Danville, Va. (Rich. and Dan.).	11006	140	9,206	July 1, 1881
Richmond, Va., and Wilmington, N. C.	3	251.58	Richmond, Petersburg, Va. (Rich. & Petersburg). Petersburg, Va., Weldon, N. C. (Petersburg). Weldon, Wilmington, N. C. (Wilmington and Weldon).	11008 11009 13002	23.39 65.31 162.07	9,440 7,899 5,833	July 1, 1881 July 1, 1881 July 1, 1881
Rochester, N. Y., and Bradford, Pa.	2	127.75	Rochester, Salamanca, N. Y. (Roch. and Pittsburgh). Bradford Junction, Bradford, Pa. (Roch. and Pittsburgh).	6102 6127	109.14 18	292	July 1, 1881
Rochester and Corning, N. Y.	2	95.05	Rochester, Avon, N. Y. (Roch. Div., N. Y., L. E. and W.). Avon, Corning, N. Y. (Roch. Div., N. Y., L. E. and W.).	6005 6007	19.09 76.47	1,021 1,132	July 1, 1881 July 1, 1881
Rochester and Niagara Falls, N. Y.	2	77.75	Rochester, Niagara Falls, N. Y. (Roch. and N. F. Div., N. Y. Cent. and Hud. R.).	6018	76	3,405	July 1, 1881
Rochester and Olean, N. Y.	2	106.06	Rochester, Olean, N. Y. (B., N. Y. and P.).	6123	99.92	258	July 1, 1881
Rockaway and High Bridge, N. J.	2	30.45	Rockaway and High Bridge, N. J. (Central of N. J.).	7040	30.31	97	July 1, 1881
Rock Island and Peoria, Ill.	6	91.68	Rock Island, Peoria, Ill. (Rk. Isl. and Peo.).	23040	91.68	875	July 1, 1883
Rock Island, Ill., and Saint Louis, Mo.	6	248.42	Rock Island, Ill., Saint Louis, Mo. (Chic., Bur. and Qu.).	23005	248.42	2,005	July 1, 1883
Rock Island, and Tullahoma, Tenn.	5	48.62	Rock Island, Tullahoma, Tenn. (Nashville, Chattanooga and St. Louis).	19013	48.62	197	July 1, 1880
Rockland and Brunswick, Me.	1	58	Rockland, Woolwich, Me. (Knox and Lincoln). Bath, Brunswick, Me. (Me. Central).	15 11	48.86 9.14	1,039 1,410	July 1, 1881 July 1, 1881
Rogersville and Bull's Gap, Tenn.	5	16.40	Rogersville, Bull's Gap, Tenn. (Rogersville and Jefferson).	19003	16.40	117	July 1, 1880
Rome and Macon, Ga.	4	161	Rome, Brunswick, Ga. (E. T. Va. and Ga.).	15013	161	1,017	July 1, 1880
Rondout and Stamford, N. Y.	2	76.25	Rondout, Stamford, N. Y. (Ulster and Del.).	6073	73.64	680	July 1, 1881
Rosenberg and Victoria, Tex.	7	91.85	Rosenberg, Victoria, Tex. (N. Y., Tex. and Mex.).	31036	91.85	407	Aug. 16, 1882
Rouse's Point and Albany, N. Y.	2	216	West Chazy, Albany, N. Y. (Del. and Hud. Canal Co., S. and C. Div.). Rouse's Point, West Chazy, N. Y. (Del. and Hud. Canal Co., S. and C. Div.). Castleton, Whitehall, N. Y. (Del. and Hud. Canal Co., S. and C. Div.). Rutland, Vt., Castleton, N. Y. (Del. and Hud. Canal Co., S. and C. Div.).	6026 6033 6098 6024	176.83 14.78 14.34 (*)	126 2,771 619	July 1, 1881 July 1, 1881 July 1, 1881 July 1, 1881
Ruthven and Des Moines, Iowa.	6	137.08	Ruthven, Tara, Iowa (Des M. and Ft. Dodge). Tara, Des Moines, Iowa (Des M. and Ft. Dodge).	37087 27031	54.98 82.10	124 758	July 1, 1883 July 1, 1883

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
20.40	6	121,131	2	21 2	9 0	..	.....	.....	One helper between Richmond and Staunton, 136 miles; .66 mile distance of transfer service at Richmond.
				18 10	9 0				
				17 8	9 0				
				21 10	8 7				
				18 6	9 0				
				17 6	9 0				
20.11	7	102,220	12	41 0	8 8	2	1	2	¹ One in reserve at Danville; .42 mile distance of transfer and messenger service at Richmond.
27.89	14	366,095	35	50 0	8 8	8	1	11	One detailed to office superintendent R. M. S., third division; one detailed as transfer clerk at Richmond, Va. One helper between Richmond and Jarretts. ² One car in reserve.
23	6	79,971	1	14 0	7 0	2	1	2	Distance from Salamanca to Bradford Junction doubled by clerk. Formerly Rochester and Salamanca R. P. O.; increase 16.20 miles. ³ Three reserve cars; one in shop.
			¹	11 0	7 0				
			²	8 3	6 10				
28	6	59,501	1	14 6	9 2	2	1	2	One of these clerks relieves Danville and Buffalo clerk every third week.
			1	12 7	9 7				
25	6	48,671	41	34 0	8 4	2	1	3 ³	⁴ Part mail apartment and part baggage-cars. ⁵ 1 transfer-clerk at Suspension Bridge.
			⁴	21 0	8 4				
20	6	67,295	2	15 6	8 9	2	1	2	
24	6	19,062	1	8 0	6 10	1	1	1	
23	6	57,391	1	11 11	9 0	2	1	2	⁶ Reserve.
			¹	11 11	7 0				
21.4	6	155,511	2	18 7	8 9	4	1	4	
13	6	30,496	1	10 5	6 5	1	1	1	
18.60	12	72,616	2	15 9	6 6	2	1	2	⁷ Reserve cars.
			1	14 6	7 1				
			²	12 6	6 5				
12	6	10,268	1	6 0	4 6	1	1	1	
19	6	100,786	1	14 5	8 10 ¹	2	1	2	
			2	11 14	7 8				
18	12	95,465	2	16 0	6 6	2	1	2	⁸ One car in shop.
12.66	7	67,050	2	14 4	7 8	2	1	2	
23	6	135,216	3	21 0	7 0	2	2	6	⁹ One car in reserve. 11.96 miles covered by closed pouches; route No. 6026.
						2	1		
									¹⁰ Covered by Rutland and Troy R. P. O.
22.5	6	85,812	2	13 0	9 3	2	1	2	¹¹ Reserve. This line was reported last year as Fort Dodge and Des Moines, Iowa, R. P. O.; increase in distance run this year, 49.18 miles.
			¹¹	14 0	7 0				

TABLE A*.—Statement of railway post-offices in operation

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Rutland, Vt., and Hoosick Junction, N. Y.	1	59.99	Rutland, North Bennington, Vt. (Benn. and Rut.).	2015	52.50	2,537	July 1, 1880
			North Bennington, State Line, Vt. (Benn. and Rut.).	2018	1.99	2,537	July 1, 1881
			State Line, Vt., Hoosick Junction, N. Y. (Troy and Benn. Br. Troy and Boston).	6116	5.50	2,660	July 1, 1881
Rutland, Vt., and Troy, N. Y.	2	63.87	Rutland, Vt., Eagle Bridge, N. Y. (S. and C. Div. Del. and Hudson Canal Co.).	6024	62.87	619	July 1, 1881
Sacramento, Benicia, and San Francisco, Cal.	8	89.79	San Francisco, Sacramento, Cal. (C. P.).	48001	.....	29,665	July 1, 1881
Sacramento and San Francisco, Cal.	8	140.05	San Francisco, Sacramento, Cal. (C. P.).	48028	140.05	1,667	July 1, 1881
Sag Harbor and New York, N. Y.	2	100.75	Sag Harbor, Long Island City, N. Y. (Long Island).	6093	99.67	857	July 1, 1881
<i>Saint Albans, Vt., and Boston, Mass.</i>	1	267.21	Saint Albans, Essex Junction, Vt. (Cen. Vt.).	2001	24.50	3,516	July 1, 1881
			Essex Junction, White River Junction, Vt. (Cen. Vt.).	2002	96.00	4,394	July 1, 1881
			White River Junction, Vt., Concord, N. H. (Northern).	1008	69.64	4,889	July 1, 1881
			Concord, Nashua, N. H. (Concord).	1001	36.28	7,806	July 1, 1881
			Nashua, N. H., Lowell, Mass. (Bos. and Lowell).	3073	14.77	6,292	July 1, 1881
			Lowell, Boston, Mass. (Bos. and Lowell).	3016	26.02	7,276	July 1, 1881
Saint Albans, Vt., and Hoosick Junction, N. Y.	1	159.69	Saint Albans, Burlington, Vt. (Cen. Vt.).	2001	(7)	3,516	July 1, 1881
			Burlington, Rutland, Vt. (Cen. Vt.).	2003	(8)	3,308	July 1, 1881
			Rutland, North Bennington, Vt. (Benn. and Rut.).	2015	(10)	2,537	July 1, 1881
			North Bennington, Vt., State Line (Benn. and Rut.).	2018	(11)	2,537	July 1, 1881
			State Line, Vt., Hoosick Junction, N. Y. (Troy and Bos.).	6116	(12)	2,660	July 1, 1881
Saint Albans, Vt., and Ogdensburg, N. Y.	2	142.09	Rouse's Point, Ogdensburg, N. Y. (Ogd., Lk. Champlain).	6053	119.28	1,133	July 1, 1881
			Saint Albans, Vt., Rouse's Point, N. Y. (Central Vermont).	2001	(14)	3,516	July 1, 1881
Saint Cloud and Minneapolis, Minn.	6	64.52	Saint Cloud, Minneapolis, Minn. (St. P., Minn. and Man.).	26040	64.52	174	July 1, 1883
Saint Joseph and Albany, Mo.	7	51.92	Albany, Saint Joseph, Mo. (St. Jo. and Des Moines).	28037	51.92	367	July 1, 1881
Saint Joseph, Mo., and Grand Island, Nebr.	7	267.88	Saint Joseph, Mo., Grand Island, Nebr. (St. Jo. and Western).	33007	252.88	722	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.		Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.	Number of crews.	Number of clerks to crew.			
23.44	6	37,553	1	17 9	6 8	1	1	1		
24	6	39,544	1 ¹	16 6 11 11	6 11 7 2	2	1	2		Clerk only runs between Eagle Bridge and Rutland. ¹ Reserve car.
22.42	7	65,546	1	21 4	8 10	2	1	2		Clerks and R. P. O., auxiliary to Ogden and San Francisco R. P. O.
22.34	7	102,236	2	17 10	8 11	3	1	3		
23	8	86,231	1 ³	15 0 12 4 10 6 14 10	8 0 6 0 5 8 6 6	3	1	24		Double service between Long Island City and Babylon. ² 1 transfer clerk at Long Island City. Clerks record arrival and departure by slips at Sag Harbor. ³ Reserve car.
26.85	12	334,540	1	42 0 42 8 35 1 34 4 32 8	6 9 8 9 6 3 6 11 6 8	8	2	419		⁴ 1 clerk detailed as chief clerk, Boston, Mass.; 1 clerk detailed as transfer clerk, Concord, N. H.; 1 clerk detailed as transfer clerk, Saint Albans, Vt. ⁵ Parts of cars. ⁶ Reserve car; part of car.
28.57	6	99,065	1	22 5 22 6 18 8	7 3 6 9 6 4	3	1	3		⁷ Covered by Saint Albans and Boston R. P. O., 24.50 miles, and Essex Junction and Boston R. P. O., 8 miles. ⁸ Covered by Essex Junction and Boston R. P. O., 67.20 miles. ⁹ Reserve car. ¹⁰ Covered by Rutland and Hoosick Junction R. P. O., 52.50 miles. ¹¹ Covered by Rutland and Hoosick Junction R. P. O., 1.99 miles. ¹² Covered by Rutland and Hoosick Junction R. P. O., 5.50 miles.
27	6	89,455	2 ¹³	13 4 14 0	6 10 6 6	3	1	3		¹³ Reserve car. ¹⁴ Covered by Burlington and Rouse's Point R. P. O.; first division.
15	6	40,380	1 ¹⁵	12 4	7 2	1	1	1		¹⁵ One car in reserve. This line was reported last year as Clearwater and Minneapolis, Minn., R. P. O. Increase in distance run this year, 13.38 miles.
12	6	32,501	2	7 0	5 10	1	1	1		
20.02	7	184,602	2	20 0	9 4	4	1	4		

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
<i>Saint Louis, Mo., and Atchison, Nebr.</i>	7	282 47.75	Saint Louis, Mo., Omaha, Nebr. (Missouri Pacific). ¹	28001	329.75	29,295	July 1, 1881
Saint Louis, Mo., and Columbus, Ky.	7	198.35	Saint Louis, Bismarek, Mo. (St. L., I. M., and So.) ⁴	28002	(*)	15,777	July 1, 1881
			Bismarek, Mo., Columbus, Ky. (St. L., I. M., and So.).	28034	121.32	1,005	July 1, 1881
<i>Saint Louis, Mo., and Little Rock, Ark.</i>	7	.....	.....	.....	.....	.....	.....
<i>Saint Louis, Mo., and Halstead, Kans.</i>	7	534.48	⁶ Saint Louis, Mo., Vinita, Ind. T. (St. L. and San. Fran.).	28003	290.75	4,236	July 1, 1881
			Pierce City, Mo., Halstead, Kans. (St. L. and San. Fran.).	28020	243.73	1,627	June 30, 1883
<i>Saint Louis and Kansas City, Mo.</i>	7	.....	.....	.....	.....	.....	.....
<i>Saint Louis and Springfield, Mo.</i>	7	.....	.....	.....	.....	.....	.....
Saint Louis and Springfield, Mo.	7	240	¹⁰ Saint Louis, Mo., Vinita, Ind. T. (St. L. and San. Fran.).	28003	(11)	4,236	July 1, 1881
<i>Saint Louis, Mo., and Texarkana, Ark.</i>	7	492.24	¹⁴ Saint Louis, Bismarek, Mo. (St. L., I. M. and So.).	28002	77.03	15,777	July 1, 1881
			Bismarek, Mo., Texarkana, Ark. (St. L., I. M. and So.).	28026	415.21	13,140	July 1, 1881

in the United States on June 30, 1893—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.		Remarks.
				Length, feet and inches.	Width, feet and inches.		Number of clerks appointed to line.		
22 50	14 6	411,720 29,892	26	60 0	9 3	8 1	4 1	355	<p>¹ Clerks register at Union Depot, Saint Louis, Mo., and Kansas City, Mo.</p> <p>² One car held in reserve at Saint Louis, Mo.</p> <p>³ 10 helpers between points necessary; 6 clerks detailed to office superintendent; 1 clerk detailed as chief clerk at Denver, Colo.; 1 clerk detailed as chief clerk at Kansas City, Mo.; 1 clerk detailed as chief clerk at Union Depot, Saint Louis, Mo.; 1 clerk detailed to transfer service, Union Depot, Saint Louis, Mo.; 1 clerk detailed to transfer service, Union Depot, Kansas City, Mo.; 1 clerk detailed to transfer service, Union Depot, Atchison, Kans.</p> <p>This line is divided into two divisions, viz, Saint Louis and Kansas City, 282 miles, double daily service; Kansas City and Atchison, 47.75 miles, single daily service.</p>
17.34	6	124,167	2	13 6	9 0	3	1	3	<p>⁴ Clerks register at Union Depot, Saint Louis, Mo.</p> <p>⁵ Distance on route 2802 (77.03 miles) covered by Saint Louis and Texarkana R. P. O.</p> <p>See Saint Louis and Texarkana.</p>
20.22	7	390,170	75	50 0	9 1	9 3	1 1	916	<p>⁶ Clerks register at Union Depot, Saint Louis, Mo.</p> <p>⁷ 2 cars held in reserve at Springfield, Mo.</p> <p>⁸ These clerks run on Saint Louis and Springfield R. P. O., mail apartment line, which see.</p> <p>⁹ 2 helpers between Saint Louis and Rolla; 1 helper between Pierce City and Carthage; 1 clerk detailed to office superintendent.</p> <p>This line is divided into 2 divisions, viz: Saint Louis and Springfield, 240 miles; Springfield and Halstead, 294.48 miles.</p> <p>See Saint Louis and Atchison.</p> <p>See Saint Louis and Halstead.</p>
20.22	8	150,240	139	20 5	7 4	.....	.....	(¹⁰)	<p>¹⁰ Clerks register at Union Depot, Saint Louis, Mo.</p> <p>¹¹ Distance on route 28003, 240 miles, covered by Saint Louis and Halstead R. P. O.</p> <p>¹² 1 car held in reserve at Springfield.</p> <p>¹³ Clerks on this line, 3 in number, belong on Saint Louis and Halstead R. P. O., which see.</p>
22.26	14	718,670 165 165	165 165	55 0 49 3	21 0	15	2	1645 17	<p>¹⁴ Clerks register at Union Depot, Saint Louis, Mo.</p> <p>¹⁵ 2 of each of these cars held in reserve.</p> <p>¹⁶ 6 helpers, Saint Louis to Walnut Ridge; 3 clerks detailed to office superintendent; 1 clerk detailed as chief clerk, Little Rock, Ark.; 1 clerk detailed as chief clerk, Houston, Tex.; 1 clerk detailed to office post-office inspector, Saint Louis, Mo.; 2 clerks detailed to transfer service, Saint Louis, Mo.; 1 clerk detailed as assistant to chief clerk at Kansas City, Mo.</p> <p>¹⁷ 2 of this number are acting clerks.</p> <p>This line is divided into 2 divisions: Saint Louis and Little Rock, 345 miles; Little Rock and Texarkana, 147.24 miles.</p>

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or north west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Saint Louis, Louisiana, and Kansas City, Mo.	7	324.60	1 Bloomington, East Saint Louis, Ill. (Chicago and Alton).	23018	69.40	1,811	July 1, 1881
			Roodhouse, Ill., Mexico, Mo. (Chicago and Alton).	28022	89.83	1,664	July 1, 1883
			Mexico, Kansas City, Mo. (Chicago and Alton).	28038	164.69	1,475	July 1, 1881
Saint Louis, Moberly, and Kansas City, Mo.	7	277.28	* Saint Louis, Mo., Kansas City, Mo. (Wab., St. L. and Pac.).	28004	278.10	7,026	July 1, 1881
Saint Louis, Mo., and Cairo, Ill.	6	154.80	Saint Louis, Mo., Cairo, Ill. (St. Lo. and Cairo).	23053	154.80	661	July 1, 1883
Saint Louis, Mo., and Eldorado, Ill.	6	121.52	Saint Louis, Mo., Eldorado, Ill. (St. Lo., Alt. and T. H.).	23030	121.52	1,981	July 1, 1883
Saint Paul, Minn., and Elroy, Wis.	6	198.40	Saint Paul, Minn., Elroy, Wis. (Chic., St. P., Minn. and O.).	25030	198.40	.....	.....
Saint Paul, Minn., and Fargo, Dak.	6	275.80	Saint Paul, Minn., Sauk Rapids, Minn. (St. P., Minn. and Man.).	28003	76.30	10,769	July 1, 1883
			Sauk Rapids, Minn., Brainerd, Minn. (Nor. Pac.).	28002	60.96	4,711	July 1, 1883
			Brainerd, Minn., Fargo, Dak. (Nor. Pac.).	26001	138.54	1,176	July 1, 1883
Saint Paul, Minn., and Sioux City, Iowa.	6	270.97	Saint Paul, Minn., Saint James, Minn. (Chi., St. P., Minn. and O.).	28025	122.53	2,903	July 1, 1883
			Saint James, Minn., Sioux City, Iowa (Chi., St. P., Minn. and O.).	28026	148.44	.....	.....
Saint Paul, Minn., and Sioux Falls, Dak.	6	241.62	Saint Paul, Minn., Saint James, Minn. (Chi., St. P., Minn. and O.).	28025	(18)	2,903	July 1, 1883
			Saint James, Minn., Worthington, Minn. (Chi., St. P., Minn. and O.).	28026	(14)	.....	.....
			Worthington, Minn., Sioux Falls, Dak. (Chi., St. P., Minn., and O.).	26020	62.69	294	July 1, 1883
		
Saint Vincent and Saint Paul, Minn.	6	394.28	Saint Vincent, Barnesville, Minn. (St. P. Minn. and Man.).	28005	174.33	1,520	July 1, 1883
			Barnesville, E. Saint Cloud, Minn. (St. Paul Minn. and Man.).	28004	145.65	5,030	July 1, 1883
			E. Saint Cloud, Saint Paul, Minn. (St. Paul Minn. and Man.).	28003	(17)	10,759	July 1, 1883
Salamanca, N. Y., and Kent, Ohio.	5	197.31	Salamanca, N. Y., Kent, O. (New York Penn. & Ohio).	21034	197.31	1,189	July 1, 1880
Salida and Grand Junction, Colo.	7	207.50	Salida, Grand Junction, Colo. (Denver and R. G.).	38012	207.50	1,136	April 1, 1883
Salina and McPherson, Kans.	7	37.07	Salina, McPherson, Kans. (Salina and S. W.).	33028	37.07	166	July 1, 1881
Salisbury to Warm Springs, N. C.	3	183.67	Salisbury to Warm Springs, N. C. (Western N. C.).	13006	183.67	541	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars, or cars in which are mail apartments.		Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
			Length, feet and inches.	Width, feet and inches.	Length, feet and inches.	Width, feet and inches.				
24.72	7	236,857	1 1 1 1 41	25 6 23 1 25 8 19 6	9 0 8 11 8 9 9 2	5	1	56	¹ Clerks register at Union Depot, Saint Louis, Mo., and Kansas City, Mo. ² Balance of route shown in sixth division. ³ This car held in reserve at Kansas City, Mo. ⁴ This car held in reserve at Roodhouse, Ill. ⁵ 1 helper, Saint Louis to Roodhouse. ⁶ Clerks register at Union Depot, Saint Louis, Mo., and Kansas City, Mo. ⁷ 2 of these cars held in reserve, 1 at Saint Louis and 1 at Moberly. ⁸ 1 clerk detailed as porter, office of superintendent.	
24.99	7	202,517	73 1 1	25 7½ 25 7½ 24 6	7 7½ 9 2½ 9 2½	5	1	86	⁹ 1 helper between Saint Louis and Duquoin, 72 miles. ¹⁰ 1 helper between Merrillon and Elroy, Wis., 65 miles. ¹¹ 2 cars in reserve.	
20	6	96,905	2 1 1 1	14 0 13 0 18 6 16 11	7 7 6 2 9 3 9 0	3	1	3		
18	6	76,021	1 1 1	13 0 18 6 16 11	6 2 9 3 9 0	2	1	73		
21.5	6	124,198	1 1	24 5 23 7	9 1½ 9 2½	4	1	105		
22	7	201,334	114	24 6	9 0	4	1	4		
22	6	169,627	1 1 151	22 1 22 0 24 2	9 3½ 9 4 8 9½	5	1	5	¹² Reserve.	
21	6	151,254	1 1	22 1 22 0	9 3½ 9 4	4	1	4	¹³ Distance, 122.53 miles, covered by Saint Paul, Minn., and Sioux City, Iowa, R. P. O. ¹⁴ Distance, 56.40 miles, covered by Saint Paul, Minn., and Sioux City, Iowa, R. P. O. This line was reported last year as Worthington, Minn., and Sioux Falls, Dak., R. P. O., and was this year extended to begin at Saint Paul, Minn., making with Saint Paul, Minn., and Sioux City, Iowa, R. P. O., double daily service between Saint Paul, Minn., and Worthington, Minn.; increase in distance run, 178.55 miles.	
20	6	246,819	153	40 0	8 9	6	1	168	¹⁵ Whole cars. ¹⁶ One helper between Saint Paul and Saint Cloud, Minn., 75 miles. One clerk detailed to transfer service at Saint Paul, Minn. ¹⁷ Distance (74.30 miles) covered by Saint Paul, Minn., and Fargo, Dak., R. P. O.	
27	7	144,036	3	28 6	9 0	4	1	4		
18.62	7	151,475	2 101 101	29 6 19 10 12 8	7 4 7 5 7 5	3	1	3	¹⁸ These cars in shops for repairs. ¹⁹ Reported June 30, 1882, as Salida and Gunnison. Distance increased 131.75 miles.	
12.50	7	27,061	1	14 9	8 0	1	1	1		
15.92	7	134,047	1 1 1 201	19 10 19 10 12 4	8 3 8 4 8 11	3	1	3	²⁰ In reserve. In 1882, shows as route 13006, Salisbury to Asheville. The distance of increase to Warm Springs is 36 miles.	

TABLE A*.—Statement of railway post-offices in operation

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			Number of route.	Miles of route for which rail road is paid.	Average weight of mail whole distance per day (pounds).	
Salt Lake and Juab, Utah.	8	105.03	Salt Lake, Juab, Utah (Utah Central).	41002	105.03	.....
San Antonio and Del Rio.	7	.....	.....	.....	.....	.....
San Antonio and Laredo.	7	.....	.....	.....	.....	.....
Sandusky and Cincinnati.	5	211.35	Sandusky, Springfield, Ohio (Ind., B. and W., Ohio Div.).	21012	131.35	757 July 1, 1880
			Cleveland, Cincinnati, Ohio (C., C., C. and I.).	21042	(?)	16,001 July 1, 1880
Sandusky and Muncie, Muncie and Bloomington. ⁹	5	381.89	Sandusky, Ohio, Bloomington, Ill. (L. E. and W.).	21020	381.89	428 July 1, 1880
Sandusky, Newark and Wheeling.	5	224.38	Sandusky, Newark, Ohio (Baltimore and Ohio).	21010	116.88	7,900 July 1, 1880
			Bellaire, Columbus, Ohio (Baltimore and Ohio).	21001	(6)	7,247 July 1, 1880
			Baltimore, Md., Wheeling, W. Va. (Baltimore and Ohio).	10003	(7)	17,392 Jan. 8, 1882
Sanford and Kissimmee, Fla.	4	40	Sanford, Kissimmee, Fla. (So. Fla.).	16007	40.00	390 Mar. 1, 1883
San Francisco and Santa Cruz, Cal.	8	79.75	San Francisco, Santa Cruz, Cal. (So. Pac. Coast).	46031	83.15	682 July 1, 1881
San Francisco and Soledad, Cal.	8	142.96	San Francisco, Soledad, Cal. (S. P.).	46002	142.96	1,272 July 1, 1881
Scranton and Northumberland, Pa.	2	80.64	Scranton, Northumberland, Pa. (Bloomsburg Div., Del., Lack. and West.).	8017	80.89	1,110 July 1, 1881
Seaford, Del., and Cambridge, Md.	2	33.25	Seaford, Del., Cambridge, Md. (Dorch. and Del.).	10008	33.61	227 July 1, 1881
Sedalia and Kansas City, Mo.	7	99.58	Sedalia, Lexington, Mo. (Missouri Pacific).	28017	56.23	.....
			Kansas City, Lexington, Mo. (Missouri Pacific).	28033	43.35	335 Mar. 8, 1882
Sedalia, Mo., and Parsons, Kans.	7	159	Sedalia, Mo., Denison City, Tex. (Missouri Pacific).	28011	(8)	8,604 July 1, 1881
Selma, A., and Meridian, Miss.	4	114.15	Selma, Ala., Meridian Miss. (Ala. Central).	17009	95.85	395 July 1, 1880
			Cairo, Ill., Mobile, Ala. (Ill. Central).	18004	(11)	824 July 1, 1880
Selma and Acron Junction (n. o.) Ala. ¹²	4	72	Selma, Acron Junction, (n. o.) Ala. (Cin., Sel. and Mob.).	17006	72.00	263 April 1, 1883
Selma and Pine Apple, Ala.	4	153.06	Selma, Pine Apple, Ala. (Pensa. and Selma).	17017	141.56	133 July 1, 1880
Shabbona and Rock Falls, Ill.	6	47.46	Shabbona, Rock Falls, Ill. (Chic., Hur. and Qu.).	23014	47.46	112 July 1, 1883
Sheboygan and Princeton, Wis.	6	78.79	Sheboygan, Princeton, Wis. (Chic. and No. West).	25019	78.79	494 July 1, 1883
Sheffield Junction and Foxburgh, Pa.	2	64.40	Sheffield Junction, Foxburgh, Pa. (Pitts., Brad. and Buffalo).	8112	64.30	490 July 1, 1881
Shingle Springs and Sacramento, Cal.	8	48.75	Sacramento, Shingle Springs, Cal. (Sac. Val.).	46005	48.75	384 July 1, 1881
Shreveport, La., and Marshall, Tex.	7	39.90	Shreveport, La., El Paso, Tex. (Texas and Pacific).	31009	39.90	1,072 July 1, 1881
Sidney and Havana, Ill.	6	112.60	Sidney, Havana, Ill. (Wab. St. L. & Pac.).	23029	112.60	472 July 1, 1883

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
22.11	7	76,671	2	15 0	9 0	2	1	2	Consolidated with routes 41001 and 41007. R. P. O. runs end at Juab. (See Houston and Del Rio R. P. O.) (See Palestine and Laredo R. P. O.)
25	6	132,305	2	15 0	9 1	14	1	4	¹ These clerks act as helpers to Cleveland and Cincinnati R. P. O. between Springfield and Cincinnati. ² Covered by Cleveland and Cincinnati R. P. O., 80 miles.
24	6	239,063	2	14 0	7 8	43	1	3	³ This line is divided at Muncie, Ind.
22	7	163,797	3	12 0	7 4	4	1	4	⁴ Sandusky to Muncie, 3 clerks; Muncie to Bloomington, 4 clerks.
									⁵ 1 helper between Newark and Chicago, Ohio, every day except Mondays and Tuesdays. ⁶ Covered by Grafton and Chicago R. P. O., 103.50 miles. ⁷ Covered by lines of 3d division, 4 miles.
20	6	26,040	1	14 3	7 6	1	1	1	
20.78	6	49,923	2	8 0	7 6	1	1	1	One reserve car.
21.96	7	104,360	3	17 0	9 0	3	1	3	One reserve car.
26	6	50,481	1	16 2	8 6	2	1	2	Clerk on "lay-off" acts as helper Thursdays and Fridays, from Northumberland to Willow Springs. ⁸ One reserve car.
14	6	20,814	1	19 8	7 11	1	1	1	
16.92	6	62,337	1	20 6	7 5	2	1	2	
21.42	7	116,070	2	22 0	9 2			(¹⁰)	⁹ Distance on route 28011—159 miles—covered by Hannibal and Denison R. P. O. ¹⁰ Clerks on this line—five in number—belong to Hannibal and Denison R. P. O., which see.
22	7	83,329	1	17 2	8 2	2	1	2	¹¹ 18.30 miles covered by Corinth and Meridian R. P. O.
20	6	45,072	1	12 0	6 10	1	1	1	¹² Reported last year as Selma and Greensboro, R. P. O. Distance increased 16 miles.
12	4	21,240	1	7 10	3 5	1	1	1	¹³ 2 miles' messenger service at Pine Apple, Ala. ¹⁴ 9.50 miles covered by Montgomery and Selma R. P. O.
12	6	29,710	1	6 3	6 10	1	1	1	
16	6	49,322	1	10 0	7 0	2	1	2	
21	6	40,814	1	7 8	7 2	1	1	1	Clerk signs at Sheffield in person. Formerly Clarion and Foxburgh R. P. O. Decrease, Clarion to Clarion Junction, 6.73 miles. ¹⁵ Increase, Clarion Junction to Sheffield Junction 39.70 miles.
16.03	6	30,517	1	6 6	6 0	1	1	1	Last year Sacramento and Folsom. Increase, 26.52 miles.
20.86	7	29,127	1	17 0	9 0	1	1	1	
24	6	70,487	1	12 0	9 8	2	1	2	This line was reported last year as Urbana and Havana, Ill., R. P. O. Increase in distance run this year, 9.46 miles.

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Sioux City and Missouri Valley, Iowa.	6	76.18	Sioux City, Missouri Valley, Iowa (S. C. & Pac.).	27029	76.18	2,789	July 1, 1883
Sioux City, Iowa, and Omaha, Nebr.	6	127.61	Sioux City, Iowa, Omaha, Nebr. (Chic., St. P., Minn. & O.).	34003	127.12	587	July 1, 1883
Sioux City, Iowa, and Yankton, Dak.	6	62.10	Sioux City, Iowa, Yankton, Dak. (Chi., Mil. & St. P.).	35001	62.10	538	July 1, 1883
Sioux Falls, Dak., and Sioux City, Iowa.	6	91.14	Sioux Falls, Dak., Sioux City, Iowa (Chic., Mil. & St. P.).	27034	91.14	545	Feb. 2, 1880
Skowhegan and Portland, Me.	1	102.56	Skowhegan, Portland, Me. (Me. Central).	5	102.56	755	July 1, 1881
Slatington and Reading, Pa.	2	43.75	Slatington, Reading, Pa. (Schuylkill & Lehigh).	8089	43.73	146	July 1, 1881
Smithville and Blakely, Ga.	4	74.13	Smithville, Albany, Ga. (S. W.).	15039	24.07	.....	.....
Sodus Point and Stanley, N. Y.	2	34.50	Albany, Blakely, Ga. (S. W.). Sodus Point, Stanley, N. Y. (S. B. & So.).	15040 6090	50.06 34.00	142 97	Oct. 1, 1882 July 1, 1881
South Amboy, N. J., and Philadelphia, Pa.	2	62	Jamesburgh, N. J., Philadelphia, Pa. (Penn. Co., Amboy Div.).	7005	47.64	642	July 1, 1881
South Londonderry and Brattleboro', Vt.	1	36.15	South Amboy, Jamesburgh, N. J. (Penn. Co., Amboy Div.).	7047	14.20	454	July 1, 1881
South Lyon, Mich., and Toledo, Ohio.	9	61.91	South Londonderry, Brattleboro', Vt. (Cen. Vt.).	2016	36.15	524	July 1, 1881
Sparta and Viroqua, Wis.	6	35.90	South Lyon, Mich., Toledo, Ohio (Tol., A. A. & Gr. Tk.).	24020	61.91	354	April 4, 1881
Spring City and Springfield, Mo.	7	138.43	Sparta, Viroqua, Wis. (Chic., Mill. and St. P.).	25034	35.90	291	July 1, 1883
Springfield, Mo., and Fort Scott, Kans.	7	105.42	Spring City, Mo., Fort Scott, Kans. (K. C., Ft. S. and G.).	28036	140.43	341	Sept. 1, 1882
Springfield, Mo., and Halstead, Kans.	7	.....	Spring City, Mo., Fort Scott, Kans. (K. C., Ft. S. & G.).	28036	105.41	422	July 1, 1881
Springfield and Wellston, Ohio.	5	118.89	Springfield, Wellston, Ohio (Ohio Southern).	21058	118.89	228	April 1, 1883
Springfield and Jerseyville, Ill.	6	69.29	Springfield, Bates, Ill. (Wab., St. L. and Pac.).	21019	(*)	.....	.....
Springfield, Mass., and Hartford, Conn.	1	33.01	Bates, Jerseyville, Ill. (Wab., St. L. and Pac.).	23083	65.79	430	July 1, 1883
Spring Valley and New York, N. Y.	2	33.62	Springfield, Mass., Hartford, Conn. (N. Y. and N. Eng.).	5016	33.01	155	July 1, 1881
Statesville to Charlotte, N. C.	3	49.38	Spring Valley, Sparkill, N. Y. (Piermont Br'ch N. Y., L. E. and W.).	6002	9.50	56	July 1, 1881
Sterling and Rock Island, Ill.	6	53.62	Sparkill, New York, N. Y. (North. of N. J.).	7017	23.75	454	July 1, 1881
Stevens Point and Portage, Wis.	6	73.30	Statesville, Charlotte, N. C.	13009	49.38	2,026	Apr. 1, 1883
			Sterling, Barstow, Ill. (Chic., Burl. and Qu.).	23084	41.27	234	July 1, 1882
			Barstow, Rock Island, Ill. (Chic., Burl. and Qu.).	23005	(*)	2,066	July 1, 1882
			Stevens Point, Portage, Wis. (Wis. Cent'l).	25015	73.30	445	July 1, 1883

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
25	6	47,688	2	13 9	9 3	2	1	2	
15	6	79,844	2	11 9	9 4	2	1	2	¹ Difference in distance (.49 mile) caused by R. P. clerks running to Sioux City, Iowa, the contract route being only to Covington, Nebr.
23	6	38,874	² 1	11 8	8 6	1	1	1	² Reserve.
24	6	57,053	1	12 10	7 2	2	1	2	
23.47	6	64,202	1	42 4	4 0	2	1	2	The North Anson and Lewiston clerk runs from West Waterville to Lewiston and return, and the Farmington and Lewiston clerk runs from Lewiston to Portland and return as assistant to the Skowhegan and Portland clerk.
22	6	27,387	1	8 0	6 8	1	1	1	
13	6	46,405	1	8 7	8 0	1	1	1	
16	6	21,597	1	14 3	8 3	1	1	1	
16	12	77,824	¹ 1	8 0	6 0	2	1	2	² One car in shop.
			2	11 0	8 0				One clerk records arrival and departure by slips at South Amboy.
12.51	6	22,829	1	8 5	5 6	1	1	1	
20.46	6	38,756	⁴ 1	10 2	5 8	1	1	1	⁴ Reserve.
13	6	22,473	1	11 8	7 4	1	1	1	
11.24	6	86,657	2	18 0	8 0	2	1	2	⁵ Clerks' runs terminate at division, 2 miles from Spring City.
28.86	7	76,957	1	18 1 ¹ / ₂	8 9 ¹ / ₂	2	1	2	
									(See Saint Louis and Halstead R. P. O.)
17	6	72,071	2	14 0	7 0	2	1	2	⁶ Report of 1882 gives as Springfield and Jackson R. P. O. Extended to Wellston Dec. 1, 1882; increased distance, 8.01 miles.
13	6	43,375	1	20 0	9 4	1	1	1	⁷ 131 days, 109.98 miles=28,795; 182 days, 118.89 miles=43,276.
24.75	12	41,328	1	14 10	7 7	1	1	1	⁸ Distance (13.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.
16	6	21,046	1	9 0	7 0	1	1	1	⁹ 4.65 miles covered by closed pouches. Formerly Monsey and N. Y. R. P. O. Decrease, 1.25 miles.
			1	5 0	2 0				
			1	9 6	6 9				
14.76	6	30,916	1	6 0	9 6	1	1	1	
21	6	33,566	1	11 6	9 4	1	1	1	¹⁰ Distance (12.35 miles) covered by Rock Island, Ill., and Saint Louis, Mo., R. P. O.
20	6	45,886	1	15 2	7 7	1	1	1	
			¹¹ 1	15 0	7 8				¹¹ Reserve.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Streator and Forest, Ill....	6	37.58	Streator, Fairbury, Ill. (Wab. St. L. and Pac.).	23048	32.18	260	July 1, 1883
			Fairbury, Forest, Ill. (Wab. St. L. and Pac.).	23027	(1)	1,706	July 1, 1883
Stony Point and New York, N. Y.	2	42.88	Stony Point, New York, N. Y. (N. J. and N. Y.).	7024	42.24	334	July 1, 1881
Summit Lake and Milwaukee, Wis.	6	224.24	Summit Lake, Eland, Wis. (Mil. Lake Sh. and West.).	25050	37.77	457	July 1, 1883
			Eland, Manitowoc, Wis. (Mil. Lake Sh. and West.).	25049	111.07	687	July 1, 1883
			Manitowoc, Milwaukee, Wis. (Mil. Lake Sh. and West.).	25018	75.40	1,395	July 1, 1883
Sumner and Hampton, Iowa.	6	62.90	Sumner, Hampton, Iowa (Dub. and Dak.).	27051	62.90	499	July 1, 1883
Sunbury and Lewistown, Pa.	2	50.25	Selin's Grove Junction, Lewistown, Pa. (Penn.).	8108	45.00	179	July 1, 1881
			Sunbury, Selin's Grove Junction, Pa. (North. Central).	10002	(2)	6,989	July 1, 1881
Suspension Bridge and Buffalo, N. Y.	2	24.15	Suspension Bridge, Buffalo, N. Y. (B. and S. B. Br'ch N. Y. Cent. and Hud. R.).	6016	*23.00	1,159	July 1, 1881
Switz City and Bedford, Ind.	5	41.29	Switz City, Bedford, Ind. (Bedford and Bloomfield).	22036	41.29	97	July 1, 1880
Switz City, Ind., and Effingham, Ill.	6	91.00	Switz City, Ind., Effingham, Ill. (Sp. Eff. and So. E. and B.).	23026	91.00	177	July 1, 1883
Syracuse, Auburn, and Rochester, N. Y.	2	104.85	Syracuse, Rochester, N. Y. (Auburn Bch. N. Y. Cent. and Hud. R.).	6013	(3)	3,317	July 1, 1881
Syracuse and Earlville, N. Y.	2	44.87	Syracuse, Earlville, N. Y. (Str. Chen. and N. Y.).	6071	44.11	297	July 1, 1881
Tacoma, Wash., and Portland, Oreg.	8	139.83	Portland, Oreg., Tacoma, Wash. (No. Pac.).	43001	139.83	812	July 1, 1881
Tallulah and Athens, Ga. ?	4	72.78	Tallulah, Rabun Gap, Ga. (N. O.) (Northeastern of Ga. and Rich. and Dan.).	15043	21.25	(4)	.....
			Charlotte, N. C., Atlanta, Ga. (Northeastern of Ga. and Rich. and Dan.).	15001	(4)	6,267	July 1, 1880
			Lula, Athens, Ga. (Northeastern of Ga.).	15025	39.53	239	July 1, 1880
Tama City and Algona, Iowa.	6	132.12	Tama City, Algona, Iowa (Chic. and No. West.).	27052	132.12	788	July 1, 1883
Tamaroa and Chester, Ill..	6	42.31	Tamaroa, Chester, Ill. (St. Louis Coal).	23047	42.31	640	July 1, 1883
Tehama and Davisville, Cal.	8	124.14	Davisville, Tehama, Cal. (Northern).	46022	111.67	486	Apr. 16, 1883
Temple and Lampasas, Tex.	7	56.74	Lampasas, Tex., Galveston, Tex. (Gulf, Colo., & S. Fc.).	31027	56.74	642	July 1, 1881
Terre Haute and Evansville, Ind.	5	110.45	Terre Haute, Evansville, Ind. (Evansville and Terre Haute).	22012	110.45	1,780	July 1, 1880
Terre Haute and Worthington, Ind.	5	40.63	Terre Haute, Worthington, Ind. (Terre Haute and Southeast).	22030	40.63	223	July 1, 1880
Terre Haute, Ind., and Peoria, Ill.	6	177.91	Terre Haute, Ind., Peoria, Ill. (Ill. Midland).	23048	177.91	226	July 1, 1883
Texarkana, Ark., and El Paso, Tex.	7	866.83	Texarkana, Ark., Marshall, Tex. (Texas and Pacific).	31010	72.26	7,905	July 1, 1881
			Shreveport, La., El Paso, Tex. (Texas and Pacific).	31009	794.57	1,072	Apr. 15, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.			Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
			Length, feet and inches.	Width, feet and inches.	Length, feet and inches.	Width, feet and inches.					
20	6	23,525	1	12 0	9 8	1	1	1			
17	6	26,842	2	10 0	8 0	1	1	1			¹ Distance (5.40 miles) covered by Logansport Ind., and Keokuk, Iowa, R. P. O. This line was reported last year as Streator and Strawn, Ill., R. P. O. Decrease in distance run this year, 3.20 miles.
21	6	140,374	2	25 0	9 6	4	1	4			This line was reported last year as Wauau and Milwaukee, Wis., R. P. O. Increase in distance run this year, 12.22 miles.
16.50	6	39,375	1	10 0	6 8	1	1	1			
23	6	31,456	1	6 6	6 6	1	1	1			
25	12	30,235 ⁽⁴⁾									² Covered by the Williamsport and Baltimore R. P. O.
14	6	25,847	1	6 7	4 6	1	1	1			³ Balance of route (6 miles) covered by Richland and Niagara Falls R. P. O. Registered pouch service, with clerk detailed from Albany and Rochester.
10.60	6	56,966	2	8 6	5 6	2	1	2			⁴ Baggage car.
24	6	65,636	⁴ 1	21 0	8 4	2	2	4			⁵ Covered by Albany and Rochester R. P. O. ⁶ Car used partly for mail apartment and partly for baggage.
15	6	28,089	2	8 0	6 0	1	1	1			
14.71	6	87,533	2	22 6	9 0	3	1	3			
14	6	45,560	2	10 2	7 2	2	1	2			⁷ Reported last year as Lula and Athens R. P. O. Distance increased 33.25 miles. ⁸ Twelve miles covered by Charlotte and Atlanta R. P. O. ⁹ No weights.
21	6	82,707	1	24 0	9 3	2	1	2			This line was reported last year as Tama City, Iowa, and Elmore, Minn., R. P. O. Decrease in distance run this year 32.52 miles.
17	6	26,486	1	10 0	7 3	1	1	1			
24.79	6	77,711	2	8 9 ¹	8 11	2	1	2			Clerks run through to Sacramento and register there.
21.48	7	41,320	2	13 0	9 0	1	1	1			
27	6	69,142	1	12 7	6 7	2	1	2			
18	6	25,434	1	8 6	6 6	1	1	1			
16.4	6	111,871	2	11 6	9 6	3	1	¹⁰ 4			¹⁰ 1 clerk detailed to transfer duty at Peoria, Ill.
19.68	7	632,786	¹¹ 6	21	9 0	10	1	¹² 11			¹¹ One of these cars in shops at Marshall for repairs.
			1	24 9	9 0						
			1	24	9 0						
			1	17	9 0						¹² One helper Texarkana to Marshall. This line is divided into two divisions, viz, Texarkana and Dallas, 221 miles; Dallas and El Paso, 645.83 miles.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Texarkana, Ark., and Houston, Tex.	7	331.39	Texarkana, Ark., Marshall, Tex. (Texas and Pacific).	31010	(1) 7,905	July 1, 1881	
			Shreveport, La., El Paso, Tex. (Texas and Pacific).	31009	(1) 1,072	July 1, 1881	
			Longview, Houston, Tex. (Int. and Gt. N.).	31006	236.23	3,650	July 1, 1881
Texarkana, Ark., and Waco, Tex.	7	258.67	Texarkana, Ark., Waco, Tex. (Texas and St. Louis).	31025	258.67	560	July 1, 1881
Texarkana, Ark., Whitesborough and Fort Worth, Tex.	7	244.67	Texarkana, Ark., Whitesborough, Tex. (Texas and Pacific).	31011	173.67	.....	.....
			Whitesborough, Taylor, Tex. (Missouri Pacific).	31028	(4) 2,134	July 24, 1882	
Toccoa and Elberton, Ga.	4	50.42	Toccoa, Elberton, Ga. (Elberton Air Line).	15026	50.42	151	July 1, 1880
Toledo and Bush (n. o.), Ohio.	5	175.85	Toledo, Thurston, Ohio (Ohio Central).	21055	146.85	251	Apr. 1, 1881
			Columbus, Corning, Ohio (Ohio Central).	21068	(6) 162	July 1, 1880	
Toledo and Cincinnati, Ohio	5	203.36	Toledo, Dayton, Ohio (Dayton and Mich.).	21023	142.95	268	July 1, 1880
			Dayton, Cincinnati, Ohio (Cin., Ham., and Dayton).	21026	60.41	1,984	July 1, 1880
Toledo and Columbus, Ohio.	5	125.38	Toledo, Columbus, Ohio (Day. and S. East.).	21053	125.38	537	July 1, 1880
Toledo, Ohio, and La Fayette, Ind.*	5	203.10	Toledo, Ohio, Quincy, Ill. (Wab'h, St. L. and Pacific).	21019	203.10	6,975	July 1, 1880
Toledo and Mansfield, Ohio.	5	87.98	Toledo, Mansfield, Ohio (N. western Ohio).	21043	87.98	467	July 1, 1880
Toledo and Marietta, Ohio	5	260.60	Toledo, Zear Station, Ohio (Wheeling and L. Erie).	21080	155.08	343	Oct. 9, 1882
			Bayard, New Philadelphia, Ohio (Penna. Co.).	21008	(16) 1,017	July 1, 1880	
			Canal Dover, Marietta, Ohio (Cleve. and Marietta).	21040	98.22	305	July 1, 1880
Toledo, Delphos and Cincinnati, Ohio.	5	228.75	Toledo, Dodd's, Ohio (Toledo, Cin. and St. L.).	21061	192.55	296	Oct. 1, 1882
			Dodd's, Cincinnati, Ohio (Toledo, Cin. and St. L.).	21078	36.20	412	May 1, 1882
Toledo, Ohio, and Chicago, Ill.	9	244.66	Toledo, Ohio, Chicago, Ill. (L. S. and Mich. So.).	6052	(16) 32,125	July 1, 1881	
Towanda and Bernice, Pa.	2	28.30	Towanda, Bernice, Pa. (St. Line and Sal.).	8060	24.16	161	July 1, 1881
Tower City and Lebanon, Pa.	2	46.25	Tower City, Lebanon, Pa. (L. and T. Brch. Phila. and Read.).	8059	43.40	171	July 1, 1881
Townsend, Del., and Centreville, Md.	2	36	Townsend, Del., Centreville, Md., (P. W. and B. Q. A. K. and T. Brch.).	10010	33.19	138	July 1, 1881
Tracy City and Cowan, Tenn.	5	22.31	Tracy City, Cowan, Tenn. (Tenn. Coal).	19010	22.31	71	July 1, 1880
Tracy, Minn., and Pierre, Dak.	6	255.85	Tracy, Minn., Pierre, Dak. (Chic. and N. West.).	26031	255.85	1,753	July 1, 1883

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
24.06	7	241,915	1	21 2	8 10	4	1	25	¹ Distance on route 31010, 72.26 miles, and route 31009, 22.90 miles, covered by Texarkana and El Paso R. P. O.
			1	21 0	9 0				² 1 clerk detailed as assistant to chief clerk Houston, Tex.
			1	23 8	9 5				
15.78	7	188,829	3	10 3	6 9	4	1	4	
18.18	7	178,609	³ 5	17 0	9 0	3	1	3	Reported June 30, 1882, as Texarkana and Whitesborough; increased distance 71 miles.
									³ One car in shops at Marshall for repairs.
									⁴ Distance on route 31025, 71 miles, included in Denison and Taylor R. P. O.
14	6	31,562	1	11 0	6 0	1	1	1	
23	6	110,082	3	15 6	7 0	3	1	3	⁵ This R. P. O. runs to Columbus via Thurston, Ohio.
									⁶ Covered by Columbus and Corning R. P. O., 29 miles.
25	⁷ 13	⁸ 176,923	2	20 0	8 7	8	1	8	⁷ Six times per week until March 1, 1883; night line established March 1, 1883.
									⁸ 208 days, 6 times per week, 84,598 miles; 122 days, 13 times per week, 92,325 miles.
25	6	78,488	1	12 0	7 3	2	1	2	⁹ R. P. O. cars.
			3	15 8	9 3				¹⁰ Day line, 6 times a week; night line 7 times a week.
28	¹⁰ 13	275,404	¹¹ 13	50 0	10 0	4	3	....	¹¹ Mail-apartment cars.
				20 0	10 0	4	1	¹² 19	¹² 1 clerk detailed to duty as chief clerk, Toledo, Ohio; two helpers, Toledo to Fort Wayne.
22	6	55,075	2	20 0	8 6	2	1	2	
21	6	¹⁴ 152,113	2	15 6	8 10	4	1	4	¹³ Prior to October 4, 1882, this R. P. O. consisted of the Huron and Massillon R. P. O., and Canal Dover and Marietta R. P. O.; increase distance after October 4, 1882, 68.04 miles.
									¹⁴ 81 days, 192.56 miles = 31,195; 232 days, 260.60 miles = 129,918.
									¹⁵ Covered by Bayard and New Philadelphia R. P. O., 7.30 miles.
15	6	143,197	2	12 0	6 0	4	1	4	
21.04	6	153,157	2	36 0	9 0	4	1	(¹⁷)	¹⁶ Miles of route covered by New York and Chicago R. P. O.
									¹⁷ Clerks are appointed to New York and Chicago R. P. O. One clerk runs as helper between Elkhart, Ind., and Chicago, Ill., 101.02 miles. One clerk runs between Toledo, Ohio, and Quincy, Mich., 82.20 miles.
10	6	18,780	1	6 0	7 9	1	1	1	
19	6	28,942	1	9 4	6 3	1	1	1	
			1	8 0	6 3				
			1	8 3	6 4				
26	6	22,536	1	10 0	6 0	1	1	1	
11	6	13,966	1	10 9	8 6	1	1	1	
21.4	7	186,770	2	24 7	9 3	4	1	4	¹⁸ Reserve.
			¹⁹ 1	24 0	9 3	¹⁹ 1	¹⁹ 1 acting clerk running as helper between Tracy and De Smet, Dak., 103 miles, four days each week. This line was reported last year as Tracy, Minn., and Huron, Dak., R. P. O. Increase in distance run this year; 119.45 miles.
			1	16 0	7 6				

TABLE A^a.—Statement of railway post-offices in operation

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Tracy, Minn., and Redfield, Dak.	6	164.74	Tracy, Minn., Redfield, Dak. (Chic. and No. West.).	26014	164.74	250	Dec. 20, 1880
Trenton and Adrian, Mich.	9	48.50	Trenton, Chandler, Mich. (L. S. and Mich. So.).	24001	(1)	4,368	Apr. 4, 1883
			Chandler, Corbus, Mich. (L. S. and Mich. So.).	24036	70.30	193	Apr. 4, 1883
			Corbus, Adrian, Mich. (L. S. and Mich. So.).	24002	(2)	876	Apr. 4, 1883
Turkey River and West Union, Iowa.	6	59.04	Turkey River, West Union, Iowa (Chic. Mil. and St. Paul).	27039	59.04	265	July 1, 1883
Union City, Ind., and Dayton, Ohio.	5	47.48	Union City, Ind., Dayton, Ohio (Dayton and Union).	21022	47.48	268	July 1, 1880
Utica and Binghamton, N. Y.	2	95.78	Norwich, Chenango Forks, N. Y. (Del., Lack. and W.).	6040	30.32	774	July 1, 1881
			Utica, Norwich, N. Y. (Del., Lack. and W.).	6041	54.28	939	July 1, 1881
			Chenango Forks, Binghamton, N. Y. (Syr., Bing. and New York).	6065	(3)	959	July 1, 1881
Utica and Randallville, N. Y.	2	31.70	Utica, Randallville, N. Y. (Utica, Clinton and Bing.).	8057	31.59	422	July 1, 1881
Vanceboro' and Bangor, Me.	1	114.02	Vanceboro', Bangor, Me. (Me. Central).	12	114.02	4,774	July 1, 1881
Vicksburgh, Miss., and Monroe, La.	4	76.16	Vicksburgh, Miss., Monroe, La. (Vicks., Shreve. and Pac.).	30008	76.16	554	July 1, 1882
Villisca, Iowa, and Bigelow, Mo.	6	69.87	Villisca, Iowa, Burlington Jet., Mo. (Chic., Burl. and Q.).	27009	37.48	329	July 1, 1883
			Burlington Jet., Bigelow, Mo. (K. C., St. J., and C. B.).	28044	32.39	308	July 1, 1883
Wabasha and Zumbrota, Minn.	0	59.09	Wabasha, Zumbrota, Minn. (Chic. Mil. and St. P.).	26022	59.09	213	July 1, 1883
Wadena and Fergus Falls, Minn.	6	51.95	Wadena, Fergus Falls, Minn. (Nor. Pac.).	26042	51.95	250	July 1, 1883
Wadesborough, N. C., and Florence, S. C.	4	66.92	Wadesborough, N. C., Cheraw, S. C. (Cheraw and Salis.).	14014	26.02	88	Sept. 8, 1880
			Cheraw, Florence, S. C. (Cheraw and Darling.).	14006	40.90	231	July 1, 1880
Waldo and Wildwood, Fla. ^a	4	72.50	Waldo, Wildwood, Fla. (Fla. Transit.).	16011	72.50	659	Mar. 1, 1888
Walla Walla, Wash., and Portland, Oreg.	8	246.90	Portland, Oreg., Walla Walla Wash. (O. R. and N. Co.).	44005	214.80	1,570	July 1, 1881
Washington, D. C., and Charlotte, N. C.	3	381.25	Alexandria, Lynchburg, Va. (Virginia Midland).	43004	32.10	1,312	July 1, 1881
			Lynchburg, North Danville, Va. (Virginia Midland).	11016	66.34	5,481	July 1, 1881
			North Danville, Va., Charlotte, N. C. (Rich. and Dan.).	11006	.....	9,206	July 1, 1881
			Washington, D. C., Alexandria, Va. (Alex. and Wash.).	11018	(7)	12,930	July 1, 1881

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail appointments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.		Remarks.
				Length, feet and inches.	Width, feet and inches.		Number of clerks appointed to line.		
21.7	6	103,127	1 1 1	14 4 16 0 15 6	7 5 7 6 7 7	3	1	3	This line was reported last year as Sleepy Eye, Minn., and Watertown, Dak., R. P. O., which has this year been curtailed to begin at Tracy, Minn., and extended to end at Redfield, Dak. Increase in distance run this year, 24.42 miles.
12.28	6	30,361	1 2 ¹	12 6 6 0	7 0 9 0	1	1	1	¹ 1.10 miles covered by Detroit and Toledo R. P. O. ² Held in reserve. ³ 11.60 miles covered by Monroe and Adrian R. P. O.
14	6	36,959	1	12 2	7 3	1	1	1	This line was reported last year as Turkey River and Wadena, Iowa, R. P. O. Increase in distance run this year, 14.06 miles.
24	6	29,722	1	11 0	7 4	1	1	1	
24	6	59,958	1	17 0	7 2	2	1	2	1 clerk relieves Utica and Randallville; clerk every third week.
			4 ¹	17 3	6 7				⁴ 1 reserve car.
									⁵ Covered by Oswego and Binghamton R. P. O.
18	12	39,688	1	16 6	6 11	1	1	1	Relieved every third week by Utica and Binghamton clerk.
21.78	12	142,753	1 1 1	40 0 20 6 20 0	9 0 8 9 9 6	4	2	8	
12	7	55,596	1 1 1	9 0 10 11	8 6 6 11	2	1	2	
20	6	43,738	1	12 4	6 8	1	1	1	
17.3	6	36,990	1 1	13 8 7 0	4 6 5 10	1	1	1	
20	6	32,520	1	19 2	9 0	1	1	1	Service on this line was established this year.
16	6	41,891	1	13 0	8 3	1	1	1	
18	6	45,385	1	11 6	6 10	1	1	1	⁶ Reported last year as Waldo and Ocala R. P. O. Distance increased 25.24 miles.
17.16	6	154,559	2	19 2	9 0	5	1	6	1 chief clerk at Portland.
23.26	14	834,755	9	49 3	9 0	6	2	36	2 helpers to Charlottesville, distance 114.50 miles; 4 helpers to Charlottesville, distance 114.50 miles; 3 helpers to Lynchburg, distance 174 miles; 1 transfer clerk at Charlottesville; 1 transfer clerk at Washington, D. C.; 1 office aupt. R. M. S., 3d Div. 1 car in reserve at Washington.
							6	2	⁷ Covered by Wash. and Rich. R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which rail-road is paid.	Average weight of mail whole distance per day (pounds).	Date of last readjustment.
<i>Washington, D. C., and Richmond, Va.</i>	3	116.74	Washington, D. C., Richmond, Va. (Rich., Fred. and Pot.).	11001	116.00	18,400	July 1, 1881
Washington and Knoxville, Iowa.	6	78.83	Washington, Knoxville, Iowa (Chic., R. Isl. and Pac.).	27016	78.83	443	July 1, 1883
Washington, Pa., and Wheeling, W. Va.	2	33.75	Washington, Pa., Wheeling, W. Va. (Balto. and Ohio, W., P. and B. Bch.).	8040	32.43	234	July 1, 1881
Watertown and Madison, Wis.	6	39.05	Watertown, Madison, Wis. (Chic., Mil. and St. P.).	25005	39.05	247	July 1, 1883
Way Cross, Ga., and Chattahoochee, Fla.*	4	165.24	Way Cross, Albany, Ga. (Sav., Fla. and Western), Thomasville, Bainbridge, Ga. (Sav., Fla. & West'n), Climax, Ga., Chattahoochee, Fla. (Sav., Fla. & West'n).	15018 15031 15044	107.24 27.60 30.40	381 98	July 1, 1880 July 1, 1880
Wells River and Montpelier, Vt.	1	38.80	Wells River, Montpelier, Vt. (Mont. and Wells Riv.).	2012	38.80	528	July 1, 1881
Wellsville, N. Y., and Bradford, Pa.	2	57.70	Wellsville, N. Y., Eldred, Pa. (Bradford, Eldred and Cu.), Eldred, Kinzua Junction, Pa. (Brad., B. and K.), Kinzua Junction, Bradford, Pa. (Brad., B. and K.).	6049 8133 8132	33.14 14.25 10.21	162 60 101	July 5, 1882 July 1, 1881 July 1, 1881
West Lebanon, Ind., and Leroy, Ill.	6	76.50	West Lebanon, Ind., Leroy, Ill. (Wab., St. L. and Pac.).	23058	76.50	160	July 1, 1883
<i>West Liberty and Council Bluffs, Iowa.</i>	6	276.93	West Liberty, Union Pacific Transfer, Iowa (Chic., R. Isl. and Pac.).	27014	276.93	19,374	July 1, 1883
West Point and Richmond, Va.	3	40.50	West Point, Richmond, Va. (Rich., York Riv. and Ches.).	11007	40.50	314	July 1, 1881
West Winsted and Bridgeport, Conn.	1	62.03	Winsted, Bridgeport, Conn. (Naugatuck).	5011	62.03	1,327	July 1, 1881
White Cloud and Grand Rapids, Mich.	9	47.03	White Cloud, Grand Rapids, Mich. (Chic. and West Mich.).	24028	47.03	420	Apr. 4, 1883
White River Junction, Vt., and Springfield, Mass.	1	127.69	White River Junction, Windsor, Vt. (Cen. Vt.), Windsor, Bellows Falls, Vt. (Sullivan), Bellows Falls, Brattleboro', Vt. (Vermont Valley), Brattleboro', South Vernon, Vt. (Central Vermont), South Vernon, Vt., Springfield, Mass. (Conn. River).	2002 2004 2005 3062 3067	(18) (16) (16) (17) (18)	4,394 4,284 4,451 2,715 6,217	July 1, 1881 July 1, 1881 July 1, 1881 July 1, 1881 July 1, 1881
White Heath and Decatur, Ill.	6	33.15	White Heath, Decatur, Ill. (Wab., St. L. and Pac.).	23077	33.15	231	July 1, 1883

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division	Distance run in miles by clerks, post-office to post-office.	Initial and terminal stations, running from east to west, north to south or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which rail-road is paid.		Average weight of mail whole distance per day (pounds).	Date of last readjustment.
Whiting, Ala., and Pensacola, Fla.	4	45.29	Whiting, Ala., Pensacola, Fla. (Pensa.).	16003	45.29	352	July 1, 1880	
Whiting and Tuckerton, N. J.	2	29.50	Whiting, Tuckerton, N. J. (Tuckerton).	7032	29.00	214	July 1, 1881	
Wichita Falls and Fort Worth, Tex.	7	115.44	Wichita Falls, Fort Worth, Tex. (Ft. Worth and D. City).	31037	115.44	476	Aug. 1, 1883	
Williamsburgh, Mass., and New Haven, Conn.	1	85.17	Williamsburgh, Mass., New Haven, Conn. (New Haven and Northampton).	5010	85.17	.....	.....
<i>Williamsport, Pa., and Baltimore, Md.</i>	2	180.00	Williamsport, Sunbury, Pa. (No. Central).	8022	39.81	1,480	July 1, 1881	
			Sunbury, Pa., Baltimore, Md. (No. Central).	10002	137.80	6,989	July 1, 1881	
Williamsport and Erie, Pa.	2	249.67	Williamsport, Erie, Pa. (Penn. Co., P. and E. Div.).	8022	248.68	849	July 1, 1881	
Williamsport and Port Clinton, Pa.	2	122.40	Williamsport, Port Clinton, Pa. (P. and Read. C. and W. Ecb.).	8014	121.66	503	July 1, 1881	
Willimantic and New Haven, Conn.	1	54.62	Willimantic, New Haven, Conn. (New York, New Haven, and Hart-Air-Line Div.).	5014	54.62	2,834	July 1, 1881	
Wilmington, Del., and Landenburgh, Pa.	2	21.00	Wilmington, Del., Landenburgh, Pa. (Del. W.).	9505	20.55	83	July 1, 1881	
<i>Wilmington, N. C., and Charleston, S. C.</i>	4	213.17	Wilmington, N. C., Florence, S. C. (W. C. and A.).	Partor 14002	110.00	4,496	July 1, 1880	
			Florence, Charleston, S. C. (N. E. R. R. of S. C.).	14005	102.00	4,312	July 1, 1880	
Wilmington and Charlotte, N. C.	3	189.49	Wilmington, Charlotte, N. C.	13003	188.89	323	July 1, 1881	
Winchendon and Palmer, Mass.	1	49.67	Winchendon, Palmer, Mass. (Box and Albany).	3030	49.67	.....	.....
Winchendon and Worcester, Mass.	1	37.92	Winchendon, Worcester, Mass. (Box, Barre and Gardner).	3057	(10)	.....	.....
Winona and Tracy, Minn.	6	236.41	Winona, Saint Peter, Minn. (Chic. and No. West).	26015	145.15	4,101	July 1, 1883	
			Saint Peter, Tracy, Minn. (Chic. and No. West.).	26014	91.26	1,451	July 1, 1883	
Worcester, Mass., and Norwich, Conn.	1	60.69	Worcester, Mass., Norwich, Conn. (New York and New Eng.).	5001	60.69	.....	.....
Worcester, Mass., and Providence, R. I.	1	43.92	Worcester, Mass., Providence, R. I. (Prov. and Wor.).	4001	43.92	.....	.....
Xenia, Ohio, and Richmond, Ind.	5	59.05	Xenia, Dayton, Ohio (Pitta., Cincinnati and St. Louis).	21011	16.89	675	July 1, 1880	
			Dayton, Ohio, Richmond, Ind. (Pitta., Cincinnati and St. Louis).	21030	42.16	393	July 1, 1880	
Yates City and Rushville, Ill.	6	63.92	Yates City, Rushville, Ill. (Chic., Burl. and Qu.).	23008	63.92	536	July 1, 1883	
York and Peach Bottom, Pa.	2	40.60	York, Peach Bottom, Pa. (Peach Bottom).	8092	40.07	269	July 1, 1881	
Ypsilanti and Bankers, Mich.	9	65.50	Ypsilanti, Bankers, Mich. (L. S. and Mich. So.).	24024	65.50	304	April 4, 1883	

in the United States on June 30, 1883—Continued.

Average number of miles per hour, initial to terminal.	Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post office cars in black figures).		Number of crews.	Number of clerks to crew.		Number of clerks appointed to line.	Remarks.
				Length, feet and inches.	Width, feet and inches.					
19	6	28,351	1	12 0	9 0	1	1	1		
21	12	36,934	1	8 0	6 4	1	1	1	¹ 7.73 miles covered by closed pouches. Formerly Manchester and Tuckerton R. P. O.	
18.72	7	84,271	2	6 6	6 6	2	1	2		
				17 0	8 0					
27.90	12	106,632	1	15 4	6 7	3	1	3		
			1	14 10	6 10					
			1	9 9	6 7					
22	6	112,680	²¹ 1	10 6	6 8	.....	.....	.....	² Two reserve cars.
			²⁴ 4	40 0	8 4	3	4	12	³ Two reserve cars.	
21	8½	205,747	46	15 0	8 5	3	1	3	⁴ Two reserve cars. ⁵ Short run, Sheffield and Erie R. P. O. Formerly Lock Haven and Erie R. P. O.; increase, 24.50 miles.	
						⁵¹ 1	1	1		
23	6	76,622	⁶³ 1	11 4	8 4	2	1	2	⁶ Two reserve cars.	
26.21	6	34,192	1	14 0	6 10	1	1	1		
14	6	13,146	⁷² 1	7 6	6 10	1	1	1	⁷ One reserve car.	
39	14	309,520	1	42 0	8 6	4	2	12		
			1	42 6	8 10	4	1			
			1	44 6	8 6					
			2	49 2	8 2					
15.26	6	118,250	⁸⁴ 1	13 6	8 10	3	1	3	⁸ Two of these in reserve.	
15.10	6	31,003	2	⁹¹⁰ 0	6 0	1	1	1	⁹ One of these cars is a reserve car.	
20.68	6	23,737	.....	(¹¹)	.....	1	1	12	¹⁰ Covered by Peterboro and Worcester R. P. O., 37.92 miles. ¹¹ The cars used by the Peterboro and Worcester R. P. O. are also used on this line, shown in column 13, that line; see column remarks that line. ¹²¹ clerk detailed as transfer clerk at Worcester, Mass.
17	6	147,992	2	24 7	9 3	4	1	4	This line was reported last year as Winona and Sleepy Eye, Minn., R. P. O. Increase in distance run this year 46.85 miles.	
22.27	6	37,901	1	12 2	7 0	1	1	1		
11.35	12	54,987	2	16 4	6 8	2	1	2	¹³ Reserve car.	
			¹³¹ 1	16 7	6 8	.....	.....	.....
20	6	36,965	1	11 0	9 0	1	1	1		
17	6	40,014	1	11 9	8 10	1	1	1		
15	6	25,416	¹⁴¹ 1	13 8	7 6	1	1	1	¹⁴ Reserve car. Formerly York and Delta R. P. O., increase 4.32 miles.	
23.60	6	41,003	1	8 7	7 0	1	1	1		

TABLE A.—Statement of railway post-offices in operation

RECAPITULATION.

Division.	Number of railway post-office lines.	Number of crews.	Number of railway postal clerks at work on lines.	Whole number of clerks in the service.	Miles run by clerks from post-office to post-office.	Miles of railroad over which clerks run.	Annual miles of railroad service performed by clerks.
First.....	81	188	329	364	7, 125. 63	5, 003. 97	6, 288, 948
Second.....	159	284	477	549	12, 288. 70	10, 582. 71	10, 256, 702
Third.....	39	119	189	219	5, 061. 86	4, 505. 73	4, 873, 232
Fourth.....	64	184	246	269	9, 259. 07	8, 843. 85	7, 680, 074
Fifth.....	120	371	596	659	18, 188. 80	13, 753. 52	13, 819, 126
Sixth.....	200	517	741	799	27, 044. 03	25, 425. 93	19, 566, 236
Seventh.....	99	303	408	448	18, 502. 21	16, 981. 11	13, 874, 483
Eighth.....	24	74	105	119	5, 026. 54	4, 914. 00	3, 802, 479
Ninth.....	44	143	396	428	6, 436. 26	5, 535. 18	6, 199, 156
Total.....	830	2, 180	3, 487	3, 855	108, 932. 10	95, 636. 00	86, 160, 430

* This includes 10 cars running between Washington, D. C., and Atlanta.

Total miles of railroad route (including terminal distances from depots to post-offices).....	109, 827
Total miles of railroad route over which railway postal clerks run.....	95, 636
Total miles of railroad route upon which there is no railway postal service by clerks.....	14, 773
Total annual miles of railway service by postal clerks.....	86, 160, 430
Total annual miles of railway service, express mails, and closed pouches.....	42, 710, 681
Average annual distance run by each postal clerk.....	39, 523

in the United States on June 30, 1883—Continued.

RECAPITULATION.

Number of cars and apartments.					Total number of letters and pieces of ordinary mail matter handled.	Total registered packages handled.	Total through registered pouches handled.
Whole cars in use.	Whole cars in reserve.	Apartments in use.	Apartments in reserve.	Total cars and apartments.			
17	1	121	57	196	344,635,040	1,206,453	68,714
32	5	251	90	378	476,715,690	2,299,531	104,824
32	7	51	10	100	199,729,840	972,652	32,512
*42	-----	121	6	169	244,762,310	1,561,718	39,099
50	10	174	42	276	722,339,070	2,023,608	132,165
78	12	260	40	390	793,059,330	3,289,966	64,417
36	20	172	40	268	620,969,390	2,686,517	46,673
17	5	39	2	63	125,202,810	720,803	8,060
34	10	59	17	120	454,102,800	877,284	105,219
338	70	1,248	304	1,960	3,961,516,280	15,638,532	596,188

Ga., over Washington and Charlotte and Charlotte and Atlanta R. P. Os.

The divisions are constituted as follows: 1st division, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut; 2d division, New York, New Jersey, Pennsylvania, Delaware, and the Eastern Shore of Maryland; 3d division, Maryland (excluding the Eastern Shore), Virginia, West Virginia, North Carolina, and the District of Columbia; 4th division, South Carolina, Georgia, Florida, Alabama, Mississippi, and Louisiana; 5th division, Ohio, Indiana, Kentucky, and Tennessee; 6th division, Wisconsin, Illinois, Iowa, Nebraska, Minnesota, Upper Peninsula of Michigan, and the Territories of Dakota and Wyoming; 7th division, Missouri, Kansas, Arkansas, Texas, Colorado, and the Indian Territory and Territory of New Mexico; 8th division, California, Nevada, Oregon, and the Territories of Alaska, Arizona, Idaho, Montana, Utah, and Washington; 9th division, the through mails via Buffalo, Suspension Bridge, Toledo, and Detroit, the lines of the Lake Shore and Michigan Southern Railroad, and the Lower Peninsula of Michigan.

TABLE B^b.—Statement of steamboat mail service with postal clerks in operation

Railway mail service designation.	Division.	Number of route.	Contract designation, terminl of route.	Contractor.	Miles of route.
Alpena and Bay City, Mich.	9	24099	Alpena, Bay City, Mich.	Alpena and Bay City Steamboat Company.	123
Baltimore and Benedict, Md.	3	10098	Baltimore, Benedict, Md.	Henry Williams	120
Baltimore and Crisfield, Md.	3	10094	Baltimore, Crisfield, Md.	Eastern Shore Steamboat Company.	110
Baltimore, Md., and Freeport, Va.	3	10099	Baltimore, Md., Freeport, Va.	Maryland Steamboat Company.	155
Baltimore, Md., and Fredericksburgh, Va.	3	11100	Fredericksburgh, Va., Baltimore, Md.	Weems Line of Steamers; Henry Williams.	200
Baltimore, Md., and Norfolk, Va.	3	11096	Norfolk, Va., Baltimore, Md.	Baltimore Steam Packet Company; J. M. Robinson, President, Baltimore, Md.	200
Bayou Sara and Baton Rouge, La.	4	30084	Bayou Sara, Baton Rouge, La.		32
Brooklyn, N. Y., and Jersey City, N. J.	2	6768	Brooklyn, N. Y., Jersey City, N. J.	Brooklyn Annex Company.	2 50
Cairo and Memphis	7	28099	Saint Louis, Mo., Memphis, Tenn.		265
Chattanooga to King's Creek.	5	19099	Chattanooga, Tenn., King's Creek, Tenn.	J. P. and W. E. Kendrick.	109
Charleston, W. Va., and Gallipolis, Ohio.	3	12100	Charleston, W. Va., Gallipolis, Ohio.	E. A. Boone	65
Demopolis and Mobile, Ala.	4	17097	Mobile, Demopolis, Ala.		240
Evansville to Bowling Green.	5	20099	Evansville, Ind. Bowling Green, Ky.	C. G. Smallhouse	198
Evansville, Ind., and Cairo, Ill.	6	20098	Evansville, Ind., Cairo, Ill.	John S. Hopkins	202
Gallipolis, Ohio, and Huntington, W. Va.	3	21100	Huntington, W. Va., Gallipolis, Ohio.		40
Geneva and Watkins	2	6765	Geneva, Watkins, N. Y.	Seneca Lake Steam Navigation Company.	47

in the United States at any time during the year ended June 30, 1883.

Annual miles of service.	Number of round trips with clerks per week.		Number of steamboats on line.		Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks. Connections with railway post-offices, &c.
	Length, feet and inches.	Width, feet and inches.								
76,998	6	2	10 0	6 0	2	1	2			
26,280	2	1	13 6	5 6	1	1	1			
34,440	6	3	9 10	10 0	3	1	3			
32,395	2	1	9 0	10 0	1	1	1			
41,800	2	2	8 0	8 0	1	1	1			
62,600	6	2	10 0	9 0	1	1	2			Connects at Norfolk, Va., with the Norfolk and Raleigh R. P. O.
20,032	6	1	10 0	12 0	2	1	2			Connects at Baton Rouge, La., with Vicksburgh and New Orleans River R. P. O.
9,360	36		12 0	10 0						New York and Washington R. P. O.; New York and Pittsburgh R. P. O.; New York and Philadelphia R. P. O.
82,942	3	2	8 4	6 9	2	1	2			At Cairo, Ill., with Evansville and Cairo R. P. O.; at Cairo, Ill., with Centralia and Cairo R. P. O.; at Cairo, Ill., with Saint Louis and Cairo R. P. O.; at Cairo, Ill., with Cairo and New Orleans R. P. O.; at Cairo, Ill., with Cairo and Poplar Bluff R. P. O.; at Cairo, Ill., with Cairo and Jonesborough R. P. O.; at Cairo, Ill., with Cairo and Corinth R. P. O.; at Columbus, Ky., with Saint Louis and Columbus R. P. O.; at Hickman, Ky., with Nashville and Hickman R. P. O.; at New Madrid, Mo., with Paw Paw (n. o.) and New Madrid R. R.; at Hotchkiss with Hotchkiss and Memphis River R. P. O.; at Memphis with Memphis and Little Rock R. P. O.; at Memphis with Chattanooga and Memphis R. P. O.; at Memphis with Bowling Green and Memphis R. P. O.; at Memphis with Paducah and Memphis R. P. O.; at Memphis with Memphis and Grenada R. P. O.; at Memphis with Memphis and Friar's Point River R. P. O.; at Memphis with Sunkland and Memphis River R. P. O.; at Memphis with Hotchkiss and Memphis River R. P. O.; at Memphis with Memphis and Vicksburgh River R. P. O.
22,872	2	1	8 3	6 0	1	1	1			Connects Bristol and Chattanooga R. P. O., Chattanooga and Memphis R. P. O., Nashville and Chattanooga R. P. O., Chattanooga and Atlanta R. P. O., Chattanooga and Meridian R. P. O., and Cincinnati and Chattanooga R. P. O., at Chattanooga, Tenn.
37,560	6	2	12 6	6 8	2	1	2			
24,960	1	1	6 0	5 0	1	1	1			Connects at Mobile, Ala., with Montgomery and New Orleans R. P. O. and Meridian and Mobile R. P. O.; connects at Demopolis, Ala., with Selma and Meridian R. P. O.
41,184	2	2	6 0	6 0	1	1	1			Connects Evansville and Cairo, Evansville, Fort Branch, and Mount Vernon, Evansville and Nashville, Evansville and Saint Louis, Jasper and Evansville, Peoria and Evansville, Louisville and Evansville, and Terre Haute and Evansville R. P. O's, at Evansville, Ind., connects Owensborough and Ricedale R. P. O. at Livermore, Ky.; connects Louisville and Paducah R. P. O. at Rockport, Ky.; connects Bowling Green and Memphis, Cincinnati and Nashville, and Louisville and Nashville R. P. O's, at Bowling Green, Ky.
126,452	6	3	8 0	8 0	3	1	3			
26,040	6					1	1			
29,328	6	2	7 8	5 6	1	2	2			Syracuse, Auburn, and Rochester R. P. O.; Albany and Rochester R. P. O.; Geneva and Wellsborough R. P. O.; Lyons and Sayre R. P. O.

TABLE B^b.—Statement of steamboat mail service with postal clerks in operation in

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Hotchkiss and Memphis..	7	29099	Hotchkiss, Tenn., Memphis, Tenn.	.....	97
Jacksonville and Enterprise, Fla.	4	18097	Jacksonville, Enterprise, Fla.	Frederick de Barry.....	206.94
Jacksonport and Terreene.	7	29093	Jacksonport, Ark., Terreene, Miss.	.....	362
Jamestown and Mayville..	2	8770	Mayville, Jamestown, N. Y.	Chautauqua Lake Transportation Company.	21
Johnsonville to Waterloo.	5	20100	Johnsonville, Tenn., Waterloo, Ala.	W. G. Brown.....	148
Louisville to Evansville...	5	20097	Louisville, Ky., Evansville, Ind.	W. C. Hite	217
London to Kingston.....	5	19098	London, Tenn., Kingston, Tenn.	U. S. Allison	30
Memphis, Tenn., and Friar's Point, Miss.	4	29050	Memphis, Tenn., Friar's Point, Miss.	.....	111.25
Memphis, Tenn., and Vicksburgh, Miss.	4	29064	Memphis, Tenn., Greenville, Miss.	.....	261.25
		29063	Greenville, Vicksburgh, Miss.	.....	155
Monroe and Red River Landing, La.	4	29068	Monroe, Red River Landing, La.	J. W. Blanks	285
New Orleans and Port Eads, La.	4	30100	New Orleans, Port Eads, La., with side supply to Pilot Town, La.	.....	79.10 37 12

the United States at any time during the year ended June 30, 1883—Continued.

Annual miles of service.	Number of round trips with clerks per week.		Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks. Connections with railway post-offices, &c.
	Number of steamboats on line.		Length, feet and inches.	Width, feet and inches.				
30,361	3	1	7 0	6 0	1	1	1	At Hotchkiss with Cairo and Memphis River R. P. O.; at Memphis with Cairo and Memphis River R. P. O.; at Memphis with Memphis and Friar's Point River R. P. O.; at Memphis with Memphis and Vicksburgh River R. P. O.; at Memphis with Memphis and Little Rock R. P. O.; at Memphis with Chattanooga and Memphis R. P. O.; at Memphis with Bowling Green and Memphis R. P. O.; at Memphis with Paducah and Memphis R. P. O.; at Memphis with Memphis and Grenada R. P. O.; at Memphis with Sunkland and Memphis River R. P. O.
129,544	6	1	10 0	5 2	5	1	6	Connects at Jacksonville, Fla., with Charleston and Jacksonville R. P. O., and Jacksonville and Pensacola R. P. O.; 1 detailed as transfer clerk at Toccol, Fla.
37,769	1	1	7 0	6 3	1	1	1	¹ Held in reserve. At Newport, Ark., with Saint Louis and Texarkana R. P. O.; at Newport Ark., with Newport and Batesville R. R.; at Devall's Bluff, Ark., with Memphis and Little Rock R. P. O.; at Clarendon, Ark., with Helena and Clarendon R. P. O.; at Terrene, Miss., with Memphis and Vicksburgh River R. P. O.; at Terrene, Miss., with Terrene and Pine Bluff River R. P. O.
19,656	12	1	5 6	4 5	1	1	1	Mail apartment is over the boilers; Buffalo and Jamestown R. P. O.; Buffalo and New Castle R. P. O.; Salamanca and Kent R. P. O.
30,784	2				4	1	4	These clerks are clerks of steamboats on which they run.
135,408	3	3	6 0	6 0	3	1	3	² No mail apartment; connects at Johnsonville, Tenn., with Nashville and Hickman R. P. O. Connects Chicago and Louisville; Cincinnati and Louisville; Cincinnati, North Vernon, and Louisville; Cincinnati and Nashville; Louisville and Nashville; Louisville and Paducah; Lexington and Louisville; Louisville and Warm Springs; Louisville and Bloomfield, Louisville and Mount Vernon, and Indianapolis and Louisville R. P. O.'s at Louisville, Ky.; connects Owensborough and Ricedale R. P. O. at Owensborough, Ky.; connects Evansville and Cairo; Evansville and Nashville; Evansville, Fort Branch, and Mount Vernon; Evansville and Saint Louis; Peoria and Evansville; Jasper and Evansville, and Terre Haute and Evansville R. P. O.'s at Evansville, Ind.
18,720	6	1	8 6	6 0	1	1	1	Connects Bristol and Chattanooga R. P. O. at Loudon, Tenn.
32,743	3	2	6 0	6 0	1	1	1	Connects at Memphis, Tenn., with Chattanooga and Memphis R. P. O., Memphis and Little Rock R. P. O., Memphis and Grenada R. P. O., B. Green and Memphis R. P. O., and Paducah and Memphis R. P. O.
130,208	3	1	12 0	6 0	5	1	5	Connects at Memphis, Tenn., with Chattanooga and Memphis R. P. O., Memphis and Little Rock R. P. O., Memphis and Grenada R. P. O., B. Green and Memphis R. P. O., and Paducah and Memphis R. P. O.; connects Vicksburgh, Miss., with Vicksburgh and Monroe R. P. O., and Meridian and Vicksburgh R. P. O., and Vicksburgh and New Orleans River R. P. O.
29,640	1	2	10 0	10 0	3	1	3	Connects at Monroe, La., with Vicksburgh and Monroe R. P. O.; connects at Red River Landing with Vicksburgh and New Orleans River R. P. O.
62,283	6	2	6 0	5 0	2	1	2	From New Orleans to Buras, 79 miles, 6 times a week; from Buras to Port Eads, 37 miles, 3 times a week; from Head of Jetties (n. o.) to Pilot Town, 12 miles, once a week; connects at New Orleans, La., with Montgomery and New Orleans R. P. O., Cairo and New Orleans R. P. O., New Orleans and Alexandria R. P. O., New Orleans and Houston R. P. O., and New Orleans and Shreveport R. P. O., and Vicksburgh and New Orleans River R. P. O.
	3	1	6 0	8 0				
	1	1	6 0	6 0				

TABLE B².—Statement of steamboat mail service with postal clerks in operation in

Railway mail service designation	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
New Orleans and Hope Villa, La.	4	30097	New Orleans, Hope Villa, La.	.....	120.10
Norfolk and Richmond, Va.	3	11099	Norfolk, Richmond, Va...	Virginia Steamboat Company, L. B. Tatum, Supt.	148
Parkersburgh, W. Va., and Pomeroy, Ohio.	3	12099	Parkersburgh, W. Va., Pomeroy, Ohio.	Williams & Maddy	86
Penn Yann, Hammondsport, N. Y.	2	6853	Penn Yann, Hammondsport, N. Y.	Kenka Navigation Company.	21
Pine Bluff, Ark., and Terrene, Miss.	7	29065	Pine Bluff, Ark., Terrene, Miss.	.....	140
Plattsburgh, N. Y., Burlington, Vt.	2	6764	Plattsburgh, N. Y., Burlington, Vt.	Champlain Transportation Company.	24
Portsmouth and Cincinnati, Ohio.	5	21099	Portsmouth, Cincinnati, Ohio.	Portsmouth, Big Sandy and Pomeroy Packet Company.	128
Portland, and Astoria, Oreg.	8	44100	Portland, Astoria, Oreg...	Oregon Railway and Navigation Company.	96
Port Townsend and New Tacoma, Wash.	8	43099	New Tacoma, Port Townsend, Wash.	.....do	95.75
Rome, Ga., and Gadsden, Ala.	4	17093	Rome, Ga., Gadsden, Ala.	.....	155
Sehome and Seattle, Wash.	8	43098	Seattle, Sehome, Wash ...	James C. Brittain	158
Semishmooc and Port Townsend, Wash.	8	43097	Port Townsend, Semishmooc, Wash.	William F. Monroe	130
Sunkland, Ark., and Memphis, Tenn.	7	29094	Sunkland, Ark., Memphis, Tenn.	.....	328
Ticonderoga and Lake George, N. Y.	2	6766	Lake George, Fort Ticonderoga, N. Y.	.....	40

the United States at any time during the year ended June 30, 1883—Continued.

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks. Connections with railway post-offices, &c
			Length, feet and inches.	Width, feet and inches.				
24,752	2	1	3 0	2 2	1	1	1	Connects at New Orleans, La., with Montgomery and New Orleans R. P. O., Cairo and New Orleans R. P. O., New Orleans and Alexandria R. P. O., New Orleans and Houston R. P. O., and New Orleans and Shreveport R. P. O., and Vicksburgh and New Orleans River R. P. O.
46,324	3	1	9 8	3 6	1	1	1	
53,836	6	1	6 0	5 0	1	1	2	There is a relief clerk appointed to this route who is designated to perform relief service on route 12098, Wheeling to Parkersburgh, W. Va.
8,828	6	...	...	...	...	...	...	Service for 9 months only; Canandaigua and Elmira R. P. O.
29,213	2	2	7 0	6 0	2	1	2	At Pine Bluff, Ark., with Little Rock and Warren R. P. O.; at Terrene with Jacksonport and Terrene River R. P. O.; at Terrene with Memphis and Vicksburgh R. P. O.
11,232	16	...	...	...	...	...	...	Service for 9 months only—Cambridge Junction, Burlington R. P. O.; Essex Junction and Boston R. P. O.
39,734	(2)	2	6 0	5 6	2	1	2	*One clerk makes 3 round trips per week between Portsmouth and Cincinnati, and one clerk makes 3 round trips per week between Maysville and Cincinnati. Connects at Portsmouth, Ohio, with Columbus and Ashland and Handen and Portsmouth R. P. Os.; connects at Maysville, Ky., with Maysville, Paris, and Cincinnati R. P. O.; connects at Cincinnati, Ohio, with Chicago and Cincinnati; Chicago, Richmond, and Cincinnati; Cincinnati and Chattanooga; Cincinnati and Georgetown; Cincinnati, Hamilton, and Indianapolis; Cincinnati and Lexington; Cincinnati and Louisville; Cincinnati and Nashville; Cincinnati and New Richmond; Cincinnati, North Vernon, and Louisville; Cincinnati and Saint Louis; Cleveland and Cincinnati; Columbus and Cincinnati; Dresden and Cincinnati; Fort Wayne and Cincinnati; Grafton and Cincinnati; Kalamazoo and Cincinnati; Kent and Cincinnati; Maysville, Paris, and Cincinnati; Parkersburgh and Cincinnati; Pittsburg and Cincinnati; Sandusky and Cincinnati; Toledo and Cincinnati, and Toledo, Delphos, and Cincinnati R. P. Os.
61,348	6	2	14 6 8 6	6 6 7 0	2	1	2	Two steamboats on route 44100; mail apartments aggregate 22 feet 6 inches by 13 feet 6 inches.
59,939	6	2	6 7 10 2	8 0 6 0	2	1	2	Two steamboats on route 43099; mail apartments aggregate 16 feet 9 inches by 12 feet.
32,240	2	1	6 5	6 1	1	1	1	Connects at Rome, Ga., with Chattanooga and Atlanta R. P. O.; connects at Gadsden, Ala., with Chattanooga and Meridian R. P. O.
32,864	2	1	6 6	6 0	1	1	1	
13,520	1	1	9 0	4 6	1	1	1	
24,221	1	2	Boat's office.		1	1	1	At Madison, Ark., with Memphis and Little Rock R. P. O.; at Memphis with Memphis and Little Rock R. P. O.; at Memphis with Chattanooga and Memphis R. P. O.; at Memphis with Bowling Green and Memphis R. P. O.; at Memphis with Paducah and Memphis R. P. O.; at Memphis with Memphis and Grenada R. P. O.; at Memphis with Memphis and Friar's Point River R. P. O.; at Memphis with Hotchkiss and Memphis River R. P. O.; at Memphis with Cairo and Memphis River R. P. O.; at Memphis with Memphis and Vicksburgh River R. P. O.
24,960	6	1	10 0	6 0	1	1	1	Mail apartment is also used as a porters' room; Rouse's Point and Albany R. P. O.

TABLE B^b.—*Statement of steambot mail service with postal clerks in operation in*

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Vicksburgh, Miss., and New Orleans, La.	4	30096	New Orleans, La., Vicksburgh, Miss.	Leathers, Tobin & Cannon.	408. 10
Wheeling and Parkersburgh, W. Va.	3	12098	Wheeling, Parkersburgh, W. Va.	C. H. Booth, president....	94. 00
Zanesville to Marietta, Ohio.	5	21098	Zanesville, Marietta, Ohio.	K. M. Armstrong	75. 00

the United States at any time during the year ended June 30, 1883—Continued.

Annual miles of service.	Number of round trips with clerks per week.		Number of steamboats on line.		Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks. Connections with railway post-offices, &c.
	Length, feet and inches.	Width, feet and inches.								
127,704	3	1	12 0	9 0	3	1	3		Connects at Vicksburgh, Miss., Vicksburgh and Monroe R. P. O., and Meridian and Vicksburgh R. P. O., and Memphis and Vicksburgh River R. P. O.; connects at Red River Landing, La., with Monroe and Red River Landing River R. P. O.; connects at New Orleans, La., with Montgomery and New Orleans R. P. O., Cairo and New Orleans R. P. O., New Orleans and Alexandria R. P. O., New Orleans and Houston R. P. O., and New Orleans and Shreveport R. P. O., and New Orleans and Port Eads River R. P. O.	
		1	8 5	6 3						
		1	12 6	7 0						
		1	17 1	7 0						
		1	16 0	6 0						
58,844	6	2	0 0	5 0	2	1	2	Connects at Benwood with Grafton and Chicago R. P. O.		
46,800	6	2	8 0	6 0	2	1	2	¹ Zanesville to McConnellsville, 12 times a week, 6 times with and 6 times without. Connects Zanesville with Grafton and Chicago; Sandusky, Newark, and Wheeling, and Dresden and Cincinnati R. P. O.'s.; connects at Marietta with Grafton and Cincinnati, Parkersburgh and Cincinnati, and Toledo and Marietta R. P. O.		

TABLE C.—Statement of mail service performed in closed pouches upon railroads and parts
30th of

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.	Miles of route.
Aberdeen and Muldon, Miss.	4	18007	Muldon, Aberdeen, Miss.	Mobile and Ohio R. R. . . .	9.50
Alameda and San Francisco, Cal.	8	46028	San Francisco, Alameda, Cal.	Central Pacific Railroad . . .	11.62
Alamosa and Del Norte, Colo.	7	38011	Alamosa, Del Norte, Colo.	D. & R. G. Rwy'	31.62
Albany and Cisco, Tex. . .	7	31005	Bremond, Albany, Tex. . . .	Houst. & Tex. C. Rwy' . . .	33.28
Albany and Brodhead, Wis.	6	25044	Brodhead, Albany, Wis. . . .	Chicago, Milwaukee & St. Paul.	7.45
Alma and Garo, Colo.	7	38024	Garo, Alma, Colo.	D. S. P. & Pac. R. R.	16.35
Alma and Plainview, N. C.	3	13017	Alma, Plainview, N. C. . . .	Alma & Little Rock R. R.	12.00
Alta and Bingham Junction, Utah.	8	41006	Bingham, Alta, Utah	Denver and Rio Grande R. R.	18.40
Altoona and Henrietta, Pa.	2	8036	Altoona, Henrietta, Pa. . . .	Penn'a.	28.62
Amesbury, Mass., Bangor and Boston R. P. O.	1	3007	East Salisbury, Amesbury, Mass.	Eastern R. R.	(1)
Amesbury and Boston, Mass.	1	3007	do	do	(1)
Amesbury and Newburyport, Mass.	1	3007	do	do	(1)
Anderson and Noblesville, Ind.	5	22037	Anderson, Noblesville, Ind.	Anderson, Lebanon and St. Louis R. R.	19.04
Angelica and Olean, N. Y.	2	6059	Olean, Angelica, N. Y.	Allegheny Central	40.51
Ansonia, Conn., Boston and New York R. P. O., S. R.	1	5017	New Haven, Ansonia, Conn.	N. Haven & Derby R. R. . . .	(*)
Ansonia and Birmingham, Conn.	1	5017	do	do	2.53
Antonio, Colo., and Espanola, N. Mex.	7	38004	Cncharas, Colo., Espanola, N. Mex.	D. & R. G. Rwy'	91.42
Appleton and Hilbert, Wis.	6	25040	Hilbert, Appleton, Wis. . . .	Milwaukee & Northern	20.96
Arkansas City and Trippe, Ark.	7	29007	Little Rock, Arkansas City, Ark.	L. R., M. R. & Tex. R'y . . .	7.00
Artesia and Starkville, Miss.	4	18004	Artesia, Starkville, Miss. . .	Mobile and Ohio R. R.	11.60
Ashburnham and Ashburnham Depot, Mass.	1	3070	Ashburnham Depot, Ashburnham, Mass.	Ashburnham R. R.	2.59
Ashville and Pigeon River, N. C.	3	13016	Ashville, Pigeon River, N. C.	Western N. C. R. R.	10.00
Atchison Junction, Mo., and Leavenworth, Kans.	7	27017	Davenport, Iowa, Leavenworth, Kans.	Chi., R. I. & Pac. Rwy' . . .	21.50
Atco Junction and Williamstown, N. J.	2	7035	Atco Junction, Williamstown, N. J.	Williamstown	9.00
Atlantic and Griswold, Iowa.	6	27054	Atlantic, Griswold, Iowa. . .	Chicago, Rook Island and Pacific.	14.88
Atoka and Lehigh, Ind. Ter.	7	32001	Atoka, Lehigh, Ind. Ter. . . .	Missouri Pacific Rwy'	8.05
Attica and Yeddo, Ind. . . .	5	22031	Attica, Yeddo, Ind.	Chicago and Block Coal Rwy.	21.32
Attleborough and Attleborough Falls, Mass.	1	8035	Boston, Mass., Providence, R. I.	Boston and Providence R. R.	3.00

of railroads over which no railway post-offices run, in operation in the United States on the June, 1883.

Annual miles of serv- ice.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
5,947.00	6	2	July 1, 1880	<i>Pounds.</i> 163	2	Connects at Muldon, Miss., with Corinth and Meridian R. P. O.
15,756.00	13	6	July 1, 1882	286	2	
23,226.00	7	10	Ang. 16, 1881	333	6 in.	Connection at Alamosa with Pueblo and Silverton R. P. O.
24,294.00	7	8	July 1, 1881	667	6 in.	Connection at Cisco with Bremond and Cisco R. P. O.; connection at Cisco with Texarkana and El Paso R. P. O.
4,664.00	6	4	Apr. 15, 1882	97	6 in.	Supplied by closed pouches from Brodhead, Wis., and Milton and Mineral Point, Wis., R. P. O.
20,412.00	12	25	July 1, 1882	159	8 in.	Connection at Garo with Denver and Leadville R. P. O.
7,512.00	6	3	Oct. 23, 1882	42	2	Connects with the Wilmington and Charlotte R. P. O.
13,432.00	7	3	July 1, 1882	26	2	
7,859.00	12	12	July 1, 1881	334	3	New York and Pittsburgh R. P. O.
7,643.46	18	3			2	Shown on Salisbury and Newburyport.
5,095.64	12	2			2	Shown on Salisbury and Newburyport.
5,095.64	12	2			2	Shown on Salisbury and Newburyport.
11,880.96	6	1	July 1, 1880	40		Connection at Anderson with Cleveland and Indianapolis, Benton Harbor, and Anderson, and Chicago, Richmond and Cincinnati R. P. O's, and at Nobleville with Michigan City and Indianapolis R. P. O.
12,639.00	6	10	Feb. 23, 1883	128	2	N. Y. and Dunkirk R. P. O.; Bradford and Olean R. P. O.
8,319.54	6	1			2	Covered by New Haven and Ansonia.
3,167.56	12	2			2	
57,229.00	6	24	July 1, 1881	954	6 in.	Connection at Antonito with Pueblo and Silverton R. P. O.
26,242.00	12	8	July 1, 1883	479	6 in.	Supplied by Green Bay and Milwaukee, Wis., R. P. O., and from Menasha, Wis.
4,362.00	6	6	July 1, 1881	494	6 in.	Connection at Trippe with Little Rock and Warren R. P. O.; connection at Arkansas City with Memphis and Vicksburgh River R. P. O.
7,261.00	6	4	July 1, 1880	828	2	Connects at Artesia, Miss., with Corinth and Meridian R. P. O.
1,809.14	6	1	July 1, 1881	183	2	
7,300.00	7	9	Oct. 1, 1882	1,020	2	Connects with Salisbury and Warm Springs R. P. O.
31,390.00	14	16	Feb. 15, 1882	1,614	6 in.	Connection at Atchison Junction with Cam., Plattsburgh and Atchison R. P. O.; connection at Beverly Station, Mo., with Council Bluffs and Kansas City R. P. O.; connection at Leavenworth, Kans., with Leavenworth and Burlington R. P. O.; connection at Leavenworth, Kans., with Leavenworth and Miltonvale R. P. O.; connection at Leavenworth, Kans., with Kansas City and Atchison R. P. O.
7,918.00	16.92	3	July 1, 1881	71	2	Philadelphia and Atlantic City R. P. O.
18,629.00	12	8	July 1, 1883	176	6 in.	Supplied by West Liberty and Council Bluffs, Iowa R. P. O., and by initial and terminal offices.
5,039.00	6	2	May 22, 1882	27	4 in.	Connection at Atoka with Hannibal and Denison R. P. O.
13,303.68	6	1	July 1, 1880	44		Connection at Attica with Lafayette and Quincy and Lafayette and Saint Louis R. P. O's, and at Veedersburgh with Delphos and Saint Louis and Indianapolis and Peoria R. P. O's.
1,878.00	6	1			2	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Attleborough and North Attleborough, Mass.	1	3035	Boston, Mass., Providence, R. I.	Boston and Providence R. R.	2.00
Attleborough Falls, Mass., and Boston and Providence R. P. O.	1	3035	do	do	(¹)
Auburn and Harrisburgh, Pa.	2	8028	Harrisburgh, Auburn, Pa.	Philadelphia and Reading R. R.	58.78
Audubon and Atlantic, Iowa.	6	27044	Atlantic, Audubon, Iowa.	Chicago, Rock Island and Pacific.	28.01
Auburndale and Newton Lower Falls, Mass.	1	3027	Auburndale, Newton Lower Falls, Mass.	Boston and Albany R. R.	2.09
Avoca and Carson, Iowa.	6	27063	Avoca, Carson, Iowa	Chicago, Rock Island and Pacific.	17.61
Balcony Falls and Lexington, Va.	3	11029	Balcony Falls Lexington, Va.	Richmond & Alleghany R. R.	20.00
Ballston and Schenectady, N. Y.	2	6025	Schenectady, Ballston, N. Y.	Del. & Hud. Canal Co.	15.20
Bangor and Bethlehem, Pa.	2	8046	Bethlehem, Bangor, Pa.	Lehigh & Lackawanna	32.20
Bardstown Junction and Bardstown, Ky.	5	20006	Bardstown Junction, Bardstown, Ky.	Louisville and Nashville R'y.	17.98
Barnesville and Thomas-ton, Ga.	4	15019	Barnesville, Thomas-ton, Ga.	Cent. R. R. & B'k'g Co. of Ga.	16.43
Barre, Vt., to Saint Albans and Boston R. P. O.	1	2017	Montpelier, Barre, Vt.	Central Vermont R. R.	7.00
Barre and Montpelier, Vt.	1	2017	Montpelier, Barre, Vt.	do	(²)
Bartos and Pottstown, Pa.	2	8057	Pottstown, Bartos, Pa.	Phila. & Reading	13.28
Batavia and Aurora, Ill.	6	23073	Aurora, Batavia, Ill.	Chicago, Burlington & Quincy.	10.15
Batesville and Newport, Ark.	7	28014	Newport, Batesville, Ark.	St. L., I. M. & So. Rwy.	29.60
Baton Rouge Junction (N. O.) and Port Allen La.	4	30013	Baton Rouge Junction (N. O.), Port Allen, La.	Baton R. J'n & P't Allen R. R.	8.00
Battle Mountain and Austin, Nev.	8	45003	Battle Mountain, Austin, Nev.	Nevada Central Railway	94.10
Bayhead and Whiting, N. J.	2	7054	Whiting, Bayhead, N. J.	Phila. and Long Branch	28.58
Bear Creek Junction and Morrison, Colo.	7	38022	Bear Creek Junction, Morrison, Colo.	D., S. P. & Pac. R. R.	9.74
Beatrice, Neb., and Marysville, Kans.	6	34013	Beatrice, Neb., Marysville, Kans.	Omaha & Republican Valley.	38.58
Bellville, Nev., and Bishop Creek, Cal.	8	45005	Bellville, Nev., Bishop Creek, Cal.	Carson and Colorado R. R.	74.22
Benore and Tyrone, Pa.	2	8118	Tyrone, Benore, Pa.	Penn'a.	25.84
Berlin and Garrett, Pa.	2	8090	Berlin, Garrett, Pa.	Balt. & Ohio	9.10
Berkeley and West Oakland, Cal.	8	46024	West Oakland, Berkeley, Cal.	Central Pacific Railroad	5.78
Bermuda Hundred and Winterpock, Va.	3	11017	Bermuda Hundred, Winterpock, Va.	Bright Hope R. R.	33.00
Berrien Springs and Buchanan, Mich.	9	24050	Buchanan, Berrien Springs, Mich.	St. Joseph Valley R. R.	10.04
Beulah and Elkader, Iowa.	6	27023	Beulah, Elkader, Iowa	Chicago, Milwaukee & St. Paul.	19.49
Beverly Farms and Salem, Mass.	1	3008	Salem, Rockport, Mass.	Eastern R. R.	(³)
Birmingham and Pratt Mines, Ala.	4	17023	Birmingham, Pratt Mines, Ala.	Pratt Coal and Coke Co.	6.09
Birmingham, Conn., and Boston, Springfield and New York R. P. O.	1	5017	New Haven, Ansonia, Conn.	N. Haven & Derby R. R.	.....
Black Diamond and Nortonville, Cal.	8	46033	Black Diamond Nortonville, Cal.	Black Diamond Coal Min'g Co.	6.26

arts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
1,252.00	6	1	July 1, 1881	Pounds. 16,352	2	
3,756.00	12	2	.....	.....	2	*Covered by Attleborough and Attleborough Falls.
4,579.00	7.79	10	July 1, 1881	128	2	Connections generally at Harrisburgh, Pa.
32,564.00	12	16	July 1, 1883	273	6 in.	Supplied by West Liberty and Council Bluffs, Iowa, R. P. O., and by initial and terminal offices.
3,925.02	18	3	July 1, 1882	50	2	
22,047.00	12	12	July 1, 1883	141	6 in.	Supplied by West Liberty and Council Bluffs, Iowa, R. P. O., and by initial and terminal offices.
25,040.00	6	8	Feb. 15, 1882	201	2	Connects with the Richmond, Lynchburg and Clifton Forge R. P. O.
9,485.00	12	6	July 1, 1881	126	2	New York and Chicago R. P. O.; Albany and Rochester R. P. O. and Rouse's Point and Albany R. P. O.
20,082.00	12	8	July 1, 1881	122	2	Easton and Elmira R. P. O.; Easton and Hazleton R. P. O.
11,219.52	6	3	July 1, 1880	150	.....	Connection at Barlatown Junction with Cincinnati and Nashville, and Louisville and Williamsburgh R. P. O's.
20,570.00	12	8	July 1, 1880	68	2	Connects at Barnesville, Ga., with Atlanta and Macon, and Atlanta and Savannah R. P. O's.
4,382.00	12	2	July 1, 1881	4,394	2	
8,764.00	12	2	.....	.....	2	*Covered by Barre to Saint Albans and Boston R. P. O.
6,512.00	9.43	6	July 1, 1881	115	2	Pottsville and Philadelphia R. P. O.
6,354.00	6	2	July 1, 1883	52	6 in.	Supplied by Aurora, Ill.
21,608.00	7	30	No pay fixed.	.....	1	Connection at Newport with Saint Louis and Texarkana R. P. O.
5,840.00	7	6	Jan. 1, 1880	440	3	Connects at Baton Rouge Junction (N. O.), La., with New Orleans and Shreveport R. P. O. Connects at Port Allen, La., with Vicksburgh and New Orleans River R. P. O.
68,693.00	7	2	July 1, 1881	184	2	
17,834.00	12	12	No pay fixed.	.....	2	Red Bank and Bridgeton R. P. O.; Manchester and Barnegat R. P. O.
13,025.00	13	12	July 1, 1881	48	6 in.	Train makes all Denver connections.
24,151.00	6	12	May 16, 1882	137	6	Supplied by Saint Joseph, Mo., and Grand Island, Nebr., R. P. O., and by initial and terminal offices.
54,180.00	7	8	July 1, 1882	361	2	
8,062.00	6	4	May 1, 1882	77	2	New York and Pittsburgh R. P. O.; Curwinville and Tyrone R. P. O.; Lock Haven and Tyrone R. P. O.
5,878.00	12	2	July 1, 1881	78	2	Cumberland and Pittsburgh R. P. O.
4,219.00	7	4	July 1, 1881	92	2	
20,658.00	6	2	Mar. 15, 1882	16	2	Connects with the Richmond and Wilmington R. P. O.
12,570.00	12	8	July 1, 1883	224	2	
12,200.00	6	16	July 1, 1883	164	6 in.	Supplied by Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O., and by initial and terminal offices.
4,106.56	6	1	.....	.....	2	*Shown on Boston and Beverly Farms.
7,624.00	12	4	July 1, 1880	24	2	Connects at Birmingham, Ala., with Chattanooga and Meridian R. P. O., and Decatur and Montgomery R. P. O.
6,735.76	6	1	.....	.....	2	Covered by New Haven to Birmingham.
3,918.00	6	4	July 1, 1882	65	2	

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Black Rock and Buffalo, N. Y.	2	6126	Buffalo, Black Rock, N. Y.	Grand Trunk R. R.	4.59
Blackville and Barnwell, S. C.	4	14019	Blackville, Barnwell, S. C.	South Carolina R. R.	9.42
Blairstown and Delaware Station, N. J.	2	7042	Delaware Station, Blairstown, N. J.	Blairstown	11.41
Bolles Junction and Riparia, Wash.	8	43010	Bolles Junction, Riparia, Wash.	Oregon Railway & Navig'n Co.	31.10
Boonville and Versailles, Mo.	7	28008	Versailles, Boonville, Mo.	Missouri Pacific Rwy'	44.01
Boston and Bellingham, Mass.	1	3033	Boston, Bellingham, Mass.	N. Y. and N. E. R. R.	31.74
Boston and Brookline, Mass.	1	3033	.....do .....	.....do	3.08
Boston and Brookline, Mass.	1	3033	.....do	N. Y. and N. E. R. R. ?	(?)
Boston and Caryville, Mass.	1	3033	.....do	N. Y. and N. E. R. R.	28.98
Boston and Charles River Village, Mass.	1	3033	.....do .....	.....do	15.10
Boston and Chestnut Hill, Mass.	1	3033	.....do .....	.....do	5.17
Boston and Dover, Mass.	1	3033	.....do .....	.....do	16.50
Boston and East Modway, Mass.	1	3033	.....do .....	.....do	19.35
Boston and Scituate, Mass.	1	3064	Braintree Junction, Kingstons Station, Mass.	Old Colony R. R.	16.48
Boston and Scituate Centre, Mass.	1	3064	.....do .....	.....do	13.34
Boston and Greenbush, Mass.	1	3064	.....do .....	.....do	17.63
Boston and Sea View, Mass.	1	3064	.....do .....	.....do	20.82
Boston and Centre Marshfield, Mass.	1	3064	.....do .....	.....do	22.20
Boston and Marshfield, Mass.	1	3064	.....do .....	.....do	24.26
Boston and East Marshfield, Mass.	1	3064	.....do .....	.....do	(4)
Boston and Duxbury, Mass.	1	3064	.....do .....	.....do	27.66
Boston and South Duxbury, Mass.	1	3064	.....do .....	.....do	28.95
Boston and Island Creek, Mass.	1	3064	.....do .....	.....do	32.20
Boston and Brant Rock, Mass.	1	3064	.....do .....	.....do	24.26
Boston and Egypt, Mass.	1	3064	.....do .....	.....do	14.34
Boston and Standish Shore, Mass.	1	3064	.....do .....	.....do	30.30
Boston and West Hingham, Mass.	1	3064	.....do .....	.....do	6.32
Boston and Nantasket, Mass.	1	3064	.....do .....	.....do	9.02
Boston and Hingham, Mass.	1	3064	.....do .....	.....do	7.05
Boston and Cohasset, Mass.	1	3064	.....do .....	.....do	11.51
Boston and North Scituate, Mass.	1	3064	.....do .....	.....do	13.34
Boston and Beechwood, Mass.	1	3064	.....do .....	.....do	12.51
Boston and East Braintree, Mass.	1	3064	.....do .....	.....do	1.15
Boston and Weymouth, Mass.	1	3064	.....do .....	.....do	1.76

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of serv- ice.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last roadjust- ment.	Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
1,432.00	6	4		Pounds.	2	Batavia and Buffalo, R. P. O.; Buffalo and Em- porium R. P. O.; New York and Chicago R. P. O.; Danville and Buffalo R. P. O.; Hornellsville and Buffalo R. P. O.; Buffalo and Jamestown R. P. O.; Buffalo and New Castle R. P. O.; Sus- pension Bridge and Buffalo R. P. O.
5,896.00	6	2	Dec. 11, 1882	18	2	Connects at Blackville with Charleston and Au- gusta R. P. O.
3,560.00	6	5	July 1, 1881	70	2	Binghamton and New York R. P. O.
19,468.00	6	2			2	
43,519.00	(¹)	30	July 1, 1881	201	1	Connection at Boonville with Hannibal and Deni- son R. P. O. Connection at Tipton with Saint Louis and Atchison R. P. O. ¹ Double daily, except Sunday, between Boonville and Tipton, 25.51 miles; daily, except Sunday between Tipton and Versailles, 18.50 miles.
19,869.24	6	1			2	
11,568.48	36	6			2	
320.32	1	1			2	² Sundays.
36,282.96	12	2			2	³ Shown on Boston and Brookline.
18,905.20	12	2			2	
6,472.84	12	2			2	
20,658.00	12	2			2	
24,226.20	12	2			2	
20,632.96	12	2			2	
8,350.84	6	1			2	
22,072.76	12	2			2	
13,033.32	6	1			2	
13,897.20	6	1			2	
30,373.52	12	2			2	
15,186.76	6	1			2	⁴ Shown on Boston and Marshfield.
34,630.32	12	2			2	
36,245.40	12	2			2	
20,157.20	6	1			2	
15,180.76	6	1			2	
17,953.64	12	2			2	
37,935.60	12	2			2	
7,012.64	12	2			2	
1,551.44	12	2			2	
13,239.90	18	3			2	
14,410.52	12	2			2	
25,052.52	18	3			2	
7,831.26	6	1			2	
1,439.80	12	2			2	
3,305.28	18	3			2	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Boston and North Weymouth, Mass.	1	3064	Braintree Junction, Kingston Station, Mass.	Old Colony R. R.	2.16
Boston and East Weymouth, Mass.	1	3064	do	do	4.48
Boston and Highlandville, Mass.	1	3033	Boston, Bellingham, Mass.	New York and New England R. R.	9.21
Boston and Medway, Mass.	1	3033	do	do	21.41
Boston and Needham, Mass.	1	3033	do	do	10.21
Boston and Newton Centre, Mass.	1	3033	do	do	6.11
Boston and Newton Highlands, Mass.	1	3033	do	do	6.10
Boston and Newton Upper Falls, Mass.	1	3033	do	do	7.20
Boston and North Bellingham, Mass.	1	3033	do	do	29.07
Boston and West Medway, Mass.	1	3033	do	do	27.95
Boston and Maplewood, Mass.	1	3002	Boston, East Saugus, Mass.	Eastern R. R.	6.02
Boston and Linden, Mass.	1	2002	do	do	7.21
Boston and Cliftondale, Mass.	1	3002	do	do	3.47
Boston and Saugus, Mass.	1	3002	do	do	8.97
Boston and East Saugus, Mass.	1	3002	do	do	10.77
Boston and Glenwood, Mass.	1	3012	Boston, Medford, Mass.	Boston and Maine R. R.	4.50
Boston, Mass., and Great Falls, N. H.	1	1021	Rollinsford, Great Falls, Mass.	do	2.50
Boston and Medford, Mass.	1	3012	Boston, Medford, Mass.	do	5.31
Boston and Watertown, Mass.	1	3072	Boston, Waltham, Mass.	Fitchburgh R. R.	7.09
Boston and Nonantum, Mass.	1	3072	do	do	8.00
Boston and Waltham, Mass.	1	3072	do	do	10.09
Boston and Jamaica Plain, Mass.	1	3036	Boston, Dedham, Mass.	Boston and Providence R. R.	4.00
Boston and Roslindale, Mass.	1	3036	do	do	5.00
Boston and East Milton, Mass.	1	3065	Atlantic and West Quincy, Mass.	Old Colony R. R.	2.28
Boston and West Quincy, Mass.	1	3065	do	do	3.66
Boston and Faulkner, Mass.	1	3002	Boston, East Saugus, Mass.	Eastern R. R.	5.48
Boston and Cottage City, Mass.	1	3045	Buzzard Bay, Wood's Holl, Mass.	Old Colony R. R.	17.83
Boston and Edgartown, Mass.	1	3045	do	do	(1)
Boston and Vineyard Haven, Mass.	1	3045	do	do	(1)
Boston and Nantucket, Mass.	1	3045	do	do	(1)
Boston and Hopkinton, Mass.	1	3060	Milford, Ashland, Mass.	Hopkinton R. R.	5.03
Boston and Hudson, Mass.	1	3023	South Acton Depot, Hudson, Mass.	Fitchburgh R. R.	9.18
Boston and Maynard, Mass.	1	3023	do	do	2.73
Boston and Randolph, Mass.	1	3644	South Braintree, Fall River, Mass.	Old Colony R. R.	3.75
Boston and North Stoughton, Mass.	1	3044	do	do	5.75
Boston and North Easton, Mass.	1	3044	do	do	11.25
Boston and South Easton, Mass.	1	3044	do	do	(2)
Boston and North Raynham, Mass.	1	3044	do	do	19.75
Boston and Taunton, Mass.	1	3044	do	do	23.25
Boston and North Dighton, Mass.	1	3044	do	do	25.25

arts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of serv- ice.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily. Pounds.	Average linear feet oc- cupied by pouches in each car.	Remarks.
3,956.32	12	2			2	
8,413.44	18	3			2	
11,530.92	12	2			2	
26,805.32	12	2			2	
12,782.92	12	2			2	
11,474.58	12	2			2	
7,749.88	12	2			2	
4,507.20	12	2			2	
36,395.64	12	2			2	
34,993.40	12	2			2	
11,305.56	18	3			2	
9,026.92	12	2			2	
10,604.44	12	2			2	
10,224.44	12	2			2	
13,484.04	12	2			2	
5,684.00	12	2	July 1, 1881	159	2	
1,665.00	6	1	July 1, 1881	4,445	2	
13,296.24	24	4			2	
13,315.02	18	3	July 1, 1881	90	2	
10,016.00	12	2			2	
31,581.70	30	5			2	
7,512.00	18	3	July 1, 1881	255	2	
6,260.00	12	2			2	
4,281.84	18	3			2	
4,582.32	12	2			2	
10,291.44	18	3			2	
22,323.16	12	2			2	
11,161.58	6	1			2	Shown on Boston and Cottage City.
11,161.58	6	1			2	
33,484.74	18	3			2	
3,148.78	6	1			2	
5,746.68	6	1	July 1, 1881	168	2	
1,708.98	6	1			2	
2,357.50	6	1			2	
3,599.50	6	1			2	
14,085.00	12	2			2	
16,589.00	12	2			2	Shown on Boston and Easton.
24,727.00	12	2			2	
14,554.50	6	1			2	
31,613.00	12	2			2	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Boston and Dighton, Mass.	1	3044	South Braintree, Fall River, Mass.	Old Colony R. R.	28.37
Boston and Somerset, Mass.	1	3044	do	do	31.43
Boston and Fall River, Mass.	1	3044	do	do	34.43
Boston and Holbrook, Mass.	1	3039	South Braintree Junction, Mass., Newport, R. I.	do	3.55
Boston and East Stoughton, Mass.	1	3039	do	do	5.36
Boston and Abington, Mass.	1	3046	South Braintree, Plymouth, Mass.	do	7.75
Boston and South Weymouth, Mass.	1	3046	do	do	3.50
Boston and North Abington, Mass.	1	3046	do	do	6.50
Boston and South Abington, Mass.	1	3046	do	do	9.75
Boston and South Abington Station, Mass.	1	3046	do	do	(¹)
Boston and South Hanson, Mass.	1	3046	do	do	11.75
Boston and Halifax, Mass.	1	3046	do	do	11.50
Boston and Hanson, Mass.	1	3046	do	do	10.75
Boston and Silver Lake, Mass.	1	3046	do	do	17.00
Boston and Kingston, Mass.	1	3046	do	do	21.12
Boston and North Plymouth, Mass.	1	3046	do	do	23.37
Boston and Plymouth, Mass.	1	3046	do	do	26.62
Boston and Arlington, Mass.	1	3019	Somerville Station, Bedford, Mass.	Boston and Lowell R. R.	3.43
Boston and Arlington Heights, Mass.	1	3019	do	do	8.13
Boston and Bedford, Mass.	1	3019	do	do	18.57
Boston and Lexington, Mass.	1	3019	do	do	6.36
Boston and East Lexington, Mass.	1	3019	do	do	9.18
Boston and Brockton, Mass.	1	3039	South Braintree Junction, Mass., Newport, R. I.	Old Colony R. R.	8.69
Boston and Campello, Mass.	1	3039	do	do	10.04
Boston and Mattfield, Mass.	1	3039	do	do	12.28
Boston and Bridgewater, Mass.	1	3039	do	do	15.51
Boston and Middleborough, Mass.	1	3039	do	do	(²)
Boston, Mass., and Newport, R. I.	1	3039	do	do	61.25
Boston and New Bedford, Mass.	1	3044	South Braintree, Fall River, Mass.	do	(³)
Boston and New Bedford, Mass.	1	3051	New Bedford, Fitchburg, Mass.	do	21.53
Boston and Elmwood, Mass.	1	3046	South Braintree, Plymouth, Mass.	do	(⁴)
Boston and East Bridgewater, Mass.	1	3040	do	do	(⁵)
Boston and Elmwood, Mass.	1	3040	South Abington, Bridgewater, Mass.	do	4.87
Boston and East Bridgewater, Mass.	1	3040	do	do	(⁶)
Boston and South Hanover, Mass.	1	3046	South Braintree, Plymouth, Mass.	do	(⁷)
Boston and West Hanover, Mass.	1	3046	do	do	(⁸)
Boston and West Bridgewater, Mass.	1	3039	South Braintree Junction, Mass., Newport, R. I.	do	12.28
Boston and North Middleborough, Mass.	1	3039	do	do	19.09
Boston and Rockland, Mass.	1	3046	South Braintree, Plymouth, Mass.	do	(⁹)
Boston and Cottage City, Mass.	1	3039	South Braintree Junction, Mass., Newport, R. I.	do	(¹⁰)

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
13,759.62	6	1		Pounds.	2	
89,850.26	12	2			2	
64,659.42	18	3			2	
4,444.60	12	2			2	
3,255.36	6	1	July 1, 1881	1,356	2	
14,554.50	18	3			2	
6,578.00	18	3			2	
8,138.00	12	2			2	
18,810.50	18	3			2	
18,810.50	18	3			2	Shown on Boston and South Abington.
14,711.00	12	2			2	
14,398.00	12	2			2	
13,459.00	12	2			2	
21,284.00	12	2			2	
26,442.24	12	2			2	
29,256.24	12	2			2	
49,992.36	18	3			2	
4,294.36	12	2	July 1, 1881	159	2	
5,080.38	6	1			2	
19,493.64	12	2			2	
11,944.08	18	3			2	
11,468.12	12	2			2	
10,879.68	12	2			2	
12,570.08	12	2			2	
7,687.28	6	1			2	
9,709.28	6	1			2	
14,454.34	6	1			2	Shown on Boston and Nantucket.
76,684.00	12	2			2	
43,663.50	24	4			2	Shown on Boston and Taunton.
40,433.34	18	3			2	
6,103.50	6	1			2	Shown on Boston and South Abington.
18,310.50	18	3			2	Shown on Boston and South Abington.
3,048.02	6	1	July 1, 1881	53	2	
9,145.86	18	3			2	Shown on Boston and Elmwood.
8,138.00	12	2			2	Shown on Boston and North Abington.
8,138.00	12	2			2	Shown on Boston and North Abington.
15,374.56	12	2			2	
11,954.34	6	1			2	
12,207.00	18	3			2	(⁹) Shown on Boston and North Abington.
28,908.68	12	2			2	(¹⁰) Shown on Boston and Nantucket.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Boston and Edgartown, Mass.	1	3039	South Braintree Junction, Mass., Newport, R. I.	Old Colony R. R.	(^b)
Boston and Rockbottom, Mass.	1	3023	South Acton Depot, Hudson, Mass.	Fitchburg R. R.	6.77
Boston and Holliston, Mass.	1	3028	South Frammingham, Milford, Mass.	Boston and Albany R. R.	5.40
Boston and Milford, Mass.	1	3028	do	do	(^c)
Boston and Milbury, Mass.	1	3028	Grafton Depot, Milbury, Mass.	do	4.46
Boston and Taunton, Mass.	1	3051	New Bedford, Fitchburgh, Mass.	Old Colony R. R.	(^d)
Bristol Ferry, R. I., and Fall River, Mass.	1	3039	South Braintree Junction, Mass., Newport, R. I.	do	9.00
Bristol Ferry and Newport, R. I.	1	3039	do	do	11.00
Boston and Pigeon Cove, Mass.	1	3003	Salem, Rockport, Mass.	Eastern R. R.	(^e)
Boston and Rockport, Mass.	1	3003	do	do	(^e)
Boston and Swampscott, Mass.	1	3009	Lynn, Marblehead, Mass.	do	1.25
Salem and Marblehead, Mass.	1	3004	Salem, Marblehead, Mass.	do	3.92
Boston and West Roxbury, Mass.	1	3036	Boston, Dedham, Mass.	Boston and Providence R. R.	7.00
Boston and Walnut Hill, Mass.	1	3036	do	do	8.00
Boston and Dedham, Mass.	1	3036	do	do	10.25
Boston, Mass., and Brattleborough, Vt.	1	3061	Palmer, Miller's Falls, Mass.	Central Vermont R. R.	38.98
Boston, Mass., and Brattleborough, Vt.	1	3062	Miller's Falls, Mass., Brattleborough, Vt.	do	21.89
Boston and Nantucket, Mass.	1	3039	South Braintree Junction, Mass., Newport, R. I.	Old Colony R. R.	23.09
Boston and Vineyard Haven, Mass.	1	3039	do	do	(^e)
Boston and Easton, Mass.	1	3044	South Braintree, Fall River, Mass.	do	13.25
Boston and Woburn, Mass.	1	3018	Winchester, Woburn, Mass.	Boston and Lowell R. R.	2.23
Boston and South Billerica, Mass.	1	3019	Somerville Station, Bedford, Mass.	do	12.57
Boston and Townsbury, Mass.	1	3017	Lowell, Lawrence, Mass.	do	6.04
Boston and Peabody, Mass.	1	3010	Wakefield, Peabody, Mass.	Eastern R. R.	8.02
Boston and Beach Bluffs, Mass.	1	3000	Lynn, Marblehead, Mass.	do	3.28
Boston and Beverly Farms, Mass.	1	3003	Salem, Rockport, Mass.	do	6.56
Boston and Magnolia, Mass.	1	3003	do	do	8.92
Boston and Manchester, Mass.	1	3003	do	do	(^f)
Boston and Marblehead, Mass.	1	3004	Salem, Marblehead, Mass.	do	(^g)
Boulder and Sugar Loaf, Colo.	7	38029	Boulder, Sugar Loaf, Colo.	Greeley, Salt Lake and Pacific Ry.	9.33
Bound Brook, N. J., and Jenkintown, Pa.	2	8103	Jenkintown, Pa., Bound Brook, N. J.	Philadelphia and Reading R. R.	49.82
Bowling Green and Tontogany, Ohio.	5	21070	Tontogany, Bowling Green, Ohio.	Bowling Green R. R.	6.27
Bowmandale and Walnut Bottom, Pa.	2	8126	Bowmandale, Walnut Bottom, Pa.	Harrisburg and Potomac R. R.	25.63
Brandon and Markesan, Wis.	6	25055	Brandon, Markesan, Wis.	Chicago, Milwaukee and Saint Paul R. R.	11.78
Breadyville and Abington Station, Pa.	2	8109	Abington Station, Breadyville, Pa.	Philadelphia and Reading R. R.	9.94
Bridgeport and Downingtown, Pa.	2	8007	Bridgeport, Downingtown, Pa.	do	21.64
Bridgeton and Port Norris, N. J.	2	7033	Bridgeton, Port Norris, N. J.	Cumberland and Manrice River R. R.	20.60

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
14,454.34	6	1		Pounds.	2	¹ Shown on Boston and Nantucket.
4,238.02	6	1			2	
6,760.80	12	2	July 1, 1882	191	2	
30,824.24	24	4			2	² Shown on South Framingham and Milford.
2,791.96	6	2	July 1, 1882	28	2	
6,842.18	6	1			2	³ Shown on Taunton and Mansfield.
5,634.00	6	1			2	
6,886.00	6	1			2	
12,325.94	6	1			2	⁴ Shown on Rockport and Salem.
24,651.98	12	2			2	⁵ Shown on Rockport and Salem.
1,564.00	12	2			2	
4,907.94	12	2			2	
8,764.00	12	2			2	
10,016.00	12	2			2	
19,249.50	18	3			2	
24,401.48	6	1	July 1, 1881	589	2	
13,390.14	6	1	July 1, 1881	27.15	2	
43,363.02	18	3			2	
14,454.34	6	1			2	⁶ Shown on Boston and Nantucket.
8,294.50	6	1			2	
4,187.94	18	3	July 1, 1881	196	2	
7,868.82	6	1			2	
3,781.04	6	1	July 1, 1881	127	2	
5,020.52	6	1	July 1, 1881	41	2	
6,159.84	18	3	July 1, 1881	48	2	
12,319.68	18	3			2	
11,167.84	12	2			2	
16,751.76	18	3			2	⁷ Shown on Boston and Magnolia.
7,861.76	18	3			2	⁸ Shown on Salem and Marblehead.
68.11	7	6			6 in.	Connection at Boulder with Fort Collins and Denver R. P. O.
33,937.13	10	21	July 1 1881	149	2	Bethlehem and Philadelphia R. P. O.; New York, Somerville and Eastern R. P. O.
11,924.64	18	3	July 1, 1880	119	2	Connection at Tontogany with Toledo and Cincinnati R. P. O., and at Bowling Green with route 21091, Toledo to Findlay (no R. P. O.).
7,996.00	6	5	July 1, 1881	34	2	Harrisburg and Martinsburg R. P. O.
73.74	6	6	Not weighed.		6 in.	Supplied by Oshkosh and Milwaukee, Wis., R. P. O., and from Brandon, Wis.
5,272.10	20	10	July 1, 1881	339	2	Bethlehem and Philadelphia R. P. O.
6,751.00	6	6	July 1, 1881	33	2	New York and Pittsburgh R. P. O.; Philadelphia and Harrisburg R. P. O.; Pottsville and Philadelphia R. P. O.
12,854.00	12	6	July 1, 1881	172	2	Philadelphia and Bridgeton R. P. O.; Red Bank and Bridgeton R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.	Miles of route.
Bridgeton, Me., and Port and Swan R. P. O.	1	22	Bridgeton Junction, Bridgeton, Me.	Bridgeton and Saco River R. R.	16.50
Bridgeton, Me., and Port and Fryeburgh R. P. O.	1	22	.....do.....	.....do.....	(1)
Bridgeton and Sandy Creek, Me.	1	22	.....do.....	.....do.....	2.00
Brighton and Boulder, Colo.	7	38002	Brighton, Boulder, Colo...	Denver and Boulder Valley R. R.	27.69
Bristol, R. I., to New York, N. Y.	1	4004	Providence, Bristol, R. I.	Providence, Warren and Bristol R. R.	14.39
Buffalo and Opelika, Ala.	4	17014	Buffalo and Opelika, Ala..	Eastern Alabama and Cincinnati R. R.	22.59
Buffalo and Suspension Bridge, N. Y.	2	6003	Buffalo, Suspension Bridge, N. Y.	New York, Lake Erie and Western R. R.	26.10
Bull City and Downs, Kans.	7	38029	Downs, Bull City, Kans..	Central Branch Union Pacific R. R.	24.08
Burlington and Medford, N. J.	7	7007	Burlington, Medford, N. J.	Pennsylvania R. R., Amhoy Division.	14.97
Burr Oak and Jamestown, Kans.	7	33032	Jamestown, Burr Oak, Kans.	Central Branch Union Pacific R. R.	33.90
Butte City and Silver Bow, Mont.	8	Part of 41003	Ogden City to Butte City.	Utah and Northern Ry.	7.87
Cades and Saint Martinsville, La.	4	30012	Cades, Saint Martinsville, La.	Morgan's, La. and Tex. R. R. and S. S. Co.	6.90
Calais and Baring, Me....	1	17	Calais, Princeton, Me.....	Saint Croix and Penobscot R. R.	5.23
Calais and Princeton, Me.	1	17	.....do.....	.....do.....	21.27
Calamine and Plattville, Wis.	6	25021	Calamine, Plattville, Wis.	Chicago, Milwaukee and Saint Paul.	18.97
Camden and Kingsville, S. C.	4	14018	Camden, Kingsville, S. C..	South Carolina R. R.....	39.03
Canada Line and Rouse's Point, N. Y.	2	6066	Rouse's Point, Canada Line, N. Y.	Champlain and Saint Lawrence.	1.20
Cañon City and West Cliff, Colo.	7	38010	Cañon City, West Cliff, Colo.	D. and R. G. Rwy.....	31.20
Cape Girardeau and Lakeville, Mo.	7	28045	Lakeville, Cape Girardeau, Mo.	Cape Girardeau Rwy.....	28.06
Cape Vincent and Watertown, N. Y.	2	6035	Watertown, Cape Vincent, N. Y.	Rome, Wat. and Ogd.....	25.82
Carbon Centre, Mo., and Woytown, Kans.	7	28041	Woytown, Kans., Carbon Centre, Mo.	K. C., Ft. S. and G. Rwy...	24.07
Carbonado and Tacoma, Wash.	8	43001	Kalama, Carbonado, Wash	Northern Pacific R. R....	139.83
Carbondale and Grand Tower, Ill.	6	23039	Carbondale, Grand Tower, Ill.	Grand Tower and Carbondale.	25.32
Carey and Findlay, Ohio.	5	21021	Carey, Findlay, Ohio.....	Indiana, Bloomington and Western Rwy.	16.00
Caribou, Me., Vance and Bangor R. P. O.	1	1	Bonndary Line, Presque Isle.	New Brunswick Rwy.....	15.00
Carlisle and Pine Grove, Pa.	2	8052	Carlisle, Pine Grove Furnace, Pa.	South Mountain.....	18.92
Caro and Saginaw, Mich.	9	24014	Saginaw, Caro, Mich.....	Michigan Central R. R....	35.30
Carrington and Jamestown, Dak.	6	35016	Jamestown, Carrington, Dak.	Northern Pacific.....	43.48

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of serv. 100.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
20, 770. 68	12	2	Mar. 20, 1883	Pounds. 221	2	
10, 885. 34	6	1	.....	.....	2	1 Covered by Bridgeton to Port and Swan R. P. O.
1, 252. 00	6	1	.....	.....	2	
20, 200. 00	7	30	July 1, 1881	280	1	Trains run from Denver and have all Denver connections at Canfield with Denver and Longmont R. R.
9, 008. 14	6	1	.....	.....	2	
14, 141. 00	6	6	July 1, 1880	31	2	Connects at Opelika with Atlanta and Mont- gomery R. P. O., and Macon and Opelika R. P. O. Including closed Canada mails, Richland and Niagara Falls R. P. O., Rochester and Niagara Falls R. P. O., Batavia and Buffalo R. P. O., Buffalo and Emporium R. P. O., N. Y. and Chic. R. P. O., Dansville and Buffalo R. P. O., Hornellsville and Buffalo R. P. O., Buffalo and Jamestown R. P. O., Buffalo and New Castle R. P. O., and Suspension Bridge and Buffalo R. P. O.
38, 324. 00	28. 24	8	July 1, 1881	771	4	
15, 074. 00	6	14	July 1, 1881	141	6 in.	Connection at Downs with Atchison and Lenora R. P. O.
10, 898. 00	14	8	July 1, 1881	119	2	South Amboy and Philadelphia R. P. O.; Hight- town and Philadelphia R. P. O.
21, 221. 00	6	28	.....	256	8 in.	Connection at Jamestown with Atchison and Lenora R. P. O.
5, 745. 00	7	2	July 10, 1882	2, 740	2	
4, 319. 00	6	2	Nov. 8, 1882	66	2	Connects at Cadea, La., with New Orleans and Alexandria R. P. O. and New Orleans and Houston R. P. O.
3, 273. 88	6	1	July 1, 1881	46	2	
13, 315. 02	6	1	July 1, 1882	46	2	
35, 625. 00	18	16	July 1, 1883	216	6 in.	Supplied by Milton and Mineral Point, Wis., R. P. O., and by initial and terminal offices.
24, 432. 00	6	6	July 1, 1880	376	2	Connects at Kingville, S. C., with Columbia and Charleston R. P. O.; connects at Camden Junc- tion (n. o.), S. C., with Florence and Columbia R. P. O.
375. 00	6	15	July 1, 1881	1, 218	4	Rouse's Point and Albany R. P. O.
22, 776. 00	7	16	.....	.....	8 in.	Connection at Cañon City with Denver, Pueblo, and Leadville R. P. O.
28, 376. 00	(2)	24	Feb. 8, 1881	213	8 in.	Connection at Delta with Saint Louis and Colum- bus R. P. O.
16, 112. 00	12	12	July 1, 1881	263	2	*13 round trips per week between Delta and Cape Girardeau, 14.81 miles; 6 round trips per week between Delta and Lakeville, 13.25 miles.
17, 571. 00	7	27	July 1, 1881	129	6 in.	Ogdensburgh and Romf R. P. O. and Ogdens- burgh and Utica R. P. O.
87, 533. 00	6	6	Nov. 1, 1881	812	2	Connection at Woytown with Kansas City and Joplin R. P. O.; connection at Rich Hill with Kansas City, Pleasant Hill, and Joplin R. P. O.
31, 700. 00	12	12	July —, 1883	189	6 in.	Supplied by Centralia and Cairo, Ill., R. P. O., and by initial and terminal offices.
19, 968. 00	12	1	July 1, 1880	60	.....	Connection at Carey with Sandusky and Cincin- nati and Toledo and Columbus R. P. O's, and at Findlay with Sandusky and Muncie R. P. O.
9, 390. 00	6	1	June 1, 1882	108	2	
11, 806. 00	12	6	July 1, 1881	110	2	Harrisburgh and Martinsburgh R. P. O.
52, 334. 00	*12	42	July 1, 1883	288	4	*Also 6 additional round trips per week between Cairo and Vassar.
27, 218. 00	6	8	Not weighed.		6 in.	Supplied by Fargo and Bismarck R. P. O., and by Jamestown, Dak.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.	Miles of route.
Carroll and Kirkman, Iowa	6	27071	Carroll, Kirkman, Iowa...	Chicago and Northwestern	84.99
Cartersville and Cedartown, Ga.	4	15020	Cartersville, Cedartown, Ga.	E. and W. R. R. of Ala....	36.85
Cassville Junction and Richfield Springs, N. Y.	2	6043	Cassville Junction, Richfield Springs, N. Y.	Del., Lack. and Western..	22.04
Castlewood and Brookings, Dak.	6	35014	Brookings, Castlewood, Dak.	Chicago and Northwestern	34.21
Castroville and Monterey, Cal.	8	Part of 46030	Monterey, Salinas, Cal....	Southern Pacific R. R.....	16.57
Cecil and Paulding, Ohio	5	21088	Cecil, Paulding, Ohio.....	Paulding and Cecil Rwy...	6.44
Centralia and Columbia, Mo.	7	28009	Centralia, Columbia, Mo...	Wab., S. L. and Pac. Rwy	22.14
Chagrin Falls and Solon, Ohio.	5	21079	Solon, Chagrin Falls, Ohio	Chagrin Falls and Southern Rwy.	5.86
Chambersburgh, Pa., and Edgemont, Md.	2	10021	Edgemont, Md., and Chambersburgh, Pa.	Western Maryland.....	21.90
Chambersburgh and Waynesborough, Pa.	2	8077	Chambersburgh, Waynesborough, Pa.	Mont. Alto.....	23.43
Charlotte and Rochester, N. Y.	2	6021	Rochester, Charlotte, N. Y.	N. Y. C. and H. R.....	9.00
Chatham and Hudson, N. Y.	2	6069	Hudson, Chatham, N. Y....	Boston and Alb.....	17.94
Chehaw and Tuskegee, Ala.	4	17019	Chehaw, Tuskegee, Ala...	Tuskegee R. R.....	6.00
Cherokee and Weir, Kans.	7	33018	Cherokee, Weir, Kans....	K. C., Ft. S. and G. Rwy...	5.31
Cherryvale and Coffeyville, Kans.	7	33004	Lawrence, Coffeyville, Kans.	K. C., Law. and So. Kas. R. R.	17.44
Cherry Valley and Cobleskill, N. Y.	2	6027	Cobleskill, Cherry Valley, N. Y.	Del. and Hud. Canal Co...	22.86
Chicopee Falls and Chicopee, Mass.	1	3067	Springfield, South Vernon Junction, Mass.	Connecticut River R. R....	2.00
Clarion Junction and Clarion, Pa.	2	8147	Clarion Junction, Clarion, Pa.	Pitta., Brad. and Buff.....	6.73
Clark City and Buckingham, Ill.	6	23086	Buckingham, Clark City, Ill.	Illinois Central.....	9.59
Climax and Bainbridge, Ga.	4	Part of 15031	Thomasville, Bainbridge, Ga.	Sav., Fla. and Western Rwy.	9.40
Clinton and Port Hudson, La.	4	30006	Clinton, Port Hudson, La.	Clinton and Port Hudson R. R.	20.90
Cloquet and Junction, Minn.	6	26036	Junction, Cloquet, Minn..	St. Paul and Duluth.....	6.08
Clove Valley and Clove Branch Junction, N. Y.	2	6114	Clove Branch Junction, Clove Valley, N. Y.	Newburgh, Dutchess and Conn.	2.10
Coalville Junction and Coaltown, Pa.	2	8143	Coalville Junction, Coaltown, Pa.	Shenango and Allegheny.	3.00
Coburn Junction and Ponca, Neb.	6	34007	Coburn Junction, Ponca, Neb.	Chicago, St. Paul, Minneapolis and Omaha.	16.37
Cochran and Hawkinsville, Ga.	4	15038	Cochran, Hawkinsville, Ga.	E. T., Va. and Ga. R. R....	10.59
Colchester and Turner-ville, Conn.	1	5020	Turnerville, Colchester, Conn.	Bos. and N. York Air-Line R. R.	4.60
Coleman and Mount Pleasant, Mich.	0	24043	Coleman, Mount Pleasant, Mich.	Flint and Père Marquette R. R.	14.47
Colono and Brinkley, Ark.	7	28006	Brinkley, Colono, Ark....	Bates and Brinkley R. R..	27.04

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of serv- ice.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
43,807.00	12	16	July 1, 1883	170	6 in.	Supplied by Cedar Rapids and Council Bluffs R. P. O., and by Carroll, Iowa.
26,681.00	7	10	July 1, 1880	85	4	Connects at Carterville, Ga., with Chattanooga and Atlanta R. P. O.; connects at Rockmart, Ga., with Rome and Macon R. P. O.
13,753.00	12	18	July 1, 1881	311	8	Utica and Binghamton R. P. O.
21,415.00	6	6	Not weighed.		6 in.	Supplied by Tracy, Minn., and Pierre, Dak., R. P. O., and by Brookings, Dak.
12,096.00	7	2	July 1, 1882	89	2	
2,550.24	6	2	Nov. 1, 1882	92	.....	Connection at Cecil with Toledo and La Fayette R. P. O. Established November 1, 1882.
80,021.00	13	23	July 1, 1881	460	1	Connection at Centralia with Saint Louis, Moberly, and Kansas City R. P. O.; connection at Centralia with Saint Louis, Louisiana, and Kansas City R. P. O.
3,656.64	18	3	Sept. 1, 1881	217	.....	Connection at Solon with Cleveland, Youngstown, and Pittsburgh, Cleveland and Sharpsville, and Cleveland and New Lisbon R. P. O's.
13,666.00	12	6	July 1, 1881	121	2	Harrisburgh and Martinsburgh R. P. O.; Baltimore and Bristol R. P. O.; Baltimore and Williamsport R. P. O.
14,620.00	12	10	July 1, 1881	185	2	Harrisburgh and Martinsburgh R. P. O.; Chambersburgh and Richmond Furnace R. P. O.; Baltimore and Williamsport, R. P. O.
8,190.00	17.50	14	July 1, 1881	207	2	Richland and Niagara Falls R. P. O.; Rochester and Niagara Falls R. P. O.; Syracuse, Auburn and Rochester R. P. O.; New York and Chicago R. P. O.; Albany and Rochester R. P. O.; Rochester and Olean R. P. O.; Rochester and Bradford P. P. O.
16,792.00	18	6	July 1, 1881	144	2	Boston and Albany R. P. O.; Chatham and New York R. P. O.; New York and Chicago R. P. O.; Albany and New York R. P. O.
8,186.00	13	4	July 1, 1880	97	2	Connects at Chehaw, Ala., with Atlanta and Montgomery R. P. O.
3,876.00	7	4	Mar. 1, 1881	192	6 in..	Connection at Cherokee with Arcadia and Cherryvale R. P. O.
10,920.00	6	10	July 1, 1881	1,117	6 in..	Connection at Cherryvale with Kansas City and Harper R. P. O.; connection at Cherryvale with Saint Louis and Halstead R. P. O.
14,265.00	12	8	July 1, 1881	166	2	Albany and Binghamton R. P. O.
3,758.00	12	2	July 1, 1881	6,217	2	
4,199.00	12	4	July 1, 1881	490	2	Sheffield Junction and Foxburg R. P. O.
6,003.00	6	2	July 1, 1883	11	6 in..	Supplied by Kankakee and Kankakee Junction, Ill., R. P. O.
6,962.00	7	4	July 1, 1880	98	2 ft..	Connects at Climax, Ga., with Way Cross and Chattanooga R. P. O.
13,074.00	6	4	July 1, 1880	62	2 ft..	Connects at Port Hudson, La., with Vicksburgh and New Orleans River R. P. O.
3,806.00	6	2	July 1, 1883	39	6 in..	Supplied by Junction, Minn.
2,527.00	6	3	July 1, 1881	32	2	Millerton and Dutchess Junction R. P. O.
986.00	6	1	July 1, 1881	241	2	Greenville and Hilliards R. P. O.
10,247.00	6	8	Not weighed.		6 in..	Supplied from Sioux City, Iowa.
6,629.00	6	6	July 1, 1880	157	3 ft..	Connects at Cochran, Ga., with Macon and Brunswick R. P. O.
2,879.60	6	1	.....	.....	2	
18,116.00	12	14	July 1, 1883	190	2	
16,927.00	6	6	July 1, 1881	47	6 in..	Connection at Brinkley with Memphis and Little Rock R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route
Columbia and Ferry, Tenn.	5	19017	Columbus, Ferry, Tenn ...	Nashville and Florence Ry.	16.26
Columbus and Artesia, Miss.	4	18014	Columbus, Artesia, Miss ..	Mobile and Ohio R. R.	14.11
Concord and Hill, N. H.	1	1020	Franklin, Bristol, N. H.	Northern R. R. (N. H.)	7.12
Concord and Bristol, N. H.	1	1020	do do	do do	13.11
Conover and Decorah, Iowa.	6	27026	Conover, Decorah, Iowa ..	Chicago, Milwaukee and St. Paul.	9.50
Cooperstown and Cooperstown Junction, N. Y.	2	6086	Cooperstown, Cooperstown Junction, N. Y.	Cooperstown and Susq. Valley.	16.25
Corinna and Dexter, Me.	1	2	Newport, Dexter, Me.	Maine Central R. R.	7.00
Corinna and Newport, Me.	1	2	do do	do do	(¹)
Corinna, Me., and Bangor and Boston R. P. O.	1	2	do do	do do	(²)
Cornwell and Mount Sterling, Ky.	5	20622	Mount Sterling, Cornwell, Ky.	Coal Road Construction Co.	19.68
Cortland and Sycamore, Ill.	6	28052	Cortland, Sycamore, Ill.	Sycamore, Cortland, and Chicago.	5.26
Cottage City, Mass., and Providence, R. I.	1	4004	Providence, Bristol.	Prov. Warren and Bristol R. R.	9.50
Do	1	4605	Warren, Fall River.	Fall River, Warren and Prov. R. R.	9.95
Coudersport and Port Allegheny, Pa.	2	8144	Port Allegheny, Coudersport, Pa.	Port Allegheny and Coudersport.	16.68
Covington and Snoddy's Mills.	5	22040	Covington, Snoddy's Mills, Ind.	Chicago and Eastern Illinois Ry.	9.37
Cresson and Ebensburg, Pa.	2	8037	Cresson, Ebensburg, Pa.	Penna.	10.99
Crested Butte and Gunnison, Colo.	7	38018	Gunnison, Crested Butte, Colo.	D. and R. G. Rwy.	28.40
Crookston, Minn., and Grand Forks, Dak.	6	26039	Crookston, Minn., Grand Forks, Dak.	Saint Paul, Minneapolis, and Manitoba.	28.10
Crown Point and Hammondsville, N. Y.	2	6099	Crown Point, Hammondsville, N. Y.	Crown Point Iron Co's.	11.98
Cucharas and El Moro, Colo.	7	38001	Denver, El Moro, Colo.	D. and R. G. Rwy.	37.20
Cuero and Indianola, Tex.	7	31019	Indianola, Cuero, Tex.	Gulf, W. T. and Pac. Rwy.	66.74
Culbertson, Nebr., and Denver, Colo.	6	34009	Hastings, Nebr., Denver, Colo.	Burlington and Mo. River in Nebraska.	244.50
Cuthbert and Fort Gaines, Ga.	4	15041	Cuthbert, Fort Gaines, Ga.	Southwestern R. R.	23.20
Dallas and Kaufman, Tex.	7	31031	Dallas, Kaufman, Tex.	Texas Trunk Rwy.	36.25
Danville and Martinsville, Va.	3	11628	Danville, Martinsville, Va.	Danville and New River R. R.	43.00
Dayton and Walla Walla, Wash.	8	43008	Walla Walla, Dayton, Wash.	Oreg. Ry. and Navigation Co.	40.00
Dagucabonda and Dagus Mines, Pa.	2	8130	Dagucabonda, Dagus Mines, Pa.	Dagucabonda.	6.01
Dedham and Walnut Hill, Mass.	1	3036	Boston, Dedham, Mass.	Boston and Providence R. R.	1.00
Delhi and Walton, N. Y.	2	6050	Walton, Delhi, N. Y.	N. Y., Ont. and W.	17.82
Derby, Conn., Boston Spring, and New York R. P. O.	1	5017	New Haven, Ansonia, Conn.	N. Haven and Derby R. R.	(³)
Deahler and McComb.	5	21050	Deahler, McComb, Ohio.	McComb, Deahler and Toledo Ry.	10.28
Dexter, Me., Bancroft, and Boston R. P. O.	1	2	Newport, Dexter.	Maine Central R. R.	(⁴)
Dexter and Newport, Me.	1	2	do do	do do	14.90
Dickinson and Green Bay, Wis.	6	25016	Milwaukee, Dickinson, Wis.	Milwaukee and Northern.	40.51

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of serv- ice.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
20,292.48	12	2	Nov. 16, 1880	183	.....	Connection at Columbia with Nashville and De- catur R. P. O., and Columbia and Fayetteville R. P. O.
8,832.00	6	4	July 1, 1880	301	2	Connects at Artesia, Miss., with Corinth and Meridian R. P. O.
4,457.12	6	1	July 1, 1881	4,889	2	
8,206.86	6	1	.....	.....	2	
11,894.00	12	10	July 1, 1883	484	6 in.	Supplied by Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O., and by Calmar Iowa, and Chamberlain, Dak., R. P. O.
10,140.00	12	14	July 1, 1881	332	2	Albany and Binghamton R. P. O.
4,382.00	6	1	July 1, 1881	252	2	
4,382.00	6	1	.....	.....	2	¹ Covered by Corinna to Dexter, Me.
8,764.00	12	2	.....	.....	2	² Covered by Corinna to Dexter, Me.
12,280.32	6	1	July 1, 1880	74	.....	Connection at Mount Sterling with Huntingdon and Lexington R. P. O.
13,171.00	24	8	July 1, 1883	273	6 in.	Supplied by Chicago, Ill., and Cedar Rapids Iowa, R. P. O., and by Cortland, Ill.
5,947.00	6	1	.....	.....	2	
6,228.70	6	1	July 1, 1881	284	2	
5,204.00	6	5	Oct. 9, 1882	148	2	Buffalo and Emporium R. P. O.
5,846.88	6	1	.....	.....	.....	Connection at Covington with Indianapolis and Peoria R. P. O.
6,858.00	12	3	July 1, 1881	213	2	New York and Pittsburgh R. P. O.
20,732.00	7	16	July 1, 1881	163	8 in.	Connection at Gunnison with Salida and Grand Junction R. P. O.
17,590.00	6	14	July 2, 1883	202	6 in.	Supplied by Neche and Fargo, Dak., R. P. O., and by Grand Forks, Dak., and Crookston, Minn.
3,738.00	6	3	July 1, 1881	37	2	Rouse's Point and Albany R. P. O.
27,156.00	7	26	Feb. 1, 1880	1,775	8 in.	Connection at Cucharas with Pueblo and Silverton R. P. O.; connection at El Moro with Kansas City and Deming R. P. O.
41,779.00	6	20	July 1, 1882	159	8 in.	Connection at Victoria with Rosenberg and Vic- toria R. P. O.
178,485.00	7	22	Apr. 9, 1879	660	1 ft. 6 in.	Supplied by Hastings and Culbertson, Nebr., R. P. O., and by Denver, Colo.
14,323.00	6	4	July 1, 1880	65	2	Connects at Cutlbert, Ga., with Macon and Mont- gomery R. P. O.
20,692.00	6	14	Sept. 26, 1881	114	6 in.	Connection at Dallas with Denison and Houston R. P. O.; connection at Dallas with Toxarkana and El Paso R. P. O.
26,918.00	6	8	July 3, 1882	168	2	Connects with the Washington and Charlotte R. P. O.
29,200.00	7	0	Sept. 20, 1881	1,344	2	
1,875.00	6	2	July 1, 1881	37	2	Williamsport and Erie R. P. O.
626.00	6	1	.....	.....	2	
5,569.00	6	3	July 1, 1881	220	2	Norwich and Middletown R. P. O.
6,735.76	6	1	.....	.....	2	³ Covered by New Haven to Derby.
10,244.16	18	3	Jan. 17, 1881	40	.....	Connection at Deshler with Toledo and Cincin- nati and Grafton and Chicago R. P. O.'s, and at McComb with Cleveland, Fort Wayne and Chi- cago R. P. O.
18,654.80	12	2	.....	.....	2	⁴ Covered by Dexter, Me., to Newport, Me.
9,327.40	6	1	.....	.....	2	
25,359.00	6	12	May 1, 1881	1,442	6 in.	Supplied by Fort Howard, Wis.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Dickson and Moore's (n. o.) Tenn.	5	19016	Dickson, Moore's (n. o.), Tenn.	Nashville and Tuscaloosa Ry.	30.00
Dighton and Fall River, Mass.	1	3044	South Braintree Junction, Fall River, Mass.	Old Colony R. R.	8.00
Dillon and Como, Colo.	7	38026	Como, Dillon, Colo.	D., So. P. and Pac. R. R.	30.28
Dillon and Leadville, Colo.	7	38013	Leadville, Dillon, Colo.	D. and R. G. Rwy.	36.60
Dover and Chester, N. J.	2	7014	Dover, Chester, N. J.	Del., Lack. and W., M. and E. Division.	13.94
Downington and New Holland, Pa.	2	8047	Downington, New Holland, Pa.	Pennsylvania.	27.69
Doylestown and Lansdale, Pa.	2	8075	Lansdale, Doylestown, Pa.	Phila. and Reading R. R.	10.87
Dudley and Saxton, Pa.	2	8138	Saxton, Dudley, Pa.	Hunt. and Broad Top R. R.	6.18
Duluth and Brainerd, Minn.	6	26001	Duluth, Minn., Livingstone, Mont.	Northern Pacific R. R.	114.62
Duncansville and Newry, Pa.	2	8140	Duncansville, Newry, Pa.	Pennsylvania.	3.18
Eagle and Elkhorn, Wis.	6	25041	Elkhorn, Eagle, Wis.	Chicago, Milwaukee and St. Paul R. R.	17.56
Eagle Bridge and Mechanicsville, N. Y.	2	6107	Mechanicsville, Eagle Bridge, N. Y.	Bos., H. T. and W. R. R.	20.47
East Berlin and Hanover Junction, Pa.	2	8033	Hanover Junction, East Berlin, Pa.	Hanover Junc., Hanover and Gettysburg R. R.	7.36
East Shoreham and Brandon, Vt.	1	2008	Leicester Junction, Addison Junction, Vt.	Central Vermont R. R.	6.06
East Taunton and Boston, Mass.	1	3043	Attleboro', Middleboro', Mass.	Old Colony R. R.	4.77
East Taunton and Boston, Mass.	1	3044	South Braintree, Fall River, Mass.	do	21.43
East Tawas and Alger Station, Mich.	0	24057	East Tawas, Alger Station, Mich.	Detroit, Bay City and Alpena R. R.	27.00
Ebervale and Lumber Yard, Pa.	2	8134	Lumber Yard, Ebervale, Pa.	Lehigh Valley, R. R.	6.23
Echo and Park City, Utah.	8	41008	Echo City, Park City, Utah	Echo and Park City R. R.	28.45
Eckley and Tunnel, Pa.	2	8135	Tunnel, Eckley, Pa.	Lehigh Valley R. R.	2.24
Eddyville and Albia, Iowa	6	27075	Albia, Eddyville, Iowa	Central Iowa R. R.	14.84
Egan and Howard, Dak.	6	35008	Egan, Howard, Dak.	Chicago, Milwaukee and St. Paul R. R.	46.43
Eland and Wausaw, Wis.	6	25049	Manitowoc, Wausaw, Wis.	Milwaukee, Lake Shore and Western R. R.	23.20
Eldora and Eldora Junction, Iowa.	6	27088	Eldora Junction, Eldora, Iowa.	Chicago, Iowa and Dak. R. R.	5.80
Elizabethtown and Cecelian, Ky.	5	20010	Elizabethtown, Cecelian, Ky.	Paducah and Elizabethtown Ry.	6.37
Ellendale and Ashton, Dak.	6	35012	Ashton, Ellendale, Dak.	Chicago, Milwaukee and St. Paul R. R.	70.12
Ellenville and Summitville, N. Y.	2	6113	Summitville, Ellenville, N. Y.	N. Y., Ont. and W. R. R.	8.55
Ellington and Rockville, Conn.	1	5068	Vernon Depot, Melrose, Conn.	N. York and N. Eng. R. R.	5.08
Ellington and Melrose, Conn.	1	5008	do	do	3.28
Elmira Junction and Riverside, Iowa.	6	27048	Elmira Junction, Riverside, Iowa.	Burlington, Cedar Rapids and Northern R. R.	23.56
Elmore, Minn., and Algona, Iowa.	6	27052	Tama City, Iowa, Elmore, Minn.	Chicago and Northwestern R. R.	32.60
Emmitsburgh and Rocky Ridge, Md.	3	10019	Emmitsburgh, Rocky Ridge, Md.	Western Md. R. R.	7.00
Essex and Boston, Mass.	1	3008	Wenham, Essex, Mass.	Eastern R. R.	5.41
Eufaula and Clayton, Ala.	4	17021	Eufaula, Clayton, Ala.	Vicksburgh and Brunswick R. R.	21.50

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
14,174.00	6	1	Mar. 1, 1880	83	.....	Service extended February 20, 1883, from Graham to Moore's (n. o.), increase distance, 9 miles; connection at Dickson with Nashville and Hickman R. P. O.
5,008.00	6	1	.....	.....	2	
19,955.00	6	24	Feb. 1, 1883	209	8 in.	Connection at Como with Denver and Leadville R. P. O.; connection at Dillon with Leadville and Dillon R. R.
26,718.00	7	34	Mar. 10, 1883	159	8 in.	Connection at Leadville with Denver, Pueblo and Leadville R. P. O.; connection at Leadville with Denver and Leadville R. P. O.; connection at Dillon with Como and Dillon R. R.
13,345.00	18.41	6	July 1, 1881	97	2	New York, Dover and Easton R. P. O.; Rockaway and High Bridge R. P. O.
14,400.00	10	20	July 1, 1881	340	3	New York and Pittsburgh R. P. O.; Philadelphia and Harrisburg R. P. O.; Reading and Wilmington R. P. O.
7,348.00	13	9	July 1, 1881	341	2	Bethlehem and Philadelphia R. P. O.
1,928.00	6	2	July 1, 1881	57	2	Huntingdon and Cumberland R. P. O.
83,972.00	7	20	May 1, 1882	121	6 in.	Supplied by Duluth, Minn., and by Saint Paul, Minn., and Fargo, Dak., R. P. O.
1,984.00	12	2	July 1, 1881	61	2	None.
10,992.00	6	8	July 1, 1883	40	6 in.	Supplied by initial and terminal offices.
12,773.00	12	5	July 1, 1881	1,184	3	Rouse's Point and Albany R. P. O.; Rutland and Troy R. P. O.; Boston and Troy R. P. O.
2,296.00	6	3	July 1, 1881	687	2	Emory Grove and Gettysburgh R. P. O.
3,793.56	6	1	July 1, 1881	80	2	
5,972.04	12	2	.....	.....	2	
26,830.36	12	2	.....	.....	2	
16,902.00	6	8	July 1, 1883	23	2	
3,887.00	12	5	July 1, 1881	110	2	Easton and Hazleton R. P. O.
41,537.00	14	4	May 2, 1881	277	2	
698.00	6	1	July 1, 1881	23	2	Easton and Hazleton R. P. O.
9,200.00	6	6	July 1, 1883	36	6 in.	Supplied by Albia, Iowa, and Mason City, and Ottumwa, Iowa, R. P. O.
29,065.00	6	12	July 1, 1882	91	6 in.	Supplied by initial and terminal offices.
16,526.00	12	16	July 1, 1883	687	6 in.	Supplied by Summit Lake and Milwaukee, Wis., R. P. O. and by Wausaw, Wis.
7,261.00	12	8	.....	.....	6 in.	Supplied by Tama City and Algona, Iowa, R. P. O.
5,452.72	24	2	July 1, 1880	904	.....	Connection at Elizabethtown with Cincinnati and Nashville R. P. O. and at Cecelian with Louisville and Paducah R. P. O. (Established March 1, 1883.)
43,893.00	6	18	July 1, 1883	174	6 in.	Supplied by Millbank and Aberdeen, Dak., R. P. O., and by Aberdeen, Dak.
2,668.00	6	3	July 1, 1881	222	2	Norwich and Middletown R. P. O.
6,360.16	12	2	July 1, 1881	247	2	
4,106.56	12	2	.....	.....	2	
14,748.00	6	6	July 1, 1883	35	6 in.	Supplied by Muscatine and Montezuma, Iowa, R. P. O.
20,407.00	8	14	July 1, 1883	788	6 in.	Supplied by Tama City and Algona, Iowa, R. P. O., and by initial and terminal offices.
8,764.00	12	6	July 1, 1881	788	2	Connects with Baltimore and Williamsport R. P. O.
3,386.66	12	2	July 1, 1881	45	2	
13,465.00	6	4	July 1, 1880	49	2	Connects at Eufaula, Ala., with Macon and Montgomery R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Fall Creek, Ill., and Hannibal, Mo.	6	23041	Quincy, Ill., Hannibal, Mo.	Chicago, Burlington and Quincy.	6.00
Fall River, Mass., Boston and Wellfleet R. P. O.	1	3044	South Braintree, Fall River, Mass.	Old Colony R. R.	34.43
Do.	1	3039	South Braintree Junction, Mass., Newport, R. I.	do	38.16
Fall River, Mass., Lowell and Mansfield R. P. O.	1	3051	New Bedford, Fitchburg, Mass.	do	(1)
Do.	1	3044	South Braintree, Fall River, Mass.	do	13.00
Fall River, Mass., and Newport, R. I.	1	3039	South Braintree Junction, Mass., Newport, R. I.	do	18.37
Fall River, Mass., and Providence, R. I.	1	4004	Providence, Bristol, R. I.	Prov., Warren and Bristol R. R.	14.39
Fall River and Somerset, Mass.	1	3044	South Braintree, Fall River, Mass.	Old Colony R. R.	5.00
Fall River and Steep Brook, Mass.	1	3039	South Braintree Junction, Mass., Newport, R. I.	do	2.37
Fargo and Lisbon, Dak.	6	35015	Fargo, Lisbon, Dak.	Northern Pacific	56.93
Flemington and Lambertville, N. J.	2	7009	Lambertville, Flemington, N. J.	Penn'a Co.	12.52
Florence and Tuscombua, Ala.	4	17025	Florence, Tuscombua, Ala.	Memphis and Charleston R. R.	6.31
Florence, Wis., and Crystal Falls, Mich.	6	24032	Powers, Crystal Falls, Mich.	Chicago and North Western.	16.00
Flourtown and Conshohocken, Pa.	2	8074	Conshohocken, Flourtown, Pa.	Phila. and Reading	7.26
Fond du Lac and Iron Ridge, Wis.	6	25035	Fond du Lac, Iron Ridge, Wis.	Fond du Lac, Amboy and Peoria.	29.33
Fontanelle and Creston, Iowa.	6	27041	Creston, Fontanelle, Iowa.	Chicago, Burlington and Quincy.	31.42
Forks Creek and Central City, Colo.	7	38021	Forks Creek, Central City, Colo.	Colo. Central R. R.	11.29
Fort Dodge and Tara, Iowa.	6	27031	Des Moines, Fort Dodge, Iowa.	Des Moines and Fort Dodge.	5.80
Fort Fairfield and Caribou, Me.	1	1	Boundary Line, Presque Isle, Me.	Now Brunswick Rwy	(2)
Fort Fairfield and East Lyndon, Me.	1	1	do	do	7.00
Fort Fairfield and Presque Isle, Me.	1	1	do	do	34.00
Fort Valley and Perry, Ga.	4	15017	Fort Valley, Perry, Ga.	Southwestern R. R.	13.32
Frackville and Pottsville, Pa.	2	8050	Pottsville, Frackville, Pa.	Phila. and Reading.	11.62
Franklin Falls and Bristol, N. H.	1	1020	Franklin, Bristol, N. H.	Northern R. R. (N. H.)	(3)
Franklin and Bristol, N. H.	1	1020	do	do	(4)
Franklin and Hill, N. H.	1	1020	do	do	(5)
Frazer and West Chester, Pa.	2	8048	West Chester, Frazer, Pa.	Penn'a Co.	7.14
Frederick and Araby, Md.	3	10004	Frederick, Araby, Md.	Balto. and Ohio R. R.	3.00
Freeland and Jeddo, Pa.	2	8058	Jeddo, Freeland, Pa.	Lehigh Valley	3.24
Fruitport and Ferrysburgh, Mich.	9	24055	Ferrysburgh, Fruitport, Mich.	Chicago and West Mich. R. R.	5.60
Fulton and Guerneville, Cal.	8	46027	Fulton, Guerneville, Cal.	San Fran. and No. Pac. R. R.	16.09
Gadsden and Atalla, Ala.	4	17022	Gadsden, Atalla, Ala.	E. Ala. and Cin'ti R. R.	6.13
Gainesville, Ala., and Narkeeta, Miss.	4	17011	Gainesville, Narkeeta, Miss.	Tramroad Transfer Co.	22.06
Galesville and Trempealeau, Wis.	6	25054	Trempealeau, Galesville, Wis.	Chicago and North Western.	8.23
Geneva and Batavia, Ill.	6	23056	Geneva, Batavia, Ill.	do	3.66
Georgetown and Round Rock, Tex.	7	21020	Georgetown, Round Rock, Tex.	I. and G. N. Rwy.	10.22
Gilroy and Tres Pinos, Cal.	8	46034	Gilroy, Tres Pinos, Cal.	Southern Pacific R. R.	20.20

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of serv- ice.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
3,756.00	6	4	July 1, 1883	<i>Pounds.</i> 867	6	Supplied by Quincy, Ill.
21,553.18	6	1	.....		2	
47,776.32	12	2	.....		2	
6,842.18	6	1	July 1, 1881	894	2	¹ Shown on Taunton and Mansfield.
8,138.00	6	1	.....		2	
22,999.24	12	2	July 1, 1881	1,356	2	
9,008.14	6	1	.....		2	
3,130.00	6	1	.....		2	
1,483.62	6	1	.....		2	
35,638.00	6	14	.....	(*)	6 in.	Supplied by Fargo, Dak.
7,812.00	12	10	July 1, 1881	137	2	Belvidere and Philadelphia R. P. O.
3,950.00	6	4	July 1, 1880	152	2	Connects at Tuscumbia with Chattanooga and Memphis R. P. O.
20,032.00	12	4	July 1, 1883	281	6 in.	Supplied by Powers, Mich., and Florence, Wis., R. P. O., and by Florence, Wis.
2,265.00	6	2	July 1, 1881	35	2	Pottsville and Philadelphia R. P. O.
26,721.00	12	24	July 1, 1883	147	6 in.	Supplied by Oakkosh and Milwaukee, Wis., R. P. O., and by Fond du Lac, Wis.
29,338.00	12	16	July 1, 1883	306	6 in.	Supplied by Burlington and Council Bluffs, Iowa, R. P. O., and by initial and terminal offices.
15,309.00	13	14	July 1, 1881	329	8 in.	Connection at Forks Creek with Denver and Georgetown R. P. O.
3,630.00	6	2	July 1, 1883	753	6 in.	Supplied by Ruthven and Des Moines, Iowa, R. P. O.
9,390.00	6	1	.....		2	² Covered by Caribou to V. and B. R. P. O.
4,382.00	6	1	.....		2	
21,284.00	6	1	.....		2	
8,338.00	6	6	July 1, 1880	65	2	Connects at Fort Valley, Ga., with Macon and Montgomery R. P. O. and Macon and Opelika R. P. O.
6,326.00	10.47	7	July 1, 1881	119	2	Pottsville, Tamaqua and Herndon R. P. O.
8,206.90	6	1	.....		2	³ Covered by Concord to Bristol, N. H.
8,206.90	6	1	.....		2	⁴ Covered by Concord to Bristol, N. H.
4,457.12	6	1	.....		2	⁵ Covered by Concord to Hill, N. H.
2,227.00	6	1	July 1, 1881	19	2	New York and Pittsburgh R. P. O., Philadelphia and Harrisburgh R. P. O., and West Chester R. P. O.
7,512.00	16	4	July 1, 1881	396	2	Connects with the Baltimore and Staunton R. P. O.
1,011.00	6	1	July 1, 1881	73	2	Easton and Hazleton R. P. O.
5,258.00	9	4	July 1, 1883	34	2	
10,072.00	6	2	July 1, 1881	63	2	
			July 1, 1882	104		
3,837.00	6	2	July 1, 1880	116	2	Connects at Atalla with Chattanooga and Merid- ian R. P. O.
13,809.00	6	4	July 1, 1880	96	2	Connects at Narkeeta with Corinth and Meridian R. P. O.
10,304.00	12	8	.....	(*)	6	Supplied by Chicago, Ill., and Winona, Minn., R. P. O., and by Trempealeau, Wis.
2,291.00	6	2	July 1, 1883	98	6	Supplied by Chicago, Ill., and Cedar Rapids, Iowa R. P. O., and by initial and terminal offices.
14,921.00	14	8	July 1, 1881	502	6 in.	Connection at Round Rock with Palestine and San Antonio R. P. O.
14,746.00	7	8	July 1, 1882	84	2	

* Not weighed.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Girard and Walnut, Kans.	7	33039	Girard, Walnut, Kans.	K. C., Law. and S. K. R. R.	16.03
Glade Spring and Saltville, Va.	3	11014	Glade Spring, Saltville, Va.	Norfolk and Western R. R.	9.00
Glasgow Junction and Glasgow, Ky.	5	520011	Glasgow Junction, Glasgow, Ky.	Louisville and Nashville Rwy.	10.83
Glen Carbon and Schuylkill Haven, Pa.	2	8061	Schuylkill Haven, Glen Carbon, Pa.	Phila. and Reading	14.26
Glen Ellen and San Francisco, Cal.	8	46038	San Francisco, Sonoma, Cal.	Sonoma Valley and Santa Rosa R. R.	46.85
Gloucester and Boston, Mass.	1	3003	Sonoma, Glen Ellen, Cal. Salem, Rockport, Mass. ...	Eastern R. R.	15.51
Gloucester, Mass., Boston, Springfield and New York R. P. O.	1	3003	.....do .....	.....do	(1)
Gloucester and Salem, Mass.	1	3003	.....do .....	.....do	(1)
Gloucester, Mass., Bangor and Boston R. P. O.	1	3003	.....do .....	.....do	(1)
Gloucester and Manchester, Mass.	1	3003	.....do .....	.....do	6.49
Gloucester and Magnolia, Mass.	1	3003	.....do .....	.....do	(7)
Gloucester and Rockport, Mass.	1	3003	.....do .....	.....do	4.18
Goffstown, N. H., and Boston, Mass.	1	1003	Manchester, North Weare, N. H.	Concord R. R.	3.00
Goshen and Huron, Cal. ...	8	*46014	Huron, Yuma, Cal.	Southern Pacific R. R.	40.10
Goshen and Pine Island, N. Y.	2	6010	Goshen, Pine Island, N. Y.	N. Y., L. E. and W.	12.09
Grafton and Woodland, Cal.	8	46007	Woodland, Grafton, Cal. ...	Calif. Pac. R. R.	9.84
Grand Gulf and Port Gibson, Miss.	4	18006	Grand Gulf, Port Gibson, Miss.	Grand Gulf and Port Gibson R. R.	7.81
Granger, Wyo., and Naples, Idaho.	8	37001	Granger, Wyo., Naples, Idaho.	Oregon Short Line R. R. ...	323.05
Granger, Wyo., and Shoshone, Idaho.	6	37001	Granger, Wyo., Shoshone, Idaho.	Oregon Short Line	323.05
Gratiot and Shullsburgh, Wis.	6	25004	Milton Junction, Shullsburgh, Wis.	Chicago, Milwaukee and St. Paul.	12.11
Gratiot, Wis., and Warren, Ill.	6	25020	Warren, Ill., Mineral Point, Wis.	.....do	7.14
Great Falls, N. H., and Portland and Boston R. P. O.	1	1021	Rollinsford, Great Falls, N. H.	Boston and Maine R. R. ...	(4)
Great Neck and Whitestone Junction, N. Y.	2	6120	Whitestone Junction, Great Neck, N. Y.	Long Island	6.76
Greeley and Stout, Colo. ...	7	38027	Stout, Greeley, Colo.	Greeley, S. L. and Pac. Rwy.	39.05
Greenville and Arcola, Miss.	4	18011	Greenville, Arcola, Miss.	Green, Col., and Birmingham R. R.	22.38
Greenwich and Johnsonville, N. Y.	2	6082	Johnsonville, Greenwich, N. Y.	Greenwich and Johnsonville.	14.99
Grinnell and Montezuma, Iowa.	6	27032	Grinnell, Montezuma Junction, Montezuma, Iowa.	Central Iowa	15.42
Gruelle and Ocala, Fla. ...	4	16014	Gruelle, Ocala, Fla.	Fla. Southern R. R.	30.61
Guide and Waxahachie, Tex.	7	31021	Waxahachie, Guide, Tex. ...	Cent. Tex. & N. W. R. R. ..	12.08
Gurdon and Camden, Ark.	7	29010	Gurdon, Camden, Ark. ...	S. L., I., M. and So. Rwy. ..	34.28
Guthrie Center and Menlo, Iowa.	6	27050	Menlo, Guthrie Center, Iowa.	Chicago, Rock Island, and Pacific.	14.78

* Part of.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
10,084.00	6	4	Jan. 1, 1883	Pounds. 27	2 in.	Connection at Girard with Kansas City and Joplin R. P. O.; connection at Girard with Girard and Galena R. P. O.; connection at Walnut with Hannibal and DeWison R. P. O.
5,634.00	6	1	July 1, 1881	48	2	Connects with the Lynchburgh and Bristol R.P.O.
7,905.90	7	1	July 1, 1880	279	2	Connection at Glasgow Junction with Cincinnati and Nashville R. P. O.
7,711.00	10.40	12	July 1, 1881	127	2	Pottsville and Philadelphia R. P. O.
29,015.00	6	2			2	
48,546.30	10	5			2	
9,709.26	6	1	July 1, 1881	391	2	¹ Shown on line Gloucester and Boston.
29,127.78	18	3			2	¹ Shown on line Gloucester and Boston.
9,700.26	6	1			2	
4,062.74	6	1			2	
4,062.74	6	3			2	² Shown on line Gloucester and Manchester.
2,616.68	6	1			2	
1,878.00	6	1			2	
29,273.00	7	4	July 1, 1882	2,710	2	
7,544.00	12	4	July 1, 1881	92	2	New York and Dunkirk R. P. O. and Port Jervis and New York R. P. O.
6,159.00	6	3	July 1, 1882	64	2	
4,889.00	6	2	July 1, 1880	40	2	Connects at Grand Gulf, Miss., with Vicksburgh and New Orleans R. P. O.
202,229.00	6	4			2	
235,826.00	7	24			1½	Supplied by Omaha, Nebraska, and Ogden, Utah, R. P. O., and by Deer Lodge City and Ogden R. P. O.
15,161.00	12	12	July 1, 1883	1,043	6 in.	Supplied by Milton and Mineral Point, Wis., R. P. O., and by Warren, Ill., and Gratiot, Wis.
8,939.00	12	26	July 1, 1883	1,057	1	Supplied by Chicago, Ill., and Dubuque, Iowa, R. P. O., and by Warren, Ill.
1,575.00	6	1			2	³ Shown by Boston and Great Falls, N. H.
4,343.00	12	13	Aug. 21, 1882	228	2	Greenport and New York R. P. O.
48,890.00	12	24	July 1, 1881	612	6 in.	Connection at Greeley with Cheyenne, Brighton and Denver R. P. O.; connection at Fort Collins with Fort Collins and Denver R. P. O.
14,009.00	6	6	Mar. 28, 1881	50	2	Connects at Greenville, Miss., with Memphis and Vicksburgh River R. P. O.
11,981.00	15.37	8	July 1, 1881	172	2	Boston and Troy R. P. O.
19,806.00	12	20	July 1, 1883	161	6 in.	Supplied by West Liberty and Council Bluffs, Iowa, R. P. O.; Mason City and Ottumwa, Iowa, R. P. O., and by initial and terminal offices.
19,161.00	6	16	July 1, 1882	75	4	Connects at Grucelo, Fla., with Palatka and Gainesville R. R.; connects at Ocala, Fla., with Waldo and Wildwood R. P. O.
17,637.00	14	16	July 1, 1881	298	8 in.	Connection at Guide with DeWison and Houston R. P. O.; connection at Guide with Guide and Terrell R. R.
21,459.00	6	24	July 1, 1881	214	8 in.	Connection at Gurdon with Saint Louis and Texarkana R. P. O.
18,504.00	12	12	July 1, 1883	180	6 in.	Supplied by West Liberty and Council Bluffs, Iowa, R. P. O., and by initial and terminal offices.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Halifax and Scotland Neck, N. C.	3	13019	Halifax, Scotland Neck, N. C.	Wilmington & Weldon R. R.	20.00
Hammondsport and Bath, N. Y.	2	6096	Bath, Hammondsport, N. Y.	Bath and Hammondsport.	9.81
Hampton and Belmond, Iowa.	6	27078	Hampton, Belmond, Iowa.	Central Iowa	22.82
Hannibal and Palmyra, Mo.	7	28050	Palmyra, Hannibal, Mo. . .	Hau. and St. Jo. R. R.	14.72
Hanover and Boston, Mass.	1	3046	South Braintree, Plymouth, Mass.	Old Colony R. R.	(*)
Harbor Springs and Petaskey, Mich.	9	24056	Petaskey, Harbor Springs, Mich.	Bayview, Little Traverse, and Mackinaw R. R.	8.00
Harlan and Avoca, Iowa . .	6	27045	Avoca, Harlan, Iowa.	Chicago, Rock Island and Pacific.	12.40
Harrison and Harrison Junction, Mich.	9	24044	Harrison Junction, Harrison, Mich.	Flint and Pere Marquette R. R.	14.68
Harrodsburgh Junction (n. o.) and Harrodsburgh, Ky.	5	20021	Harrodsburgh, Harrodsburgh Junction, Ky.	Southwestern R'y.	5.62
Hart and Mears, Mich.	9	24046	Mears, Hart, Mich.	Chicago, West. Mich. R. R.	3.30
Hartfort and Sauk Centre, Minn.	6	26047	Sauk Centre, Hartford, Minn.	St. Paul, Minneapolis and Manitoba.	26.54
Harts Roads and Jacksonville, Fla.	4	16009	Harts Roads, Jacksonville, Fla.	Fernandina and Jacksonville R. R.	23.27
Hartwell and Bowersville, Ga.	4	15029	Hartwell, Bowersville, Ga.	Hartwell R. R. Const. and Op. Co.	10.00
Harwood and Gonzales, Tex.	7	31040	Harwood, Gonzales, Tex. . .	G. H. and S. A. R'wy.	12.62
Hastings and Carson, Iowa.	6	27058	Hastings, Carson, Iowa . . .	Chicago, Burlington, and Quincy.	16.76
Hastings and Sidney, Iowa.	6	27043	Hastings, Sidney, Iowa . . .	do	23.81
Hastings and Kearney, Nebr.	6	34002	Plattsmouth, Kearney, Nebr.	Burlington and Mo. River in Nebr.	39.11
Haverhill and Georgetown, Mass.	1	3013	Georgetown, Haverhill, Mass.	Boston and Maine R. R. . .	7.76
Haverhill and South Groveland, Mass.	1	3013	do	do .....	.95
Hayden Row and Hopkinton, Mass.	1	3060	Milford, Ashland, Mass. . .	Hopkinton R. R.	1.65
Hayden Row and Ashland, Mass.	1	3060	do	do	6.68
Hazen's Mills, Lane and Boston R. P. O.	1	1018	Whitefield Junction Meadows, N. H.	Whitefield and Jefferson R. R.	(*)
Hazen's Mills and Whitefield, N. H.	1	1018	do	do	2.75
Hazle Creek Bridge and Audenried, Pa.	2	8012	Hazle Creek Bridge, Audenried, Pa.	Lehigh Valley	8.52
Henderson and Overton, Tex.	7	31015	Henderson, Overton, Tex.	I. and G. N. R'wy.	16.57
Henderson and Oxford, N. C.	3	13014	Henderson, Oxford, N. C.	Oxford & Henderson R. R.	13
Heron Lake and Woodstock, Minn.	6	26028	Heron Lake, Woodstock, Minn.	Chicago, St. Paul, Minn., and Omaha.	44.32
Hillsborough and Blanchester.	5	21017	Blanchester, Hillsborough, Ohio.	Cincinnati, Washington, and Baltimore R'y.	21.00
Hillsborough and Sardinia.	5	21066	Hillsborough, Sardinia, Ohio.	Columbus and Maysville R'y.	19.59

parts of railroads over which no railway post offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
12,520.00	6	3	Oct. 9, 1882	104	2	Connects with the Richmond and Wilmington R. P. O.
10,712.00	21	6	July 1, 1881	208	2	Rochester and Corning R. P. O.
14,285.00	6	6	May 1, 1882	100	6 in.	Supplied by initial and terminal offices.
26,098.00	(¹)	40	July 1, 1881	425	1	Connection at Palmyra with Quincy and Kansas City R. P. O.; connection at Hannibal with Hannibal and Denison R. P. O.; connection at Hannibal with Hannibal and Gilmore R. P. O.; connection at Hannibal with Keokuk and Saint Louis R. P. O.; connection at Hannibal with Bluffs and Hannibal R. P. O.
3,138.00	12	2	.....	.....	2	¹ Fourteen times outward and 20 times inward. ² Shown on Boston and North Abington.
12,520.00	15	7	July 1, 1883	132	2	
15,525.00	12	8	July 1, 1883	215	6 in.	Supplied by West Liberty and Council Bluffs, Iowa, R. P. O., and by Avoca, Iowa.
18,379.00	12	6	July 1, 1883	85	2	
10,520.64	18	1	July 1, 1880	126	.....	Connection at Harrodsburgh Junction with Cincinnati and Chattanooga R. P. O.
2,066.00	6	4	July 1, 1883	64	2	
16,614.00	6	8	Feb. 12, 1883	75	6 in.	Supplied by Sauk Centre, Minn.
16,987.00	7	8	Apr. 25, 1881	566	4	Connects at Harts Roads, Fla., with Fernandina and Cedar Keys R. P. O.; connects at Jacksonville, Fla., with Charleston and Jacksonville R. P. O.; Jacksonville and Pensacola R. P. O., and Jacksonville and Enterprise River R. P. O.
6,260.00	6	4	July 1, 1880	72	2	Connects at Bowersville, Ga., with Toccoa and Elberton R. P. O.
7,900.00	6	8	Nov. 1, 1882	366	6 in.	Connection at Harwood with Houston and San Antonio R. P. O.
20,983.00	12	18	July 1, 1882	127	6 in.	Supplied by Burlington and Council Bluffs, Iowa, R. P. O., and by initial and terminal offices.
14,905.00	6	16	July 1, 1883	146	6 in.	Supplied by Burlington and Council Bluffs, Iowa, R. P. O., and by Hastings, Iowa.
24,482.00	6	16	July 1, 1882	2,012	1½	Supplied by Omaha and Hastings, Nebr., R. P. O., and by initial and terminal offices.
4,857.76	6	1	.....	.....	2	
574.50	6	1	Mar. 16, 1881	144	2	
1,032.90	6	1	.....	.....	2	
4,181.68	6	1	.....	.....	2	
1,721.50	6	1	.....	.....	2	³ Covered by Hazen's Mills and Whitefield.
1,721.50	6	1	.....	.....	2	
2,658.00	6	5	July 1, 1881	42	2	Easton and Hazleton R. P. O.
11,366.00	7	9	July 1, 1881	262	6 in.	Connection at Overton with Texarkana and Houston R. P. O.
8,183.00	6	1	Sept. 20, 1881	164	2	Connection with the Weldon and Raleigh R. P. O.
27,774.00	6	20	Nov. 17, 1879	37	1	Supplied by St. Paul, Minn., and Sioux Falls, Dak. R. P. O. and by initial and terminal offices.
26,808.00	12	2	July 1, 1880	392	.....	Connection at Blanchester with Grafton and Cincinnati and Parkersburg and Cincinnati R. P. O's.
12,199.20	6	1	July 1, 1880	144	.....	Connection at Sardinia with Portsmouth and Cincinnati R. P. O. and at Hillsborough with route No. 21017, Hillsborough to Blanchester (no R. P. O.).

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Hodges and Abbeville, S. C.	4	14009	Hodges, Abbeville, S. C.	Columbia and Greenville R. R.	11.82
Holliston, Mass., Boston and Albany R. P. O.	1	3028	South Framingham, Milford.	Boston and Albany R. R.	(¹)
Holliston and Milford, Mass.	1	3028	.....do.....	do	6.91
Holyoke and Westfield, Mass.	1	3089	Holyoke, Westfield	N. Haven & No. Hampt'n.	10.53
Holyoke, Mass., William- burgh and New Haven R. P. O.	1	3009	.....do.....	do	*10.53
Honesdale and Carbon- dale, Pa.	2	8110	Honesdale, Carbondale, Pa.	Del. & Hud. Canal Co.	19.62
Honesdale and Lacka- waxen, Pa.	2	8009	Honesdale, Lackawaxen, Pa.	N. Y., L. E. and W.	26.13
Hope and Ripon, Dak.	0	35003	Breckenridge, Minn., Hope, Dak.	St. Paul, Minneapolis and Manitoba.	29.61
Hopewell Junction and Wicopec, N. Y.	2	6125	Hopewell Junction, Wico- pee, N. Y.	New York and New Eng- land.	11.19
Hortonville and Oshkosh, Wis.	0	25046	Oshkosh, Hortonville, Wis.	Milwaukee, Lake Shore and Western.	23.82
Hot Springs and Malvern Junction, Ark.	7	29005	Malvern Junction, Hot Springs, Ark.	Hot Springs R. R.	25.90
Houlton, Me., Vancebo- rough and Bangor R. P. O.	1	17	Houlton, New Brunswick Line.	N. Bruns. and Can. R. R.	3.93
Houston and Columbia, Tex.	7	31008	Houston, Columbia, Tex.	I. and G. N. R. w'y.	51.25
Houston and Sealy, Tex.	7	31020	Houston, Sealy, Tex.	Texas Western R. w'y.	52.20
Hudson, Mass., Boston and Troy R. P. O.	1	3023	South Acton Depot, Hud- son.	Fitchburgh R. R.	(²)
Hughesville and Cata- wissa Station, Pa.	2	8110	Catawissa Station, Hughes- ville, Pa.	Muncy Creek	5.74
Humboldt and Republic, Mich.	0	24053	Humboldt, Republic, Mich.	Marquette, Houghton and Ontonagon.	9.70
Hunter and Phenicia, N. Y.	2	6118	Phenicia, Hunter, N. Y.	Stony Clove and Catskill.	14.73
Huntsville and Phelps, Tex.	7	31034	Huntsville, Phelps, Tex.	I. and G. N. R. w'y.	8.51
Huron and Norwalk, Ohio.	5	21087	Norwalk, Huron, Ohio.	Wheeling and Lake Erie R'y.	13.67
Ione and Galt, Cal.	8	46023	Galt, Ione, Cal.	Central Pacific R. R.	27.79
Iron River Junction and Stambaugh, Mich.	0	24038	Iron River Junction, Stambaugh, Mich.	Chicago and North West- ern R. R.	19.01
Isabel and Brownsville, Tex.	7	31018	Brownsville, Isabel, Tex.	Rio Grande R. R.	23.24
Irwins Station and Se- wickley, Pa.	2	8120	Irwins Station, Sewickley, Pa.	Youghiogheny R. R.	9.79
Jacksonville and Rusk, Tex.	7	31044	Jacksonville, Rusk, Tex.	Kansas and Gulf Short Line R. R.	16.08

parts of railroads over which no railway post offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
7,400.00	6	4	July 1, 1880	<i>Pounds.</i> 611	2	Connects at Hodges, S. C., with Columbia and Walhalla R. P. O.
3,380.40	6	2			2	Shown on line of Boston and Holliston.
8,651.32	12	2			2	
13,183.56	12	2	July 1, 1881	108	2	
13,183.56	12	2			2	* Covered by Holyoke to Westfield.
12,243.00	12	6	July 1, 1881	179	2	Nineveh and Carbondale R. P. O.; Carbondale and Scranton R. P. O.
16,205.00	12	12	July 1, 1881	297	2	New York and Dunkirk R. P. O.
18,535.00	6	10	Apr. 1, 1881	87	6 in.	Supplied by Mayville, Dak., and Breckonridge, Minn. R. P. O.
3,491.00	6	4	July 1, 1881	383	3	Millerton and Dutchess Junction R. P. O., including 500 pounds supplies of Boston and Hopewell Junction R. P. O.
29,822.00	12	10	July 1, 1883	48	6 in.	Supplied by Summit Lake and Milwaukee, Wis., R. P. O. and by Oshkosh, Wis.
37,814.00	14	25	July 1, 1881	637	8 in.	Connection at Malvern Junction with Saint Louis and Texarkana R. P. O.
2,460.18	6	1			2	
16,041.00	3	22	July 1, 1881	158	6 in.	Connection at Houston with Denison and Houston R. P. O.; connection at Houston with Denison, Troup, and Houston R. P. O.; connection at Houston with New Orleans and Houston R. P. O.; connection at Houston with Houston and San Antonio R. P. O.; connection at Houston with Houston and Galveston R. P. O.; connection at Houston with Nacogdoches and Houston R. P. O.; connection at Houston with Houston and Sealy R. R.
16,339.00	3	6	July 1, 1881	32	6 in.	Connection at Houston with Denison and Houston R. P. O.; connection at Houston with Denison, Troup, and Houston R. P. O.; connection at Houston with New Orleans and Houston R. P. O.; connection at Houston with Houston and San Antonio R. P. O.; connection at Houston with Houston and Galveston R. P. O.; connection at Houston with Nacogdoches and Houston R. P. O.; connection at Houston with Houston and Columbia R. R.
574,668.00	6	1			2	* Covered by Boston to Hudson.
3,582.00	12	3	July 1, 1881	83	2	Williamsport and Port Clinton R. P. O.
6,072.00	6	4	July 1, 1883	61	6 in.	Supplied by Marquette and L'Anse, Mich., R. P. O.
4,596.00	6	10	June 19, 1882	136	3	Rondout and Stamford R. P. O.
12,424.00	14	3	July 1, 1881	150	4 in.	Connection at Phelps with Texarkana and Houston R. P. O.; connection at Phelps with Denison, Troup, and Houston R. P. O.
6,124.16	6	3	Oct. 9, 1882	120		Connections at Huron with New York and Chicago, Buffalo and Toledo R. P. O's, and at Norwalk with New York and Chicago and Toledo and Marietta R. P. O's. Established Oct. 9, 1882.
20,286.00	7	6	July 1, 1882	547	2	
11,900.00	6	2	July 1, 1883	51	6 in.	Supplied by Ishpeming, Mich., and Fort Howard, Wis., R. P. O.
14,548.00	6	2	July 1, 1881	17	4 in.	Connection at Isabel with Morgan line of steamers.
3,054.00	6	2	July 1, 1881	24	2	Pittsburgh and Chicago R. P. O.; Erie and Pittsburgh R. P. O.
10,066.00	6	2	Feb. 12, 1883	102	4 in.	Connections at Jacksonville with Texarkana and Houston R. P. O.; connections at Jacksonville with Denison, Troup, and Houston R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Jamaica and Brooklyn, N. Y.	2	6124	Brooklyn, Jamaica, N. Y.	Long Island R. R.	9.18
Jamestown and Washington, N. C.	3	14013	Jamestown, Washington, N. C.	Jamestown and Washington R. R.	22.00
Janesville and Afton, Wis.	6	25652	Afton, Janesville, Wis.	Chicago and North Western R. R.	6.60
Janesville and Beloit, Wis.	6	25636	Janesville, Beloit, Wis.	Chicago, Milwaukee and St. Paul R. R.	15.96
Jefferson and Whitefield, N. H.	1	1018	Whitefield Junction, Meadows, N. H.	Whitefield and Jefferson R. R.	12.02
Jefferson, N. H., and Lancaster and Boston R. P. O. (north).	1	1018	do	do	(¹)
Jefferson, N. H., and Lancaster and Boston R. P. O. (south).	1	1018	do	do	(¹)
Jeffersonville and Claysville Junction (n. o.), Ohio.	5	21057	Jeffersonville, Claysville Junction (u. o.), Ohio.	Cincinnati, Columbus and Hocking Valley Ry.	28.00
Johnson Junction and Hillsborough, Ky.	5	29019	Johnson Junction, Hillsborough, Ky.	Cincinnati and South Eastern Ry.	17.08
Johnsonville and Stoneville, Miss.	4	18013	Johnsonville, Stoneville, Miss.	Georgia Pacific Rwy.	20.43
Juab and Frisco, Utah.	8	41001	Ogden City, Frisco, Utah.	Utah Central R. R.	139.47
Judd and Lehigh, Iowa.	6	27037	Judd, Lehigh, Iowa.	Crooked Creek Ry. and Coal Co.	8.50
Junction and Quarryville, Pa.	2	8137	Junction, Quarryville, Pa.	Philadelphia and Reading R. R.	23.50
Kettleshburgh and Gladstone, Ill.	6	23070	Galva, Gladstone, Ill.	Chicago, Burlington and Quincy R. R.	18.00
Kempton and Colfax, Ill.	6	23062	Kankakee, Strawn, Ill.	Illinois Central R. R.	22.02
Kensett and Searcy, Ark.	7	23065	Pearl (n. o.), Colfax, Ill.	do	14.71
		29011	Searcy, Kensett, Ark.	Searcy and West Point R. R.	4.76
Keokuk, Iowa, and Warsaw, Ill.	6	23027	State Line, Ind., Warsaw, Ill.	Wabash, Saint Louis and Pacific R. R.	6.30
Keyport and Freehold, N. J.	2	7043	Keyport, Freehold, N. J.	Freehold and New York R. R.	14.99
Keysville and Chase City, Va.	3	11032	Keysville, Chase City, Va.	Richmond and Mecklenburgh R. R.	17.00
King's Mountain Station and Middleburgh, Ky.	5	20028	King's Mountain Station, Middleburgh, Ky.	Cincinnati and Green River R. R.	10.67
Kingston and Rome, Ga.	4	15008	Kingston, Rome, Ga.	Rome R. R.	20.32
Kingston and Boston, Mass.	1	3064	Braintree Junction, Kingston Station, Mass.	Old Colony R. R.	34.55
Kinkora and Lewistown, N. J.	2	7012	Kinkora, Lewistown, N. J.	Penna.	10.70
Kosciusko and Durant, Miss.	4	18009	Kosciusko, Durant, Miss.	Chic., St. L. and N. O. R. R.	21.70
Laclede and Crossland, Mo.	6	27008	Burlington, Iowa, Crossland, Mo.	Chicago, Burlington and Kansas City.	10.31
La Grange and Columbus, Tex.	7	31014	Columbus, La Grange, Tex.	J. H. and S. A. Rwy.	31.61
La Harpe, Ill., and Burlington, Iowa.	6	23076	La Harpe, Ill., Burlington, Iowa.	Wabash, St. Louis and Pacific.	20.47
Lake George and Fort Edward, N. Y.	2	6032	Fort Edwards, Lake George, N. Y.	Del. and Hud. Canal Co.	15.95
Lake Roland and Western Maryland R. R. Jct.	3	10018	Lake Roland, Western Maryland R. R. Jct.	Western Md. R. R.	9.00
Lancaster and Chester, S. C.	4	14013	Lancaster, Chester, S. C.	Cheraw and Chester R. R.	30.20
Lansdale and Norristown, Pa.	2	8098	Norristown, Lansdale, Pa.	Stony Creek	10.30
Latrobe and Ligonier, Pa.	2	8118	Latrobe, Ligonier, Pa.	Ligonier Valley	10.67

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of serv- ice.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
8,592.00	18	9	May 1, 1883	<i>Pounds.</i> 208	2	Sag Harbor New York R. P. O.; Greenport and New York R. P. O.; Port Jefferson and Long Island City R. P. O.
27,544.00	12	6	July 1, 1881	20	2	Connects with the Norfolk and Edenton R. P. O.
16,776.00	24	8	July 1, 1883	142	6 in.	Supplied by Chicago, Ill., and Winona, Minn., R. P. O.
19,982.00	12	4	July 1, 1883	66	6 in.	Supplied by Racine, Wis., and Rock Island, Ill., R. P. O.
7,524.52	6	1	July 1, 1881	79	2	
7,524.52	6	1	-----	-----	2	Covered by Jefferson and Whitefield.
7,524.52	6	1	-----	-----	2	
17,472.00	6	1	June 12, 1882	98	-----	Connection at Jeffersonville with Springfield and Weston R. P. O., and at Claysville Junction with Pittsburgh and Cincinnati and Columbus and Cincinnati R. P. O's.
21,315.84	12	1	July 1, 1880	1,242	-----	Connection at Johnson Junction with Maysville, Paris and Cincinnati R. R.
12,789.00	6	4	Mar. 1, 1882	30	2	Connects at Stoneville, Miss., with Greenville and Arcola R. P. O.
1,018.13	7	6	July 1, 1882	861	2	
5,321.09	6	2	July 1, 1883	38	6 in.	Supplied by Judd, Iowa.
17,377.00	14.22	10	July 1, 1881	326	2	New York and Pittsburgh R. P. O.; Lancaster and Frederick R. P. O.
22,536.00	12	8	July 1, 1883	471	6 in.	Supplied by Chicago, Ill., and Burlington, Iowa, R. P. O. and by initial and terminal offices.
22,993.00	6	16	July 1, 1883	187	6 in.	Supplied by Kankakee and Kankakee Junction, Ill., R. P. O. and by Chatsworth, Ill.
-----	-----	-----	Apr. 1, 1880	50	-----	
9,949.00	14	8	Feb. 15, 1882	187	6 in.	Connection at Kensett with Saint Louis and Texarkana R. P. O.
7,887.00	12	8	-----	-----	6 in.	Supplied by Logansport, Ind., and Keokuk, Iowa, R. P. O., and by Keokuk, Iowa.
15,126.00	16.84	28	July 1, 1881	233	3	Monmouth Junction and Manasquan R. P. O.; New York and Point Pleasant R. P. O.
10,642.00	6	4	Feb. 1, 1883	97	2	Connects with the Richmond and Danville R. P. O.
6,658.08	6	2	Nov. 3, 1881	61	-----	Connection at King's Mountain Station with Cincinnati and Chattanooga R. P. O.
27,553.00	13	6	July 1, 1880	149	2	Connects at Kingston, Ga., with Chattanooga and Meridian R. P. O.; connects at Rome, Ga., with Cleveland and Selma R. P. O. and Rome and Macon R. P. O.
43,256.60	12	2	-----	-----	2	
3,338.00	6	2	July 1, 1881	56	2	South Amboy and Philadelphia R. P. O.; Hightstown and Philadelphia R. P. O.
13,584.00	6	4	July 1, 1880	176	2	Connects at Durant, Miss., with Cairo and New Orleans R. P. O.
6,454.00	6	8	July 1, 1883	473	6 in.	Supplied by Burlington, Iowa, and LaCede, Mo., R. P. O., and by initial and terminal offices.
19,787.00	6	8	July 1, 1881	129	6 in.	Connection at Columbus with Houston and San Antonio R. P. O.
25,641.00	12	8	July 1, 1883	65	6 in.	Supplied by Logansport, Ind., and Keokuk, Iowa, R. P. O., and by initial and terminal offices.
18,247.00	22	12	July 1, 1881	488	4	Rouse's Point and Albany R. P. O.
6,570.00	7	2	July 1, 1880	28	2	
18,905.00	6	10	July 1, 1880	110	3	Connects at Chester, S. C., with Charlotte and Augusta R. P. O. and Lincolnton and Chester R. P. O.
3,214.00	6	4	July 1, 1881	64	2	Pottsville and Philadelphia R. P. O.; Bethlehem and Philadelphia R. P. O.
3,329.00	6	1	July 1, 1881	53	2	New York and Pittsburgh R. P. O.

C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Laurens and Newberry, S. C.	4	14012	Laurens, Newberry, S. C.	Laurens R. R.	31.93
Lawrenceburgh Junction and Lawrenceburgh, Ind.	5	22045	Lawrenceburgh Junction, Lawrenceburgh, Ind.	Cincinnati, Indianapolis, St. Louis and Chicago Rwy.	2.46
Lawrenceville and Elkland, Pa.	2	8139	Lawrenceville, Elkland, Pa.	Fall Brook Coal Co.	12.98
Leaman and Place and Strasburgh, Pa.	2	8026	Strasburgh, Leaman Place, Pa.	Strasburgh	5.40
Leavenworth and Oskaloosa, Kans.	7	33038	Leavenworth, Oskaloosa, Kans.	Leav., Topeka and S. W. Rwy.	29.85
Lebanon and Cornwall, Pa.	2	8149	Lebanon, Cornwall, Pa.	Cornwall	5.62
Lebanon and Greensburgh, Ky.	5	20024	Lebanon, Greensburgh, Ky.	Louisville and Nashville Ry.	32.00
Lehi and Tintic, Utah	8	41011	Lehi, Tintic, Utah	Salt Lake and Western R. R.	53.50
Lenox and Pontiac, Mich.	9	24033	Lenox, Pontiac, Mich.	Grand Trunk Ry.	35.12
Leominster and Worcester, Mass.	1	3047	Loring, Pratts' Junction	Old Colony R. R.	4.83
Letcher and Mitchell, Dak.	6	35017	Mitchell, Letcher, Dak.	Chicago, Milwaukee and St. Paul	15.27
Lockport and Buffalo, N. Y.	2	8015	Lockport, Buffalo, N. Y.	N. Y. C. and H. R.	22.00
Locust Valley and Mincola, N. Y.	2	6044	Mincola, Locust Valley, N. Y.	Long Island	10.53
Longmont and Denver, Colo.	7	38028	Denver, Longmont, Colo.	D. R. R. Construction Land and Coal Co.	34.80
Long Pine and Valentine, Nebr.	6	34010	Fremont, Valentine, Nebr.	Fremont, Elkton and Mo. Valley.	56.00
Lorain, Ohio, and Grafton, W. Va.	5	21041	Lorain, Ohio, Wheeling, W. Va.	Cleveland, Lorain and Wheeling Ry.	8.00
Lorraine and Hungary, Va.	3	11030	Lorraine, Hungary, Va.	Richd. and Alleghany R. R.	7.00
Los Angeles and San Pedro, Cal.	8	46013	San Pedro, Los Angeles, Cal.	Southern Pacific R. R.	26.20
Los Angeles and Santa Monica, Cal.	8	46020	Los Angeles, Santa Monica, Cal.	Los Angeles and Independence R. R.	19.50
Lowell and Lawrence, Mass.	1	3017	Lowell, Lawrence, Mass.	Boston and Lowell R. R.	14.25
Lowell, Mass., Portland and Boston R. P. O.	1	3017	do	do	(*)
Lowell and Tewksbury, Mass.	1	3017	do	do	6.04
Louisville and Wadley, Ga.	4	15028	Louisville, Wadley, Ga.	Louisville and Wadley R. R.	10.62

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
19,988.00	6	10	July 1, 1880	<i>Pounds.</i> 159	3	Connects at Newberry, S. C., with Columbia and Walhalla R. P. O.
6,651.84	26	1	July 1, 1880	339	-----	Connection at Lawrenceburgh Junction with Chicago and Cincinnati R. P. O., and at Lawrenceburgh with Cincinnati and Saint Louis R. P. O.
8,100.00	12	7	July 1, 1881	502	2	Geneva and Wellsborough R. P. O.; Elmira and Blossburgh R. P. O.; Addison and Westfield R. P. O.
1,684.00	6	2	July 1, 1881	45	2	New York and Pittsburgh R. P. O.; Philadelphia and Harrisburgh R. P. O.
18,686.00	6	14	July 1, 1882	88	6 in.	Connection at Leavenworth with Kansas City and Atchison R. P. O.; connection at Leavenworth with Leavenworth and Burlington R. P. O.; connection at Leavenworth with Leavenworth and Miltonvale R. P. O.; connection at Leavenworth with Atchison Junction and Leavenworth R. R.
1,653.00	6	2	Mar. 20, 1883	58	2	Allentown and Harrisburgh R. P. O.; Tower City and Lebanon R. P. O.
19,968.00	6	3	July 1, 1880	165	-----	Connection at Lebanon with Louisville and Williamsburgh R. P. O.
32,491.00	6	3	Aug. 10, 1882	29	2	
30,749.00	16	17	July 1, 1883	113	2	Also 6 additional round trips per week between Lenox and Romeo.
9,070.74	18	3	July 1, 1881	299	2	
4,932.00	3	2	-----	-----	6 in.	Supplied by Mitchell, Dak.
20,592.00	18	9	July 1, 1881	290	2	Rochester and Niagara Falls R. P. O.; Batavia and Buffalo R. P. O.; New York and Chicago R. P. O.; Danville and Buffalo R. P. O.; Hornellsville and Buffalo R. P. O.; Buffalo and Jamestown R. P. O.; Buffalo and New Castle R. P. O.; Buffalo and Emporium R. P. O.
6,571.00	12	12	July 1, 1881	180	2	Greenport and New York R. P. O. and Port Jefferson and Long Island City R. P. O.
25,404.00	7	10	Apr. 10, 1883	78	6 in.	Connection at Denver with Omaha and Denver R. P. O.; connection at Denver with Cheyenne, Brighton and Denver R. P. O.; connection at Denver with Kansas City and Denver R. P. O.; connection at Denver with Denver, Pueblo and Leadville R. P. O.; connection at Denver with Denver and Leadville R. P. O.; connection at Denver with Denver and Georgetown R. P. O.; connection at Denver with Denver and Pueblo R. P. O.; connection at Denver with Fort Collins and Denver R. P. O.; connection at Denver with Chicago, Burlington and Quincy R. R.; connection at Longmont with Fort Collins and Denver R. P. O.
35,056.00	6	20	-----	-----	1	Supplied by Missouri Valley, Iowa, and Long Pine, Nebr., R. P. O.
9,984.00	12	2	July 1, 1880	520	-----	Connection at Lorain with Cleveland, Fort Wayne, and Chicago R. P. O., and at Grafton with Cleveland and Cincinnati and Cleveland and Wheeling R. P. O.'s.; closed pouches from Lorain to Grafton, 8.7 miles. R. P. O. clerks the residue, 150.43 miles.
4,382.00	6	1	Apr. 24, 1882	15	2	Connects with Richmond, Lynchburgh, and Clifton Forge R. P. O.
19,128.00	7	4	July 1, 1882	93	2	
14,235.00	7	4	July 1, 1882	42	2	
26,761.50	18	3	-----	-----	2	
17,841.00	12	2	-----	-----	2	*Covered by Lowell and Lawrence.
3,468.04	6	1	-----	-----	2	
6,648.00	6	8	July 1, 1880	111	2	Connects at Wadley, Ga., with Atlanta and Savannah R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Louisville and Prospect (n. o.), Ky.	5	20023	Louisville, Prospect (n. o.), Ky.	Louisville and Nashville Ry.	11.00
Luther and Milton Junction, Mich.	9	24059	Milton Junction, Luther, Mich.	Grand Rapids and Indiana R. R.	11.70
Luverne, Minn., and Doon, Iowa.	6	26030	Luverne, Minn., Doon, Iowa.	Chicago, St. Paul and Omaha.	28.95
Lynnfield and Boston, Mass.	1	3010	Wakefield, Peabody, Mass.	Eastern R. R.	4.04
Madison and Elmira, Cal.	8	46015	Elmira, Madison, Cal.	Vaca Valley and Clear Lake R. R.	30.07
Madisonville and Providence, Ky.	5	20031	Madisonville, Providence, Ky.	None given	16.51
Magnolia and Salem, Mass.	1	3003	Salem, Rockport, Mass.	Eastern R. R.	(7)
Mahopac and Golden's Bridge, N. Y.	2	6023	Golden's Bridge, Mahopac, N. Y.	N. Y. C. and H. R. (Hudson Division).	7.50
Manchester, Mass., Bangor and Boston R. P. O.	1	3003	Salem, Rockport, Mass.	Eastern R. R.	(7)
Manchester and Salem, Mass.	1	3003	do	do	(4)
Manchester and East Weare, N. H.	1	1003	Manchester, North Weare, N. H.	Concord R. R.	16.00
Manchester and Goffstown C. H., N. H.	1	1003	do	do	5.00
Manchester and Goffstown, N. H.	1	1003	do	do	8.00
Manchester and North Weare, N. H.	1	1003	do	do	9.95
Manchester and Oil Mill Village, N. H.	1	1003	do	do	(5)
Manning and Audubon, Iowa.	6	27080	Manning, Audubon, Iowa.	Chicago and Northwestern	17.69
Manor Junction and Eastport Junction, N. Y.	2	6117	Manor Junction, Eastport Junction, N. Y.	Long Island	5.37
Marblehead and Lynn, Mass.	1	3004	Salem, Marblehead, Mass.	Eastern R. R.	(6)
Marietta and Jasper, Ga.	4	15030	Marietta, Jasper, Ga.	Marietta and North Georgia R. R.	47.07
Marion and Carbondale, Ill.	6	23045	Carbondale, Marion, Ill.	St. Louis Coal	18.38
Marion, Mass., Boston and Wellfleet R. P. O.	1	3050	Fair Haven, West Wareham, Mass.	Old Colony R. R.	5.36
Marlton and Haddonfield, N. J.	2	7045	Haddonfield, Marlton, N. J.	Camden and Atlantic	7.24
Mattapoisett, Mass., Boston and Wellfleet R. P. O.	1	3050	Fair Haven, West Wareham, Mass.	Old Colony R. R.	10.59
Mauch Chunk and Tamaqua, Pa.	2	8100	Tamaqua, Mauch Chunk, Pa.	Cent. R. R. of N. J.	13.70
Maysville and Pittsfield, Ill.	6	23075	Maysville, Pittsfield, Ill.	Wabash, St. Louis and Pacific.	6.64
Maynard, Mass., Boston and Troy R. P. O.	1	3023	South Acton Depot, Hudson, Mass.	Fitchburgh R. R.	(7)
Meadville and Lineville Station, Pa.	2	8107	Meadville, Lineville Station, Pa.	Meadville	21.10
Means and Cadiz, Ohio.	5	21083	Means, Cadiz, Ohio	Pittsburgh, Cincinnati and St. Louis Ry.	8.20
Mears and Haumann, Colo.	7	38015	Mears, Haumann, Colo.	D. and R. G. Rwy	27.33
Mechanicsburgh and Dillsburgh, Pa.	2	8020	Mechanicsburgh, Dillsburgh, Pa.	Cumb. Valley	8.85
Menlo and Line Rock, Ala.	4	17018	Menlo, Line Rock, Ala.	Belmont Coal and R. R. Co.	7.11

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
6,864.00	6	2	July 1, 1880	Pounds. 74		Connection at Louisville with Chicago and Louisville, Cincinnati and Louisville, Cincinnati and Nashville, Cincinnati, North Vernon and Louisville, Indianapolis and Louisville, Lexington and Louisville, Louisville and Bloomfield, Louisville and Evansville, Louisville and Paducah, and Louisville and Williamsburgh R. P. O's.
14,179.00	19	7	July 1, 1883	90	2	¹ Also 6 additional round trips per week between Deer Lake and Milton Junction.
18,122.00	6	16	July 1, 1883	187	6 in.	Supplied by Saint Paul, Minn., and Sioux Falls, Dak., R. P. O.; Calmar, Iowa, and Chamberlain, Dak., R. P. O., and by Luverne, Minn.
2,529.04	6	1				
21,951.00	7	6	July 1, 1882	185	2	
2,047.24	6	2				Connection at Madisonville with Evansville and Nashville R. P. O.; established April 16, 1883.
11,167.84	12	2			2	² Shown on Boston and Magnolia.
4,680.00	12	3	July 1, 1881	95	2	Chatham and New York R. P. O.
5,583.92	6	1			2	³ Shown on Boston and Magnolia.
11,167.84	12	2			2	⁴ Shown on Boston and Magnolia.
10,016.00	6	1			2	
3,130.00	6	1			2	
10,016.00	12	2	July 1, 1881	146	2	
12,486.70	6	1			2	
6,886.00	6	1			2	⁵ Covered by W. Boston to Manchester.
22,148.00	12	8	May 10, 1882	72	6 in.	Supplied by Cedar Rapids and Council Bluffs, Iowa, R. P. O., and by Carroll, Iowa, and Audubon, Iowa.
1,675.00	6	1	June 1, 1882	63	2	Sag Harbor and New York R. P. O.; Greenport and New York R. P. O.
4,907.64	12	2			2	⁶ Shown on Boston and Marblehead.
20,465.00	6	14	July 17, 1882	111	3	Connects at Marietta, Ga., with Chattanooga and Atlanta R. P. O.
22,086.00	12	8	July 1, 1883	176	6 in.	Supplied by Centralia, Ill., and Cairo, Ill., R. P. O., and by initial and terminal offices.
6,710.72	12	2	July 1, 1881	259	2	
2,219.00	6	2	May 1, 1882	37	2	Philadelphia and Atlantic City R. P. O.
13,258.68	12	2			2	
4,274.00	6	8	July 1, 1881	107	2	Easton and Hazleton R. P. O.; Pottsville, Tamaqua and Herndon R. P. O.; Williamsport and Port Clinton R. P. O.
18,007.00	26	6	July 1, 1883	313	6 in.	Supplied by Bluffs, Ill., and Hannibal, Mo., R. P. O.
1,708.98	6	1			2	⁷ Covered by Boston to Maynard.
6,588.00	6	8	Dec. 19, 1881	111	2	Meadville and Oil City R. P. O.; Salamanca and Kent R. P. O.; Erie and Pittsburgh R. P. O.
10,233.60	12	4	July 1, 1880	285		Connection at Meigs with Pittsburgh and Saint Louis R. P. O., and Pittsburgh and Cincinnati R. P. O.
19,911.00	7	22	Apr. 15, 1882	260	8 in.	Trains run from Salida connecting Denver, Pueblo and Leadville R. P. O., and Salida and Grand Junction R. P. O.
5,522.00	12	6	July 1, 1881	132	2	Harrisburgh and Martinsburgh R. P. O.
4,450.00	6	2	July 18, 1881	12	2	Connects at Line Rock, Ala., with Chattanooga and Memphis R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Menomouee and Red Cedar Junction, Wis.	6	25053	Red Cedar Junction, Menomouee, Wis.	Chicago, Milwaukee and St. Paul.	16.46
Meridian and Elliville, Miss.	4	18016	Meridian, Elliville, Miss.	New Orleans and N. E. R. R.	65.03
Metuchen, N. J., and Easton, Pa.	2	7018	Easton, Pa., Metuchen, N. J.	Lehigh Valley	54.00
Middleborough and Attleborough, Mass.	1	3043	Attleborough, Middleborough, Mass.	Old Colony R. R.	21.98
Middleborough and Fall River, Mass.	1	3039	South Braintree Junction, Mass., Newport, R. I.	.....do	18.17
Middleton Station, Tenn., and Ripley, Miss.	4	18008	Middleton Station, Tenn., Ripley, Miss.	Ship Island, Ripley and Ky. R. R.	25.09
Milford, Mass., Boston and Albany R. P. O.	1	3028	South Framingham, Milford, Mass.	Boston and Albany R. R.	(?)
Milford and Hopkinton, Mass.	1	3060	Milford, Ashland, Mass.	Hopkinton R. R.	6.90
Milford and Worcester, Mass.	1	3028	South Framingham, Milford, Mass.	Boston and Albany R. R.	(?)
Miller and Belton, Tex.	7	31040	Miller, Belton, Tex.	Missouri Pac. Rwy.	7.17
Mines and Hollidaysburgh, Pa.	2	8084	Hollidaysburgh, Mines, Pa.	Penna.	22.35
Mineral Point and Potosi, Mo.	7	28049	Mineral Point, Potosi, Mo.	St. L., I. M. and So. Rwy.	4.75
Minneapolis and Mendota, Minn.	6	26044	Minneapolis, Mendota, Minn.	Chicago, Milwaukee and St. Paul.	8.79
Mineola and Hempstead, N. Y.	2	6111	Mineola, Hempstead, N. Y.	Long Island	3.50
Milwaukee and Schleisergerville, Wis.	6	25017	Milwaukee, Ashland, Wis.	Wisconsin Central	33.30
Milroy and Lewistown Junction, Pa.	2	8049	Lewistown Junction, Milroy, Pa.	Penna.	12.94
Mojave and Daggett, Cal.	8	46042	Mojave, Daggett, Cal.	Southern Pacific R. R.	80.66
Monmouth Junction and Rocky Hill, N. J.	2	7011	Rocky Hill, Monmouth Junction, N. J.	Penna.	6.76
Monroe and Social Circle, Ga.	4	15634	Monroe, Social Circle, Ga.	Walton R. R.	10.72
Montague City and Greenfield, Mass.	1	3053	Greenfield, Turner's Falls, Mass.	Fitchburgh R. R.	2.79
Montclair and Newark, N. J.	2	7027	Newark, Montclair, N. J.	Del., Lack. and W. (Newark and Bloomfield branches).	6.59
Montgomery and Ada, Ala.	4	17027	Montgomery, Ada, Ala.	Mont'g Southern Rwy.	21.01
Monticello and Drifton, Fla. (Branch of).	4	16002	Monticello, Drifton, Fla.	Fla. Cent. and Western R. R.	4.00
Monticello and Port Jervis, N. Y.	2	0078	Port Jervis, Monticello, N. Y.	Port Jervis and Monticello.	24.70
Montour Junction and Imperial, Pa.	2	8127	Montour Junction, Imperial, Pa.	Montour	10.97
Morris and Brown's Valley, Minn.	6	26034	Morris, Brown's Valley, Minn.	St. Paul, Minneapolis and Manitoba.	47.26
Morrisdale Mines and Phillipsburgh, Pa.	2	8088	Phillipsburgh, Morrisdale Mines, Pa.	Penna.	3.70
Morris Run and Blossburgh, Pa.	2	8136	Blossburgh, Morris Run, Pa.	Tioga, Elm and State Line	4.09
Mound House and Candalaria, Nev.	8	45004	Mound House, Candalaria, Nev.	Carson and Colorado	166.96

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
10,301.00	6	6		Pounds.	6 in.	Supplied by Eau Claire, Wis., and Wabasha, Minn. R. P. O., and by Menominee, Wis.
40,708.00	6	14			3	Connects at Meridian, Miss., with Meridian and Vicksburg R. P. O.; Meridian and Mobile R. P. O.; Corinth and Meridian R. P. O.; Chattanooga and Meridian R. P. O., and Selma and Meridian R. P. O.
53,352.00	19	134	Aug. 1, 1882	1,166	4	New York, Dover and Easton R. P. O.; New York, Somerville and Easton R. P. O.; Easton and Elmira R. P. O.; Easton and Hazleton R. P. O.; New York and Washington R. P. O.; New York and Pittsburgh R. P. O.; New York and Philadelphia R. P. O.
27,518.96	12	2	July 1, 1881	99	2	¹ Including sacks.
11,874.42	6	1			2	
15,706.00	6	8	July 1, 1880	202	3	Connects at Middleton Station, Tenn., with Chattanooga and Memphis R. P. O.
15,612.12	12	2			2	² Shown on South Framingham and Milford.
4,319.40	6	1			2	
15,612.12	12	2			2	³ Shown on South Framingham and Milford.
10,468.00	14	5	Dec. 11, 1882	120	4 in.	Connection at Miller with Denison and Taylor R. P. O.
11,450.00	9.86	8	July 1, 1881	113	2	New York and Pittsburgh R. P. O.
4,460.00	(4)	4	July 1, 1881	67	6 in.	Connection at Mineral Point with Saint Louis and Texarkana R. P. O.; connection at Mineral Point with Saint Louis and Columbus R. P. O.
5,502.00	6	6	July 1, 1883	324	6 in.	⁴ 12 times outward and 6 times inward. Supplied by initial and terminal offices.
2,340.00	18	2	July 1, 1881	140	2	Greenport and New York R. P. O.; Port Jefferson and Long Island City R. P. O.
41,691.00	12	14			6 in.	Supplied by Monasha and Schlesingerville, Wis., R. P. O.
8,074.00	12	5	July 1, 1881	147	2	Sunbury and Lewistown R. P. O.; New York and Pittsburgh R. P. O.
50,493.00	6	4			2	
4,218.00	12	4	July 1, 1881	116	2	New York and Washington R. P. O.; New York and Pittsburgh R. P. O.; New York and Philadelphia R. P. O.
6,710.00	6	2			2	Connects at Social Circle with Augusta and Atlanta R. P. O.
3,403.08	12	2	July 1, 1881	14,037	2	
10,157.00	20.64	5	July 1, 1881	268	2	Greenwood Lake and New York R. P. O.; New York, Dover and Easton R. P. O.; New York and Hackettstown R. P. O.
13,152.00	6	8			3	Connects at Montgomery, Ala., with Atlanta and Montgomery R. P. O., Decatur and Montgomery R. P. O., Montgomery and New Orleans R. P. O., and Montgomery and Selma R. P. O.
2,504.00	6	2	July 1, 1880	800	2	Connects at Monticello, Fla., with Jacksonville and Pensacola R. P. O.
7,706.00	6	10	July 1, 1881	217	2	New York and Dunkirk R. P. O.; Port Jervis and New York R. P. O.
9,035.00	15.84	4	July 1, 1881	89	2	Cleveland, Youngstown and Pittsburgh R. P. O.
29,585.00	6	12	July 1, 1883	175	6 in.	Supplied by initial and terminal offices.
1,154.00	6	1	July 1, 1881	40	2	Curwensville and Tyrone R. P. O.
2,552.00	12	2	July 1, 1881	50	2	Elmira and Blossburgh R. P. O.
1,160.40	7	11	Mar. 15, 1882	361	2	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Mount Blanchard and Delphos, Ohio.	5	21081	Delphos, Mount Blanchard, Ohio.	Cleveland, Delphos, and St. Louis Rwy.	46.60
Mount Gilead and Edison, Ohio.	5	21072	Edison, Mount Gilead, Ohio.	Cleveland, Columbus, Cincinnati, and Indianapolis Rwy.	2.35
Mount Healthy and Junction with Cincinnati, Hamilton and Dayton, R. R.	5	21050	Junction with Cincinnati, Hamilton, and Dayton, Mount Healthy, Ohio.	College Hill R. R.	7.08
Mount Pleasant and Broad Ford, Pa.	2	8141	Broad Ford, Mount Pleasant, Pa.	Balto. and Ohio	10.45
Mount Union and Robertsdale, Pa.	2	8085	Mount Union, Robertsdale, Pa.	East Broad Top	30.06
Mount Zion and Keosauqua, Iowa.	6	27062	Mount Zion, Keosauqua, Iowa.	Chicago, Rock Island, and Pacific.	5.02
Nantucket and Boston, Mass.	1	3051	New Bedford, Fitchburg, Mass.	Old Colony R. R.	21.53
Nantucket and Boston, Mass.	1	3044	South Braintree, Fall River, Mass.	do	21.43
Narrenta and Metropolitan, Mich.	6	24058	Narrenta, Metropolitan, Mich.	Chicago and Northwestern.	34.87
Narragansett Pier, R. I., Providence and New London R. P. O.	1	4007	Kingston Depot, Narragansett Pier, R. I.	Narragansett Pier R. R.	
Narragansett Pier and Providence, R. I.	1	4007	Kingston Depot, Narragansett Pier, R. I.	do	9.14
Natick and Saxonville, Mass.	1	3032	Natick, Saxonville, Mass.	Boston and Albany R. R.	3.87
Navasota and Montgomery, Tex.	7	31024	Navasota, Montgomery, Tex.	Central and Mont. R. R.	28.17
Necedah and New Lisbon, Wis.	6	25022	New Lisbon, Necedah, Wis.	Chicago, Milwaukee and Saint Paul.	12.76
Nellisville and Merrillan, Wis.	6	25037	Merrillan, Nellisville, Wis.	Chicago, Saint Paul, Minneapolis and Omaha.	15.60
Nephi and Wales, Utah.	8	41010	Salt Creek, Wales, Utah.	San Poto Valley R. R.	28.24
Nevada City and Colfax, Cal.	8	46019	Colfax, Nevada City, Cal.	Nevada County Narrow-Gauge R. R.	23.09
Newark and Delaware City, Del.	2	9507	Newark, Delaware City, Del.		12.95
New Bedford and Marion, Mass.	1	3050	Fair Haven, West Wareham, Mass.	Old Colony R. R.	10.23
New Bedford and Mattapoisett, Mass.	1	3050	do	do	5.00
New Bedford and West Wareham, Mass.	1	3050	do	do	15.50
New Bedford and Rochester, Mass.	1	3050	do	do	(1)
New Bedford, Mass., Boston and Wellfleet R. P. O.	1	3050	do	do	15.50
New Bedford, Mass., and Newport, R. I.	1	3039	South Braintree Junction, Mass., Newport, R. I.	do	18.87
New Bedford and Taunton, Mass.	1	3051	New Bedford, Fitchburg, Mass.	do	21.53
New Bedford, Mass., Boston and Providence R. P. O.	1	3051	do	do	32.45
New Bedford and East Freetown, Mass.	1	3051	do	do	10.00
New Bedford, Mass., and Newport, R. I.	1	3054	New Bedford, Fall River, Mass.	Fall River	(2)
New Bedford, Mass., Lowell and Mansfield R. P. O.	1	3051	New Bedford, Fitchburg, Mass.	Old Colony R. R.	32.45

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
22,841.98	6	1	May 22, 1882	Pounds. 60		Connection at Delphos with Toledo, Delphos and Cincinnati, Delphos and Saint Louis, Pittsburgh and Chicago, and Crestline and Chicago R. P. O's, and at Columbus Grove with Toledo and Cincinnati R. P. O., and at Bluffton with Sandusky and Muncie R. P. O. Service extended from Bluffton to Mount Blanchard, 15.51 miles, February 1, 1883.
4,399.20	18	6	July 1, 1880	148		Connection at Edison with Cleveland and Cincinnati R. P. O.
8,835.84	12	2	July 1, 1881	84		Connection at junction of Cincinnati, Hamilton, and Dayton R. R., with Toledo and Cincinnati R. P. O.
3,260.00	6	2	July 1, 1881	1,615	2	Pittsburgh and Fair Chance R. P. O.; Cumberland and Pittsburgh R. P. O.
12,333.00	7.89	9	July 1, 1881	95	2	New York and Pittsburgh R. P. O.
6,285.00	12	8	July 1, 1883	144	6 in.	Supplied by Des Moines and Keokuk, Iowa, R. P. O.
13,477.78	6	1			2	
13,415.18	6	1			2	
21,828.00	6	2	July 1, 1883	29	6 in.	Supplied by Iahpeming, Mich., and Fort Howard, Wis., R. P. O.
11,443.28	12	2	July 1, 1881	194	2	Covered by Narra. Pier and Prov.
1,443.28	12	2			2	
4,845.24	12	2	July 1, 1881	71	2	
17,634.00	6	20	July 1, 1882	108	6 in.	Connection at Navasota with Denison and Houston R. P. O.
7,967.00	6	4	July 1, 1883	115	6 in.	Supplied by Chicago, Ill., and La Crosse, Wis., R. P. O.
19,531.00	12	6	July 1, 1883	193	6 in.	Supplied by Saint Paul, Minn., and Elroy, Wis., R. P. O., and by Merrillan, Wis.
14,426.00	6	6	June 1, 1882	320	2	
33,711.00	14	4	July 1, 1882	638	2	
7,956.00	12	5	Jan. 8, 1883	85	2	New York and Washington R. P. O.; Philadelphia and Baltimore R. P. O.; Philadelphia and Crisfield R. P. O.; Philadelphia and Dover R. P. O.
6,403.98	6	1			2	
3,130.00	6	1			2	
3,355.36	6	1			2	
3,130.00	6	1			2	Covered by New Bedford and Mattapoisett.
39,037.36	24	4			2	
22,625.24	12	2			2	
40,433.34	18	3			2	
40,627.40	18	3			2	
3,130.00	3	1			2	
19,780.00	12	2			2	Covered by New Bedford and Fall River.
20,313.70	6	1			2	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
New Bedford, Mass., Boston, Providence, and New York R. P. O.	1	3051	New Bedford, Fitchburgh, Mass.	Old Colony R. R.	(1)
New Bedford, Mass., and Providence, R. I.	1	3054	New Bedford, Fall River, Mass.	Fall River	(2)
New Bedford and Fall River, Mass.	1	3054	do	do	15.00
New Bedford, Mass., and Providence, R. I.	1	4005	Warren, Fall River, Mass.	Fall River, Warren and Providence R. R.	(3)
New Boston and Manchester, N. H.	1	1003	Manchester, North Weare, N. H.	Concord R. R.	11.00
New Boston, N. H., Saint Albans and Boston R. P. O.	1	1003	do	do	(4)
New Brunswick and East Millstone, N. J.	2	7010	East Millstone, New Brunswick, N. J.	Pennsylvania	8.41
Newburgh and Greycourt, N. Y.	2	6004	Newburgh, Greycourt, N. Y.	New York, Lake Erie and Western.	19.06
Newburgh Junction and Vail's Gate Junction, N. Y.	2	6074	Vail's Gate Junction, Newburgh Junction, N. Y.	do	13.60
New Castle and Seattle, Wash.	8	43002	Seattle, New Castle, Wash.	Seattle and Walla Walla R. R.	20.28
Newfield and Atlantic City, N. J.	2	7019	Newfield, Atlantic City, N. J.	West Jersey	34.71
New Haven and Colchester, Conn.	1	5020	Tinnerville, Colchester, Conn.	Boston and New York Air-Line R. R.	(5)
New Haven and Ansonia, Conn.	1	5017	New Haven, Ansonia, Conn.	New Haven and Derby R. R.	13.29
New Haven and Birmingham, Conn.	1	5017	do	do	(6)
New Haven and Derby, Conn.	1	5017	do	do	10.76
New Haven and Seymour, Conn.	1	5017	do	do	10.76
New Haven, West Winsted, and Bridgeport, Conn., R. P. O.	1	5017	do	do	(7)
New Haven and Waterbury, Conn.	1	5017	do	do	(7)
New Haven and Orange, Conn.	1	5017	do	do	7.51
New Haven and Tyler City, Conn.	1	5017	do	do	6.21
New Madrid and Paw Paw Junction, Mo.	7	28052	Paw Paw Junction (n. o.), New Madrid, Mo.	Texas and Saint Louis Rwy.	5.69
Newport News and Fort Monroe, Va.	3	11010	Newport News, Fort Monroe, Va.	Pen. Div. C. and O. R. R.	9.00
New River Depot and Pochontas, Va.	3	11033	New River Depot, Pochontas, Va.	New Riv. Div. N. and W.	74.00
New Rochelle and Harlem River, N. Y.	2	6109	New Rochelle, Harlem River, N. Y.	N. Y., N. H., and H.	11.37
Newton and Monroe, Iowa	6	27036	Newton, Monroe, Iowa	Chicago, R. Island, and Pacific.	17.50
Newtown and Newtown Junction, Pa.	2	8117	Newtown Junction, Newtown, Pa.	Phila., Newtown and N. Y.	27.10
Newtown Junction and Pocomoke City, Md.	2	10015	Newtown Junction, Pocomoke City, Md.	Peninsula	9.75
Niles Junction and San José, Cal.	8	46029	Niles Junction, San José, Cal.	C. P. R. R.	18.37
Niles and Alliance Junction (n. o.), Ohio.	5	21086	Alliance Junction (n. o.), Niles, Ohio.	Alliance, Niles, and Ashtabula Rwy.	25.09
Niles, Mich., and South Bend, Ind.	9	24012	Niles, Mich., South Bend, Ind.	Michigan Central R. R.	11.10
Norristown and Philadelphia, Pa.	2	8005	Philadelphia, Norristown, Pa.	Phila. and Reading	16.47

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of serv- ice.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily. <i>Pounds.</i>	Average linear feet oc- cupied by pouches in each car.	Remarks.
20, 313. 70	6	1	.....	.....	2	¹ Covered by New Bedford, Lowell, and Mansfield.
9, 390. 00	6	1	.....	.....	2	² Covered by New Bedford and Fall River.
28, 170. 00	18	3	July 1, 1881	134	2	.....
6, 228. 70	6	1	.....	.....	2	³ Shown by Cottage City to Providence, R. I.
6, 886. 00	6	1	.....	.....	2	.....
6, 886. 00	6	1	.....	.....	2	⁴ Covered by New Boston to Manchester.
5, 248. 00	12	6	July 1, 1881	60	2	New York and Washington R. P. O.; New York and Pittsburgh R. P. O.; New York and Philadelphia R. P. O.
20, 764. 00	20. 95	10	July 1, 1881	292	3	New York and Chicago R. P. O.; Albany and New York R. P. O.; Greycourt and Belvidere R. P. O.
15, 629. 00	22. 10	18	July 1, 1881	609	2	None.
12, 695. 00	6	1	July 1, 1882	43	2	.....
10, 829. 00	6	6	Feb. 1, 1882	61	2	Philadelphia and Cape May R. P. O.; Red Bank and Bridgeton R. P. O.; Philadelphia and Atlantic City R. P. O.
28, 796. 00	6	1	.....	.....	2	⁵ Covered by Colchester and Turnerville.
33, 278. 16	24	4	.....	.....	2	.....
26, 943. 06	24	4	.....	.....	2	⁶ Covered by New Haven and Derby.
26, 943. 06	24	4	.....	.....	2	.....
13, 471. 52	12	2	.....	.....	2	.....
13, 471. 52	12	2	.....	.....	2	⁷ Covered by New Haven and Seymour.
6, 735. 76	6	1	.....	.....	2	.....
4, 701. 26	6	1	.....	.....	2	.....
2, 887. 46	6	1	.....	.....	2	.....
3, 562. 00	6	4	Sept. 14, 1882	86	6 in.	Connection at Paw Paw Junction with Cairo and Jonesborough R. P. O.
19, 710. 00	18	6	July 1, 1881	34	2	Connection with Norfolk, Newport News, and Richmond R. P. O.
463, 24. 00	6	15	July 1, 1880	5, 607	2	Connection with the Lynchburg and Bristol R. P. O.
8, 888. 14	40	10	July 1, 1881	3, 475	2	Boston, Springfield, and New York R. P. O.; Boston, Providence, and New York R. P. O.
21, 910. 00	12	12	July 1, 1883	96	6 in.	Supplied by Des Moines and Keokuk, Iowa, R. P. O., West Liberty and Council Bluffs, Iowa, R. P. O., and initial and terminal offices.
16, 910. 00	12	6	July 1, 1881	178	2	Bethlehem and Philadelphia R. P. O.
6, 084. 00	12	4	July 1, 1881	92	2	Philadelphia and Crisfield R. P. O.
26, 820. 00	14	6	.....	.....	2	.....
11, 641. 76	6	1	Oct. 1, 1882	108	.....	Connection at Niles with Ashtabula and New Castle, Cleveland and Sharpville, Cleveland, Youngstown, and Pittsburgh, and Painesville and Youngstown R. P. O.'s; and at Alliance Junction with Pittsburgh and Chicago R. P. O.; established October 1, 1882.
10, 423. 00	9	9	July 1, 1883	138	2	.....
15, 415. 00	18	12	July 1, 1881	410	3	Connections generally at Philadelphia, Pa.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
North Andover Depot and Salem, Mass.	1	3005	Salem, Lawrence, Mass . . .	Eastern R. R	(1)
North Brookfield, Boston and Albany R. P. O.	1	3031	North Brookfield, East Brookfield, Mass.	Boston and Albany R. R..	(2)
North Brookfield and East Brookfield, Mass.	1	3031	do	do	4.87
North Clarendon and Cherry Grove, Pa.	2	8148	North Clarendon, Cherry Grove, Pa.	Warren and Farnsworth Valley.	10.47
North Falmouth, Mass., Boston and Wellfleet R. P. O.	1	3045	Buzzard's Bay, Wood's Holl, Mass.	Old Colony R. R.	6.86
North Hudson and River Falls, Wis.	6	25033	North Hudson, River Falls, Wis.	Chicago, St. Paul, Minn., and Omaha.	12.20
North Mansfield and Boston, Mass.	1	3064	Braintree Junction, Kingston Station, Mass.	Old Colony R. R.	21.20
North Middleborough and Bridgewater, Mass.	1	3039	South Braintree Junction, Mass., Newport, R. I.	do	3.50
North Springfield and Sparta, Mo.	7	28053	North Springfield, Sparta, Mo.	Spring. and Southern Rwy	27.75
Norwood and De Kalb Junction, N. Y.	2	6110	De Kalb Junction, Norwood, N. Y.	Rome, Wat. and Ogds. . . .	24.61
Norwood and Boston, Mass.	1	3034	Boston, Mass., Willimantic, Conn.	N. York and N. Eng. R. R.	13.14
Oil Mill Village and Manchester, N. H.	1	1003	Manchester, North Weare, N. H.	Concord R. R.	(3)
Olean, N. Y., and Bradford, Pa.	2	8121	Bradford, Pa., Olean, N. Y.	Buff., N. Y. and Phila. . . .	23.90
Onalaska and La Crosse, Wis.	6	25013	Onalaska, La Crosse, Wis.	Chicago and Northwestern	8.51
Orange C. H. and Gordonsville, Va.	3	11025	Orange C. H., Gordonsville, Va.	Va. Mid. R. R.	9
Oronoga and Joplin, Mo. . .	7	28020 (br.)	Oronoga, Mo.; Galena, Kans.	St. Lo. and San Fran. Rwy	10.78
Oroville and Marysville, Cal.	8	46009	Marysville, Oroville, Cal. .	Cal. Northern R. R.	27.50
Osawatomie and Ottawa, Kans.	7	33023	Osawatomie, Ottawa, Kans	Missouri Pacific Rwy . . .	21.40
Osceola and Decatur, Iowa.	6	27084	Des Moines, Decatur, Iowa	Des Moines, Osceola and Southern.	25.50
Osceola Mills and Ramey, Pa.	2	8099	Osceola Mills, Ramey, Pa.	Penna.	8.88
Oxford and Peter's Creek, Pa.	2	8094	Oxford, Peter's Creek, Pa.	Peach Bottom	20.00
Pacific Junction and East Plattsmouth, Iowa.	6	27073	Pacific Junction, East Plattsmouth, Iowa.	Chicago, Burlington and Quincy.	5.06
Palatka and Gainesville, Fla.	4	16012	Palatka, Gainesville, Fla	Fla. Southern Rwy'	49.49
Paliades and Eureka, Nev.	8	45002	Paliades, Eureka, Nev. . . .	Paliades and Eureka R. R.	90.85
Paterson and Newark, N. J.	2	7030	Newark, Paterson, N. J. . .	N. Y., L. E. and W.	13.24

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of serv- ice.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily. Pounds.	Average linear feet oc- cupied by pouches in each car.	Remarks.
13,327.54	6	1	.....	.....	2	¹ Shown on Salem and Lawrence.
13,678.10	30	5	July 1, 1881	174	2	² Shown on North Brookfield and East Brook- field.
2,735.62	6	1	.....	.....	2	
3,207.00	6	3	Mar. 15, 1883	78	2	Williamsport and Erie R. P. O.
4,294.36	6	1	.....	.....	2	
7,637.00	6	8	July 1, 1883	189	6 in.	Supplied by Saint Paul, Minn., and Elroy, Wis., R. P. O., and by Hudson, Wis.
13,271.20	6	1	.....	.....	2	
2,191.00	6	1	.....	.....	2	
20,257.00	7	18	July 1, 1883	146	6 in.	Connection at North Springfield with Saint Louis and Halstead R. P. O.; connection at North Springfield with Saint Louis and Springfield R. P. O.; connection at Springfield with Spring- field and Fort Scott R. P. O.; connection at Springfield with Spring City and Springfield R. P. O.
23,035.00	18	9	July 1, 1881	1,861	3	Ogdensburgh and Rome R. P. O.
822,564.00	6	1	July 1, 1881	6,912	2	
6,886.00	6	1	.....	.....	2	³ Covered by North Boston to Manchester.
14,914.00	12	10	July 1, 1881	823	2	Rochester and Bradford R. P. O.; Wellsville and Bradford R. P. O.; Rochester and Olean R. P. O.; New York and Dunkirk R. P. O.; Buffalo and Emporium R. P. O.
26,635.00	30	10	July 1, 1883	309	6 in.	Supplied by Chicago, Ill., and Winona, Minn., R. P. O.
11,268.00	12	5	Jan. 16, 1882	458	2	Connects with the Washington and Charlotte R. P. O.
14,618.00	13	4	July 1, 1881	1,563	6 in.	Connection at Oronoga with Saint Louis and Hal- stead R. P. O.; connection at Joplin with Kan- sas City and Joplin R. P. O.; connection at Joplin with Kansas City, Pleasant Hill and Joplin R. P. O.; connection at Joplin with Gil- lard and Galena R. P. O.
20,075.00	7	3	July 1, 1882	213	2	
13,397.00	6	20	July 1, 1881	228	6 in.	Connection at Osawatomie with Holden and Le Roy R. P. O.; connection at Ottawa with Leav- enworth and Burlington R. P. O.; connection at Ottawa with Kansas City and Harper R. P. O.
16,963.00	6	12	July 1, 1883	151	6 in.	Supplied by Des Moines and Osceola, Iowa, R. P. O., and by Osceola, Iowa.
5,541.00	12	3	July 1, 1881	135	2	Curwensville and Tyrone R. P. O.
8,580.00	8½	10	July 1, 1881	84	2	Philadelphia and Port Deposit R. P. O.; Columbia and Port Deposit R. P. O.
13,720.00	26	12	July 1, 1883	2,450	2½	Supplied by Burlington and Council Bluffs, Iowa, R. P. O., and by Council Bluffs, Iowa, and Kan- sas City, Mo., R. P. O.
30,980.00	6	16	Dec. 1, 1881	158	4	Connects at Gainesville, Fla., with Fernandina and Cedar Keys R. P. O.; connects at Hawthorn, Fla., with Waldo and Wildwood R. P. O.; con- nects at Palatka, Fla., with Jacksonville and Enterprise River R. P. O.
66,320.00	7	3	.....	.....	2	
10,327.00	15	6	July 1, 1881	207	2	New York and Dunkirk R. P. O.; New York, Dover and Eastern R. P. O.; New York and Hackettstown R. P. O.; Binghamton and New York R. P. O.; New York and Washington R. P. O.; New York and Pittsburgh R. P. O.; New York and Philadelphia R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Paulding and Shane's Crossing, Ohio.	5	21075	Paulding, Shane's Crossing, Ohio.	Cincinnati, Van Wert and Michigan Rw'y.	31.48
Peabody and Boston, Mass.	1	3005	Salem, Lawrence, Mass.	Eastern R. R.	(1)
Pelican Rapids and Fergus Falls, Minn.	6	26043	Fergus Falls, Pelican Rapids, Minn.	St. Paul, Minneapolis and Manitoba.	22.93
Pendleton and Umatilla, Oreg.	8	44003	Umatilla, Pendleton, Oreg.	Oreg. Rw'y and Navig. Co.	44.35
Pennaborough and Ritchie C. H., W. Va.	3	12005	Pennaborough, Ritchie C. H., Va.	Pennsboro' and Harrisville R. R.	9
Pensacola and Millview, Fla.	4	16005	Pensacola, Millview, Fla.	Pensaa. and Perdido R. R.	8.33
Perry and East Gainesville, N. Y.	2	6070	East Gainesville, Perry, N. Y.	Silver Lake	6.83
Peters and Oakdale, Cal.	8	46035	Peters, Oakdale, Cal.	Stockton and Copperopolis R. R.	19.13
Petersburgh and City Point, Va.	3	11010	Petersburgh, City Point, Va.	Br. Norf. and Western R. R.	10
Philadelphia and Darby, Pa.	2	8006	Philadelphia, Darby, Pa.	Phila. and Darbey	7.50
Phoenixville and Uwchland, Pa.	2	8066	Phoenixville, Uwchland, Pa.	Phila. and Reading	11.83
Phillips and Fairbanks, Me.	1	20	Farmington, Phillips, Pa.	Sandy River R. R.	18.13
Phillips and Farmington, Me.	1	20	do	do	18.25
Phillips and Strong, Me.	1	20	do	do	7.13
Piedmont and Elk Garden, W. Va.	3	12007	Piedmont, Elk Garden, W. Va.	W. Va. Cent. and Pittsb'g R. R.	10
Pinkneyville and Murphysborough, Ill.	6	23085	Murphysborough, Pinkneyville, Ill.	St. Louis Coal	23.21
Pine Bush and Middletown, N. Y.	2	6092	Middletown, Pine Bush, N. Y.	N. Y., L. E. and W., Middletown and Crawford Branch.	14.18
Pittsburgh and Castle Shannon, Pa.	2	8095	Pittsburgh, Castle Shannon Pa.	Pitts. and Castle Shannon.	6.02
Pittsburgh and Washington, Pa.	2	8115	Pittsburgh, Washington, Pa.	Pitts'gh Southern	38.28
Plainview and Chatfield, Minn.	6	26018	Chatfield, Plainview, Minn.	Winona and St. Peter	28.47
Plattsburgh and Au Sable Forks, N. Y.	2	6029	Plattsburgh, Au Sable Forks, N. Y.	Del. and Hud. Canal Co.	23.52
Plattsburgh and Rogersfield, N. Y.	2	6105	Plattsburgh, Rogersfield, N. Y.	Chateaugay	34.67
Plattsmouth and Oreopolis Junction, Nebr.	6	34002	Plattsmouth, Kearney, Nebr.	Burlington and Mo. River in Nebr.	4.50
Pleasantville and Somers Point, N. J.	2	7020	Pleasantville, Somers Point, N. J.	West Jersey	7.31
Point Saint Ignace and Marquette, Mich.	9	24051	Point Saint Ignace, Marquette, Mich.	Detroit, Mackinac and Marquette R. R.	150.90
Poland and Herkimer, N. Y.	2	6119	Herkimer, Poland, N. Y.	Herk., Newport and Poland.	17.00
Pomeroy and Landenburgh, Pa.	2	8131	Landenburgh, Pomeroy, Pa.	Penna.	18.64
Poncho Springs and Maysville, Colo.	7	38009	Poncho Springs, Maysville, Colo.	D. and R. G. Rw'y	7.28
Poplar Creek and Hunnicutt, Tenn.	5	19022	Hunnicutt, Poplar Creek, Tenn.	Walden's Ridge R. R., Oakdale and Cumberland Mount.	18.10
Port Allen and Musson, La.	4	30005	Port Allen, Musson, La.	Baton Rouge, Grosse Tete and Opelousas R. R.	22.08
Port Huron and Almont, Mich.	9	24060	Port Huron, Almont, Mich.	Pt. Huron and Northwestern Rw'y.	33.75

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
19,643.52	6	1	Dec. 1, 1881	79		Connection at Latty with Cleveland, Fort Wayne and Chicago R. P. O.; and at Van Wert with Pittsburgh and Chicago and Crestline and Chicago R. P. O.'s; and at Koogle with Dolphos and Saint Louis R. P. O.
3,756.00	18	3			2	¹ Shown on Salem and Peabody.
14,354.00	6	6	July 1, 1883	101	6 in.	Supplied by Fergus Falls, Minn.
\$7,763.00	6	4	Dec. 1, 1882	845	2	
11,268.00	6	21	July 1, 1881	790	2	² Additional exchange twice a week, Tuesdays and Saturdays, between McDougal and Pennsborough. Connects with the Grafton and Cincinnati and Grafton and Parkersburg R. P. O.'s.
5,214.00	6	2	July 1, 1880	29	2	Connects at Pensacola, Fla., with Jacksonville and Pensacola R. P. O. and Whiting and Pensacola R. P. O.
4,282.00	12	6	July 1, 1881	177	2	Hornellsville and Buffalo R. P. O.; Rochester and Bradford R. P. O.
11,975.00	6	4	July 1, 1882	110	2	
6,260.00	6	1	July 1, 1881	34	2	Connects with the Richmond and Wilmington R. P. O. and Norfolk and Lynchburg R. P. O.
4,399.00	12	2	July 1, 1881	42	2	Connections generally at Philadelphia, Pa.
3,961.00	6	8	July 1, 1881	88	2	Pottsville and Philadelphia R. P. O.
11,349.38	6	1	July 1, 1881	120	2	
11,424.50	6	1			2	
4,463.38	6	1	July 1, 1881	129	2	
6,290.00	6	3	Oct. 20, 1881	31	2	Connects with the Baltimore and Grafton and Cumberland and Piedmont R. P. O.'s.
64,529.00	6	12	July 1, 1883	66	6 in.	Supplied by Saint Louis, Mo., and El Dorado, Ill., R. P. O., and by initial and terminal offices.
4,224.00	6	5	July 1, 1881	82	2	Middletown and New York R. P. O.; New York and Dunkirk R. P. O.; Port Jervis and New York R. P. O.
1,878.00	6	4	July 1, 1881	36	2	Connections generally at Pittsburgh, Pa.
11,937.00	6	11	July 1, 1881	155	2	Do.
35,644.00	12	26	July 1, 1883	153	6 in.	Supplied by Winona and Tracy, Minn., R. P. O., and by Eyota, Minn.
7,338.00	6	8	July 1, 1881	123	2	Rouse's Point and Albany R. P. O.
21,634.00	12	8	July 1, 1881	93	2	Do.
6,570.00	14	12	Jan. 1, 1880	2,972	2½	Supplied by Omaha and Hastings, Nebr., R. P. O.
2,281.00	6	3		No weights.	2	None.
1,889.27	12	31	July 1, 1883	134	3	
10,608.00	12	6	July 17, 1882	192	2	New York and Chicago R. P. O.; Albany and Rochester R. P. O.
5,816.00	6	5	July 1, 1881	48	2	Wilmington and Landenburgh R. P. O.
98.72	13	6	Nov. 1, 1881	214	6 in.	Trains run from Salida, connecting Denver, Pueblo and Leadville R. P. O., and Salida and Grand Junction R. P. O.
7,964.00	6	1	Oct. 1, 1882	31		Connection at Hunnicutt with Cincinnati and Chattanooga R. P. O.; established Oct. 1, 1882.
13,822.00	6	4	July 1, 1880	22	2	Connects at Port Allen, La., with Vicksburgh and New Orleans River R. P. O.
422.55	12	24	July 1, 1883	213	3	

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Portland and Everest, Dak.	6	35013	Ripon, Portland, Dak.	St. Paul, Minneapolis and Manitoba.	37. 71
		35003	Breckenridge, Minn., Hope, Dak.	St. Paul, Minneapolis and Manitoba.	10. 43
Portland and Nazareth, Pa.	2	8128	Portland, Nazareth, Pa.	Bangor and Portland	25. 07
		25039	Mazo Manie, Prairie du Sac, Wis.	Chicago, Milwaukee and St. Paul.	10. 23
Presque Isle, Me., Vanceborough and Bangor R. P. O.	1	1	Boundary Line, Presque Isle, Me.	New Brunswick Rwy'	30. 04
Princeton and Princeton Junction, N. J.	2	7053	Princeton Junction, Princeton, N. J.	Penn'a	3. 37
Providence and Fiskeville, R. I.	1	4008	Auburn, Hope, R. I.	Pawtuxet Valley R. R.	9. 39
Providence and Hope, R. I.	1	4008	.....do .....	.....do	10. 77
Providence and Howard, R. I.	1	4008	.....do .....	.....do	2. 50
Providence and Phœnix, R. I.	1	4008	.....do .....	.....do	8. 61
Providence and Pontiac, R. I.	1	4008	.....do .....	.....do	4. 81
Providence and Newport, R. I.	1	3039	South Braintree Junction, Mass., Newport, R. I.	Old Colony R. R.	18. 87
Providence, R. I., and Cottage City, Mass.	1	3051	New Bedford, Fitchburg, Mass.	.....do	20. 80
Providence, R. I., and Nantucket, Mass.	1	3051	.....do .....	.....do	(1)
Providence, R. I., and New Bedford, Mass.	1	3051	.....do .....	.....do	(1)
Providence, R. I., and Taunton, Mass.	1	3043	Attleboro, Middleboro, Mass.	.....do	10. 74
Providence and Newport, R. I.	1	4005	Warren, Fall River, Mass.	Fall River, Warren and Prov. R. R.	(2)
Providence, R. I., and Fall River, Mass.	1	4005	.....do .....	.....do	(2)
Providence and Newport, R. I.	1	4004	Providence, Bristol, Mass.	Prov., Warren and Bristol R. R.	9. 50
Providence and Barrington Centre, R. I.	1	4004	.....do .....	.....do	8. 20
Providence and Bristol, R. I.	1	4004	.....do .....	.....do	(2)
Providence and Drownville, R. I.	1	4004	.....do .....	.....do	5. 75
Providence and Nyatt Point, R. I.	1	4004	.....do .....	.....do	6. 50
Providence and Riverside, R. I.	1	4004	.....do .....	.....do	3. 75
Providence and Warren, R. I.	1	4004	.....do .....	.....do	8. 50
Providence, R. I., and New Bedford, Mass.	1	4004	.....do .....	.....do	(4)
Provo City and Scofield, Utah.	8	41009	Provo City, Scofield, Utah.	Utah and Pleasant Valley R. R.	70. 83
Quechee and Woodstock, Vt.	1	2013	W. R. Junction, Woodstock, Vt.	Woodstock R. R.	6. 85
Quincy, Mass., and Boston and Wellfleet R. P. O.	1	3039	South Braintree Junction, Mass., Newport, R. I.	Old Colony R. R.	(4)
Rahway and Perth Amboy, N. J.	2	7038	Rahway, Perth Amboy, N. J.	Pennsylvania R. R.	7. 34
Ramal and Eagle Pass, Tex.	7	31043	Ramal, Eagle Pass, Tex. .	G. H. and S. A. Rwy'	33. 47
Red Cliff and Malta, Colo.	7	38018	Malta, Red Cliff, Colo. .	D. & R. G. Rwy'	27. 00
Red Oak and Griswold, Iowa.	6	27055	Red Oak, Griswold, Iowa .	Chicago, Burlington & Quincy.	18. 81
Reilly and Bellewood, Pa.	2	8087	Bellwood, Reilly, Pa.	Bell's Gap	23. 69

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail w hole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
30,135.00	6	12	Dec. 1, 1882	72	6 in.	Supplied by Mayville, Dak., and Breckenridge, Minn., R. P. O.
18,250.00	14	14	July 1, 1881	62	2	Binghamton and New York R. P. O.
12,808.00	12	12	July 1, 1883	163	6 in.	Supplied by Milwaukee and Prairie du Chien, Wis., R. P. O., and by Mazo Manie, Wis.
18,805.04	6	1	.....	.....	2	.....
6,809.00	36	8	July 1, 1881	265	2	New York and Washington R. P. O.; New York and Pittsburgh R. P. O.; New York and Philadelphia R. P. O.
11,756.28	12	2	July 1, 1881	129	2	.....
13,484.04	12	2	.....	.....	2	.....
3,130.00	12	2	.....	.....	2	.....
10,779.72	12	2	.....	.....	2	.....
6,059.68	12	2	.....	.....	2	.....
11,812.62	6	1	.....	.....	2	.....
20,313.70	6	1	.....	.....	2	.....
20,313.70	6	1	.....	.....	2	¹ Shown on Providence and Cottage City.
20,313.60	6	1	.....	.....	2	¹ Shown on Providence and Cottage City.
10,672.70	6	1	.....	.....	2	.....
6,228.70	6	1	.....	.....	2	² Shown by Cottage City to Providence, R. I.
18,686.10	18	3	.....	.....	2	² Shown by Cottage City to Providence, R. I.
5,947.00	6	1	.....	.....	2	.....
5,133.20	12	2	.....	.....	2	.....
27,024.42	18	3	.....	.....	2	³ Covered by Fall River and Providence.
7,198.00	12	2	.....	.....	2	.....
8,138.00	12	2	.....	.....	2	.....
4,695.00	12	2	.....	.....	2	.....
15,963.00	18	3	.....	.....	2	.....
5,947.00	6	1	.....	.....	2	⁴ Covered by Cottage City and Providence.
443.89	6	4	Nov. 1, 1882	38	2	.....
4,288.10	6	1	.....	.....	2	.....
28,908.68	12	2	.....	.....	2	⁵ Shown on Boston and Nantucket.
4,580.00	12	7	July 1, 1881	79	2	New York and Washington R. P. O.; New York and Pittsburgh R. P. O.; New York and Philadelphia R. P. O.; New York and Point Pleasant R. P. O.
24,433.00	7	4	Feb. 12, 1883	102	6 in.	Connection at Ramal with San Antonio and Del Rio.
19,710.00	7	13	Aug. 10, 1881	106	6 in.	Connection at Malta with Denver and Leadville R. P. O.; connection at Malta with Denver, Pueblo and Leadville R. P. O.
23,550.00	12	12	July 1, 1888	89	6 in.	Supplied by Burlington and Council Bluffs, Iowa, R. P. O., and by Red Oak, Iowa.
14,782.00	12	5	July 1, 1881	55	2	New York and Pittsburgh R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Rhineland and Summit Lake, Wis.	6	25050	Eland, Rhineland, Wis.	Milwaukee, Lake Shore, and Western.	30.19
Richland Centre and Lone Rock, Wis.	6	25029	Lone Rock, Richland Centre, Wis.	Chicago, Milwaukee and St. Paul.	16.31
Rincon, N. Mex., and El Paso, Tex.	7	39004	Hincon, N. Mex., El Paso, Tex.	Atch., T., and S. Fé R'wy.	77.45
Ripon and Berlin, Wis.	6	25003	Milwaukee, Berlin, Wis.	Chicago, Milwaukee and St. Paul.	12.91
Rockford and Rochelle, Ill.	6	23057	Rochelle, Rockford, Ill.	Chicago and Iowa.	27.70
Rock Island and Cable, Ill.	6	23059	Rock Island, Cable, Ill.	Rock Island and Mercer County.	26.12
Rockport Junction (n. o.) and Rockport, Ind.	5	22034	Rockport Junction (n. o.), Rockport, Ind.	Louisville, Evansville and St. Louis Ry.	16.20
Rockport and Salem, Mass.	1	3003	Salem, Rockport, Mass.	Eastern R. R.	19.69
Rocky Mount to Tarboro, N. C.	3	.....	Rocky Mount, Tarboro, N. C.	Wilmington and Weldon R. R.	17.00
Rome and Clinton, N. Y.	2	6051	Clinton, Rome, N. Y.	Del., Lack., and Western.	10.19
Roswell and Chamblee, Ga.	4	15035	Roswell, Chamblee, Ga.	Roswell R. R.	11.00
Sabula and Clinton, Iowa.	6	27012	Clinton, Iowa, La Crosse, Wis.	Chicago, Milwaukee and St. Paul.	16.27
Salem and Peabody, Mass.	1	3005	Salem, Lawrence, Mass.	Eastern R. R.	2.00
Salem and Danvers, Mass.	1	3005	do	do	4.90
Salem and Danversport, Mass.	1	3005	do	do	3.91
Salem and Asylum Station, Mass.	1	3005	do	do	7.24
Salem and Middleton, Mass.	1	3005	do	do	9.53
Salem and Lawrence, Mass.	1	3005	do	do	21.29
Salem and Topsfield, Mass.	1	3005	do	do	(1)
Salem and Georgetown, Mass.	1	3005	do	do	(1)
Salisbury and Glasgow, Mo.	7	28025	Salisbury, Glasgow, Mo.	Wab., St. L. and Pac. R'wy.	15.99
Salisbury and Amesbury, Mass.	1	3007	E. Salisbury, Amesbury, Mass.	Eastern R. R.	1.37
Salisbury and Boston, Mass.	1	3007	do	do	(2)
Salisbury and Newburyport, Mass.	1	3007	do	do	4.01
Salt Lake and Stockton, Utah.	8	41005	Salt Lake City, Stockton, Utah.	Utah and Nevada R'y.	40.50
San Anselmo and Sausalito, Cal.	8	46036	San Anselmo (n. o.), Sausalito, Cal.	North Pacific Coast R. R.	11.22
Sandy and Bingham Canyon, Utah.	8	41004	Sandy, Bingham Canyon, Utah.	Wasatch and Jordan Valley R. R.	17.42
Sanford and Lake Jessup, Fla.	4	16010	Sanford, Lake Jessup, Fla.	Sanford and Indian River R. R.	10.43
San Luis Obispo and Los Alamos, Cal.	8	46040	San Luis Obispo, Los Alamos, Cal.	Pacific Coast Railway Co.	54.30
San Luis Obispo and Port Harford, Cal.	8	46041	San Luis Obispo, Port Harford, Cal.	do	11.80
Santa Cruz and Watsonville, Cal.	8	46021	Santa Cruz, Watsonville, Cal.	Santa Cruz R. R.	22.20
Santa Fé and Larny, N. M.	7	39001	Larny Station (n. o.), Santa Fé, N. Mex.	Atch. Top. and S. Fé R'y.	18.70
Sardinia Junction and Springville, N. Y.	2	6104	Springville, Sardinia Junction, N. Y.	Springville and Sardinia.	11.59
Schenectady and Quaker Street, N. Y.	2	6030	Quaker Street, Schenectady, N. Y.	Del. and Hud. Canal Co.	15.47

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				<i>Pounds.</i>		
18,899.00	6	8	July 1, 1883	457	6 in.	Supplied by Summit Lake and Milwaukee, Wis., R. P. O.
20,420.00	12	18	July 1, 1883	283	6 in.	Supplied by Milwaukee and Prairie du Chien, Wis., R. P. O., and by initial and terminal offices.
56,539.00	7	14	July 1, 1881	152	6 in.	Connection at Rincon with Kansas City and Deming R. P. O.; connection at El Paso with Texarkana and El Paso R. P. O.; connection at El Paso with Southern Pacific Rwy.
16,163.00	12	16	July 1, 1883	1,425	6 in.	Supplied by Oshkosh and Milwaukee, Wis., R. P. O., and by Ripon, Wis.
34,680.00	12	18	July 1, 1883	204	6 in.	Supplied by Forrester and Aurora, Ill., R. P. O., and by initial and terminal offices.
16,851.00	6	14	July 1, 1883	149	6 in.	Supplied by Rock Island, Ill.
10,108.80	6	1	July 1, 1880	58	-----	Connection at Rockport Junction with Jasper and Evansville R. P. O., and at Rockport with Louisville and Evansville R. P. O.
12,325.94	6	1	-----	-----	2	-----
23,052.00	13	9	Oct. 9, 1882	104	2	Connects with the Richmond and Wilmington R. P. O. Sunday, one exchange.
8,231.00	12	10	July 1, 1881	120	2	Ogdensburg and Rome R. P. O.; Albany and Rochester R. P. O.; New York and Chicago R. P. O.; Utica and Randallville R. P. O.
6,888.00	6	6	Sept. 1, 1881	66	2	Connects at Chamblee, Ga., with Charlotte and Atlanta R. P. O.
30,555.00	18	8	July 1, 1883	2,442	6 in.	Supplied by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O., and by Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.
6,260.00	30	5	-----	-----	2	-----
6,134.40	12	2	-----	-----	2	-----
4,895.32	12	2	-----	-----	2	-----
9,064.48	12	2	-----	-----	2	-----
11,931.56	12	2	-----	-----	2	-----
13,327.54	6	1	-----	-----	2	-----
3,067.40	6	1	-----	-----	2	Shown on Salem and Danvers.
3,067.40	6	1	-----	-----	2	Shown on Salem and Danvers.
21,682.00	13	6	July 1, 1881	35	6 in.	Connection at Salisbury with Saint Louis, Mobile and Kansas City R. P. O.; connection at Glasgow with Saint Louis, Louisiana and Kansas City R. P. O.
1,059.62	6	1	-----	-----	2	-----
5,020.52	12	2	-----	-----	2	* Shown on Salisbury and Newburyport.
5,021.12	12	2	-----	-----	2	-----
253.53	6	4	July 1, 1882	88	2	-----
70.23	6	1	July 1, 1882	11	2	-----
127.16	7	2	July 1, 1882	56	2	-----
6,529.00	6	4	Mar. 1, 1883	42	2	Connects at Sanford, Fla., with Sanford and Kissimmee R. P. O. and Jacksonville and Enterprise River R. P. O.
33,991.00	6	5	Jan. 15, 1883	235	2	-----
7,386.00	6	2	Feb. 15, 1883	22	2	-----
16,006.00	7	4	Apr. 1, 1881	87	2	-----
27,302.00	14	8	July 1, 1881	545	6 in.	Connection at Larny with Kansas City and Deming R. P. O.
7,292.00	12	4	July 1, 1881	145	2	Buffalo and Emporium R. P. O.
9,658.00	12	4	July 1, 1881	68	2	Albany and Binghamton R. P. O.; Albany and Rochester R. P. O.; and New York and Chicago.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Schoharie and Middleburgh, N. Y.	2	6055	Schoharie, Middleburgh, N. Y.	Schoharie and Middleburgh.	5.50
Schoharie Junction and Schoharie, N. Y.	2	6056	Schoharie Junction, Schoharie, N. Y.	Schoharie Valley	4.38
Schuylerville Junction and Mechanicsville, N. Y.	2	6121	Mechanicsville, Schuylerville Junction, N. Y.	Bos., H. T. and W.	12.98
Schuylerville and Saratoga Springs, N. Y.	2	6077	Saratoga Springs, Schuylerville, N. Y.	.....do	13.55
Scranton and Wilkesbarre, Pa.	2	8070	Wilkesbarre, Scranton, Pa.	Cent. R. R. of N. J.	10.85
Sebewaing and East Saginaw, Mich.	9	24054	East Saginaw, Sebewaing, Mich.	Saginaw, Tuscola and Huron R. R.	37.00
Sedalia and Warsaw, Mo.	7	28042	Sedalia, Warsaw, Mo.	Sed., W. and So. Rwy	42.00
Seligman, Mo., and Eureka Springs, Ark.	7	29013	Seligman, Mo., Eureka Springs, Ark.	Eureka Spr'gs Rwy	19.26
Selma and Martins, Ala.	4	17022	Selma, Martins, Ala.	Selma and New Orleans R. R.	20.55
Senecaville and Cumberland, Ohio.	5	21048	Senecaville, Cumberland, Ohio.	Eastern Ohio Ry	8.69
Sheffield and Sheffield Junction, Pa.	2	8105	Sheffield, Sheffield Junction, Pa.	Tionesta Valley	12.24
Shenandoah and Mahanoy Plane, Pa.	2	8119	Shenandoah, Mahanoy Plane, Pa.	Phila. and Reading	6.90
Shields and Saint Clairsville, Ohio.	5	21056	Saint Clairsville, Shields, Ohio	St. Clairsville Ry	7.39
Shumway and Altamont, Ill.	6	23066	Chicago, Altamont, Ill. . .	Wabash, St. Louis and Pacific.	10.47
Sioux Falls and Salem, Dak.	6	26020	Worthington, Minn., Salem, Dak.	Chicago, St. Paul, Minn., and Omaha.	39.10
Skaneateles Junction and Skaneateles, N. Y.	2	6060	Skaneateles Junction, Skaneateles, N. Y.	Skaneateles	5.16
Sleepy Eye and Redwood Falls, Minn.	6	26016	Sleepy Eye, Redwood Falls, Minn.	Chicago and North Western.	26.76
Sligo and Lawsonham, Pa.	2	8093	Lawsonham, Sligo, Pa. . .	Allegheny Val.	10.39
Smithfield to Goldsborough, N. C.	3	13005	Smithfield, Morehead City, N. C.	Atlantic and N. C. R. R. . .	22
Snow Shoe and Bellefonte, Pa.	2	8083	Bellefonte, Snow Shoe, Pa.	Penn'a.	22.25
Somerset Junction and Indianola, Iowa.	6	27015	Des Moines, Indianola, Iowa.	Chicago, Rock Island and Pacific.	6.22
Somerville and Flemington, N. J.	2	7002	Somerville, Flemington, N. J.	Cent. R. R. of N. J.	16.06
Somerville and Moscow, Tenn.	5	19019	Moscow, Somerville, Tenn.	Memphis and Charleston Rwy.	13.67
Southbridge, Mass., Boston and Hope Junction R. P. O.	1	3652	East Thompson, Southbridge, Mass.	N. York and N. Eng. R. R.	(?)
Southbridge, Mass., Boston and Willimantic R. P. O.	1	3052	.....do .....	.....do	18.06
South Framingham and Milford, Mass.	1	3028	South Framingham, Milford, Mass.	Boston and Albany R. R.	12.31
South Framingham and East Holliston, Mass.	1	3028	.....do .....	.....do	4.20
South Framingham and Brazeville, Mass.	1	3028	.....do .....	.....do	9.25
South Groveland, Mass., to Newburyport and Boston R. P. O.	1	3013	Georgetown, Haverhill, Mass.	Boston and Maine R. R. . .	6.81

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of serv- ice.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
3,432.00	12	2	July 1, 1881	<i>Pounds.</i> 163	2	None.
2,733.00	12	2	July 1, 1881	284	2	Albany and Binghamton R. P. O.
4,050.00	6	3	Aug. 1, 1882	141	2	Rouse's Point and Albany R. P. O.
4,228.00	6	4	Mar. 28, 1882	130	2	North Creek and Saratoga R. P. O.; Rouse's Point and Albany R. P. O.
6,193.00	6	5	July 1, 1881	50	2	Easton and Elmira R. P. O.; Binghamton and New York R. P. O.; Scranton and Northumber- land R. P. O.; Carbondale and Scranton R. P. O.
23,218.00	6	20	July 1, 1883	152	2	
26,293.00	6	12	July 1, 1881	132	6 in.	Connection at Sedalia with Saint Louis and Atch- ison R. P. O.; connection at Sedalia with Han- nibal and Dennison R. P. O.; connection at Seda- lia with Sedalia and Kansas City R. P. O.
12,056.00	12	10		Not weighed.	6 in.	Connection at Seligman with Pierce City and Fort Smith R. P. O.
12,864.00	6	6	July 1, 1880	32	2	Connects at Selma, Ala., with Cleveland and Selma R. P. O. and Montgomery and Selma R. P. O.; Selma and Meridian R. P. O., and Selma and Pine Apple R. P. O. and Selma and Acron Junc- tion (n. o.) R. P. O.; 10 miles of this route cov- ered by Selma and Acron Junction (n. o.) R. P. O.
10,845.12	12	(1)	July 1, 1880	79	.....	1 Pouches exchanged over whole road once daily, and between Cumberland and Dyson's twice daily; connection at Dyson's with Toledo and Marietta R. P. O.
3,818.00	6	4	Feb. 12, 1883	73	2	Williamsport and Erie R. P. O.; Sheffield Junc- tion and Foxburgh R. P. O.
4,306.00	12	4	July 1, 1881	125	2	Penn Haven and Mount Carmel R. P. O.; Potts- ville, Tamaqua, and Herndon R. P. O.
13,834.08	18	6	July 1, 1880	170	.....	Connection at Shields with Grafton and Chicago R. P. O.
6,554.00	6	4	July 1, 1883	834	6 in.	Supplied by initial and terminal offices.
24,476.00	6	6	July 1, 1883	294	6 in.	Supplied by La Crosse, Wis., and Sioux Falls, Dak., R. P. O., and by Sioux Falls, Dak.
2,635.00	21	2	July 1, 1881	200	2	Albany and Rochester R. P. O.; Syracuse, Au- burn and Rochester R. P. O.
33,503.00	12	12	July 1, 1883	167	6 in.	Supplied by Winona and Tracy, Minn., R. P. O. and by initial and terminal offices.
3,242.00	6	2	July 1, 1881	40	2	Driftwood and Red Bank Furnace R. P. O.; Oil City and Pittsburgh R. P. O.
18,772.00	6	2	July 1, 1880	393	2	Connects with the Richmond and Wilmington and Goldsborough and Greensborough R. P. O.
1,388.00	12	2	July 1, 1881	62	2	Lock Haven and Tyrone R. P. O.
7,787.00	12	8	July 1, 1883	533	6 in.	Supplied by Des Moines and Winterset, Iowa, R. P. O. and by Des Moines, Iowa.
15,632.00	18	8	July 1, 1881	196	2	New York, Somerville, and Easton R. P. O.
8,530.08	6	2	July 1, 1880	98	.....	Connection at Moscow with Chattanooga and Memphis R. P. O.
11,305.56	6	1	.....	.....	2	Covered by Southbridge and Boston and Willi- mantic R. P. O.
11,305.56	6	1	July 1, 1881	137	2	
15,412.12	12	2	.....	.....	2	
2,629.20	6	2	.....	.....	2	
5,790.50	6	1	.....	.....	2	
4,263.06	6	1	.....	.....	2	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Spring City and Jewett, Tenn.	5	19021	Spring City, Jewett, Tenn.	Tennessee and Sequatchie Valley Ry.	12.00
Stanwood and Tipton, Iowa	6	27013	Stanwood, Tipton, Iowa..	Chicago and Northwestern.	9.44
Stapleton and Tottenville, N. Y.	2	6068	Stapleton, Tottenville, N. Y.	Staten Island	13.00
State Centre and Newburgh, Iowa.	6	27068	Newburgh, State Centre, Iowa.	Central Iowa	26.88
Steuenville, Ohio, and Wheeling, W. Va.	3	12005	Steuenville, Ohio, Wheeling, W. Va.	Pitts., Wheel. and Ky. Div. P. C. and St. L. R. R.	25
Stewart Junction and Babylon, N. Y.	2	6112	Stewart Junction, Babylon, N. Y.	Long Island	20.50
Stewartville and New Harmony, Ind.	5	22041	Stewartville, New Harmony, Ind.	Peoria, Decatur and Evansville R'y.	6.78
Saint Augustine and Tocoi, Fla.	4	16004	Saint Augustine, Tocoi, Fla.	Saint John's R. R.	15.69
Saint Clair and Lenox, Mich.	9	24037	Saint Clair, Richmond, Mich.	Michigan Central R. R.	14.00
Saint Clair Junction and Saginaw, Mich.	9	24049	Saint Clair Junction, Saginaw, Mich.	Saint Clair R. R.	3.12
Saint Louis and Florissant, Mo.	7	23031	Saint Louis, Florissant, Mo.	West End N. G. R. R.	16.60
Saint Mary's and Minster, Ohio.	5	21082	Saint Mary's, Minster, Ohio.	Lake Erie and Western R'y.	10.87
Stillwater and Hastings, Minn.	6	26045	Hastings Stillwater, Minn.	Chicago, Milwaukee and Saint Paul.	26.07
Stillwater and Minneapolis, Minn.	6	26008	Minneapolis, Stillwater, Minn.	Minneapolis and Saint Louis.	28.20
Stillwater and Stillwater Junction, Minn.	6	26027	Stillwater Junction, Stillwater, Minn.	Chicago, St. Paul, Minn., and Omaha.	3.25
Strong and Farmington, Me.	1	20	Farmington, Phillips, Me.	Sandy River R. R.	11.12
Summit and Bernardsville, N. J.	2	7036	Summit, Bernardsville, N. J.	Del., Lack. and W.	14.72
Summit City and Bradford, Pa.	2	8122	Summit City, Bradford, Pa.	Buff., N. Y. and Phila.	7.66
Superior and Superior Junction, Wis.	6	25051	Superior Junction, Superior, Wis.	Chicago, St. Paul, Minn., and Omaha.	62.75
Suisun and Napa Junction, Cal.	8	46006	Suisun City, Napa Junction, Cal.	Calif. Pacific R. R.	13.01
Sutherland, Va., and Milton, N. C.	3	11019	Sutherland, Va., Milton, N. C.	Milton and Sutherland R. R.	7
Suwanee and Lawrenceville, Ga.	4	15032	Suwanee, Lawrenceville, Ga.	Lawrenceville Branch R. R.	9.90
Table Rock and Wymore, Nebr.	6	34020	Table Rock, Wymore, Nebr.	Burlington and Mo. River in Nebr.	40.42
Taftsville and Quechee, Vt.	1	2013	W. R. Junction, Woodstock.	Woodstock R. R.	340
Taftsville and Woodstock, Vt.	1	2013	.....do .....	.....do	(1)
Talbotton and Paschal, Ga.	4	15033	Talbotton, Paschal, Ga.	Talbotton, R. B.	7.20
Tallahassee and Saint Mark's, Fla.	4	16013	Tallahassee, Saint Mark's, Fla.	Jacks. Pensa. and Mobile R. R.	21.89
Tarborough and Williamston, N. C.	3	13020	Tarborough, Williamston, N. C.	Albemarle and Raleigh R. R.	33
Taunton and Attleborough, Mass.	1	3043	Attleborough, Middleborough, Mass.	Old Colony R. R.	10.74
Taunton and Barrowville, Mass.	1	8043	.....do .....	.....do	6.25
Taunton, Mass., and Boston, Providence and New York R. P. O.	1	8051	New Bedford and Fitchburgh, Mass.	.....do	(7)
Taunton, Mass., and Boston and Providence R. P. O.	1	3051	.....do .....	.....do	(8)
Taunton, Mass., and Boston and Wellfleet R. P. O.	1	3043	Attleborough, Middleborough, Mass.	.....do	11.24

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
7,488.00	6	1	July 1, 1882	Pounds. 46	.....	Connection at Spring City with Cincinnati and Chattanooga R. P. O.
11,819.00	12	8	July 1, 1883	165	6 in.	Supplied by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
8,112.00	12	10	July 1, 1881	206	2	None.
16,827.00	6	20	July 1, 1883	91	6 in.	Supplied by West Liberty and Council Bluffs, Iowa, R. P. O., and by Grinnell and State Centre, Iowa.
45,950.00	18	15	July 1, 1881	790	2	Connects with Grafton and Wheeling R. P. O.
6,396.00	6	3	July 1, 1881	95	2	Sag Harbor and New York R. P. O.; Port Jefferson and Long Island City R. P. O.
8,461.44	12	2	Dec. 22, 1881	115	.....	Connection at Stewartsville with Peoria and Evansville R. P. O.
19,643.00	12	4	July 1, 1880	297	2	Connects at Tocol, Fla., with Jacksonville and Enterprise River R. P. O.
17,528.00	12	9	July 1, 1883	455	2	
8,137.00	25	15	July 1, 1883	264	2	
10,391.00	6	8	July 1, 1881	66	6 in.	Connection: Mails make all Saint Louis connections through Saint Louis post-office.
6,782.88	6	1	July 1, 1880	74	.....	Connection at Saint Mary's with Sandusky and Munie R. P. O.
32,639.00	12	12	July 1, 1883	219	6 in.	Supplied by Minneapolis, Minn., and La Crosse, Wis., R. P. O., and by initial and terminal offices.
35,306.00	12	12	July 1, 1883	120	6 in.	Supplied by Duluth and Saint Paul, Minn., R. P. O.
13,509.00	38	16	July 1, 1883	349	6 in.	Supplied by Saint Paul, Minn., and Elroy, Wis., R. P. O., and by Saint Paul, Minn.
6,961.12	6	1	.....	.....	2	
4,593.00	6	13	July 1, 1881	118	2	New York, Dover and Easton R. P. O.; New York and Hackettstown R. P. O.
4,780.00	12	5	July 1, 1881	209	2	Rochester and Bradford R. P. O.; Wellsville and Bradford R. P. O.
39,281.00	6	4	July 1, 1883	55	6 in.	Supplied by Cable and Hudson, Wis., R. P. O.
9,497.00	7	2	July 1, 1882	313	2	
8,764.00	12	1	July 1, 1881	74	2	Connects with the Richmond and Danville R.P.O.
6,197.00	6	8	Mar. 6, 1881	75	2	Connects at Swanee, Ga., with Charlotte and Atlanta R. P. O.
548.09	13	20	July 1, 1883	148	6 in.	Supplied by Columbus, Nebr., and Atchison, Kans., R.P.O. and by initial and terminal offices.
2,128.40	6	1	.....	.....	2	
4,256.80	12	2	.....	.....	2	¹ Covered by Taftsville to Quechee.
52.56	7	4	May 23, 1881	104	2	Connects at Paschal, Ga., with Macon and Opelika R. P. O.
137.03	3	4	July 1, 1880	15	2	Connects at Tallahassee, Fla., with Jacksonville and Pensacola R. P. O.
240.90	7	10	Dec. 11, 1882	133	2	
6,723.24	6	1	.....	.....	2	
3,912.50	6	1	.....	.....	2	
6,842.18	6	1	.....	.....	2	² Shown on Tannton and Mansfield.
22,526.54	18	3	.....	.....	2	² Shown on Tannton and Mansfield.
21,108.72	18	3	.....	.....	2	

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Taunton and Dighton, Mass.	1	3044	South Braintree, Fall River.	Old Colony R. R.	5.00
Taunton and Fall River, Mass.	1	3044	.....do .....	.....do	13.00
Taunton and Freetown, Mass.	1	3051	New Bedford, Fitchburgh, Mass.	.....do	61.2
Do	1	3039	South Braintree Junction, Mass., Newport, R. I.	.....do	2.95
Taunton, Mass., and Lowell and Mansfield R. P. O.	1	3051	New Bedford, Fitchburgh, Mass.	.....do	(1)
Taunton and Mansfield, Mass.	1	3051	.....do .....	.....do	10.93
Taunton and Middleboro, Mass.	1	3043	Attleboro, Middleboro .....	.....do	(2)
Taunton and Myricksville, Mass.	1	3051	New Bedford, Fitchburgh .....	.....do	(3)
Taunton and North Dighton, Mass.	1	3044	South Braintree, Fall River.	.....do	2.00
Taunton and Norton, Mass.	1	3051	New Bedford, Fitchburgh .....	.....do	6.25
Taunton, Mass., and Providence, R. I.	1	3051	.....do .....	.....do	(4)
Taunton and Somerset, Mass.	1	3044	South Braintree, Fall River.	.....do	8.00
Taylor's Falls and Wyoming, Minn.	6	26033	Wyoming, Taylor's Falls, Minn.	Saint Paul and Duluth ...	21.14
Tenino and Olympia, Wash.	8	43003	Olympia, Tenino	Olympia and Chehalis Valley R. R.	16.05
Terrebonne and Houma, La.	4	30004	Terrebonne, Houma, La. .	Morgan's La. and Tex. R. R. and S. S. Co.	15.33
Terrebonne and Thibadeaux, La.	4	30009	Terrebonne, Thibadeaux, La.	.....do	5.75
Terrell and Guide, Tex. . . .	7	31042	Guide, Terrell, Tex.	Houston and T. C. Rwy. . .	38.53
Theresa Junction and Clayton, N. Y.	2	6115	Theresa Junction, Clayton, N. Y.	Utica & Blk River	16.23
Thornton and Plymouth, N. H.	1	1022	Plymouth, North Woodstock.	Bos., Con. & Mont. R. R. . .	9.00
Tiverton, R. I., and Boston, Mass.	1	3039	South Braintree Junction, Mass., Newport, R. I.	Old Colony R. R.	48.88
Toledo and Findlay, Ohio.	5	21091	Toledo, Findlay, Ohio.	Toledo and Indianapolis R'y.	44.72
Topton and Kutztown, Pa.	2	8062	Topton, Kutztown, Pa.	Phila. & Reading	4.84
Towanda and Barclay, Pa.	2	8069	Towanda, Barclay, Pa.	Barclay	17.19
Traverse City and Walton, Mich.	9	24034	Walton, Traverse City, Mich.	Traverse City R. R.	26.00
Trenton and Bordentown, N. J.	2	7046	Bordentown, Trenton, N. J.	Penna.	6.04
Trenton Junction and Trenton, N. J.	2	7044	Trenton, Trenton Junction, N. J.	Phila. & Reading	4.28

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
31 30	6	1	.....	Pounds.	2	
244.14	18	3	.....	.....	2	
3,831.12	6	1	.....	.....	2	
1,846.70	6	1	.....	.....	2	
13,684.36	12	2	.....	.....	2	¹ Shown on Taunton and Mansfield.
13,684.36	12	2	.....	.....	2	
14,072.48	12	2	.....	.....	2	² Covered by Taunton, Boston, and Wellfleet.
3,831.12	6	1	.....	.....	2	³ Shown on Taunton and Freetown.
25.04	12	3	.....	.....	2	
7,825.00	12	3	.....	.....	2	
13,684.36	12	2	.....	.....	2	⁴ Shown on Taunton and Mansfield.
100.16	12	1	.....	.....	2	
132.33	6	12	July 1, 1883	256	6 in.	Supplied by Duluth and Saint Paul, Minn., R. P. O., and by initial and terminal offices.
100.47	6	4	July 1, 1882	254	2	
95.96	6	4	July 1, 1882	108	2	Connects at Terrebonne, La., with New Orleans and Alexandria R. P. O. and New Orleans and Houston R. P. O.
35.99	6	2	July 1 1882	183	2	Connects at Terrebonne, La., with New Orleans and Alexandria R. P. O. and New Orleans and Houston R. P. O.
241.19	6	8	Jan. 15, 1882	39	6 in.	Connection at Guide with Denison and Houston R. P. O.; connection at Guide with Guide and Waxahachie R. R.; connection at Terrell with Texarkana and El Paso R. P. O.; connection at Kaufman with Dallas and Kaufman R. R. Ogdensburg and Utica R. P. O.
10,179.00	12	6	July 1, 1881	211	2	
5,634.00	6	1	.....	.....	2	
61,172.72	12	2	.....	.....	2	
2,140.56	6	1	.....	.....	.....	Connection at Toledo with Buffalo and Toledo, Detroit and Toledo, Elyria and Toledo, Toledo and Bush, Toledo and Chicago, Toledo and Cincinnati, Toledo and Columbus, Toledo and La Fayette, Toledo, Delphos and Cincinnati, Toledo and Mansfield, Toledo and Elkhart, and Toledo and Marietta R. P. O.'s; and at North Baltimore with Grafton and Chicago R. P. O., and at Findlay with Sandusky and Wheeling R. P. O. and route No. 21021, Cary to Findlay (no R. P. O.); established June 4, 1883.
5,185.00	21	2	July 1, 1881	129	2	Allentown and Harrisburg R. P. O.
5,363.00	6	2	July 1, 1881	44	2	Easton and Elmira R. P. O.; Towanda and Bernice R. P. O.
40,690.00	15	25	July 1, 1883	490	3	
5,653.00	18	5	July 1, 1881	287	2	South Amboy and Philadelphia R. P. O.; New York and Washington R. P. O.; New York and Pittsburgh R. P. O.; New York and Philadelphia R. P. O.
2,463.00	12	3	July 1, 1881	69	2	New York and Washington R. P. O.; New York and Pittsburgh R. P. O.; New York and Philadelphia R. P. O.; Belvidere and Philadelphia R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Troy and Albany, N. Y....	2	6106	Albany, Troy, N. Y.....	N. Y. C. and H. R. R.....	7.37
Troy and Albany Junction, N. Y.	2	6020	Albany Junction, Troy, N. Y.	Del. and Hud. Canal Co...	6.20
Troy and Schenectady, N. Y.	2	6012	Troy, Schenectady, N. Y..	N. Y. C. and H. R.	22.00
Turner and Aurora, Ill....	6	23071	Aurora, Turner, Ill.....	Chicago, Burlington and Quincy. Fitchburgh R. R.....	14.39 (*)
Turner's Falls and Boston and Troy R. P. O.	1	3053	Greenfield, Turner's Falls, Mass.	.....do.....	4.37
Turner's Falls and Greenfield, Mass.	1	3053	.....do.....	.....do.....	(*)
Turner's Falls and Newport Spring R. P. O.	1	3053	.....do.....	.....do.....	(*)
Two Rivers and Manitowoc, Wis.	6	25018	Milwaukee, Two Rivers, Wis.	Milwaukee, Lake Shore & Western.	9.60
Union City and Titusville, Pa.	2	8068	Union City, Titusville, Pa.	Buff., Pitts. and West'n...	14.10
University Station to Chapel Hill, N. C.	3	13018	University Station, Chapel Hill, N. C.	State University R. R....	.10
Valley Stream and Oceanus, N. Y.	2	6100	Valley Stream, Oceanus, N. Y.	Long Island.....	8.50
Valparaiso and Lincoln, Nebr.	6	34014	Valparaiso, Lincoln, Nebr.	Omaha & Republican Valley.	20.30
Varna and Lacon, Ill.....	6	23074	Varna, Lacon, Ill.....	Chicago & Alton.....	10.70
Victoria, Tenn., and Bridgeport, Ala.	5	19012	Victoria, Tenn., Bridgeport, Ala.	Nashville, Chattanooga & St. Louis R'y.	12.62
Vincennes, Ind., and Saint Francisville, Ill.	6	23037	Vincennes, Ind., Saint Francisville, Ill.	Wabash, St. Louis & Pacific.	12.70
Vineyard Haven and Boston, Mass.	1	3051	New Bedford, Fitchburgh, Mass.	Old Colony R. R.....	21.52
Do.....	1	3044	South Braintree, Fall River, Mass.	.....do.....	(*)
Vinita and Tulsa, Ind. Ter.	7	32002	Vinita, Tulsa, Ind. Ter...	St. L. and San Fran. R'y...	68.54
Visalia and Goshen, Cal..	8	46018	Visalia, Goshen, Cal (n. o.)	Visalia Railroad.....	7.33
Volcano Junction and Volcano, W. Va.	3	12004	Volcano Junction, Volcano, W. Va.	Laurel Fork & Sand Hill R. R.	.....
Volusia and Leesburgh, Fla.	4	16908	Volusia, Leesburgh, Fla..	St. John's & Lake Eustis R. R.	54.75
Waco and Gatesville, Tex.	7	31025	Texarkana, Ark., Gatesville, Tex.	Texas and St. Louis Rw'y.	45.75
Wall Lake and Holstein, Iowa.	6	27050	Wall Lake, Sac City, Iowa.	Chicago & Northwestern..	13.98
Waltham and Watertown, Mass.	1	27089 3072	Sac City, Halstein, Iowa.. Boston, Waltham.....	Chicago & Northwestern.. Fitchburg R. R.....	32.43 3.00
Warner and Lyles.....	5	19023	Lyles, Warner Furnace, Tenn.	Not given.....	1.50
Warner, R. I., to Boston, Providence, and New York R. P. O.	1	4004	Providence and Bristol...	Prov., Warren & Bristol R. R.	(*)

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
28,742.00	15	197	July 1, 1881	<i>Pounds.</i> 8,289	20	Albany and New York R. P. O.; Albany and Rochester R. P. O.; Albany and Binghamton R. P. O.; New York and Chicago R. P. O.; Rouse's Point and Albany R. P. O.; Boston and Albany R. P. O.; Boston and Troy R. P. O.; Rutland and Troy R. P. O. ¹ Including sacks.
7,738.00	24	(7)	July 1, 1881	51	.....	Albany and New York R. P. O.; Albany and Rochester R. P. O.; Albany and Binghamton R. P. O.; New York and Chicago R. P. O.; Rouse's Point and Albany R. P. O.; Rutland and Troy R. P. O.; Boston and Troy R. P. O.; Boston and Albany R. P. O. ² No mail.
28,028.00	24.50	384	July 1, 1881	6,412	20	New York and Chicago R. P. O.; Rouse's Point and Albany R. P. O.; Albany and Rochester R. P. O.; Rutland and Troy R. P. O.; Boston and Troy R. P. O. ³ Including sacks.
18,016.00	12	14	July 1, 1883	148	6	Supplied by Chicago and Streator, Ill., R. P. O., and by Aurora, Ill.
5,471.24	12	2	.....	.....	2	⁴ Covered by Turner's Falls and Greenfield.
5,471.24	12	2	.....	.....	2	
5,471.24	12	2	.....	.....	2	
12,019.00	12	8	July 1, 1883	1,395	6 in.	Supplied by Summit Lake and Milwaukee, Wis., R. P. O., and by Manitowoc, Wis.
4,400.00	6	5	July 1, 1881	60	2	Williamsport and Erie R. P. O.; Dunkirk and Titusville R. P. O.
12,520.00	6	3	July 24, 1882	105	2	Connects with the Goldsborough and Greensborough R. P. O.
5,304.00	12	7	July 1, 1881	74	2	Sag Harbor and New York R. P. O.
25,415.00	12	8	July 1, 1881	102	6 in.	Supplied by Omaha and Stromburgh, Nebr., R. P. O., and by initial and terminal offices.
13,396.00	12	8	July 1, 1883	66	6 in.	Supplied by Dwight and Washington, Ill., R. P. O.
12,242.88	6	1	July 1, 1880	87	.....	Connection at Bridgeport with Nashville and Chattanooga and Chattanooga and Memphis R. P. O.
15,900.00	12	8	July 1, 1883	269	6 in.	Supplied by Danville and Cairo, Ill., R. P. O.
3,471.52	6	1	.....	.....	2	
14,554.50	6	1	.....	.....	2	⁵ Shown on Boston and Taunton.
30,776.00	6	10	.....	.....	6 in.	Connection at Vinita with Hannibal and Denison R. P. O.; connection at Vinita with Pierce City and Vinita R. P. O.
10,701.00	14	4	July 1, 1882	243	2	
6,260.00	12	2	July 1, 1881	79	2	Connects with the Grafton and Parkersburgh R. P. O.
34,273.00	6	24	Feb. 8, 1881	144	4	Connects at Volusia, Fla., with Jacksonville and Enterprise River R. P. O.
28,640.00	6	24	July 1, 1881	378	8 in.	Connection at Waco with Texarkana and Waco R. P. O.; connection at Waco with Denison and Taylor R. P. O.; connection at Waco with Remond and Cisco R. P. O.; connection at McGregor with Fort Worth and Galveston R. P. O.
37,707.00	12	10	July 1, 1883	225	1	Supplied by Maple River and Mapleton, Iowa, R. P. O.
.....	6	.....	July 1, 1883	88	.....
1,878.00	6	1	.....	.....	2	
393.00	6	1	.....	.....	.....	No connection with R. P. O. Connection at Lyles with route from Dickson to Moore's (n. o.). Established February 1, 1883.
3,947.00	6	1	.....	.....	2	⁶ Covered by Providence and Warren.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Warren and Bristol, R. I.	1	4004	Providence, Bristol	Prov. Warren & Bris'l R. R.	4.89
Warren R. I. and Fall River, Mass.	1	4005	Warren, Fall River	Fall River, Warren & Providence R. R.	(1)
Warren, R. I., Providence, and New London R. P. O.	1	4004	Providence, Bristol	Prov. Warren & Bristol R. R.	(2)
Warrenton and Warrenton Junction, Va.	3	.....	Owl Run, Warrenton, Va..	Va. Midland R. R. ....	.....
Warwick and Yuma, Kans.	7	33027	Yuma (n. o.), Warwick (n. o.), Kans.	Cent. Beh. U. P. R. R.	30.86
Washington and Barnett, Ga.	4	15006	Washington, Barnett, Ga.	Georgia R. R.	18.56
Washington and Greenleaf, Kans.	7	33021	Waterville, Washington, Kans.	Cent. Beh. U. P. R. R.	7.12
Washington and Hope, Ark.	7	29009	Washington, Hope, Ark..	Wash. & Hope R. W'y.	10.34
Washington Junction (n. o.), and Petersburg.	5	22026	Washington Junction (n. o.), Petersburg, Ind.	Indianapolis and Evansville R. W'y.	16.30
Washington and Waynesborough, Pa.	2	8114	Washington, Waynesborough, Pa.	Waynes. & Wash.	28.97
Watertown and Sacketts Harbor, N. Y.	2	6039	Watertown, Sacketts Harbor, N. Y.	Utica & Bl'k River	12.51
Waukon Junction, and Waukon, Iowa.	6	27040	Waukon Junction, Waukon, Iowa.	Chicago, Milwaukee & St. Paul.	22.92
Webb City and Joplin, Mo.	7	33008	Kansas City, Webb City, Mo.	K. C., F't S. & G. R. W'y.	6.50
Webster, Mass., Boston, and Hope Junction R. P. O.	1	3052	E. Thompson, Southbridge	N. York & N. Eng. R. R.	6.03
Webster and Globe Village, Mass.	1	3052	E. Thompson, Southbridge	N. York & N. Eng. R. R.	(2)
Webster and Southbridge, Mass.	1	3052	E. Thompson, Southbridge	N. York & N. Eng. R. R.	17.96
Wellington and Hunnewell, Kans.	7	33005	Cherryvale, Hunnewell, Kans.	K. C., Law. & S. K. R. W'y.	18.22
Wellington and Cisena Park, Ill.	6	23080	Wellington, Cisena Park, Ill.	Chicago & Eastern Illinois.	12.84
West Brownsville and Union Town, Pa.	2	8146	West Brownsville, Union Town, Pa.	Penn.	18.54
West Junction and East Junction, N. J.	2	7055	East Junction, West Junction, N. J.	N. Y., L. E. & W.	9.98
West Thornton, N. H., Lancaster and Boston R. P. O.	1	1022	Plymouth, No. Woodstock	Boa., Con. & Mont. R. R.	13.50
W. R. Junction and Woodstock, Vt.	1	2013	W. R. Junction, Woodstock	Woodstock R. R.	14.44
W. R. Junction and Quechee, Vt.	1	2013	.....do .....	.....do	7.59
W. R. Junction and Taftsville, Vt.	1	2013	.....do .....	.....do	11.04
Wetumpka and Elmore, Ala.	4	17024	Wetumpka, Elmore, Ala..	So. and No. Ala. R. R.	6.81
White Haven and Upper Lehigh, Pa.	2	8097	White Haven, Upper Lehigh, Pa.	Cent. R. R. of N. J.	9.85
Whitesborough and Gainesville, Tex.	7	31022	Denison City, Gainesville, Tex.	Missouri Pacific R. W'y.	15.21
Whitestone and Long Island City, N. Y.	2	6094	Long Island City, Whitestone, N. Y.	Long Island	12.00
Whitting and Bepton, Ala.	4	17026	Whittington, Bepton, Ala..	Louis. and Nash. R. R.	29.76
Wilkesbarre and Wanamie, Pa.	2	8101	Wilkesbarre, Wanamie, Pa.	Central R. R. of N. J.	11.55
Williamstown and Millersburgh, Pa.	2	8106	Millersburgh, Williamstown, Pa.	Northern Central	21.04
Wilmot and Millbank, Dak.	6	35009	Millbank, Wilmot, Dak. ...	Chicago, Milwaukee and Saint Paul.	17.03

parts of railroads over which no railway post-offices run, in operation, &c—Continued.

Annual miles of serv. lev.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
6,122.28	12	2	.....	<i>Pounds.</i>	2	
6,228.70	6	1	.....	.....	2	¹ Shown by Cottage City to Providence, R. I.
5,947.00	6	1	.....	.....	2	² Covered by Providence and Warren.
156.44	20	6	July 1, 1881	12,094	2	Connects with the Washington and Charlotte R. P. O.
192.94	6	19	July 1, 1881	117	6 in.	Connection at Yuma with Atchison and Lenora R. P. O.
135.48	7	6	July 1, 1880	122	2	Connects at Barnett, Ga., with Augusta and Atlanta R. P. O.
44.51	6	7	July 1, 1881	1,621	6 in.	Connection at Greenleaf with Atchison and Lenora R. P. O.
129.45	12	10	Sept. 1, 1881	166	6 in.	Connection at Hope with Saint Louis and Texarkana R. P. O.
3,879.40	6	2	Feb. 15, 1883	148	.....	Connection at Washington Junction with Cincinnati and Saint Louis R. P. O.; route established February 15, 1883.
18,077.00	12	10	July 1, 1881	355	2	Pittsburg and Washington R. P. O., Washington and Wheeling R. P. O.
78.06	12	4	July 1, 1881	198	2	Ogdensburg and Rome R. P. O., and Ogdensburg and Utica R. P. O.
143.48	6	8	July 1, 1883	166	6 in.	Supplied by La Crosse, Wis., and Dubuque, Iowa, R. P. O.
45.99	7	4	July 1, 1881	1,745	6 in.	Connection at Joplin with Kansas City and Joplin R. P. O.; connection at Joplin with Kansas City, Pleasant Hill, and Joplin R. P. O.; connection at Joplin with Girard and Galena R. P. O.
4,275.58	6	1	.....	.....	2	
11,242.96	6	1	.....	.....	2	
11,242.96	6	1	.....	.....	2	³ Covered by Webster, Mass., to Southbridge.
13,361.00	7	12	July 1, 1881	630	6 in.	Connection at Wellington with Kansas City and Harper R. P. O.
8,038.00	6	16	July 1, 1883	81	6 in.	Supplied by Chicago, Ill., Terre Haute, Ind., R. P. O., and by Wellington, Ill.
5,784.00	6	8	Jan. 1, 1883	275	2	Pittsburgh and Fairchance R. P. O., Pittsburgh and West Brownsville R. P. O.
3,114.00	6	4	Aug. 7, 1882	25	2	Now covered by New York and Dunkirk R. P. O., and Port Jarvis and New York R. P. O.
8,450.00	6	4	.....	.....	2	
18,078.88	12	2	.....	.....	2	
9,502.68	12	2	.....	.....	2	
13,822.08	12	2	.....	.....	2	
9,942.14	14	6	July 1, 1880	121	2	Connects at Elmore, Ala., with Decatur and Montgomery R. P. O.
13,073.00	6	2	July 1, 1881	39	2	Easton and Elmira R. P. O.
11,193.00	7	20	July 1, 1881	1,436	8 in.	Connection at Whitesborough with Denison and Taylor R. P. O.; connection at Whitesborough with Texarkana, Whitesborough and Fort Worth R. P. O.
7,488.00	12	27	July 1, 1881	469	3	Greenport and New York R. P. O.; Port Jefferson and Long Island City R. P. O.; Sag Harbor and New York R. P. O.
18,629.00	6	2	Dec. 15, 1881	167	2	Connects at Whiting, Ala., with Montgomery and New Orleans R. P. O., and Whiting and Pensacola R. P. O.
3,604.00	6	3	July 1, 1881	43	2	Easton and Elmira R. P. O.
11,094.00	10.14	10	July 1, 1881	186	2	Lock Haven and Harrisburgh R. P. O.
10,660.00	6	2	July 1, 1882	109	6 in.	Supplied by Millbank, Dak.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Wilton Junction and Muscatine, Iowa.	6	27090	Wilton Junction, Muscatine, Iowa.	Chicago, Rock Island and Pacific.	12.73
Winchester and Woburn, Mass.	1	3018	Winchester, Woburn	Boston and Lowell R. R. . .	(1)
Winfield and Martinsburgh, Iowa.	6	27082	Winfield, Martinsburgh, Iowa.	Burlington and Western . .	47.67
Winifrede Junction and Winifrede, W. Va.	3	12008	Winifrede Junction and Winifrede, W. Va.	Winifrede R. R. . . . . .	.....
Winneconne and Nepeuskun, Wis.	6	25007	Nepeuskun, Winneconne, Wis.	Chicago, Milwaukee and Saint Paul.	14.29
Winooski to Saint Albans, Vt., and Boston R. P. O.	1	2001	Burlington, Rouse's Point, Vt.	Central Vermont R. R. . . .	5.00
Woburn, Mass., Boston, Nash. and Keene R. P. O.	1	3018	Winchester, Woburn, Mass.	Boston and Lowell R. R. . .	(7)
Woodbury and Penn's Grove, N. J.	2	7029	Woodbury, Penn's Grove, N. J.	Delaware River.	20.48
Woodman and Fennimore, Wis.	6	25025	Galena, Ill., Woodman, Wis. ^{Bellet}	Chicago and North Western.	16.12
Woodstock, N. H., Lanc. and Bos. R. P. O.	1	1022	Plymouth, North Woodstock, N. H.	Bos., Con. & Mont. R. R. . .	(2)
Woodstock and Plymouth, N. H.	1	1022	.....do .....	.....do	16.50
Woodville and Beaumont, Tex.	7	3129	Beaumont, Woodville, Tex.	Sabine and E. Tex. R. R. . .	55.73
Woodville, Miss., and Bayou Sara, La.	4	30007	Woodville, Miss., Bayou Sara, La.	West Feliciana R. R.	28.83
Zumbrota and Rochester, Minn.	6	26017	Rochester, Zumbrota, Minn.	Winona and Saint Peter . .	26.42

parts of railroads over which no railway post offices run, in operation, &c.—Continued.

Annual miles of serv- ice.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
15,938.00	12	8	Apr. 16, 1883	<i>Pounds.</i> 367	1	Supplied by Davenport, Iowa, and Cameron, Mo., R. P. O.; by Chicago, Ill., and West Liberty Iowa, R. P. O., and by Muscatine, Iowa.
1,395.98	6	1	.....	.....	2	¹ Covered by Boston to Woburn.
29,841.00	6	16	Pay not fixed.	.....	6	Supplied by initial and terminal offices and by Brighton, Iowa.
5,608.00	12	2	Aug. 1, 1882	17	2	Connects with the Clif. Forge and Hunting, R. P. O.
8,945.00	6	6	July 1, 1883	135	6 in.	Supplied by Oshkosh and Milwaukee, Wis., R. P. O.
3,130.00	6	1	July 1, 1881	3,516	2	
2,791.96	12	2	.....	.....	2	² Covered by Boston to Woburn.
15,922.00	15	5	July 1, 1881	133	2	Philadelphia and Cape May R. P. O.; Philadelphia and Bridgeton R. P. O.; Philadelphia and Salem R. P. O.
26,182.00	12	8	July 1, 1883	556	6 in.	Supplied by Milwaukee and Lancaster, Wis., R. P. O.
10,328.00	6	1	.....	.....	2	² Covered by Woodstock to Plymouth.
10,328.00	6	1	.....	.....	2	
3,490.00	6	20	July 1, 1882	102	6 in.	Connection at Beaumont with New Orleans and Houston R. P. O.
17,671.00	6	4	July 25, 1882	59	2	Connects at Bayou Sara, La., with Vickaburgh and New Orleans River R. P. O.
33,078.00	12	24	July 1, 1883	142	1	Supplied by Winona and Tracy, Minn., R. P. O., and by initial and terminal offices.

TABLE D^d.—Comparative statement of the railway mail service, 1830 to 1883.

Fiscal year ending June 30	Miles of railroad in the United States.	Miles of railroad upon which mail was carried.	Miles of annual transportation of mail by railroads.	Annual cost of railroad mail transportation.	Average annual cost per mile of railroad mail transportation.	Number of employes of railway mail service.	Annual expenditure for all employes of the railway mail service.
1830.....	21						
1831.....	95						
1832.....	229						
1833.....	380						
1834.....	631						
1835.....	1,098						
1836.....	1,273						
1837.....	1,497						
1838.....	1,913						
1839.....	2,302						
1840.....	2,818						
1841.....	3,535						
1842.....	4,026						
1843.....	4,185	3,091					
1844.....	4,377						
1845.....	4,633	3,714					
1846.....	4,930						
1847.....	5,598						
1848.....	5,996						
1849.....	7,365						
1850.....	9,021						
1851.....	10,982						
1852.....	12,908						
1853.....	15,360						
1854.....	18,720						
1855.....	18,374						
1856.....	22,016						
1857.....	24,503						
1858.....	26,968						
1859.....	28,780						
1860.....	30,685						
1861.....	31,282						
1862.....	33,170						
1863.....	33,908						
1864.....	35,085						
1865.....	36,801						
1866.....	39,250						
1867.....	42,229						
1868.....	42,229						
1869.....	46,844						
1870.....	52,914						
1871.....	60,283						
1872.....	66,171						
1873.....	70,278						
1874.....	72,383						
1875.....	74,096						
1876.....	76,808						
1877.....	79,089						
1878.....	81,776						
1879.....	86,497						
1880.....	93,671						
1881.....	104,813						
1882.....	113,529						
1883.....	(†)						

* Including steamboat service; no separate report.

† Service suspended in Southern States.

‡ Including mail-messenger service.

§ This column is taken from Poor's Manual, and is made up at the end of the calendar year. The other columns represent the state of the service at the close of each fiscal year.

¶ The cost of service and of employes of the railway mail service is taken from the reports of the Second Assistant Postmaster-General.

TABLE E^c.—Statement of mail distributed en route on the cars by railway postal clerks during the fiscal year ended June 30, 1883.

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 matter distributed.	Number of packages and cases of registered matter.	Number of through registered pouches.
First	5,916,461	236,658,440	719,844	107,976,600	344,635,040	1,206,453	63,714
Second	7,557,816	302,312,640	1,162,687	174,403,050	476,715,690	2,299,531	104,324
Third	2,822,566	112,902,640	578,848	86,827,200	199,729,840	972,652	32,512
Fourth	3,696,659	147,866,360	645,973	96,895,950	244,762,310	1,561,718	89,099
Fifth	10,658,403	428,336,120	1,973,353	296,002,950	722,339,070	2,023,608	132,185
Sixth	12,389,472	495,578,880	1,983,203	297,480,450	793,059,330	3,289,966	64,417
Seventh	10,001,081	400,043,240	1,472,841	220,926,150	620,969,390	2,684,517	46,673
Eighth	2,050,149	82,005,960	1,287,979	43,196,850	125,202,810	720,803	8,060
Ninth	7,046,820	281,872,800	1,148,200	172,230,000	454,102,800	877,284	105,219
Total...	62,139,427	2,485,577,080	9,972,928	1,495,939,200	3,981,516,280	15,638,532	596,183

Whole number of pieces of mail handled in 1883..... 3,981,516,280
 Whole number of pieces of mail handled in 1882..... 3,433,890,480

Increase 548,125,800

Percentage of increase, 1883 over 1882, 15.96.
 Percentage of increase, 1882 over 1881, 20.33.

Packages, pouches, and cases of registered matter handled in 1883..... 16,234,715
 Packages, pouches, and cases of registered matter handled in 1882..... 14,804,793

Increase 1,429,922

Percentage of increase, 1883 over 1882, 9.65.
 Percentage of increase, 1882 over 1881, 23.09.

TABLE F^M.—Statement of errors made by the railway postal clerks during the fiscal year ended June 30, 1883.

Division.	Number of incorrect slips returned.	Number of errors on incorrect slips.	Missent.				Misdirected.			Number of errors checked against other employes.
			Number of letter packages.	Number of pouches.	Number of sacks.	Number of registered packages.	Number of letter packages.	Number of pouches.	Number of sacks.	
First.....	10,841	18,464	846	710	174	92	48	52	31	34,012
Second.....	31,629	60,238	614	600	186	40	102	49	9	98,153
Third.....	23,132	58,806	338	29	47	(*)	45	10	39	103,554
Fourth.....	33,527	70,251	1,760	231	93	117	104	40	56	110,638
Fifth.....	88,980	204,826	1,177	123	98	2	227	51	53	525,400
Sixth.....	86,811	191,313	1,919	396	174	46	530	84	189	884,018
Seventh.....	64,061	131,201	1,696	489	480	218	165	14	37	359,453
Eighth.....	4,238	5,979	88	3	7	7	40	(*)	(*)	42,895
Ninth.....	86,184	217,600	1,580	920	252	37	318	32	95	293,411
Total.....	429,373	958,478	9,018	3,506	1,461	559	1,579	332	609	1,861,524

* Not reported.

RECAPITULATION.

Number of letters and pieces of other mail distributed in 1883.....	3,981,516,280
Number of errors made in the distribution of the same.....	958,478
Number of letters and pieces of other mail distributed to each error, 1883.....	4,153
Number of letters and pieces of other mail distributed to each error, 1882.....	9,805
Percentage of correct distribution, 1883.....	99.97+
Percentage of correct distribution, 1882.....	99.97+

TABLE Gk.—Table of errors in the distributing and forwarding of mails by post-offices during the fiscal year ended June 30, 1883.

Post-offices.	Class.	Division.	Number of correct slips returned.	Number of errors on correct slips.	Miscellaneous.						Misdirected.			Errors checked.		
					Number of letter packages.	Number of pouches.	Number of sacks.	Number of registered packages.	Number of registered pouches.	Number of registered letter packages.	Number of registered pouches.	Number of letter packages.	Number of pouches.	Number of sacks.	Against railway postal clerks.	Against post-offices.
Adrian, Mich	2	9	51	88	5											4
Akron, Ohio	1	5	193	432												
Albany, N. Y.	1	2	1,049	2,219	37	1									3	
Albion, Mich	2	0	81	139												41
Albion, N. Y.	2	2	28	46												
Alexandria, Va	2	3	155	365	2											
Allegheny, Pa	2	2	217	367	10											
Allentown, Pa	2	2	37	76	1											
Alliance, Ohio	2	5	57	115												
Alpena, Mich	2	0	11	15												
Alton, Ill	2	6	80	196	1											
Altoona, Pa	2	2	32	45	14											
Amesbury, Mass	2	1	7	7												
Amherst, Mass	2	1	26	39	1											
Amsterdam, N. Y.	2	2	85	168												
Anderson, Ind	2	5	34	66												
Annapolis, Md	2	3														
Ann Arbor, Mich	2	0	110	196	4											68
Ansonia, Conn	2	1														
Appleton, Wis	2	0	52	139												
Ashland, Ohio	2	5	75	106												
Ashton, Kans	2	7	340	760	7											
Atlanta, Ga	1	4	1,063	1,830	35											
Atlantic, Iowa	2	6	9	17												
Atlantic City, N. J.	2	2														
Attleborough, Mass	2	1	5	5												
Auburn, Me	2	1	31	52	1											
Auburn, N. Y.	2	1	225	296												
Augusta, Ga	1	4	554	1,440	14	12										
Augusta, Me	1	1	603	1,683												
Aurora, Ill	2	6	35	59												
Aurora, Tex	2	7	462	968	4											
Baltimore, Md	1	3	4,177	9,978	38											
Bangor, Me	1	1	121	157	2											
Baraboo, Wis	2	6	3	4												17
Batavia, N. Y.	2	2	74	206												
Bath, Me	2	1	24	27												
Bath, N. Y.	2	2	18	25												
Baton Rouge, La	2	4	17	57	1											

TABLE Gc.—Table of errors in the distributing and forwarding of mails by post-offices, &c.—Continued.

Post-offices.	Class.	Division.	Number of the correct slips returned.	Number of errors on incorrect slips.	Missent.				Misdirected.			Errors checked.		
					Number of letter packages, pouches.	Number of sacks.	Number of reg. istered packages, pouches.	Number of reg. istered sacks.	Number of letter packages, pouches.	Number of sacks.	Number of letter packages, pouches.	Number of sacks.	Against railway postal clerks.	Against post-offices.
Battle Creek, Mich	2	9	124	293					1	1			2	3
Bay City, Mich	2	9	33	135	6	5			1	1				
Beaver Dam, Wis	2	6	2	2										
Bellefontaine, Ohio	2	5	39	54										
Belleville, Ill	2	6	83	123										
Beloit, Wis	2	6	48	72					1	1				
Belvidere, Ill	2	6	62	82										
Benton Harbor, Mich	2	0	2	2										
Bethlehem, Pa	2	1	26	49	1									
Beverly, Mass	2	1	40	61										
Biddeford, Me	2	1	10	11										3
Big Rapids, Mich	2	9	11	17					1	1				
Birmingham, Ala	2	4	128	476	1	4								
Birmingham, Conn	2	1	5	6										
Birmingham, N. Y	2	7	146	272					3	2				
Black Hawk, Colo	2	1	3	4										
Bloomington, Ill	2	6	396	862	18				3	3				
Bodie, Cal	2	8	50	67										
Bodie, Cal	2	8	33	43										
Boone, Iowa	2	6	3	3										
Boston, Iowa	2	7	16,302	28,841	8	5	18		97	6			19	
Boston, Mass	1	7	5	6										
Boulder, Colo	2	6	8	10										
Bozeman, Mont	2	6	218	328										
Broadford, Pa	2	2	2	2										
Bradner, Minn	2	6	29	63					1	1				
Brattleborough, Vt	2	1	9	45										
Brenham, Tex	2	7	4	6										
Brenham, Tex	2	1	160	438					2	1				
Bridgeport, Conn	1	2	2	2										
Bridgeport, N. Y	2	2	87	254										
Brookton, Mass	2	1	60	81										
Brookline, Mass	2	1	188	245										
Brooklyn, N. Y	2	7	567	770	8	8			5	5			1	
Brownsville, Tex	2	2	20	46										
Bryan, Tex	2	7	9	30										
Bucyrus, Ohio	2	5	59	113										
Buffalo, N. Y	1	1	1,503	3,876	17	8			13	3			7	
Burlington, Iowa	2	6	216	490										
Burlington, Vt	2	1	29	39					1					
Battle, Mont	2	8	5	5										

TABLE Gc.—Table of errors in the distributing and forwarding of mails by post-offices, &c.—Continued.

Post-offices.	Class.	Division.	Number of in-correct slips returned.	Number of errors on in-correct slips.	Missent.				Misdirected.			Errors checked.			
					Number of letter packages, pouches.	Number of sacks.	Number of registered packages.	Number of registered pouches.	Number of letter packages, pouches.	Number of sacks.	Number of registered pouches.	Number of sacks.	Against railway postal clerks.	Against post-offices.	
Crawfordsville, Ind.....	2	5	183	255	1					1					
Creston, Iowa.....	2	6	15	36											
Cumberland, Md.....	2	3	8	18											
Dallas, Tex.....	1	7	716	1,389	9	2	1			2					
Danbury, Conn.....	2	6	71	116	1										
Danville, Ill.....	2	6	71	116	1										
Danville, Ky.....	2	5	12	32											
Danville, Va.....	2	3	25	34	1										
Dayton, Iowa.....	1	6	206	554	21	6				1					
Dayton, Ohio.....	1	5	459	649	3					9				2	
Deadwood, Dak.....	2	6	8	11											
DeCATUR, Ill.....	2	6	318	532	9	2				2				1	
Defiance, Ohio.....	2	5	28	79											
Delaware, Ohio.....	2	5	108	165											
Denver, Colo.....	1	7	1,050	1,676	15	10	4			11				3	
Des Moines, Iowa.....	1	6	1,238	2,735	67	3				12				8	
Detroit, Mich.....	1	9	4,296	6,358	60	3				31				22	2,153
Dixon, Ill.....	2	6	27	123	6										
Dover, N. H.....	2	1	6	6											
Dover, N. J.....	2	1	2	8											
Dubuque, Iowa.....	1	6	167	262	1									1	
Duluth, Minn.....	2	6	187	186	2	1				2				2	
Dunkirk, N. Y.....	2	6	27	40	1									2	
Dunkirk, N. Y.....	2	1	5	5											
Easthampton, Mass.....	2	5	10	13											
East Liverpool, Ohio.....	2	2	71	107										1	
Easton, Pa.....	2	2	162	230	7	2								2	
East Saginaw, Mich.....	2	9	663	957	2	1								1	
Elgin, Ill.....	2	6	41	66	1									1	
Elkhart, Ind.....	2	5	41	66	1									1	
Elmira, N. Y.....	2	7	2	156	2									1	
El Paso, Tex.....	2	2	5	5											
Elmira, N. Y.....	2	7	2	156	2									1	
Elvira, Ohio.....	2	5	59	80											
Elizabeth, N. J.....	2	2	76	90											
Emporia, Kans.....	2	3	40	103	3									2	
Essex, Pa.....	2	7	214	321	5									1	
Euclid, Ala.....	2	4	26	41											
Euclid, N. Y.....	2	8	15	18	1									2	
Evansville, Ind.....	1	5	361	477	3									1	

TABLE G1.—Table of errors in the distributing and forwarding of mails by post-offices, &c.—Continued.

Post-offices.	Class.	Division.	Number of incorrect slips returned.	Number of errors on correct slips.	Misdirected.				Missent.				Errors checked.			
					Number of letter packages.	Number of sacks.	Number of reg. istered packages.	Number of reg. istered pouches.	Number of letter packages.	Number of sacks.	Number of reg. istered pouches.	Number of reg. istered pouches.	Against railway postal clerks.	Against post-offices.		
Hartford, Conn	1	1	320	474	5											
Haeverhill, Mass	2	1	111	182	2											
Hazleton, Pa	2	1	1	1												
Helena, Ark	2	7	28	55		2										
Helena, Mont	2	8	38	45												
Henderson, Ky	2	5	47	95	1											
Hillsborough, Ohio	2	5	74	158	1											
Hillsdale, Mich	2	0	16	21												
Hoboken, N. J	2	2	2	4												
Holyoke, Mass	2	1	25	143												
Hornellsville, N. Y	2	2	28	83												
Hot Springs, Ark	2	7	147	241	4											
Houston, Tex	2	7	137	209	1											
Hudson, Mich	2	0	95	32		2										
Hudson, N. Y	2	0	110	225												
Huntington, W. Va	2	3	35	75												
Hyde Park, Mass	2	3	38	42												
Indianapolis, Iowa	2	6	22	31												
Indianapolis, Ind	2	0	5	2,476												
Ionia, Mich	2	0	167	375												
Iowa City, Iowa	2	0	44	80												
Ironton, Ohio	2	2	52	68												
Ithaca, N. Y	2	5	196	296												
Jackson, Mich	2	4	132	589	1											
Jackson, Miss	2	4	48	87												
Jacksonville, Fla	2	4	212	339	4											
Jacksonville, Ill	2	0	7	16												
Jackson, Tex	2	7	7	16												
Jackson City, Mo	2	7	43	63												
Jacksonville, Ind	2	5	110	164	2											
Jersey City, N. J	2	2	388	588	17											
Jamesstown, N. Y	2	2	97	138	4											
Janesville, Wis	2	6	28	41												
Johnstown, Pa	2	2	15	18												
Johnstown, Pa	2	6	349	878	23											
Joliet, Ill	2	2	17	17												
Junction City, Kans	2	2	16	17												
Kalamazoo, Mich	2	9	194	317	13											
Kansas City, Mo	2	1	3,106	6,051	151											
Kearney, N. H	2	1	5	12												

TABLE Cc.—Table of errors in the distributing and forwarding of mails by post-offices, &c.—Continued.

Post-offices.	Class.	Division.	Number of in-correct slips returned.	Number of errors on in-correct slips.	Miscant.				Misdirected.			Errors checked.	
					Number of letter packages, pouches.	Number of sacks.	Number of reg-istered packages.	Number of reg-istered pouches.	Number of letter packages, pouches.	Number of pouches.	Number of sacks.	Against railway postal clerks.	Against post-offices.
Marshall, Mich	2	0	341	870	12	2	1		5	2	2		575
Marshall, Tex	7	7	87	271	3								
Marshalltown, Iowa	2	6	186	526	3				8	4	2		
Martinsburgh, W. Va	3	3	1	5									
Mason City, Mo	2	7	5	19	5								
Massillon, Ohio	2	5	3	3									
Marysville, Cal	2	8	39	43									
Mattoon, Ill.	2	6	96	150	4				1	2			
McKeesport, Pa	2	2	5	4					1				
Meadville, Pa	2	2	15	17									
Memphis, Tenn	1	5	1,044	2,113	6	3			2	3			
Meriden, Conn	2	1	82	178					1	3			
Michigan City, Ind	2	5	23	47	1				2				
Middletown, Conn	2	1	4	5					1				
Middletown, N. Y.	2	2	18	51									
Milford, Mass	2	2	3	3									
Milwaukee, Wis	1	6	1,098	1,063	13	2			10	3	0		
Minneapolis, Minn	1	1	326	821	3				3		1		
Mobile, Mo	2	7	15	19									
Mobile, Ala	1	4	309	448	2	1			1				
Modesto, Ill	2	8	12	15									
Monmouth, Ill	2	6	63	118					2		1		
Monmouth, N. J.	2	2											
Monroe, Mich	2	9	11	26	1								
Montgomery, Ala	2	4	123	163	3				2				
Montpelier, Vt.	2	1	18	58					1		1		
Morris, Ill	2	6	4	6									
Morrisson, Ill	2	2	4	6									
Morrisstown, N. J.	2	2	35	74									
Mount Pleasant, Iowa	2	2	29	23									
Mount Vernon, N. Y.	2	7	7	7									
Mount Vernon, Ohio	2	5	96	182									
Muncie, Ind	2	5	33	44									
Muscatine, Iowa	2	6	61	180	3								
Nantucket, Mich	2	9	57	80	9	1							
Nantucket, Mass	2	1	1	1					1				
Napa City, Cal	2	8	3	1									
Nashua, N. H.	2	3	120	200									
Nashville, Tenn	1	5	7,185	14,000	31	2			37	7	4		

TABLE G5.—Table of errors in the distributing and forwarding of mails by post-offices, &c.—Continued.

Post-offices.	Class.	Division.	Number of in-correct slips returned.	Number of errors on in-correct slips.	Miscant.				Misdirected.			Errors checked.			
					Number of letter packages, pouches.	Number of sacks.	Number of reg. istered packages, pouches.	Number of reg. istered pouches.	Number of letter packages.	Number of pouches.	Number of sacks.	Against railway postal clerks.	Against post-offices.		
Palestine, Tex.	2	7	4	2		2									
Paris, Ill.	6	6	12	20											
Paris, Ky.	2	5	14	15											
Parkersburg, W. Va.	2	3	100	122											
Parsons, Kans.	2	7	64	74	3				2						
Patterson, N. J.	2	2	25	41	1					2					
Pawtucket, R. I.	2	1	23	28						2					
Peabody, Mass.	2	1													
Peekin, Ill.	2	6	29	43	3										
Penn Yan, N. Y.	2	2	17	23	1					1					
Pensacola, Fla.	2	4	136	316	16										
Peoria, Ill.	1	6	723	1,004	21	1				6	4	1			
Peru, Ind.	2	5	14	17											
Petersburgh, Va.	1	3	15	30											
Philadelphia, Pa.	1	2	6,138	16,620	99	1				29	12	62			
Pine Bluff, Ark.	2	5	116	134	2	1				2					
Piqua, Ohio	1	1	80	134	4										
Pittsburg, Pa.	1	2	799	5,479	84	3				24	4	0			
Pittsfield, Mass.	2	1	46	175	14	1				1					
Princeton, N. J.	2	2	19	35											
Princeton, N. Y.	2	2	13	38											
Plainfield, N. J.	2	6	15	29						1	1				
Plymouth, Mass.	2	3	161	231						2					
Pontiac, Mich.	2	1	37	88	1										
Port Huron, Mich.	2	1	274	602	5										
Portland, Me.	1	1	569	990	9	1				2	1				134
Portland, Ore.	2	3	309	442	3	1				4					126
Portland, N. H.	2	1	7	19											
Portsmouth, Ohio	2	5	79	114											
Portsmouth, Va.	2	3	12	20							8				
Portsmouth, N. Y.	2	2	11	26											
Poughkeepsie, N. Y.	1	2	260	479	2						8				
Prescott, Ariz.	2	6	16	17											
Princeton, Ill.	2	2	6	20	72										
Princeton, N. J.	2	2													
Providence, R. I.	1	1	559	1,021	13	5					14	1			
Pueblo, Colo.	2	7	305	584	18	3					1	1			
Quincy, Ill.	2	2	142	199	6						4				
Quincy, Mass.	2	1	14	14											

TABLE Gs.—Table of errors in the distributing and forwarding of mails by post-offices, &c.—Continued.

Post-offices.	Class.	Division.	Number of incorrect slips returned.	Number of errors on incorrect slips.	Miscellaneous.				Misdirected.			Errors checked.		
					Number of letter packages.	Number of pouches.	Number of sacks.	Number of reg. lettered packages.	Number of reg. lettered pouches.	Number of letter packages.	Number of pouches.	Number of sacks.	Against railway postal clerks.	Against post-offices.
Sherman, Tex.	2	7	116	175	4									
Shreveport, La.	2	4	175	418		2								
Sidney, Ohio	2	5	6	11	2					1				
Silver Cliff, Colo	2	7	11	29		2								
Sing Sing, N. Y.	2	2	40	88										
Sioux City, Iowa	2	0	70	168	1					4		1		
Sioux Falls, Dak.	2	6	20	21		1								
South Bend, Ind.	2	5	63	77							1			
South Norwalk, Conn	2	1	49	89	1			2						
South Pueblo, Colo	2	1	1	1										
Spartanburgh, S. C.	2	4	1	1										
Spencer, Mass	2	1	1	1										
Springfield, Ill.	1	6	307	679	12					5				
Springfield, Mass.	1	1	42	101	2	3		1		2			3	
Springfield, Mo.	2	7	145	211						1				
Springfield, Ohio.	2	1	227	574						1		1		
Stamford, Conn.	2	1	1	1										
Statesville, N. C.	2	3												
Staunton, Va.	2	3	636	1,316	12					2				
Stearns, Ill.	2	6	3	9										
Steubenville, Ohio	2	5	2	2										
Stevensville, Md.	2	6	120	210	3						1			
Stillwater, Minn.	2	3	33	37										
Stockton, Cal.	2	8	81	133	4					2				
Streator, Ill.	2	1	477	874	2					5			1	
Syracuse, N. Y.	1	2												
Syracuse, N. C.	2	1	57	152										
Tarboro, N. C.	2	7	55	82						1				
Taunton, Mass.	2	1	24	43	1									
Taxarkana, Ark.	2	8	28	38										
The Dalles, Ore	2	2	70	90	5									
Tiffin, Ohio	2	2	546	901	19			7		1				
Titusville, Pa.	2	5	227	382						3				
Toledo, Ohio	1	5	66	79	1					1				
Tombstone, Ariz	2	7	1	1										3
Topeka, Kans.	2	1	26	35										
Torrington, Conn	2	2	118	279						1				
Traverse City, Mich	2	2	13	13										
Trenton, N. J.	2	2	118	279										
Tribaldia, Colo	2	2	3	3						3				
Troy, N. Y.	1	7	698	1,061										

TABLE 65.—Table of errors in the distributing and forwarding of mails by post-offices, &c.—Continued.

Post-offices.	Class.	Division.	Number of in-correct slips returned.	Number of errors on in-correct slips.	Miscellaneous.			Misdirected.			Errors checked.		
					Number of letter packages, pouches.	Number of sacks.	Number of reg. lettered packages.	Number of reg. lettered pouches.	Number of letter packages.	Number of pouches.	Number of sacks.	Against railway postal clerks.	Against post-offices.
Wooster, Ohio	2	5	25	37									
Worcester, Mass	1	1	281	383	6				2				
Wyandotte, Kans	2	7	101	138	2								
Xenia, Ohio	3	5	5	8		1							
Yankton, Dak	2	6	12	37									
Yonkers, N. Y.	2	2	17	24									
York, Pa.	2	2	99	221					1				
Youngstown, Ohio	2	5	65	76									
Ypsilanti, Mich.	2	9	18	38									
Zanesville, Ohio	2	5	343	1,061	4				1				
All other offices	2	1	3,533	5,965	53	11	12	8	86	39	4		
Do.	2	2	5,892	11,277	85	3	8		61	25	4		
Do.	3	3											
Do.	4	4	1,212	2,860	17	6			6	3			
Do.	5	5	3,172	6,974	62	7	17		33	5	3		
Do.	6	6	4,769	10,216	291	45	2		77	69	11		
Do.	7	7	2,663	6,731	135	128	6	109	19	10	3		
Do.	8	8	1,403	1,714	16	4	2		4				
Do.	9	9	1,441	2,772	47	20	18		20	9			4,629

TABLE G^a.—Statement of errors in the distributing and forwarding of mails by post-office &c.—Continued.

RECAPITULATION.

Division.	Number of incorrect slips.	Number of errors on in-correct slips.	Missent.				Misdirected.		
			Number of letter packages.	Number of pouches.	Number of sacks.	Number of registered packages.	Number of letter packages.	Number of pouches.	Number of sacks.
First	26,200	46,920	382	35	10	41	223	63	41
Second	72,033	186,118	863	10	12	12	615	70	248
Third	12,170	28,841	144	5	5	(*)	72	10	22
Fourth	8,272	15,834	156	35	11	10	31	16	11
Fifth	37,795	73,172	463	20	10	30	315	49	52
Sixth	46,350	79,305	813	88	17	(*)	815	99	128
Seventh	21,447	41,019	536	204	67	177	93	20	54
Eighth	3,529	4,851	140	2	15	9	36	2	18
Ninth	8,398	14,119	185	50	5	20	66	23	31
Total	236,194	489,879	3,682	499	152	299	1,766	352	605

* Not reported.

TABLE H^b.—Statement of case examinations of permanent railway postal clerks for the fiscal year ended June 30, 1883.

Division.	Number of examinations.	Number of cards handled.	Number of cards correct.	Number of cards incorrect.	Number of cards not known.	Average per cent. correct.	Highest individual per cent. correct.	Lowest individual per cent. correct.
First	372	217,461	211,369	5,705	367	97.20	100.00	71.12
Second	688	1,572,797	862,257	113,780	596,760	54.82	100.00	10.12
Third	223	202,370	178,980	10,755	10,635	89.32	99.58	27.10
Fourth	478	268,053	246,243	16,177	5,633	91.88	100.00	33.49
Fifth	719	721,847	667,704	46,634	7,909	92.49	100.00	52.20
Sixth	800	334,228	318,364	9,447	6,417	95.25	100.00	25.22
Seventh	954	616,692	568,589	37,936	9,167	92.34	100.00	49.08
Eighth	95	125,015	121,717	2,283	1,013	97.36	100.00	87.10
Ninth	436	645,981	494,823	55,757	95,901	78.62	100.00	(*)
Total	4,265	4,701,444	3,667,566	298,474	733,802	87.46	.....	.....

* Not reported.

TABLE I.—Statement of case examinations of railway postal clerks during probation for the fiscal year ended June 30, 1888.

Division.	Number of probationary ap- pointments.	Number of examinations.	Number of cards handled.	Number of cards correct.	Number of cards incorrect.	Number of cards not known.	Average per cent. correct.	Number of probationers who received permanent ap- pointments.	Average per cent. correct during probation made by those permanently ap- pointed.	Number dropped during pro- bation, including those permitted to resign.	Percentage of probationary appointees who failed to pass final examinations.	Average per cent. cards cor- rect of those dropped.	Highest individual per cent.	Lowest individual per cent.	Percent correct required for permanent appointment.
First.....	55	112	60,598	57,759	2,757	82	95.53	38	95.33	13	23.63	94.66	100.00	85.03	95
Second.....	264	662	1,231,733	414,262	73,469	743,957	33.64	125	34.53	55	20.83	21.51	96.45	1.22	90
Third.....	109	186	194,157	117,915	28,018	52,224	59.50	20	71.50	17	15.59	44.44	98.80	13.75	95
Fourth.....	71	254	137,576	117,900	14,161	5,815	85.51	60	86.87	13	69.16	18.30	100.00	54.44	90
Fifth.....	296	978	912,633	655,910	127,810	128,913	71.86	116	86.87	112	37.83	50.04	100.00	32.76	90
Sixth.....	235	459	435,573	388,838	24,359	42,276	84.70	139	90.93	77	20.51	61.99	100.00	4.87	90
Seventh.....	208	533	351,279	292,833	40,891	27,511	80.51	127	86.70	60	(*)	54.32	100.00	4.78	(*)
Eighth.....	45	38	84,593	37,410	8,891	1,292	93.62	18	95.68	7	82.05	59.09	100.00	59.08	90
Ninth.....	285	497	536,464	331,839	53,949	152,696	69.74	192	72.27	85	32.64	32.64	100.00	1.38	90
Total.....															

Not reported.

TABLE K^k.—Statement, by divisions, of average daily miles run.

FIRST DIVISION.

Lines.	Daily miles run.	No. of crews on line.	Average miles run daily by crews.	Remarks.
Alton Bay and Dover R. P. O.	118.68	1	118.68	
Atbol and Springfield R. P. O.	95.78	1	95.78	
Augusta and Portland R. P. O.	125.88	1	125.88	
Bangor and Boston R. P. O.	987.20	8	123.40	Four short stops each run; 218.16 miles daily.
Bangor and Boston (short run) R. P. O.	112.18	1	112.18	
Bangor and Bucksport R. P. O.	77.60	1	77.60	
Bath and Lewiston R. P. O.	96.68	1	96.68	
Belfast and Burnham R. P. O.	135.80	1	135.80	
Blanchard and Oldtown R. P. O.	128.06	1	128.06	On this R. P. O. there was an acting clerk on June 30.
Boston and Albany R. P. O.	808.24	8	101.03	
Boston and Albany (short run) R. P. O.	197.32	2	98.66	
Boston, Clinton and Fitchburgh R. P. O.	114.98	1	114.98	
Boston and Greenville R. P. O.	119.80	1	119.80	
Boston and Hopewell Junction R. P. O.	429.76	4	107.44	
Boston, Nashua and Keene R. P. O.	194.44	2	97.22	
Boston and New York (short run) R. P. O.	271.18	4	67.79	Three short stops daily; average, 146.46 miles.
Boston and Providence R. P. O.	176.78	2	88.38	
Boston, Providence and New York R. P. O.	462.46	4	115.61	
Boston, Springfield and New York R. P. O.	1,405.50	12	117.12	
Boston and Troy R. P. O.	1,147.74	12	191.29	Two short stops daily; average, 143.34 miles.
Boston and Waterbury R. P. O.	299.42	3	99.80	
Boston and Wellfleet R. P. O.	425.56	4	106.39	
Boston and Willimantic R. P. O.	171.60	2	85.80	
Brattleborough and Palmer R. P. O.	112.74	1	112.74	
Cambridge Junction and Burlington R. P. O.	68.94	1	68.94	
Canton and Mechanics Falls R. P. O.	55.44	1	55.44	
Concord and Claremont R. P. O.	113.60	1	113.60	
Danbury and South Norwalk R. P. O.	94.44	1	94.44	
Essex Junction and Boston R. P. O.	486.06	4	121.51	
Framingham and Lewiston R. P. O.	93.92	2	46.96	
Hartford and Miller R. P. O.	279.72	2	139.86	
Hartford and Saybrook R. P. O.	85.14	1	85.14	
Keene and Springfield R. P. O.	48.64	1	48.64	
Lancaster and Boston R. P. O.	418.72	4	104.68	
Litchfield and Bethel R. P. O.	78.58	1	78.58	
Lowell and Ayer R. P. O.	66.96	1	66.96	
Lowell and Mansfield R. P. O.	206.64	2	103.32	
Manchester and Peterborough R. P. O.	125.98	1	125.98	
Nashua and Worcester R. P. O.	93.86	1	93.86	
Newburyport and Boston R. P. O.	163.20	2	81.60	
New Hartford and Framingham R. P. O.	57.20	1	57.20	
New Haven and New York R. P. O.	146.46	1	146.46	
New London and New Haven R. P. O.	206.84	2	103.42	
Newport and Springfield R. P. O.	465.98	4	116.49	
North Adams and Pittsfield R. P. O.	84.72	1	84.72	
North Adams and Lewiston R. P. O.	51.54	1	51.54	
North Conway and Portsmouth R. P. O.	163.18	2	81.59	
Palmer and New London R. P. O.	130.94	1	130.94	
Peterborough and Worcester R. P. O.	109.08	1	109.08	
Pittsfield and Bridgeport R. P. O.	442.20	4	110.55	
Pittsfield and Lawrence R. P. O.	112.82	1	112.82	
Plymouth and Concord R. P. O.	102.68	1	102.68	
Portsmouth and Boston R. P. O.	465.32	4	116.33	
Portland and Fryeburg R. P. O.	98.00	1	98.00	
Portland and Gorham R. P. O.	183.74	1	183.74	
Portland and Island Pond R. P. O.	299.42	3	99.80	Two short stops daily; average, 94.50 miles.
Portland and Rochester R. P. O.	55.00	1	55.00	This clerk runs from Rochester to Portland as helper to postmaster.
Portland and Swanton R. P. O.	464.00	4	116.00	
Portland and Worcester R. P. O.	301.52	3	100.50	
Portsmouth and Concord R. P. O.	119.32	1	119.32	
Portsmouth and Manchester R. P. O.	82.80	1	82.80	
Providence and New London R. P. O.	248.40	2	124.20	
Providence and Pascoag R. P. O.	92.60	1	92.60	
Providence and Willimantic R. P. O.	117.00	1	117.00	
Richford and Concord R. P. O.	882.22	4	95.55	
Richford and Saint Albans R. P. O.	57.82	1	57.82	On this R. P. O. there was an acting clerk on June 30.

TABLE K^a.—Statement, by divisions, of average daily miles run—Continued.

FIRST DIVISION—Continued.

Lines.	Daily miles run.	No. of crews on line.	Average miles run daily by crews.	Remarks.
Rockland and Brunswick R. P. O	232.00	2	116.00	
Rutland and Hoosac Junction R. P. O	119.98	1	119.98	
Skowhegan and Portland R. P. O	205.12	2	102.56	
South Londonderry and Brattleborough R. P. O	72.30	1	72.30	
Springfield and Hartford R. P. O	132.04	1	132.04	
Saint Albans and Boston R. P. O	1,068.84	8	133.60	
Saint Albans and Hoosac Junction R. P. O	319.38	3	106.46	
Vanceborough and Bangor R. P. O	456.08	4	114.02	
Wells River and Montpelier R. P. O	77.60	1	77.60	
West Windsor and Bridgeport R. P. O	248.12	2	124.06	
White River Junction and Springfield R. P. O	255.38	2	127.69	
Willimantic and New Haven R. P. O	109.24	1	109.24	
Williamsburgh and New Haven R. P. O	340.68	3	113.56	
Winchendon and Palmer R. P. O	96.34	1	96.34	
Winchendon and Worcester R. P. O	75.84	1	75.84	
Worcester and Norwich R. P. O	121.38	1	121.38	
Worcester and Providence R. P. O	175.68	2	87.84	
Total	19,840.20	188	105.53	

SECOND DIVISION.

Addison and Westfield R. P. O	55	1	55	} Sundays not included.
Albany and Binghamton R. P. O	286	3	95	
Albany and New York R. P. O	590	4	145	
Albany and Rochester R. P. O	505	4	126	
Allentown and Harrisburgh R. P. O	184	2	92	
Allentown and Pawling R. P. O	89	1	89	
Attica and Cuba R. P. O	120	1	120	
Auburn and Freeville R. P. O	80	1	80	
Batavia and Buffalo R. P. O	95	1	95	
Belvidere and Philadelphia R. P. O	206	1	206	
Bennington and Chatham R. P. O	117	1	117	
Berlin and Salisbury R. P. O	48	1	48	
Bethlehem and Philadelphia R. P. O	228	2	114	
Binghamton and New York R. P. O	425	3	142	
Boston Corners and Rhinecliff R. P. O	70	1	70	
Branch Junction and Pittsburgh R. P. O	135	1	135	
Brewsters and New York R. P. O	128	1	128	
Buffalo and Emporium R. P. O	242	2	121	
Buffalo and Jamestown R. P. O	142	1	142	
Buffalo and New Castle R. P. O	412	3	138	
Butler and Freeport R. P. O	88	1	88	
Canandaigua and Batavia R. P. O	100	1	100	
Canandaigua and Elmira R. P. O	140	1	140	
Canastota and Elmira R. P. O	238	2	119	
Carbondale and Scranton R. P. O	102	1	102	
Cayuga and Ithaca R. P. O	76	1	76	
Chambersburgh and Richmond Furnace R. P. O	62	1	62	
Chatham and New York R. P. O	520	5	104	
Clayton and Cheestertown R. P. O	65	1	65	
Clayton and Easton R. P. O	89	1	89	
Columbia and Perryville R. P. O	88	1	88	
Curwinstown and Tyrone R. P. O	96	1	96	
Dansville and Buffalo R. P. O	127	1	127	Alternates with Rochester and Corning R. P. O.
Driftwood and Red Bank Furnace R. P. O	220	2	110	
Dunkirk and Titusville R. P. O	216	2	108	Alternates with Buffalo and Jamestown R. P. O.
Easton and Elmira R. P. O	448	4	112	
Easton and Hazleton R. P. O	372	4	93	
Elmira and Blossburgh R. P. O	108	1	108	
Elmira and Williamsport R. P. O	160	2	80	
Emery Grove and Gettysburgh R. P. O	208	2	104	
Erie and Pittsburgh R. P. O	300	3	100	
Fairhaven and Sayre R. P. O	407	3	136	Double service between Auburn and Sayre.
Foxburgh and Gallery Junction R. P. O	151	1	151	
Franklin Furnace and Waterloo R. P. O	75	1	75	
Geneva and Watkins R. P. O	94	1	94	Steamboat service.

TABLE K¹.—Statement, by divisions, of average daily miles run—Continued.

SECOND DIVISION—Continued.

Lines.	Daily miles run.	No. of crews on line.	Average miles run daily by crews.	Remarks.
Geneva and Wellsborough R. P. O.	194	2	97	
Georgetown and Franklin City R. P. O.	112	1	112	
Greenport and New York R. P. O.	198	2	99	
Greenville and Hilliards R. P. O.	94	1	94	
Greenwood Lake and New York R. P. O.	99	1	99	
Greycourt and Belviders R. P. O.	126	1	126	
Harrington and Lewis R. P. O.	82	1	82	
Harrisburgh and Baltimore R. P. O.	172	2	86	
Harrisburgh and Martinsburgh R. P. O.	380	2	190	Double service.
Hazleton and Sunbury R. P. O.	105	1	105	
Heightstown and Philadelphia R. P. O.	102	1	102	
Hornellsville and Buffalo R. P. O.	184	2	92	
Huntingdon and Cumberland R. P. O.	180	2	90	
Indiana and Branch Junction R. P. O.	78	1	78	
Irvine and Oil City R. P. O.	101	1	101	
Ithaca and Owego R. P. O.	70	1	70	
Jamestown and Mayville R. P. O.	84	1	84	Steamboat service.
Johnstown and Rockwood R. P. O.	91	1	91	
Kingston and Goshen R. P. O.	91	1	91	
Lancaster and Frederick R. P. O.	164	2	82	
Larrabee and Clermont R. P. O.	78	1	78	Runs to Olean and return, 34 miles.
Lock Haven and Harrisburgh R. P. O.	236	2	118	
Lock Haven and Tyrone R. P. O.	111	1	111	
Lyons and Sayre R. P. O.	184	2	92	
Manchester and Barnegat R. P. O.	45	1	45	
Meadville and Oil City R. P. O.	73	1	73	
Middletown and New York R. P. O.	238	2	119	
Millerton and Dutchess Junction R. P. O.	117	1	117	
Millerton and Poughkeepsie R. P. O.	91	1	91	
Monmouth Junction and Manasquan R. P. O.	67	1	67	
Montandon and Spring Mills R. P. O.	91	1	91	
Montrose and Tunkhannock R. P. O.	58	1	58	
Mount Carmel and Sunbury R. P. O.	54	1	54	
New Berlin and Sidney Plains R. P. O.	49	1	49	
New Castle Junction and Pittsburgh R. P. O.	116	1	116	
New York, Dover and Easton R. P. O.	300	3	100	
New York and Dunkirk R. P. O.	1,591	11	145	Sunday run not included.
New York and Philadelphia R. P. O.	367	3	122	{ Altoona and Harrisburgh and
New York and Pittsburgh R. P. O.	2,071	12	173	{ Sunday runs not included.
New York and Point Pleasant R. P. O.	260	2	130	
New York, Somerville and Easton R. P. O.	308	3	103	
New York and Washington R. P. O.	1,386	12	116	Sunday runs not included.
Nineveh and Carbondale R. P. O.	117	1	117	
North Creek and Saratoga R. P. O.	117	1	117	
Northville and Fonda R. P. O.	107	1	107	
Norwich and Middletown R. P. O.	300	3	100	
Nyack and New York R. P. O.	60	1	60	
Ogdensburg and Rome R. P. O.	421	3	140	
Ogdensburg and Utica R. P. O.	453	8	151	
Oil City and Pittsburgh R. P. O.	264	2	132	
Owego and Binghamton R. P. O.	459	3	153	
Owego and Norwich R. P. O.	202	2	101	
Pena Haven and Mount Carmel R. P. O.	94	1	94	
Philadelphia and Atlantic City R. P. O.	242	2	121	
Philadelphia and Baltimore R. P. O.	196	2	98	
Philadelphia and Bridgeton R. P. O.	162	2	81	
Philadelphia and Cape May R. P. O.	336	2	168	
Philadelphia and Crisfield R. P. O.	488	4	122	
Philadelphia and Harrisburgh R. P. O.	424	4	106	Part service with New York and Pittsburgh.
Philadelphia and Port Deposit R. P. O.	274	2	137	
Philadelphia and Salem R. P. O.	77	1	77	
Philadelphia and West Chester R. P. O.	111	1	111	
Pittsburgh and Fairchance R. P. O.	153	1	153	
Pittsburgh and Washington R. P. O.	127	1	127	
Pittsburgh and West Brownsville R. P. O.	169	1	169	
Port Jefferson and Long Island City R. P. O.	211	1	211	
Port Jervis and New York R. P. O.	120	1	120	Alternates with Middletown and New York.
Pottsville and Philadelphia R. P. O.	502	3	187	
Pottsville, Tamaqua, and Herndon R. P. O.	284	2	142	

*Including short run.

TABLE K^a.—Statement, by divisions, of average daily miles run—Continued.

SECOND DIVISION—Continued.

Lines.	Daily miles run.	No. of crews on line.	Average miles run daily by crews.	Remarks.
Reading and Columbia R. P. O.	93	1	93	
Reading and Wilmington R. P. O.	146	1	146	
Red Bank and Bridgeton R. P. O.	190	1	190	
Richland and Niagara Falls R. P. O.	503	*4	126	
Richland and Syracuse R. P. O.	84	1	84	
Rochester and Bradford R. P. O.	252	2	126	
Rochester and Corning R. P. O.	254	2	127	Alternates with Dansville and Buffalo.
Rochester and Niagara Falls R. P. O.	156	2	78	
Rochester and Olean R. P. O.	212	2	106	
Rockaway and High Bridge R. P. O.	61	1	61	
Roadout and Stamford R. P. O.	190	2	95	
Rouse's Point and Albany R. P. O.	430	4	108	
Rutland and Troy R. P. O.	192	2	96	
Sag Harbor and New York R. P. O.	276	3	92	
Saint Albans and Ogdensburgh R. P. O.	280	3	95	
Scranton and Northumberland R. P. O.	160	1	160	
Seaford and Cambridge R. P. O.	67	1	67	
Sheffield Junction and Foxburgh R. P. O.	129	1	129	
Statington and Reading R. P. O.	88	1	88	
Sodus Point and Stanley R. P. O.	69	1	69	
South Amboy and Philadelphia R. P. O.	250	2	125	
Spring Valley and New York R. P. O.	72	1	72	
Stony Point and New York R. P. O.	86	1	86	
Sunbury and Lewiston R. P. O.	101	1	101	
Suspension Bridge and Buffalo R. P. O.	96	1	96	
Syracuse and Eastville R. P. O.	89	1	89	
Syracuse, Auburn and Rochester R. P. O.	210	2	105	
Trenton and Lake George R. P. O.	80	1	80	Steamboat service.
Towanda and Berne R. P. O.	60	1	60	
Tower City and Lebanon R. P. O.	93	1	93	
Townsend and Centreville R. P. O.	72	1	72	
Utica and Binghamton R. P. O.	210	2	105	Alternates with Utica and Randallsville.
Utica and Randallsville R. P. O.	105	1	105	Alternates with Utica and Binghamton.
Washington and Wheeling R. P. O.	68	1	68	
Willsville and Bradford R. P. O.	115	1	115	
Whiting and Tuckerton R. P. O.	118	1	118	
Williamsport and Baltimore R. P. O.	360	3	120	
Williamsport and Erie R. P. O.	499	3	166	
Williamsport and Port Clinton R. P. O.	244	2	122	
Wilmington and Landensburgh R. P. O.	42	1	42	
York and Peach Bottom R. P. O.	81	1	81	
Total	32,048	112.05	155	

THIRD DIVISION.

Alexandria and Round Hill R. P. O.	104.40	1	104.40
Alexandria and Strasburgh R. P. O.	180.00	2	90.00
Annapolis and Annapolis Junction R. P. O.	42.22	1	42.22
Baltimore and Benedict R. P. O.	120.00	2	60.00
Baltimore and Crisfield R. P. O.	220.00	3	73.33
Baltimore and Fredericksburgh R. P. O.	114.00	2	57.00
Baltimore and Freeport R. P. O.	102.00	2	51.00
Baltimore and Grafton R. P. O.	1,764.00	12	147.00
Baltimore and Staunton R. P. O.	421.48	4	105.36
Baltimore and Norfolk R. P. O.	400.00	2	200.00
Baltimore and Bristol R. P. O.	955.78	8	119.47
Baltimore and Washington R. P. O.	86.50	1	86.50
Baltimore and Williamsport R. P. O.	186.40	2	93.20
Bowie and Pope's Creek R. P. O.	97.78	1	97.78
Charlotte and Hubby R. P. O.	111.18	1	111.18
Charlotte and Gallipolis R. P. O.	130.00	1	130.00
Clarksburgh and Weston R. P. O.	52.50	1	52.50
Clifton Forge and Huntington R. P. O.	452.00	4	113.00
Cumberland and Piedmont R. P. O.	135.04	1	135.04
Cumberland and Pittsburgh R. P. O.	300.64	3	100.21
Elba and Rocky Mount R. P. O.	74.46	1	74.46
Federicksburgh and Orange C. H. R. P. O.	77.66	1	77.66
Gallipolis and Huntington R. P. O.	80.00	1	80.00
Goldsboro' and Morehead City R. P. O.	190.00	2	95.00

^a Including short run.

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

THIRD DIVISION—Continued.

Lines.	Daily miles run.	No. of crews on line.	Average miles run daily by crews.	Remarks.
GoldsbororghandGreensborough R. P. O.	260.70	2	130.35	
Grafton and Parkersburgh R. P. O.	209.00	2	104.50	
Grafton and Wheeling R. P. O.	192.00	2	96.00	
Greensborough and Winston R. P. O.	115.92	1	115.92	
Gulf and Fayetteville R. P. O.	90.06	1	90.06	
Hagerstown and Weverton R. P. O.	98.24	1	98.24	
Lynchburgh and Bristol R. P. O.	411.04	4	102.76	
Norfolk and Edenton R. P. O.	148.10	2	74.05	
Norfolk and Lynchburgh R. P. O.	411.86	4	102.96	
Norfolk and Raleigh R. P. O.	353.88	3	117.96	
Norfolk, Newport News, and Richmond, R. P. O.	175.86	1	175.86	
Norfolk and Richmond R. P. O.	148.00	1	148.00	
Raleigh and Hamlet R. P. O.	195.16	2	97.58	
Richmond, Lynchburgh, and Clifton Forge R. P. O.	469.94	4	117.48	
Richmond and Clifton Forge R. P. O.	387.32	4	96.83	
Richmond and Danville R. P. O.	280.84	2	140.42	
Parkersburgh and Pomeroy R. P. O.	172.00	1	172.00	
Richmond and Wilmington R. P. O.	1,003.08	8	125.38	
Salisbury and Warm Springs R. P. O.	367.34	3	122.44	
Statesville and Charlotte R. P. O.	98.76	1	98.76	
Washington and Charlotte R. P. O.	1,525.00	12	127.08	
Washington and Richmond R. P. O.	700.44	6	116.74	
West Point and Richmond R. P. O.	81.00	1	81.00	
Wheeling and Parkersburgh R. P. O.	188.00	2	94.00	
Wilmington and Charlotte R. P. O.	377.78	3	125.92	
Total	14,865.00	132	112.61	

FOURTH DIVISION.

Albany and Thomasville R. P. O.	95.00	1	95.00	Line 58 miles; doubled daily except Sunday.
Athens and Union Point R. P. O.	70.20	1	70.20	Line 40.95 miles; doubled daily except Sunday.
Atlanta and Anniston R. P. O.	178.32	1	178.32	Line 104.02 miles; doubled daily except Sunday.
Atlanta and Macon R. P. O.	177.94	2	88.97	Line 103.80 miles; covered daily except Sunday.
Atlanta and Montgomery R. P. O.	698.40	6	116.40	
Atlanta and Savannah R. P. O.	594.48	4	148.62	
Augusta and Atlanta R. P. O.	690.36	6	115.06	
Augusta and Millen R. P. O.	91.83	1	91.83	Line 53.57 miles; doubled daily except Sunday.
Augusta and Port Royal R. P. O.	221.54	2	110.77	
Brunswick and Albany R. P. O.	295.52	2	147.76	Line 172.39 miles; doubled daily except Sunday.
Cairo and Corinth R. P. O.	328.00	3	109.33	
Cairo and New Orleans R. P. O. (Northern Division).	735.42	6	122.57	
Cairo and New Orleans R. P. O. (Southern Division).	366.28	4	91.57	
Camack and Macon R. P. O.	134.72	1	134.72	Line 78.59 miles; doubled daily except Sunday.
Charlotte and Atlanta R. P. O.	1,077.32	10	107.73	
Charleston and Jacksonville R. P. O.	1,151.00	8	143.87	
Charleston and Augusta R. P. O.	235.62	2	117.81	Line 137.45 miles; doubled daily except Sunday.
Charlotte and Augusta R. P. O.	395.06	3	131.68	
Chattanooga and Atlanta R. P. O.	830.82	9	92.31	
Chattanooga and Meridian R. P. O.	591.08	5	118.21	
Cleveland and Selma R. P. O.	529.10	4	132.27	
Columbia and Charleston R. P. O.	262.04	2	131.02	
Columbia and Walhalla R. P. O.	278.35	3	92.78	Line 162.37 miles; doubled daily except Sunday.
Columbus and Troy R. P. O.	147.33	1	147.33	Line 85.98 miles; doubled daily except Sunday.
Corinth and Meridian R. P. O.	386.00	3	128.66	
Decatur and Montgomery R. P. O.	366.62	3	122.20	
Du Pont and Branford R. P. O.	124.20	1	124.20	Line 72.45 miles; doubled daily except Sunday.
Eatonton and Gordon R. P. O.	66.12	1	66.12	Line 38.57 miles; doubled daily except Sunday.
Fernandina and Cedar Keys R. P. O.	265.37	3	88.46	Line 154.80 miles; doubled daily except Sunday.

TABLE K*.—Statement, by divisions, of average daily miles run—Continued.

FOURTH DIVISION—Continued.

Lines.	Daily miles run.	No. of crews on line.	Average miles run daily by crews.	Remarks.
Florence and Columbia R. P. O	166.00	2	83.00	
Goodwater and Opelika R. P. O	103.44	1	103.44	Line 60.34 miles; doubled daily except Sunday.
Greenville and Belton R. P. O	42.85	1	42.85	Line 25 miles; doubled daily except Sunday.
Greenwood and Augusta R. P. O	114.85	1	114.85	Line 67 miles; doubled daily except Sunday.
Griffin and Carrollton R. P. O	103.06	1	103.06	Line 60.12 miles; doubled daily except Sunday.
Hendersonville and Columbia R. P. O	248.14	3	82.71	Line 144.75 miles; doubled daily except Sunday.
Hood and Columbus R. P. O	54.85	1	54.85	Line 64 miles; doubled daily except Sunday.
Jackson and Natchez R. P. O	197.66	2	98.83	
Jacksonville and Pensacola R. P. O	758.38	6	126.39	
Lanes and Sumter R. P. O	68.57	1	68.57	Line 40 miles; doubled daily except Sunday.
Lincolnton and Chester R. P. O	123.43	1	123.43	Line 72 miles; doubled daily except Sunday.
Macon and Brunswick R. P. O	381.16	3	127.05	
Macon and Montgomery R. P. O	449.44	4	112.36	
Macon and Opelika R. P. O	223.01	2	111.50	Line 130.09 miles; doubled daily except Sunday.
Memphis and Grenada R. P. O	204.68	2	102.34	
Meridian and Mobile R. P. O	270.00	3	90.00	
Meridian and Vicksburgh R. P. O	281.08	3	93.69	
Montgomery and New Orleans R. P. O	1,285.48	8	160.68	
Montgomery and Selma R. P. O	101.18	1	101.18	
New Orleans and Alexandria R. P. O	456.00	4	114.00	
New Orleans and Houston R. P. O	724.00	5	144.80	
New Orleans and Shreveport R. P. O	659.10	5	131.82	
Rome and Macon R. P. O	276.00	2	138.00	Line 161 miles; doubled daily except Sunday.
Sanford and Kissimee R. P. O	68.57	1	68.57	Line 40 miles; doubled daily except Sunday.
Selma and Acron Junction R. P. O	123.43	1	123.43	Line 72 miles; doubled daily except Sunday.
Selma and Meridian R. P. O	228.30	2	114.15	
Selma and Pine Apple R. P. O	58.32	1	58.32	Line 51.06 miles; doubled four times a week.
Smithville and Blakely R. P. O	127.08	1	127.08	Line 74.13 miles; doubled daily except Sunday.
Tallahula and Athens R. P. O	124.76	2	62.38	Line 72.78 miles; doubled daily except Sunday.
Toccoa and Elberton R. P. O	86.43	1	86.43	Line 50.42 miles; doubled daily except Sunday.
Vicksburgh and Monroe R. P. O	152.32	2	76.16	
Wadesborough and Florence R. P. O	114.57	1	114.57	Line 66.92 miles; doubled daily except Sunday.
Waldo and Wildwood R. P. O	124.28	1	124.28	Line 72.50 miles; doubled daily except Sunday.
Way Cross and Chattahoochee R. P. O	330.48	3	110.16	
Whiting and Pensacola R. P. O	77.78	1	77.78	Line 45.29 miles; doubled daily except Sunday.
Wilmington and Charleston R. P. O	848.00	8	106.00	
Total	21,271.00	185	114.98	

FIFTH DIVISION.

Ashtabula and Richardson R. P. O	100.00	1	100.00
Ashtabula and New Castle R. P. O	170.00	2	85.00
Bayard and New Philadelphia R. P. O	64.00	1	64.00
Bellaire and Woodfield R. P. O	84.00	1	84.00
Bowling Green and Memphis R. P. O	526.00	4	131.50
Bristol and Chattanooga R. P. O	972.00	8	121.50
Benton Harbor and Anderson R. P. O	328.00	2	164.00
Cambridge City and Madison R. P. O	216.00	2	108.00
Canton and Sherodsville R. P. O	86.00	1	86.00
Chattanooga and Memphis R. P. O	626.00	4	156.50
Chicago and Cincinnati R. P. O	1,224.00	8	153.00
Chicago and Louisville R. P. O	634.00	4	158.50
Chicago, Richmond and Cincinnati R. P. O	594.00	4	148.00
Cincinnati and Chattanooga R. P. O	670.00	4	167.50
Cincinnati and Georgetown R. P. O	80.00	1	80.00

TABLE K¹.—Statement, by divisions, of average daily miles run—Continued.

FIFTH DIVISION—Continued.

Lines.	Daily miles run.	No. of crews on line.	Average miles run daily by crews.	Remarks.
Cincinnati, Hamilton and Indianapolis R. P. O.	252.00	2	126.00	
Cincinnati and New Richmond R. P. O.	52.00	1	52.00	
Cincinnati and Saint Louis R. P. O.	1,364.00	8	170.50	
Cincinnati and Richmond R. P. O.	236.00	2	118.00	
Cincinnati and Nashville R. P. O.	1,196.00	8	149.50	
Cincinnati, North Vernon and Louisville R. P. O.	254.00	2	127.00	
Cleveland, Hudson and Columbus R. P. O.	344.00	3	114.60	
Cleveland and Cincinnati R. P. O.	980.00	8	122.50	
Cleveland and Indianapolis R. P. O.	564.00	4	141.00	
Cleveland and Sharpsville R. P. O.	168.00	2	84.00	
Cleveland, Youngstown and Pittsburgh R. P. O.	268.00	3	89.30	
Cleveland and Wheeling R. P. O.	336.00	4	84.00	
Cleveland and Pittsburgh R. P. O.	900.00	9	100.00	
Cleveland and New Lisbon R. P. O.	182.00	2	91.00	
Cleveland and Coshocton R. P. O.	230.00	2	115.00	
Cleveland and Mineral Point R. P. O.	146.00	1	146.00	
Columbia and Fayetteville R. P. O.	94.00	1	94.00	
Columbia and Athens R. P. O.	308.00	3	102.60	
Columbus and Ashland R. P. O.	524.00	4	131.00	
Columbus, Springfield and Indianapolis R. P. O.	368.00	4	92.00	
Columbus and Corning R. P. O.	130.00	1	130.00	
Cranberry Forge and Johnson City R. P. O.	68.00	1	68.00	
Crestline and Chicago R. P. O.	560.00	4	140.00	
Dayton and Wellston R. P. O.	230.00	2	115.00	
Decherd and Fayetteville R. P. O.	80.00	1	80.00	
Delaware and Columbus R. P. O.	50.00	1	50.00	
Delphos and Saint Louis R. P. O., Delphos to Frankfort.	265.00	2	132.50	
Delphos and Saint Louis R. P. O., Frankfort to Saint Louis.	491.00	4	122.50	
Dresden and Cincinnati R. P. O.	370.00	3	123.60	
Evansville and Nashville R. P. O.	318.00	3	106.00	
Evansville and Bowling Green R. P. O.	225.00	1	75.00	Riverservice, two trips per week.
Evansville, Fort Branch and Mount Vernon R. P. O.	116.00	1	116.00	
Fairland and Martinsville R. P. O.	78.00	1	78.00	
Fort Wayne and Cincinnati R. P. O.	352.00	3	117.30	
Grafton and Cincinnati R. P. O.	1,200.00	8	150.00	
Grafton and Chicago R. P. O., Grafton to Newark.	400.00	4	100.00	
Grafton and Chicago R. P. O., Newark to Chicago.	718.00	4	179.50	
Grand Rapids and Cincinnati R. P. O.	612.00	4	153.00	
Greensburg and Willard R. P. O.	70.00	1	70.00	
Hamden and Portsmouth R. P. O.	112.00	1	112.00	
Huntington and Lexington R. P. O.	278.00	2	139.00	
Indianapolis and Lexington R. P. O.	440.00	4	110.00	
Indianapolis and Madison R. P. O.	172.00	2	86.00	
Indianapolis and Peoria R. P. O.	424.00	4	106.00	
Indianapolis and Saint Louis R. P. O.	522.00	4	130.50	
Indianapolis and Terre Haute R. P. O.	146.00	1	146.00	
Indianapolis, Vandavia and Saint Louis R. P. O.	476.00	4	119.00	
Indianapolis and Vincennes R. P. O.	232.00	2	116.00	
Jasper and Evansville R. P. O.	110.00	1	110.00	
Kent and Cincinnati R. P. O.	512.00	4	128.00	
Knoxville and Mayville R. P. O.	36.00	1	36.00	
Logan and Pomeroy R. P. O.	332.00	3	110.60	
Logan and Nashville R. P. O.	62.00	1	62.00	
Logan and Nelsonville R. P. O.	70.00	1	70.00	
Logansport and Columbus R. P. O.	394.00	3	131.30	
Logansport and Terre Haute R. P. O.	250.00	2	125.00	
Louisville and Williamsburgh R. P. O.	378.00	3	126.00	
Lexington and Louisville R. P. O.	188.00	2	94.00	
Louisville and Mount Vernon R. P. O.	366.00	3	122.00	
Louisville and Paducah R. P. O.	452.00	4	113.00	
Louisville and Bloomfield R. P. O.	120.00	1	120.00	
Marion and Chicago R. P. O.	540.00	4	135.00	
Mayesville and Cincinnati R. P. O.	63.00	1	63.00	River service, 8 trips per week.
Mayesville, Paris, and Cincinnati R. P. O.	260.00	2	130.00	
Michigan City and Indianapolis R. P. O.	322.00	3	107.30	

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

FIFTH DIVISION—Continued.

Lines.	Daily miles run.	No. of crews on line.	Average miles run daily by crews.	Remarks.
Michigan City, Monon and Indianapolis R. P. O.	366.00	3	122.00	
Morristown and Warm Springs R. P. O.	100.00	1	100.00	
Muncie and Bloomington R. P. O.	404.00	4	101.00	
Nashville and Decatur R. P. O.	244.00	2	122.00	
Nashville and Hickman R. P. O.	342.00	3	114.00	
Nashville and Chattanooga R. P. O.	306.00	3	102.00	
New Castle and North Vernon R. P. O.	138.00	1	138.00	
Newark and Shawnee R. P. O.	88.00	1	88.00	
Owensboro' and Ricedale R. P. O.	90.00	1	90.00	
Paducah and Memphis R. P. O.	332.00	3	110.60	
Portsmouth and Cincinnati R. P. O.	212.00	2	106.00	
Phalanx Station and Alliance R. P. O.	50.00	1	50.00	
Pittsburgh and Saint Louis R. P. O., Pittsburgh to Indianapolis.	1,524.00	10	152.40	
Pittsburgh and Saint Louis R. P. O., Indianapolis to Saint Louis.	952.00	8	119.50	
Pittsburgh and Cincinnati R. P. O.	1,256.00	8	157.00	
Pittsburgh and Chicago R. P. O., Pittsburgh to Crestline.	378.00	4	94.50	
Pittsburgh and Chicago R. P. O., Crestline to Chicago.	560.00	4	140.00	
Pittsburgh and Crestline R. P. O.	378.00	4	94.50	
Pittsburgh and Bellaire R. P. O.	190.00	2	95.00	
Parkersburgh and Cincinnati R. P. O.	400.00	4	100.00	
Painesville and Youngstown R. P. O.	120.00	1	120.00	
Portsmouth and Cincinnati R. P. O.	106.00	1	106.00	River service, 3 trips per week.
Richmond and Stanford R. P. O.	68.00	1	68.00	
Rock Island and Tullahoma R. P. O.	96.00	1	96.00	
Rogersville and Bull's Gap R. P. O.	30.00	1	30.00	
Sandusky, Newark and Wheeling R. P. O.	442.00	4	110.50	
Salamanca and Kent R. P. O.	384.00	4	96.00	
Sandusky and Cincinnati R. P. O.	422.00	4	105.50	
Sandusky and Muncie R. P. O.	354.00	3	118.00	
Springfield and Wellston R. P. O.	236.00	2	118.00	
Switz City and Bedford R. P. O.	82.00	1	82.00	
Terre Haute and Evansville R. P. O.	220.00	2	110.00	
Terre Haute and Worthington R. P. O.	80.00	1	80.00	
Toledo and Bush R. P. O.	350.00	3	116.60	
Toledo and Cincinnati R. P. O.	812.00	8	101.50	
Toledo and Columbus R. P. O.	250.00	2	125.00	
Toledo and Mansfield R. P. O.	176.00	2	88.00	
Toledo, Delphos and Cincinnati R. P. O.	458.00	4	114.50	
Toledo and La Fayette R. P. O.	812.00	8	101.50	
Toledo and Marietta R. P. O.	508.00	4	127.00	
Tracy City and Cowan R. P. O.	44.00	1	44.00	
Union City and Dayton R. P. O.	96.00	1	96.00	
Xenia and Richmond R. P. O.	118.00	1	118.00	
Total	43,698.00	361	121.50	

SIXTH DIVISION.

Abbotsford and Eau Claire R. P. O.	130.86	1	130.86	
Albert Lee and Angus R. P. O.	303.40	3	101.13	
Albert Lee and Burlington R. P. O.	506.94	4	126.73	
Ashland and Menasha R. P. O.	500.84	4	125.18	
Austin and Mason City R. P. O.	82.04	1	82.04	
Beardstown and Shawneetown R. P. O.	458.12	4	114.53	
Bellevue and Cascade R. P. O.	73.36	1	73.36	
Bement and Eflingham R. P. O.	123.70	1	123.70	
Bethany Junction and Grand City R. P. O.	90.40	1	90.40	
Billings and Livingston R. P. O.	231.84	2	115.92	
Bismarck and Billings R. P. O.	893.00	8	111.63	
Bloomington and Road House R. P. O.	221.80	2	110.90	
Bluffs and Hannibal R. P. O.	101.14	1	101.14	
Boone and Des Moines R. P. O.	86.52	1	86.52	
Buda and Yates City R. P. O.	163.60	1	163.60	
Bureau and Peoria R. P. O.	94.32	1	94.32	
Burlington and Council Bluffs R. P. O.	1,185.80	8	148.22	Double daily service.
Burlington and Keokuk R. P. O.	87.38	1	87.38	
Burlington and LaCade R. P. O.	364.74	3	121.58	

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

SIXTH DIVISION—Continued.

Lines.	Daily miles run.	No. of crews on line.	Average miles run daily by crews.	Remarks.
Burlington and Quincy R. P. O.	147.30	1	147.30	
Burlington and Washington R. P. O.	75.04	1	75.04	
Cable and Hudson R. P. O.	249.90	2	124.95	
Calmar and Chamberlain R. P. O.	400.00	4	100.00	East division.
Calmar and Davenport R. P. O.	448.00	4	112.00	West division.
Calmar and Davenport R. P. O.	331.76	3	110.59	
Cedar Rapids and Council Bluffs R. P. O.	1,188.72	8	148.09	Double daily service.
Cedar Rapids and Worthington R. P. O.	504.96	4	126.24	
Central City and Nebraska City R. P. O.	303.82	3	101.27	
Centralia and Cairo R. P. O.	225.26	2	112.63	
Centreville and Humeston R. P. O.	81.90	1	81.90	
Chariton and Albany R. P. O.	197.26	2	98.63	
Chicago and Burlington R. P. O.	834.08	8	104.26	Double daily service.
Chicago and Cedar Rapids R. P. O.	878.92	8	109.86	Do.
Chicago and Centralia R. P. O.	1,002.76	8	125.34	Do.
Chicago, Decatur and Saint Louis R. P. O.	568.94	4	142.23	
Chicago and Dubuque R. P. O.	880.18	4	95.05	
Chicago, Foreston and Dubuque R. P. O.	404.78	4	101.19	
Chicago and La Crosse R. P. O.	1,129.12	8	141.14	Do.
Chicago, McGregor and Saint Paul R. P. O.	478.00	4	119.50	East division.
Chicago, McGregor and Saint Paul R. P. O.	430.00	4	107.50	West division.
Chicago and West Liberty R. P. O.	893.56	8	111.69	Double daily service.
Chicago and Peakin R. P. O.	306.70	3	102.23	
Chicago and Saint Louis R. P. O.	1,138.96	8	142.36	Do.
Chicago, Savanna and Cedar Rapids R. P. O.	465.70	4	116.42	
Chicago and Streator R. P. O.	200.90	2	100.45	
Chicago and Terre Haute R. P. O.	363.80	3	121.27	
Chicago and Winona R. P. O.	1,194.20	8	149.27	Do.
Clarinda and Corning R. P. O.	93.02	1	93.02	
Clinton and Anamosa R. P. O.	143.14	2	71.57	
Columbia and Huron R. P. O.	194.80	2	97.40	
Columbus and Albion R. P. O.	87.24	1	87.24	
Creighton and Norfolk R. P. O.	85.00	1	85.00	
Crete and Red Cloud R. P. O.	303.00	2	151.50	
Danville and Cairo R. P. O.	523.92	4	130.98	
Danville and Olney R. P. O.	219.60	2	109.80	
Davenport and Cameron R. P. O.	566.36	4	141.59	
Des Moines and Albia R. P. O.	142.00	2	71.00	
Des Moines, Percy and Albia R. P. O.	135.30	1	135.30	
Des Moines and Osceola R. P. O.	120.00	1	120.00	
Des Moines and Keokuk R. P. O.	325.76	3	108.59	
Des Moines and Winterset R. P. O.	85.78	1	85.78	
Dubuque and Sioux City R. P. O.	1,318.44	10	131.84	Do.
Duluth and Saint Paul R. P. O.	311.46	3	103.82	
Dwight and Washington R. P. O.	140.22	1	140.22	
Eagle Grove and Hawarden R. P. O.	289.52	2	144.76	
Eau Claire and Wabasha R. P. O.	98.40	1	98.40	
Emerson and Norfolk R. P. O.	93.34	1	93.34	
Evansville and Saint Louis R. P. O.	320.20	3	106.73	
Fargo and Bismarek R. P. O.	389.60	3	129.87	
Fargo, Breckenridge and Saint Paul R. P. O.	539.28	4	134.82	
Farley and Cedar Rapids R. P. O.	115.96	1	115.96	
Fonda and Des Moines R. P. O.	229.44	2	114.72	
Fond du Lac and Milwaukee R. P. O.	127.06	1	127.06	
Foreston and Aurora R. P. O.	164.94	2	82.47	
Fort Madison and Birmingham R. P. O.	83.62	1	83.62	
Fort Howard and Chicago R. P. O.	485.00	4	121.25	
Freeport and Centralia R. P. O.	556.26	5	111.23	In two divisions.
Galesburgh and Havana R. P. O.	118.66	1	118.66	
Galesburgh and Quincy R. P. O.	406.28	4	101.57	Double daily service.
Galva and Keithsburg R. P. O.	117.64	1	117.64	
Gilman and Springfield R. P. O.	225.14	2	112.57	
Green Bay and Milwaukee R. P. O.	229.06	2	114.53	
Green Bay and Winona R. P. O.	429.62	3	143.21	
Hastings and Cologne R. P. O.	111.62	1	111.62	
Hastings and Culbertson R. P. O.	343.76	3	114.59	
Havana and Springfield R. P. O.	94.96	1	94.96	
Honicon and Portage R. P. O.	91.28	1	91.28	
Humeston and Shenandoah R. P. O.	227.72	2	113.86	
Indianapolis and Decatur R. P. O.	307.80	3	102.60	
Indianola and Chariton R. P. O.	69.34	1	69.34	
Ishpeming and Fort Howard R. P. O.	358.14	3	119.38	
Jacksonville and Smithboro' R. P. O.	167.60	1	167.60	
Jewell and Des Moines R. P. O.	117.68	1	117.68	

TABLE K^h.—Statement, by divisions, of average daily miles run—Continued.

SIXTH DIVISION—Continued.

Lines.	Daily miles run.	No. of crews on line.	Average miles run daily by crews.	Remarks.
Jewell and Lake City R. P. O	117.16	1	117.16	
Kankakee and Kankakee Junction R. P. O	145.24	1	145.24	
Kankakee and Seneca R. P. O	86.84	1	86.84	
Keosauha and Rockford R. P. O	145.00	1	145.00	
Keokuk and Albia R. P. O	236.26	2	118.13	
Keokuk and Clayton R. P. O	86.04	1	86.04	
La Crosse and Dubuque R. P. O	242.94	2	121.47	
La Crosse and Sioux Falls R. P. O	701.84	6	116.97	
La Fayette and Quincy R. P. O	542.68	4	135.72	
La Fayette and Saint Louis R. P. O	464.74	4	116.19	
Lake Crystal and Elmore R. P. O	86.90	1	86.90	
Lake Geneva and Elgin R. P. O	87.30	1	87.30	
Lake Station and Joliet R. P. O	91.30	1	91.30	
Little Falls and Morris R. P. O	176.76	2	88.38	
Logansport and Keokuk R. P. O	692.58	5	138.52	State Line to Logansport covered twice daily each way.
McLeansborough and Shawneetown R. P. O	83.40	1	83.40	
Mankato and Wells R. P. O	81.62	1	81.62	
Maple River Junction and Mapleton R. P. O	120.40	1	120.40	
Maquoketa and Davenport R. P. O	85.52	1	85.52	
Marion and Council Bluffs R. P. O	523.80	4	130.95	
Marion and Running Water R. P. O	126.44	1	126.44	
Marquette and La Anse R. P. O	126.96	1	126.96	
Marshalltown and Story City R. P. O	79.10	1	79.10	
Mason City and Ottumwa R. P. O	345.32	3	115.11	
Mayville and Breckenridge R. P. O	198.64	2	99.32	
Menasha and Schielesburgville R. P. O	131.70	1	131.70	
Mendota and Fulton R. P. O	131.20	1	131.20	
Merrill and Tomah R. P. O	218.84	2	109.42	
Millbank and Aberdeen R. P. O	193.30	2	96.65	
Milton and Mineral Point R. P. O	180.90	2	90.45	
Milwaukee and Chicago R. P. O	341.48	4	85.37	Double daily service.
Milwaukee and Lancaster R. P. O	342.30	3	114.10	
Milwaukee and Prairie du Chien R. P. O	394.28	4	98.57	
Minneapolis and Albert Lea R. P. O	217.12	2	108.56	
Minneapolis and Birch Cooley R. P. O	202.00	2	101.00	
Minneapolis and La Crosse R. P. O	570.12	4	142.53	Do.
Minneapolis and Millbank R. P. O	388.72	4	97.18	
Missouri Valley and Long Pine R. P. O	501.64	4	125.41	
Momence and Dwight R. P. O	86.88	1	86.88	
Mons and Waterloo R. P. O	159.40	2	79.70	
Montfort and Galena R. P. O	114.66	1	114.66	
Morning Sun and Oakaloosa R. P. O	163.26	2	81.63	
Mount Pleasant and Keokuk R. P. O	96.20	1	96.20	
Muscatine and Montezuma R. P. O	184.86	2	92.43	
Nebraska City and Tecumseh R. P. O	121.96	1	121.96	
Neche and Fargo R. P. O	317.42	3	105.81	
Norfolk and Columbus R. P. O	101.48	1	101.48	
North Loup and Grand Island R. P. O	100.18	1	100.18	
Omaha and Atchison R. P. O	331.00	3	110.37	
Omaha and Denver R. P. O	1,143.56	6	190.59	
Omaha and Hastings R. P. O	328.20	3	109.40	
Omaha and Ogden R. P. O	1,032.00	6	172.00	Omaha and Cheyenne, 6 crews of 3 each. Omaha and Ogden, 9 crews of 1 each.
	2,068.10	9	229.78	
Omaha and Stromsburg R. P. O	252.52	2	126.26	
Oshkosh and Milwaukee R. P. O	211.14	2	105.57	
Peoria and Evansville R. P. O	501.06	4	125.26	
Peoria and Galesburg R. P. O	109.70	1	109.70	
Peoria and Keithsburg R. P. O	185.14	2	92.57	
Peoria and Jacksonville R. P. O	168.48	2	84.24	
Portville and Cedar Rapids R. P. O	199.60	2	99.80	
Portage and Madison R. P. O	81.46	1	81.46	
Powers and Florence R. P. O	83.48	1	83.48	
Quincy and Louisiana R. P. O	91.22	1	91.22	
Racine and Rock Island R. P. O	395.72	4	98.93	
Red Oak and Eastport R. P. O	102.34	1	102.34	
Red Wing and Waterville R. P. O	133.40	1	133.40	
Reno and Preston R. P. O	115.34	1	115.34	
Rice Lake and Chippewa Falls R. P. O	92.34	1	92.34	
Rock Island and Peoria R. P. O	163.86	2	81.93	
Rock Island and Saint Louis R. P. O	494.84	4	124.21	
Ruthven and Des Moines R. P. O	274.16	2	137.08	
Saint Cloud and Minneapolis R. P. O	126.04	1	126.04	

TABLE K.—Statement, by divisions, of average daily miles run—Continued.

SIXTH DIVISION—Continued.

Lines.	Daily miles run.	No. of crews on line.	Average miles run daily by crews.	Remarks.
Saint Louis and Cairo R. P. O.	309.60	3	103.20	
Saint Louis and El Dorado R. P. O.	243.04	2	121.52	
Saint Paul and Elray R. P. O.	396.80	4	99.20	
Saint Paul and Fargo R. P. O.	551.60	4	137.90	
Saint Paul and Sioux City R. P. O.	541.94	5	110.39	
Saint Paul and Sioux Falls R. P. O.	483.24	4	120.81	
Saint Vincent and Saint Paul R. P. O.	788.56	6	131.43	
Shabbona and Rock Falls R. P. O.	94.92	1	94.92	
Sheboygan and Princeton R. P. O.	157.58	2	78.79	
Sidney and Havana R. P. O.	225.20	2	112.60	
Sioux City and Missouri Valley R. P. O.	152.36	2	76.18	
Sioux City and Omaha R. P. O.	255.22	2	127.61	
Sioux City and Yankton R. P. O.	124.20	1	124.20	
Sioux Falls and Sioux City R. P. O.	182.28	2	91.14	
Sp rta and Viroqua R. P. O.	71.80	1	71.80	
Springfield and Jerseyville R. P. O.	138.58	1	138.58	
Sterling and Rock Island R. P. O.	107.24	1	107.24	
Stevens Point and Portago R. P. O.	146.60	1	146.60	
Streator and Forest R. P. O.	75.16	1	75.16	
Summit Lake and Milwaukee R. P. O.	448.48	4	112.12	
Sumner and Hampton R. P. O.	125.80	1	125.80	
Switz City and Ellingham R. P. O.	182.00	2	91.00	In two divisions.
Tama City and Algona R. P. O.	284.24	2	132.12	
Tamaroa and Chester R. P. O.	84.62	1	84.62	
Terre Haute and Peoria R. P. O.	355.82	3	118.61	
Tracy and Pierre R. P. O.	511.70	4	127.92	
Tracy and Redfield R. P. O.	329.48	2	164.74	
Turkey River and West Union R. P. O.	118.08	1	118.08	
Villisca and Bigelow R. P. O.	139.74	1	139.74	
Wabasha and Zumbrota R. P. O.	118.18	1	118.18	
Wabena and Fergus Falls R. P. O.	103.90	1	103.90	
Washington and Knoxville R. P. O.	157.66	1	157.66	
Watertown and Madison R. P. O.	78.10	1	78.10	
West Lebanon and Le Roy R. P. O.	153.00	2	76.50	
West Liberty and Council Bluffs R. P. O.	1,107.72	8	138.46	Double daily service.
White Heat and Decatur R. P. O.	66.30	1	66.30	
Winona and Tracy R. P. O.	472.82	4	118.20	
Yates City and Rushville R. P. O.	127.84	1	127.84	
Total	81,815.00	519	119.10	

SEVENTH DIVISION.

Albuquerque and Heedles R. P. O.	1,148	5	229.60	
Arcadia and Cherryvale R. P. O.	152	1	152.00	
Atchison and Leora R. P. O.	588	4	147.00	
Atchison and Topeka R. P. O.	104	1	104.00	
Beloit and Solomon City R. P. O.	116	1	116.00	
Bremond and Cisco R. P. O.	396	3	132.00	
Burnet and Austin R. P. O.	122	1	122.00	
Buena Vista and Gunnison R. P. O.	147	1	147.00	
Boonville and Versailles R. P. O.	88	1	88.00	
Council Bluffs and Brunswick R. P. O.	448	3	149.30	
Cairo and Texarkana R. P. O.	836	5	167.20	
Cairo and Poplar Bluff R. P. O.	149	2	74.50	
Cameron and Atchison R. P. O.	110	1	110.00	
Cameron, Platts and Atchison R. P. O.	168	2	84.00	
Cheyenne, Bright and Denver R. P. O.	213	2	106.50	
Concordia and Junction City R. P. O.	146	1	146.00	
Council Bluffs and Kansas City R. P. O.	407	3	135.80	
Corpus Christi and Laredo R. P. O.	324	3	108.00	
Creston and Saint Joseph R. P. O.	207	2	103.50	
Cuba and Salem R. P. O.	82	1	82.00	
Dallas and Cleburne R. P. O.	110	1	110.00	
Denton and Dallas R. P. O.	78	1	78.00	
Denison and Houston R. P. O.	676	5	135.20	
Denison, Troup and Houston R. P. O.	688	5	137.60	
Denison and Taylor R. P. O.	518	4	129.50	
Denver and Georgetown R. P. O.	107	1	107.00	
Denver and Leadville R. P. O.	344	3	114.80	
Denver and Pueblo R. P. O.	290	2	145.00	
Denver, Pueblo and Leadville R. P. O.	538	4	134.50	
Emporia and Howard R. P. O.	153	1	153.00	
Florence and Douglas R. P. O.	109	1	109.00	
Florence and Kilnwood R. P. O.	198	2	99.00	

TABLE K¹.—Statement, by divisions, of average daily miles run—Continued.

SEVENTH DIVISION—Continued.

Lines.	Daily miles run.	No. of crews on lines.	Average miles run daily by crews.	Remarks.
Fort Collins and Denver R. P. O.	182	1	182.00	
Fort Scott and Denison R. P. O.	646	4	161.50	
Fort Scott and Wichita R. P. O.	318	2	159.00	
Fort Worth and Galveston R. P. O.	693	5	138.60	
Girard and Galena R. P. O.	97	1	97.00	
Hannibal and Fort Scott R. P. O.	508	4	127.00	
Hannibal and Gilmore R. P. O.	172	2	86.00	
Helena and Clarendon R. P. O.	96	1	96.00	
Hempstead and Austin R. P. O.	230	2	115.00	
Holden and Le Roy R. P. O.	232	2	116.00	
Houston and Galveston R. P. O.	200	2	100.00	
Houston and San Antonio R. P. O.	436	3	145.30	
Jefferson and McKinney R. P. O.	305	3	101.70	
Jefferson City and Aurora Springs R. P. O.	76	1	76.00	
Junction City and Parsons R. P. O.	315	3	105.00	
Kansas City and Atchison R. P. O.	94	1	94.00	
Kansas City and Deming R. P. O.	2,298	11	209.00	
Kansas City and Denver R. P. O.	1,888	10	189.00	
Kansas City and Joplin R. P. O.	350	3	116.60	
Kansas City, Pleasant Hill and Joplin R. P. O.	334	3	111.30	
Kansas City and Pueblo R. P. O.	1,272	6	212.00	
Kansas City and Harper R. P. O.	610	8	208.30	
Keokuk and Saint Louis R. P. O.	336	3	112.00	
Knobel and Helena R. P. O.	282	3	94.00	
Lawrence and Carbondale R. P. O.	66	1	66.00	
Leavenworth and Burlington R. P. O.	216	2	108.00	
Leavenworth and Miltonvale R. P. O.	338	3	113.00	
Leavenworth and Topeka R. P. O.	114	1	114.00	
Lexington and Saint Joseph R. P. O.	152	2	76.00	
Little Rock and Fort Smith R. P. O.	336	3	112.00	
Little Rock and Warren R. P. O.	310	3	103.30	
Little Rock and Texarkana R. P. O.	580	5	116.00	
Mauhattau and Burlingame R. P. O.	114	1	114.00	
Mexico and Jefferson City R. P. O.	101	1	101.00	
Memphis and Little Rock R. P. O.	274	3	91.30	
Nacogdoches and Houston R. P. O.	280	2	140.00	
Newton and Caldwell R. P. O.	320	2	160.00	
Omaha and Atchison R. P. O.	332	3	110.60	
Ottumwa and Moberly R. P. O.	262	2	131.00	
Palestine and San Antonio R. P. O.	524	4	131.00	
Pleasant Hill and Cedar Junction.	94	1	94.00	
Pierre City and Fort Smith R. P. O.	279	2	139.50	
Pierre City and Vinita R. P. O.	147	1	147.00	
Pueblo and Silverton R. P. O.	750	6	125.00	
Quincy and Trenton R. P. O.	275	2	137.50	
Rockingham and Beaumont R. P. O.	162	2	81.00	
Rosenberg and Victoria R. P. O.	183	2	91.50	
Saint Joseph and Albany R. P. O.	104	1	104.00	
Saint Joseph and Grand Island R. P. O.	505	4	126.20	
Saint Louis and Columbus R. P. O.	396	3	132.00	
Saint Louis and Little Rock R. P. O.	1,380	10	138.00	
Saint Louis and Kansas City R. P. O.	1,132	8	141.50	
Saint Louis, Louisiana and Kansas City R. P. O.	646	5	129.20	
Saint Louis Moberly and Kansas City R. P. O.	1,108	8	138.70	
Saint Louis and Halstead R. P. O.	1,068	9	118.70	
Saint Louis and Springfield R. P. O.	480	3	160.00	
Salida and Ogden R. P. O.	1,114	6	186.00	
Salina and McPherson R. P. O.	74	1	74.00	
San Antonio and Laredo R. P. O.	306	3	102.00	
San Antonio and Del Rio R. P. O.	344	3	114.60	
Sedalia and Kansas City R. P. O.	198	2	99.00	
Sedalia and Parsons R. P. O.	318	2	159.00	
Springfield and Fort Scott R. P. O.	404	3	134.50	
Springfield and Jonesborough R. P. O.	436	3	145.30	
Temple and Lampasas R. P. O.	114	1	114.00	
Texarkana and El Paso R. P. O.	1,734	11	157.60	
Texarkana and Houston R. P. O.	662	4	165.50	
Texarkana and McGregor.	554	4	138.50	
Texarkana, Whitesborough and Fort Worth R. P. O.	489	3	163.00	
Wichita Falls and Fort Worth R. P. O.	230	2	115.00	
Galesburg and Kansas City R. P. O.	1,304	8	163.00	
Total	43,059	313	137.56	

TABLE K¹.—Statement, by divisions, of average daily miles run—Continued.

EIGHTH DIVISION.

Lines.	Daily miles run.	No. of crews on line.	Average miles run daily by crews.	Remarks.
Benson and Nogsales R. P. O.	176.86	2	88.43	
Calistoga and Vallejo Junction R. P. O.	175.58	1	175.58	
Cloverdale and San Francisco R. P. O.	180.00	2	90.00	
Colton and National City R. P. O.	256.00	2	128.00	
Garrison and Ogden R. P. O.	907.26	7	130.00	
Deming and San Francisco R. P. O.	2,394.00	12	199.00	
Duncan's Mills and San Francisco R. P. O.	161.00	2	80.50	
Dayton and Wallula R. P. O.	144.20	1	144.20	
Helena and Portland R. P. O.	1,510.00	11	137.00	
Los Angeles and Santa Anna R. P. O.	70.46	1	70.46	
Milton and Stockton R. P. O.	60.00	1	60.00	
Mound House and Bishop's Station R. P. O.	448.00	3	149.00	
Ogden and Salt Lake R. P. O.	148.00	1	148.00	
Ogden and San Francisco R. P. O.	1,668.00	10	167.00	
Portland and Corvallis R. P. O.	195.07	2	98.00	
Portland and Julia R. P. O.	526.00	4	132.00	
Portland and Astoria R. P. O.	200.00	2	100.00	
Port Townsend and New Tacoma R. P. O.	198.00	2	89.00	
Redding and Sacramento R. P. O.	340.00	3	113.00	
Reno and Virginia City R. P. O.	105.00	1	52.00	
Sacramento and San Francisco R. P. O.	280.00	2	140.00	
Salt Lake and Juab R. P. O.	210.00	2	105.00	
San Francisco and Santa Cruz R. P. O.	159.05	1	159.05	
San Francisco and Soledad R. P. O.	285.92	3	95.00	
Sehome and Seattle R. P. O.	104.00	1	104.00	
Semlahmo and Port Townsend R. P. O.	130.00	1	130.00	
Shingle Springs and Sacramento R. P. O.	99.50	1	99.50	
Tehama and Davisville R. P. O.	248.00	2	124.00	
Tacoma and Portland R. P. O.	279.66	3	93.00	
Total	11,660	86	135.58	

NINTH DIVISION.

Adrian and Fayette R. P. O.	68.84	1	68.84	
Ashtabula and Youngstown R. P. O.	126.58	1	126.58	
Bay City and Detroit R. P. O.	434.48	4	108.62	R. P. O. service, double daily.
Bay City and Jackson R. P. O.	400.00	4	115.00	Do.
Bay City, Wayne and Detroit R. P. O.	241.71	2	120.85	
Big Rapids and Detroit R. P. O.	382.66	3	127.55	
Big Rapids and Holland R. P. O.	182.74	2	91.37	
Cadillac and Kalamazoo R. P. O.	287.46	2	146.73	
Cleveland, Fort Wayne and Chicago R. P. O.	681.58	4	170.39	
Cleveland and Toledo R. P. O.	454.12	4	113.53	R. P. O. service, double daily.
Detroit and Chicago R. P. O., day line	573.56	4	143.39	R. P. O. runs daily, except Sunday.
Detroit and Chicago R. P. O., night line	573.56	4	143.39	R. P. O. runs daily.
Detroit and Grand Haven R. P. O., through run.	382.30	3	127.43	
Detroit and Grand Haven R. P. O., short run.	318.60	2	159.30	R. P. O. runs between Detroit and Grand Rapids, Mich.
Detroit and Grand Rapids R. P. O., through run.	340.32	3	113.44	
Detroit and Grand Rapids R. P. O., short run.	188.92	2	94.46	R. P. O. runs between Jackson and Grand Rapids.
Detroit and Logansport R. P. O.	428.70	4	107.17	
Detroit, Three Rivers and Chicago R. P. O.	547.64	4	136.91	
Detroit and Toledo R. P. O., day line.	122.64	1	122.64	
Detroit and Toledo R. P. O., night line.	130.80	1	130.80	R. P. O. runs daily.
East Saginaw and Lakeview R. P. O.	143.24	2	71.62	
East Saginaw and Port Huron R. P. O.	185.70	3	61.90	
Grand Rapids and Elkhart R. P. O.	460.28	4	115.07	R. P. O. service, double daily.
Grand Rapids and La Crosse R. P. O.	307.40	3	102.46	
Howard City and Detroit R. P. O.	221.44	2	160.72	
Jackson and Adrian R. P. O.	94.48	1	94.48	
Jackson and Fort Wayne R. P. O.	200.00	2	100.00	
Kalamazoo and South Haven R. P. O.	81.30	1	81.30	
Lansing and Hillsdale R. P. O.	130.32	1	130.32	
Ludington and Toledo R. P. O.	552.52	4	138.13	
Mackinaw and Bay City R. P. O.	369.00	3	123.00	

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

NINTH DIVISION—Continued.

Lines.	Daily miles run.	No. of crews on line.	Average miles run daily by crews.	Remarks.
Mackinaw City and Grand Rapids R. P. O.	450.76	4	112.69	
Manistee and East Saginaw R. P. O.	296.30	3	98.76	
Monroe and Adria R. P. O.	69.64	1	69.64	
Muskegon and Allegan R. P. O.	120.98	1	120.98	
New York and Chicago R. P. O., East Division.	1,737.00	12	144.73	
New York and Chicago R. P. O., Middle Division.	2,013.00	12	67.75	There are three R. P. O. trains each way per day on each division of this line.
New York and Chicago R. P. O., West Division.	2,143.68	12	178.64	
Oil City and Ashtabula R. P. O.	175.12	2	87.56	
Pentwater and Muskegon R. P. O.	89.36	1	89.36	
Port Austin and Port Huron R. P. O.	176.72	1	176.72	
Port Huron and Chicago R. P. O.	671.22	4	167.80	
Port Huron and Detroit R. P. O.	129.70	1	129.70	
South Lyon and Toledo R. P. O.	123.82	1	123.82	
Toledo and Chicago R. P. O.	489.32	4	122.39	
Trenton and Adrian R. P. O.	97.00	1	97.00	
White Cloud and Grand Rapids R. P. O.	94.06	1	94.06	
Ypsilanti and Bankers R. P. O.	131.00	1	131.00	
Total	18,621	143	130.21	

RECAPITULATION.

Division.	Total daily miles run.	Total number of crews.	Average miles run daily by crews.	Number of railway post-office lines.	Remarks.
First	19,840	188	105.53	83	
Second	32,048	286	112.05	155	
Third	14,865	132	112.61	49	
Fourth	21,271	185	114.98	65	
Fifth	43,898	361	121.05	123	
Sixth	61,815	519	119.10	200	
Seventh	43,059	313	137.56	104	
Eighth	11,660	80	135.58	29	
Ninth	18,621	143	130.21	48	

Statement of letters for Boston city delivery, distributed on Boston, Springfield and New York R. P. O., night line.

Date.	No. of trains.	No. of packages distributed.	No. of letters distributed at 75 to the package.
December, 1882	1	9,848	738,600
January, 1883	1	8,628	647,100
February, 1883	1	8,970	672,750
March, 1883	1	9,584	718,800
April, 1883	1	10,194	764,550
May, 1883	1	9,278	695,850
June, 1883	1	8,743	655,725
Total, seven months		65,246	4,893,375

There were no packages undistributed.

Statement of letters for New York City delivery, distributed in R. P. O. in the first, second, and ninth divisions, July, 1882, to July, 1883.

Month.	Railway post-office.	Daily number of trips.	Number of packages distributed.	Number of packages undistributed.	Number of incorrect slips.	Number of errors.	Number of letters distributed in 75 to the way post-offices.	Number of correct to each error.	Order of merit.	Remarks.
1882.										
July	New York and Chicago	1	6,316	1,056	473,700	Albany and New York R. P. O. commenced this distribution on December 5, 1882. New York and Washington R. P. O. commenced this distribution on December 6, 1882. New York and Pittsburgh R. P. O. commenced this distribution on December 8, 1882. New York and Dunkirk R. P. O. commenced this distribution on December 14, 1882. The count for the second division was 75 letters to each package made up, until December 22, and from that time to January 1, 40 letters to each package received. In the first and ninth divisions the count throughout, as reported by the clerks, has been on the regular basis of 40 letters to each package received, but in the statement here submitted all the figures are prepared to conform to the new standard for this distribution of 75 letters to each package made up, as approved by the general superintendent on February 26, 1883. The figures for undistributed letters are made up on the same basis, that is, taking 40 to a package received and changing it to the basis of 75 to a package, as supposed to be made up. The average of letters correct to each error is given only for R. P. O.'s in the second division, there being no data for the others.
August	do	3	11,561	1,695	.....	.....	867,075	.....	.....
September	do	3	12,951	332	.....	.....	982,925	.....	.....
October	do	3	17,623	332	.....	.....	1,044,575	.....	.....
November	do	3	14,822	171	.....	.....	1,132,400	.....	.....
December	do	3	16,837	459	.....	.....	1,187,775	.....	.....
	New York and Washington	8	4,094	2,099	128	274	307,650	.....	.....
	New York and Pittsburgh	4	5,251	3,957	138	346	392,325	.....	.....
	New York and Dunkirk	2	1,029	947	41	132	77,175	.....	.....
	Albany and New York	1	650	68	15	42	48,750	.....	.....
	Boston, Springfield and New York	1	5,340	.....	.....	.....	400,500	.....	.....
	Boston, Providence and New York	1	937	62	.....	.....	70,275	.....	.....
	Total for December, 1882	.....	33,118	6,594	342	704	2,843,850	.....	.....
	Total for 1882	.....	97,563	8,668	342	704	6,945,725	.....	.....
1883.										
January	New York and Chicago	3	16,535	.....	.....	.....	1,240,125	.....	.....
	Boston, Springfield and New York	1	5,201	59	.....	.....	390,075	.....	.....
	Boston, Providence and New York	1	1,187	.....	.....	.....	39,025	.....	.....
	New York and Washington	3	4,661	782	172	357	349,575	978	3	
	New York and Pittsburgh	4	8,246	1,318	217	515	618,450	1,200	2	
	New York and Dunkirk	2	2,487	860	90	321	186,525	1,581	4	
	New York and New York	1	792	.....	13	34	59,400	1,746	1
	Total for January	.....	39,109	3,019	492	1,227	2,933,175	.....	.....

Statement of letters for New York City delivery, &c.—Continued.

Month.	Railway post-office.	Daily number of trips.	Number of packages distributed.	Number of packages undistributed.	Number of incorrect shipments.	Number of errors.	Number of letters distributed at 75 to the way post-offices.	Number of correct to each error.	Order of merit.	Remarks.	
1883. February	New York and Chicago	3	14,425	173	1,081,875	This average of correct letters to each error is only for second division mail. The number of letters undistributed is made upon the basis of 75 to the package instead of taking 40 to a package and changing to the basis of 75 as heretofore. The actual number of packages sent in will, it is thought, average 75 letters each, as it is found that but few small packages are allowed to go in among the undistributed. Also, in addition to the above, there is chargeable to the New York and Washington R. F. O. one misdirected package in April, and to the New York and Pittsburgh R. F. O. one misdirected package in March, one in April, and two misdirected packages in April.	
	Boston, Springfield and New York	1	3,026	.....	.....	.....	294,450	.....	.....
	Boston, Providence and New York	1	3,037	14	.....	.....	77,775	.....	.....
	New York and Washington	3	4,597	700	131	218	844,778	1,581	3		
	New York and Pittsburgh	4	6,965	163	271	1,077	469,875	1,733	2		
	New York and Dunkirk	2	2,579	644	57	125	193,425	1,547	4		
	Albany and New York	1	852	.....	11	22	63,000	2,904	1	
	Total for February	.....	33,681	2,608	362	636	2,536,075	.....	.....
	March	New York and Chicago	3	17,149	1,289,175
		Boston, Springfield and New York	1	3,849	65	188,675
Boston, Providence and New York		1	3,440	.....	.....	.....	108,000	.....	.....
New York and Washington		3	7,553	3,037	116	188	596,475	3,012	3		
New York and Pittsburgh		4	11,500	1,102	162	248	802,500	3,457	2		
New York and Dunkirk		2	3,182	1,149	73	150	228,650	1,500	1		
Albany and New York		1	1,137	.....	13	19	85,275	4,487	1	
Total for March		.....	45,850	5,353	364	605	3,438,750	.....	.....
Ap		New York and Chicago	3	16,805	116	1,280,375	
		Boston, Springfield and New York	1	4,122	309,150	
	Boston, Providence and New York	1	3,882	.....	.....	.....	103,650	.....	.....
	New York and Washington	3	8,206	1,918	62	150	615,450	4,102	1		
	New York and Pittsburgh	4	11,318	310	168	264	848,850	3,177	3		
	New York and Dunkirk	2	3,364	364	58	155	112,300	724	4		
	Albany and New York	1	1,126	.....	12	26	84,450	8,247	2	
	Total for April	.....	46,823	2,708	357	505	3,334,225	.....	.....
	May	New York and Chicago	3	17,491	1,311,825	1,142	5	
		Boston, Springfield and New York	1	3,680	276,000	
Boston, Providence and New York		1	1,408	.....	.....	.....	98,100	.....	.....
New York and Washington		3	9,056	1,005	92	150	679,200	4,537	2		
New York and Pittsburgh		4	11,700	1,188	108	264	885,000	3,340	3		

New York and Pittsburgh R. F. O., one misdirected package during May. New York and Chicago R. F. O., ten misdirected packages during May.

CASUALTIES.

July 1, 1882.—An accident occurred about 7 miles from Petoskey, Mich., caused by a tree being blown across the track. The train was almost entirely wrecked, and the mail car was badly broken. Clerk H. G. Lazell was burned, but not seriously injured.

July 22, 1882.—Train ran off the track between Macon, Ga., and Geneva, Ala. The registers were somewhat damaged by oil from broken lamps. Everything was saved.

August 3, 1882.—The east-bound mail train upon the Atchison and Lenora, Kans., R. P. O. was wrecked by falling through a burning bridge near Cawker City, Kans. Railway Postal Clerks E. A. Wentworth and H. B. Chamberlain, who were on duty at the time, were both seriously injured, Mr. Wentworth having his right ankle dislocated and Mr. Chamberlain his right arm and hand badly bruised and cut in breaking through a window to escape from his car. All mails were removed and properly dispatched without loss or damage.

August 3, 1882.—Train No. 3, Pittsburg and Chicago R. P. O., was thrown from the track at 6.30 p. m. near Burton City, Ohio. The postal car was badly damaged and was left in the ditch. About 200 letters were damaged by oil. All mail was properly cared for and forwarded on first train.

August 4, 1882.—Train 1, on the Indiana, Bloomington and Western Railroad, broke through a bridge at Green Springs, Ohio, and the mail (one through pouch from Sandusky, and a through pouch and paper sack from the New York and Chicago R. P. O.) was received at Tiffin, Ohio, in a soaked condition. The letters were all delivered, but the papers were nearly all destroyed, having been reduced to pulp.

August 26, 1882.—The mail car on train No. 3, Texarkana and Houston R. P. O., outbound, was wrecked at Texarkana Junction, Tex., 5 miles out from Texarkana. The accident was caused by a switch pin being left loose and falling out after the engine had passed over, throwing the mail and express cars on the siding, where it collided with the rear car of a freight train, making a complete wreck of the mail car. Mr. B. F. Johnson, clerk in charge, and J. A. Glenn, helper, were on duty at the time. Clerk Johnson received several severe bruises about the face and abdomen, and was unable to resume duty for several days. Mr. Glenn escaped with but a light flesh bruise. All mails were saved and properly forwarded.

August 28, 1882.—The engine jumped the track near Madison Court-House, Fla., owing to a rail having been removed by unknown persons. The engine rolled down an embankment about eight feet high. The engineer and fireman were badly bruised and the forward end of the mail car smashed in. The mails were transferred. No one was killed.

September 5, 1882.—The mail train on the Fair Haven and Sayre line left the track about one mile north of Moravia. The mail car was thrown in the ditch and turned over. Clerk George M. Geer was slightly injured in the back, the mail was badly mixed up, and some of it injured by oil from the lamps. It was all properly cared for and forwarded to its destination.

September 10, 1882.—At 2.40 a. m., the steamer Plow Boy snagged and sank about twelve miles from Terrene, Miss. The mail and passengers were saved and taken ashore and were in the afternoon forwarded on the steamer Wm. Ezell. No one was lost, but a few were injured.

September 15, 1882.—The engine and mail car upon the Saint Vincent and Saint Paul line, north bound, jumped the track about one and three-fourths miles south of Saint Vincent, Minn. The mail car shot over the tender to the engine and landed on its side about 30 feet from the track. The mail and registered matter was all saved. Clerk O. L. Skeels was thrown violently on his back when the car turned over and then rolled around promiscuously. He had a cut over the left eye, one finger jammed, his left ankle somewhat bruised, and bruises on other parts of his body.

September 16, 1882.—An accident occurred in the Union depot, Pittsburgh, Pa. Clerk G. A. McComb and substitute Samuel Strasser, Oil City and Pittsburgh R. P. O., were working in their car when the two postal cars arriving on the Pittsburgh and Saint Louis R. P. O. were dropped down on the same track with such force as to badly wreck the Oil City and Pittsburgh car. Mr. McComb was thrown violently against the coal box, striking the corner of it with his left side. No bones were broken, but he was injured quite seriously. The mail was forwarded in a Pennsylvania combination car in charge of Substitute Strasser.

September 23, 1882.—Train No. 1, Kansas Pacific Railway, west bound from Ellis, Kans., about 10 o'clock p. m., came in contact with a freight car at Melote Siding, while running at the rate of about forty miles an hour. The engine and three cars were thrown from the track and all the under portion of the mail car below the floor was torn away. Clerk N. P. Pease was in charge of the car and escaped uninjured. The mail, which had been scattered all over the car, was collected. None of it was lost, but some was injured by oil from the lamps.

September 30, 1882.—The mail steamer, R. E. Lee, running between Vicksburgh and New Orleans burned 30 miles below Vicksburgh at 3 a. m. All letter and paper mail was lost, including 32 registered packages.

October 7, 1882.—The mail train on the route from Morristown, Tenn., to Warm Springs, N. C., was wrecked. The mail, which was in charge of Substitute W. R. Goon, was badly mixed, and some of it injured by ink and oil from the lamps. It is not thought that any of the mail was lost. The mail car was badly wrecked, and Mr. Goon slightly injured.

October 13, 1882.—As the Boston and Troy R. P. O. train, No. 31, east, was approaching East Deerfield, Mass., the engine of the mail train ran into a freight train. The tender of the mail-train engine telescoped the express end of the mail car and broke out the letter case in the mail apartment, rendering the car unfit for use. The expressman had his leg broken, but the employes on duty in the mail car, Messrs. S. Nims, clerk-in-charge, and W. B. Farwell, assistant, were not injured.

October 16, 1882.—Clerk E. H. Reid met with a serious accident on the south-bound mail train at Spring Hill (Allerdice). Clerk J. A. Wright, who was on north-bound train, had two or three sacks of "go back," and to save trucking rolled them out opposite the mail-car door of No. 4. They struck clerk Reid, who was thrown violently against the moving trains, cutting his head and bruising his shoulders and side very badly.

October 19, 1882.—The mail wagon carrying the mail to the Boston and Wellfleet and Boston and Providence R. P. O's., a. m. trains, while passing through South street, Boston, broke down, throwing the driver, Acting Clerk-in-Charge G. A. Roundy, and Clerk H. A. Cole into the street. The driver received a bad cut over the eye; Mr. Roundy received a contusion of the hip joint; Mr. Cole was not injured.

October 20, 1882.—Train was wrecked between Washington C. H. and

Convenience, Ohio. The mail car was thrown from the track, and turned over on its side. No one was injured. The mail was all secured, somewhat damaged by oil.

October 25, 1882.—The steamer *W. L. Dugger*, upon which the mail was carried from Chattanooga to Kings Creek, Tenn., was destroyed by fire. The mail, which was in charge of Substitute S. P. Pyott, was all saved except a few pieces which could not be identified. The mail key and register books and receipts were lost.

October 31, 1882.—Train on the Atlanta and Charlotte Air Line Railway ran into a land-slide near Mount Airy, Ga. The postal car was telescoped, the rear end of the tender reaching back to the end of the paper case at the through-mail end of the car. The cab of the engine was found at the front end where the paper case stood. The car was split wide open. S. N. Dykeman, clerk-in-charge, was badly bruised about the face and hands, but no bones were broken. J. P. Ramsaur, the paper clerk, had his right arm out of joint at the elbow and seriously injured in the back. The car took fire immediately after being telescoped. The greater part of the mail was saved, much of it in a damaged condition. A number of scorched letters were recovered.

November 4, 1882.—The Boston and Willimantic R. P. O., east, ran into a freight train near Pomfret, Conn. Clerk E. B. Chamberlin, received several severe cuts about the head and face, and also injuries to hip bone and both elbows. The baggage end of the mail car was badly damaged, but the mail apartment was not injured. The engineer of the mail train was badly hurt (since died). Clerk C. W. Baily, of the Boston and Waterbury R. P. O., was in the car, on his way to Boston to take his run, but was not injured.

November 11, 1882.—The Johnstown and Rockwood R. P. O. train collided with a freight train near Stoyestown. The mail apartment car was wrecked. All mail matter was saved, although a portion of it was slightly damaged. Clerk John Igon was badly shaken up and bruised, but not seriously injured.

November 11, 1882.—Engine and postal car were wrecked at south end of Cincinnati and Newport bridge. They were thrown from the track. The postal car was thrown on its side and the mail scattered in all directions, being greatly damaged. The mail was transferred to car No. 71.

November 14, 1882.—Mail train No. 1, Memphis and Little Rock Railway, bound west from Memphis, met with an accident near Carlisle, Ark., in which the engine, mail car, and one coach left the track, the engine and mail car turning over. The mail and registered matter was all collected, some of which was damaged. The postal clerk escaped with slight bruises.

November 15, 1882.—The Chicago and Winona night line R. P. O., bound north, ran into an open switch at Cary, Ill., while running at the rate of thirty-five miles an hour. The engine ran off the track and down an embankment, taking with it the mail, express and baggage car, and one passenger coach. The mail car rolled over on its side, the tender to the engine telescoping it, and the car was quite badly wrecked. No one was seriously injured. The letter mail was very much mixed, but it was all secured and forwarded without material injury. No paper mail was injured or lost.

November 19, 1882.—The Denison and Houston R. P. O., bound north, was derailed about 11.10 p. m. at a point $1\frac{1}{2}$ miles north of Bryan, Tex. The mail apartment was thrown down an embankment about 25 or 30

feet, turning over three times. The roof of the mail apartment was torn off and the car caught on fire, but was promptly extinguished by R. P. Crawford, clerk-in-charge, before any damage to the mails resulted. Mr. Crawford was quite severely injured about the hip and spine. The mails were considerably scattered, but none lost or damaged sufficiently to prevent their being forwarded to their destination.

November 20, 1882.—The Chicago and Winona day line collided with a freight train at Wonewoc, Wis. The front end of the postal car was badly wrecked, and three tramps who were stealing a ride upon the front platform were killed. None of the clerks were injured and none of the mail was lost.

November 21, 1882.—The Pittsburgh and Saint Louis R. P. O., night line, leaving Indianapolis at 5.30 p. m., was thrown from the track near Union Station, Ohio. Postal car No. 46 was thrown down an embankment and many of the letters were greatly damaged by oil, but all were forwarded to their destination. None of the mail was lost. Clerks Huston and Stewart were injured.

November 22, 1882.—A serious accident occurred to the train on the New York, Ontario and Western Railroad, near Mount Upton, N. Y. No passengers were hurt. The mail car was thrown from the track and the clerk slightly injured. No loss to the mails.

November 23, 1882.—The mail apartment on train 304, Texas and Pacific Railway, was derailed one mile west of Fort Worth, Tex., and badly wrecked. Clerk E. L. Shaffer, who was on duty at the time, was thrown violently on his back and received injuries to his spine, which rendered him incapable of performing service for two or three months. All mails were saved and forwarded in good condition.

November 24, 1882.—The south-bound train on the Denison and Taylor R. P. O. collided with a north-bound freight train. The engines to both trains were demolished, and the front end of the mail apartment crushed. Clerk M. H. Farr was thrown violently against the letter case, lacerating his scalp; he also received severe internal injuries, and was disabled for several months from performing duty. No mail was destroyed and only a few papers soiled, but not damaged.

November 26, 1882.—Train No. 3, New York, Lake Erie and Western Railroad, met with an accident in the yard at Hornellsville, N. Y., in which the express, baggage, and mail cars were thrown from the track and the postal car so badly damaged as to require rebuilding. The men and mails escaped unharmed.

November 30, 1882.—Pittsburgh, Fort Wayne and Chicago train collided with a freight near New Waterford, Ohio. Both engines and four freight cars were completely wrecked. All mails saved in good condition, except a little damage by oil. Clerk Peter Balmat slightly injured.

December 5, 1882.—Train No. 8, Lehigh Valley Railroad, was wrecked at Rummerfield, Pa., 11 miles southeast of Towanda, at 3.45 a. m., and all the mail in the car was burned.

December 7, 1882.—Two sections of train on Boston, Springfield and New York R. P. O. collided at Springfield, Mass., while making a flying switch. The platform of the mail car was smashed. Clerk M. A. Buttricks was injured slightly in the hip; Clerk A. B. Brown received a very bad sprain of his right hand; Clerk Hanchett was badly shaken up, and Clerk McNeil was uninjured.

December 8, 1882.—The engine attached to the postal car on the Montgomery and New Orleans R. P. O. ran into the rear of a freight train at a point near Fowl River. The postal car was badly wrecked. Clerk

A. G. Gooch received painful injuries. The greater portion of the mail was recovered, much of it, however, in a damaged condition.

December 8, 1882.—Train No. 1, Macon and Montgomery R. P. O., was thrown down a 30-foot embankment, owing to defective track. Immediately after the accident the postal car took fire and the greater part of the mail was destroyed. All of the paper mail was burned and nearly all of the registered packages. Clerk-in-Charge J. W. Harris was seriously injured.

December 9, 1882.—The Lexington and Kansas City R. P. O. (now the Sedalia and Kansas City) train, bound west, collided with a local freight bound east, 2 miles east of Independence, Mo. The mail pouches were wet somewhat by water and steam, but no mail was materially damaged. Clerk-in-Charge J. G. Bishop was somewhat bruised, but not injured sufficiently to disable him from duty.

December 10, 1882.—When near Alexandria, Va., the train was thrown from the track by a misplaced switch. The postal car was badly damaged. The clerks were somewhat jarred and bruised but able to continue their run.

December 11, 1882.—Clerk William Monteith, engaged in transfer duty at the Philadelphia Station of the Pennsylvania Railroad, in getting off a train after signing for the Philadelphia registers, was seriously injured and narrowly escaped being cut in two by the wheels of the train.

December 15, 1882.—Mail train No. 3, Atlanta and Montgomery R. P. O., was wrecked about 1 a. m. at a point $1\frac{1}{2}$ miles east of Long Cane, Ga. The postal car was damaged to the extent of the trucks being torn from under it. No one was injured. The mail was all transferred to train No. 1 in good condition.

December 16, 1882.—A sack of paper mail from the New York and Pittsburgh R. P. O., for the Chicago and La Crosse R. P. O., took fire in a car of the latter line by falling against a stove. A small portion of the contents of the sack was burned.

December 17, 1882.—The train on the Macon and Brunswick R. P. O. left the track between Hazlehurst and Sumter City at 10.30 a. m. The mail car was slightly broken about the trucks. One lamp was broken, but the mails were forwarded without injury. The postal clerk was not injured.

December 18, 1882.—Trains Nos. 4 and 5, Pittsburgh and Cincinnati R. P. O., came into collision at "Smoky Curve," near Foster's Crossing, Ohio. The mail apartment on No. 4, and the forward postal car on No. 5, were totally destroyed. Nearly all of the mail was recovered. Clerk W. H. Wharton was instantly killed, and Clerks Hanover, Madison, Hollingshead, and Goelkel, substitute, were seriously injured. Clerks J. C. McNowen, H. H. Madison, W. W. Ricker, William Lows, J. W. Lingo, and C. P. Kendall were also more or less injured, but able, with the exception of Mr. McNowen, to take their run.

December 21, 1882.—The storage car on train No. 19, leaving New York at 8.50 p. m., December 20, was discovered to be on fire about 4 miles west of Schenectady, and together with its contents was completely destroyed.

December 22, 1882.—The La Fayette and Saint Louis R. P. O. p. m. train, bound east, collided with an extra engine and caboose near Edwardsville, Ill., each train running at a speed of nearly 40 miles an hour. The postal car was thrown from the track, and the engine was turned round and broke through the forward part of it. Clerk-in-Charge H. J. Hyde was very seriously injured; his collar-bone was broken, and he received severe internal injuries. (Still unable to perform service.)

Clerk E. G. Bramble was thrown under the paper rack and very badly cut and bruised; his face was badly cut from mouth to ear on one side, a hook having caught in his mouth. (He is still unable to perform service.) A large portion of the letter-mail was injured by fire and water. The postal car was completely wrecked.

December 25, 1882.—Train No. 3, Chesapeake and Ohio Railroad, going west, collided with a freight train 1 mile west of Millborough, about 1 a. m., completely demolishing the baggage and express cars, and killing the engineer, fireman, baggage-master, and express messenger. The mail, which was in the baggage car, was scattered about in all directions, but it is thought that it was all recovered.

December 30, 1882.—The postal car going west on train 8, Baltimore and Ohio Railroad, was smashed in a collision about half a mile west of Martinsburgh, W. Va. No mail was lost. Clerk-in-Charge J. T. Taylor was but slightly injured.

January 1, 1883.—The Tracy (Minn.), and Pierre (Dak.), R. P. O. train east was wrecked 4 miles from Pierre by reason of an axle breaking on the engine. The mail car was thrown down a high embankment, and Clerk J. J. Hammer was thrown quite violently around the apartment, but escaped with only a few bruises. No mail was lost, but some of the paper mail was damaged by oil from the lamps.

January 8, 1883.—The Pittsburgh and Saint Louis R. P. O. train, bound east, collided with a freight train about 3 miles west of Columbus. One end of the storage car was badly smashed. The letter car was not damaged. None of the clerks were injured.

January 8, 1883.—Train No. 1, Chicago and Burlington R. P. O., west-bound, left the track near Mendota, Ill. The mail car was turned over on its side and hurled about forty feet from the track, the trucks being entirely torn from the car. Nearly all of the mail was recovered; some of it was somewhat damaged by water, and a few pieces may have been lost. The clerks on duty at the time were P. N. Coats, clerk-in-charge; John C. Parks, and W. S. Leighty. They escaped without injury, except a few bruises, scratches, and soreness caused by inhaling the smoke and gas from the furnace.

January 13, 1883.—The agent's train on the Geneva and Wellsborough line collided with a freight train near Ferenbaugh, about 4 miles from Corning, N. Y. No one was killed, but Clerk-in-Charge C. D. Heartwell had one rib broken and received other injuries. No damage was done to the mails.

January 14, 1883.—Train No. 9, New York and Pittsburgh R. P. O., leaving New York at 8 p. m. January 13, ran into a rock 2 miles east of Downingtown, Pa., about 1 a. m. on the 14th instant. The engine, tender, five express cars, and a paper car were derailed, but no serious damage was done except to the engine and tender.

January 20, 1883.—An accident occurred on the Southern Pacific Railroad near Tehachepi Station about 3 a. m. The train consisted of seven passenger coaches, four sleeping coaches, and two mail and express cars. The accident was caused by the train without the engine backing down a long, steep grade. A great quantity of mail was destroyed, although the clerks succeeded in saving much of the registered matter. Clerk-in-Charge A. R. McCall and Clerk F. W. Dougherty were badly cut and bruised, but sustained no serious injuries.

January 21, 1883.—The cars on the Pittsburgh and Saint Louis R. P. O. were thrown from the track by a broken rail, near Pecksburgh, Ind. Letter car No. 71 and storage car No. 53 were badly wrecked. None of the clerks on duty were injured, and no mail was lost or destroyed.

January 21, 1883.—The mail apartment of the Girard and Galena R. P. O. was destroyed by fire at Joplin, Mo., at 4 a. m. Several pouches, canvas sacks, &c., were destroyed, but no mails were lost or damaged.

January 25, 1883.—The train on the Cranberry Forge and Johnson City R. P. O. jumped the track 6 miles above Hampton, Tenn., turning over twice and landing in the river. Nearly all of the letter mail was lost, but the registers were saved. Clerk-in-Charge N. T. Howard was severely cut and bruised about the face and body.

January 25, 1883.—A mail pouch thrown from the Chicago and Centralia R. P. O. at Pullman, Ill., was drawn under the train and carried some 2 miles. The wheels of the train ran over the pouch, badly cutting it and tearing the contents. The pouch was discovered on the 26th instant, and when found contained but one letter. The usual number was 50 or 75, and it is thought that the pouch was rifled of its contents by tramps before being found.

January 27, 1883.—Clerks bound west, Chicago and Burlington R. P. O., failed to catch the pouch at Sandwich, Ill. It fell through the catcher, rolled under the train, where it was caught under the trucks and carried some 6 miles, after which it was dropped and run over by the train.

January 28, 1883.—Train No. 2, Peud d'Oreille and Wallula R. P. O.' was ditched 30 miles east of Aiusworth at 10 p. m. The mail car was badly damaged, but all mail was saved.

January 30, 1883.—The Chicago and Burlington R. P. O. day line, bound west, failed to catch the pouch at La Grange, Ill., and the pouch falling under the cars was badly damaged, as also were its contents.

January 31, 1883.—The mail apartment on train No. 5, Denver and Leadville R. P. O., left the track near Malta Station, Colo. The mail apartment was considerably damaged and was abandoned. No mail was lost or damaged. Clerk-in-Charge W. A. C. Complin was slightly injured in the back by being thrown from his car into the snow, but he was able to resume duty.

January 31, 1883.—During a heavy fog on Chesapeake Bay, the steamer Carolina, on her trip to Baltimore from Norfolk, collided with the British steamer Riverdale, tearing away the mail-room and scattering the pouches on the deck. Everything was saved. Clerk-in-Charge J. F. Black was somewhat injured.

January 31, 1883.—The train was wrecked at Greensburgh, Ind., at 10 a. m. The mail car was so badly damaged that it had to be abandoned.

January 31, 1883.—The mail car on the Walla Walla and Portland R. P. O. left the track, overturning mail and baggage cars and two coaches. No mail was lost or injured. The mail car was rendered unfit for use.

January 31, 1883.—The Baltimore and Grafton R. P. O. leaving Baltimore at 5 p. m. ran into a freight engine near Martinsburgh, W. Va., and damaged the front of the postal car. No damage was done to the mail.

February 1, 1883.—A small mail bag thrown off at Shohola, Pa., struck the mail crane and rebounded under the car, which carried it along three-quarters of a mile, cut it in two, and destroyed some of the contents. The registers, however, and the most valuable part of the mail were not seriously damaged.

February 1, 1883.—Mail car No. 52, on the Calmar and Chamberlain R. P. O., was burned at Calmar, Iowa. It is thought that all of the mail was saved.

February 1, 1883.—The Chicago and Iowa City R. P. O., bound west, failed to catch the pouch, which fell under the train and, together with its contents, was badly damaged.

February 2, 1883.—The engine to the train on the Leavenworth and Miltonvale, Kans., R. P. O. broke a wheel and forced the trucks back under the postal car, damaging it considerably. The mail was scattered about the car but none of it was lost or destroyed. No one was injured.

February 3, 1883.—The east bound mail train, Texarkana and El Paso R. P. O., was wrecked near Eagle Ford, Tex. The mail apartment was thrown from the track down an embankment. S. A. Stewart, clerk-in-charge, was quite seriously injured about the hip and right shoulder and leg. The mail was somewhat damaged by water and oil from the lamps.

February 4, 1883.—Mail car No. 270, Centreville and Humeston R. P. O., burned at Centreville, Iowa. No mail or mail equipments were destroyed.

February 5, 1883.—East bound train No. 64, Atchison and Lenora R. P. O., was wrecked near Glen Elder, Kans. The mail car was so badly damaged that it was abandoned. No mails were damaged or lost.

February 6, 1883.—On the south bound trip the pouch, when thrown off at Galveston, Ind., was cut in two. Nearly all of its contents were lost or destroyed.

February 8, 1883.—The Vanceborough and Bangor R. P. O. train No. 71, east, jumped the track between Lincoln Centre and Wiun, Me. The postal car was thrown crosswise the track and tipped over. The car took fire and ignited a bag of waste paper. The mail was all saved, some of it saturated with kerosene oil. Clerk-in-Charge C. N. Cochrane and Clerk F. D. Powers were only slightly bruised.

February 10, 1883.—The Portland and Gorham R. P. O., east, was wrecked about 2 miles west of South Paris, Me. Four freight cars were totally destroyed and the baggage, mail, and passenger cars thrown off the track. The accident was caused by a broken wheel. No mail or clerks injured.

February 11, 1883.—Train No. 3, Clifton Forge and Huntington R. P. O., was wrecked near White Sulphur Springs by running into a land slide. The mails were all saved and no one was injured.

February 15, 1883.—The Chicago, Decatur and Saint Louis R. P. O., north, failed to catch the pouch at Custer, Ill. The pouch fell under the train and was partially cut. Only one letter was injured.

February 16, 1883.—The Detroit and Grand Haven R. P. O. collided with a freight train at Pewamo, Mich. The front end of the mail car was smashed in by the tender and the mail was scattered about the car. All of the mail was recovered. Clerk D. S. Monroe was on duty and was quite badly injured.

February 16, 1883.—The Cleveland and Cincinnati R. P. O. train No. 1, bound south, was thrown from the track near Galion, Ohio. The postal car was thrown into a ditch and badly damaged. The registered mail was all saved. All of the mail was saved with the exception of 25 or 30 letters, which were burned by fire from the car. Clerks J. C. Artz and R. S. Kennedy were on duty. Mr. Kennedy was badly hurt. Mr. Artz was also somewhat bruised and cut. The accident was caused by spreading of the track.

February 20, 1883.—The Danbury and Norwalk train collided with an engine of the Shepaug Railroad near Danbury, Conn. Four cars and the caboose were burned, together with the pouch of mail from South

Norwalk. Most of the letter mail from Boston, Providence, and New York was saved, but in bad condition. A sack of papers from New York was saved; others were destroyed.

February 23, 1883.—A portion of the mail due in Chicago via Baltimore and Ohio Railroad, at 8.30 a. m., February 24, was destroyed by fire. This fire took place in the baggage car.

February 27, 1883.—The White Heath and Decatur mail car burned at Decatur, Ill. Fire supposed to have originated from a stove in the baggage apartment. No mail was in the car at the time.

March 1.—The Pittsburgh and Saint Louis R. P. O. train No. 2 collided with a freight train near "Point Bridge," opposite Pittsburgh. One postal car was damaged. No mails lost or clerks injured.

March 2, 1883.—The Atlanta and Montgomery R. P. O. train was thrown from the track by a broken rail near Cusseta, Ala. The postal car was thrown some 70 feet from the track and badly wrecked. Postal Clerk Hester received some very severe bruises in the back and contusion of the right knee. The entire mail was recovered. The engineer and fireman were both seriously injured. The latter has since died.

March 4, 1883.—The postal car on the north bound train was wrecked at 3 a. m. 3 miles north of Winchester, Miss. Six cars were thrown from the track. The postal and express cars were totally demolished. No mail was lost. A few canvas bags were bruised. No one was injured.

March 8, 1883.—The Clarinda and Corning R. P. O., bound north, left the track and went over an embankment near Corning, Mo., owing to broken trucks. The mail was saved without material damage. Clerk in charge, H. M. Way, was burned and scratched besides receiving a strain in his shoulder.

March 11, 1883.—The baggage car on train No. 21, New York and Chicago R. P. O., due to leave Cleveland at 2 p. m., was piled with mail which caught fire from the stove. About four sacks of mail were destroyed.

March 12, 1883.—The mail-room at Michigan Central depot, Detroit, Mich., burned. Considerable letter and paper mail was destroyed.

March 15, 1883.—A postal lamp exploded in a car on the Columbia, S. C., and Wallhalla R. P. O., near Belton, S. C., setting fire to the car and burning a few letters.

March 16, 1883.—The eastern bound train on Bristol and Chattanooga R. P. O. collided with a freight train near Limestone, Tenn., and badly wrecked the postal car, setting fire to its contents. A great deal of letter mail was considerably damaged by fire and water, but the greater part was saved. No one was injured.

March 19, 1883.—The Pittsburgh and Chicago R. P. O. was wrecked near Dunkirk, Ohio. The postal car was thrown from the track into the ditch and badly wrecked. No mail was lost and no one was injured.

March 22, 1883.—The Beardstown and Shawneetown R. P. O. was derailed near Jeffersonville, Ill. No mail was lost or injured. Substitute clerk, John McEndree sustained slight injuries.

March 24, 1883.—The Saint Louis and Atchison R. P. O. train No. 3, bound east, was wrecked by a broken switch about 12.30 a. m., while approaching Clarksburgh, Mo. The engine, postal car, and baggage car left the track and were badly wrecked, the postal car completely so. The mail was somewhat damaged by fire and water, but not so badly that it could not be properly forwarded. None of the clerks were injured.

March 30, 1883.—The Sandusky and Cincinnati R. P. O. was wrecked near Silver Creek. All of the registered mail was saved, and a large

amount of the letter mail, but some of the latter was destroyed. Clerk in charge, D. Stewart, was considerably bruised.

March 30, 1883.—Train No. 1, Cairo and New Orleans R. P. O., was wrecked two miles north of Sharon, Tenn., by a broken axle under the tender of the locomotive. One end of the postal car was thrown down a 40-foot embankment, the rear end being telescoped by the express car. The postal car was badly wrecked, and Clerks Snow and Rogers were considerably bruised, but not seriously injured. No mail was lost.

March 31, 1883.—The Grand Rapids and La Crosse R. P. O., bound north, March 31, was derailed about 4 miles south of Holland, Mich. The postal car was thrown from the track and considerably broken up. Clerk S. A. Holt was cut about the head and bruised, but not seriously. No mail was lost.

April 5, 1883.—Train No. 1, Dallas and Cleburne R. P. O., south bound, was wrecked near Cedar Hill, Texas. The mail and baggage car, smoking car, and one coach left the track. Mail apartment rolled down a 20-foot embankment and was totally wrecked. Clerk-in-Charge G. W. Follett received quite severe bruises. No mail was lost, but considerable letter mail was damaged by oil.

April 9, 1883.—The Chicago, Decatur and Saint Louis train was wrecked and the mail car disabled. No mail was lost, but a few letters were disfigured by oil. No one was injured.

April 9, 1883.—The Sheboygan and Princeton R. P. O. was thrown from the track at Glenbeulah, Wis., owing to a loose rail. No mail was lost, but some was damaged by oil and ink.

April 12, 1883.—The Attica and Cuba R. P. O. was wrecked between Rushford and Cuba. Postal Clerk Holcomb was disabled by a cut in the right hand.

April 21, 1883.—Train No. 6, Denver and Leadville R. P. O., was blown from the track by a high wind, two miles west of Como, Colo. The entire train, consisting of mail and baggage car and three passenger coaches, was blown completely from the track, overturned and badly wrecked. Clerk-in-charge James M. Rand was considerably bruised about the face by the accident. No serious damage was incurred by the mails, except that the letter mail was slightly soiled by blood and oil.

May 8, 1883.—The Milwaukee and Lancaster R. P. O. train, bound east, collided with a freight engine and caboose between Waterville and Enos, Wis., both trains running at the rate of 30 miles per hour. The forward end of the mail car was badly injured. The tank of the engine emptied its water into the mail car, covering the floor with about two inches of water. About one thousand letters and twenty-two registered packages were badly soaked, but were sent to their proper destination. Clerk E. J. Cole received quite a severe bruise on his back, and his right arm was also hurt.

May 9, 1883.—The mail car on Chicago and Louisville R. P. O. took fire at Cedar Lake, Ind., from a gasoline stove in the baggage car. All the ordinary mail matter (about 200 letters) and two pieces of 4th class registered matter were consumed. No one was injured.

May 17, 1883.—The Saint Albans and Boston R. P. O. was thrown from the track by a misplaced switch, colliding with freight cars which were standing on a side track. The engine, baggage and mail car were considerably damaged. Clerk-in-charge A. C. Noble was badly hurt. Four ribs were broken, and he was otherwise injured.

May 19, 1883.—The Denver and Leadville R. P. O. was badly wrecked $3\frac{1}{2}$ miles east of Divide, Colo., the whole train, including engine, three coaches, and mail apartment rolling down an embankment about 25 feet

Clerk-in-charge W. A. C. Camplin was considerably injured about the hip. No mail was lost or damaged.

May 20, 1883.—The Grafton and Cincinnati R. P. O. day line east, met with an accident caused by the engine jumping the track near Liberty street, Cincinnati. The engine and postal car were wrecked. No mail damaged or clerks injured.

May 24, 1883.—The Salida and Ogden R. P. O. was precipitated into the Gunnison River. All the mail from Grand Junction, Colo., was lost, consisting of about 150 letters, 50 papers, and two first-class registers. Clerk J. M. Williams was seriously injured.

June 6, 1883.—The night train on the Indianapolis and Louisville R. P. O. was wrecked near Seymour, Ind., heavy rains having washed away a bridge. Three railroad employés were killed, and one fatally hurt, but no postal clerks were injured. Some of the mail was slightly wet. The mail car was badly smashed.

June 11, 1883.—The Leavenworth and Miltonvale R. P. O. was wrecked 7 miles east of Miltonvale, Kan. The mail and baggage apartments and all passenger coaches were blown from a railroad bridge down an embankment 25 feet. All the cars were badly wrecked. The mail was somewhat damaged by mud and water, but it was all forwarded to its destination. Clerk-in-charge A. T. Welch received several scratches and bruises, but was not incapacitated for duty.

June 16, 1883.—The Sandusky and Cincinnati R. P. O., bound north, was wrecked by the breaking of an axle on the truck of the tender just as the train was entering Sandusky. The mail car was wrecked, but none of the mail was damaged. Clerk-in-Charge D. Coglein was hurt in the right arm.

June 18, 1883.—The Baltimore and Grafton R. P. O. was wrecked 7 miles east of Grafton, W. Va., about 11 p. m., by a tree falling across the track. The engine, tender, express car, postal car, baggage car, and two coaches were derailed. The postal car was smashed. No mail was lost or clerks injured.

June 26, 1883.—The Pleasant Hill and Joplin R. P. O., east bound, collided with a west-bound freight near Independence, Mo. No damage was done to the mails or mail apartment. Clerk-in-Charge A. M. Smith received several slight injuries. Clerk John Dunlap was considerably bruised about the head, arms, and legs.

June 30, 1883.—The Boston, Springfield and New York R. P. O. came in collision with New York and New England train at Hartford, Conn. The engines of both trains were thrown from the track and smashed to pieces. The mail car was badly damaged. Clerk J. C. McGuire was slightly injured in the right arm. Clerk G. G. Smith's right arm was bruised, and he was also slightly hurt in one leg.

1882-'83.

RECAPITULATION.

Number of casualties	114
Employés killed	1
seriously injured.....	35
slightly injured.....	42
Total killed and wounded.....	78

Recapitulation of casualties in the Railway Mail Service from 1875 to 1883.

Year ended June 30.	Total number of clerks.	Number of casualties.	Number of clerks killed.	Number of clerks seriously wounded.	Number of clerks slightly wounded.	Remarks.
1875.....	2,238	*	1	*	*	*Not reported.
1876.....	2,415	*	1	*	*	
1877.....	2,500	27	2	10	4	
1878.....	2,608	36	2	15	3	
1879.....	2,609	35	3	14	13	
1880.....	2,946	26	0	14	15	
1881.....	3,177	62	7	15	22	
1882.....	3,570	83	3	16	20	
1883.....	3,855	114	1	35	42	
Total.....		383	20	119	79	

Statement of leaves of absence with pay granted to railway postal clerks injured while on duty, in railroad or other accidents, during the fiscal year ended June 30, 1883.

Class.	Annual salary.	Name of railway postal clerk.	Line.	Date of accident.	Number of days leave with pay.
3	\$1,000	E. A. Wentworth	Atchison and Lenora R. P. O.	Aug. 3, 1882	45
3	1,000	E. F. Johnson	Texarkana and Houston R. P. O.	Aug. 26, 1882	20
3	1,000	G. A. McComb	Oil City and Pittsburgh R. P. O.	Sept. 16, 1882	150
3	1,000	E. H. Reid	Batte City and Ogden R. P. O.	Oct. 16, 1882	60
4	1,150	G. A. Roundy	Boston and Wellfleet R. P. O.	Oct. 19, 1882	90
4	1,150	J. P. Ramsaur	Charlotte and Atlanta R. P. O.	Oct. 31, 1882	90
3	1,000	E. B. Chamberlin	Boston and Hopewell Junction R. P. O.	Nov. 4, 1882	177
3	1,000	R. P. Crawford	Denison and Houston R. P. O.	Nov. 19, 1882	26
3	1,300	W. H. Huston	Pittsburgh and Saint Louis R. P. O.	Nov. 21, 1882	180
3	1,000	Charles Stewart	do	Nov. 21, 1882	22
3	1,000	E. L. Shaffer	Texarkana and El Paso R. P. O.	Nov. 23, 1882	188
3	1,000	M. H. Farr	Denison and Taylor R. P. O.	Nov. 24, 1882	180
3	1,000	J. W. Harris	Macon and Montgomery R. P. O.	Dec. 8, 1882	90
4	1,150	M. Hollingshead	Pittsburgh and Cincinnati R. P. O.	Dec. 18, 1882	48
4	1,300	H. H. Hanover	do	Dec. 18, 1882	54
4	1,150	H. H. Madison	do	Dec. 18, 1882	193
5	1,300	H. J. Hyde	Lafayette and Saint Louis R. P. O.	Dec. 22, 1882	90
4	1,150	E. G. Bramble	do	Dec. 22, 1882	90
3	1,000	A. R. McCall	Deming and San Francisco R. P. O.	Jan. 20, 1883	180
1	800	F. W. Dougherty	Denison and Isaacson R. P. O.	Jan. 20, 1883	30
2	900	S. A. Stewart	Texarkana and El Paso R. P. O.	Feb. 3, 1883	60
1	800	D. S. Monroe	Detroit and Grand Haven R. P. O.	Feb. 16, 1883	120
5	1,300	Charles S. Wiltsee	Cleveland and Cincinnati R. P. O.	Apr. 3, 1883	180
3	1,000	E. A. Holcomb	Attica and Cuba R. P. O.	Apr. 12, 1883	35
5	1,000	A. C. Noble	Saint Albans and Boston R. P. O.	May 17, 1883	90
1	800	J. M. Williams	Salida and Grand Junction R. P. O.	May 24, 1883	30
3	1,000	Dorr Hamlin	Fair Haven and Sayre R. P. O.	June 7, 1883	16

Statement of annual salaries of railway postal clerks by classes.

Class.	Annual salary.	No. of railway postal clerks.	Aggregate annual salary.	Class.	Annual salary.	No. of railway postal clerks.	Aggregate annual salary.
.....	\$1,400	52	\$7,280 00	1.....	\$860	4	\$2,640 00
5.....	1,300	509	661,700 00	1.....	650	2	1,300 00
.....	1,200	1	1,200 00	1.....	640	2	1,280 00
4.....	1,150	565	649,750 00	1.....	620	3	1,860 00
3.....	1,000	1,388	1,388,000 00	1.....	610	1	610 00
.....	960	1	960 00	1.....	600	47	28,200 00
.....	900	456	410,400 00	1.....	580	1	580 00
.....	890	4	3,560 00	1.....	570	1	570 00
2.....	880	16	14,080 00	1.....	560	1	560 00
2.....	870	5	4,350 00	1.....	550	2	1,100 00
2.....	860	9	7,740 00	1.....	540	1	540 00
2.....	855	1	855 00	1.....	520	2	1,040 00
2.....	850	11	9,350 00	1.....	510	2	1,020 00
2.....	840	14	11,760 00	1.....	500	11	5,500 00
2.....	830	1	830 00	1.....	480	1	480 00
2.....	820	10	8,200 00	1.....	450	2	900 00
2.....	810	10	8,100 00	1.....	440	1	440 00
1.....	800	554	443,200 00	1.....	420	2	840 00
1.....	790	1	790 00	1.....	400	4	1,600 00
1.....	780	6	4,680 00	1.....	360	3	1,080 00
1.....	770	3	2,310 00	1.....	320	2	640 00
1.....	760	10	7,600 00	1.....	300	4	1,200 00
1.....	750	6	4,500 00	1.....	240	2	480 00
1.....	740	7	5,180 00	1.....	180	3	540 00
1.....	730	5	3,650 00	1.....	150	1	150 00
1.....	720	45	32,400 00	1.....	120	2	240 00
1.....	710	1	710 00	1.....	100	1	100 00
1.....	700	17	11,900 00	1.....	60	1	60 00
1.....	690	2	1,380 00	1.....	12	15	180 00
1.....	680	6	4,080 00	1.....	1	14	14 00
1.....	670	1	670 00				

Total number of railway postal clerks..... 3,856
Average annual salary..... \$977 15
Aggregate annual salary..... 3,766,909 00

Statement of new service established in the United States during the fiscal year ended June 30, 1883.

FIRST DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Eastport to Lubec, Me.	Maine Central R. R.	Miles. 3.00	Aug. 1, 1882	Aug. 1, 1882	Steamboat service.
Newburyport to Boston, Mass.	Bangor and Katahdin Iron Works R. R.	40.00	Old.	Aug. 1, 1882	New service. Additional service was established on this line September 4, 1882, making double daily service.
Brownsville to Katahdin Iron Works, Me.	Cent. Vt., Ben. and Rut., and Troy and Bost. R. R.'s.	12.64	Nov. 13, 1882	Jan. 1, 1882	New service.
Saint Albans, Vt., to Hoosac Junction, N. Y.	New York and New England R. R.	156.50	Old.	Dec. 15, 1882	Do.
Hartford, Conn., to Springfield, Mass.	New York and New England	31.00	Old.	Feb. 12, 1882	
Rockville to Ellington, Conn.	New York and New England	5.05	Feb. 12, 1882	Feb. 26, 1883	
South Duxbury to Kingston Station (n. o.), Mass.	Old Colony R. R.	2.90	Feb. 26, 1883		
Manchester to Concord, N. H.	Concord R. R.	18.00	Old.	Feb. 15, 1883	Portsmouth and Manchester R. P. O. extended to Concord.
Hiram to Bridgeton, Me.	Bridge and Sac River River R. R.	17.35	Mar. 20, 1883	Mar. 9, 1883	New service.
Boston, Mass., to Keene, H. H.	Boston and Lowell R. R.	96.00	Old.		
Ellington to Melrose, Conn.	N. Y. and New England	3.28	Apr. 1, 1883	June 6, 1883	Steamboat service.
Cambridge, N. H., to Middle Dam, Me.	Middle Dam to Wentworth Location, Me.	80.50		June 6, 1883	Do.
Middle Dam to Wentworth Location, Me.		32.00		June 6, 1883	Do.
Rangely to Indian Rock, Me.		10.00		June 6, 1883	Do.

SECOND DIVISION.

Coalville Junction (n. o.) to Coaltown, Pa.	Shenango and Allegheny R. R.	3.00	July 3, 1882		
Glens Falls to Lake George, N. Y.	Del. and Hudson Canal Co.	9.64	July 1, 1882		
Horse Heads to Elmira, N. Y.	Utica, Ithaca and Elmira R. R.	5.79	July 1, 1882		
Herkimer to Poland, N. Y.	Herk., Newport and Poland Narrow Gauge R. R.	17.00	July 17, 1882		
Whiting to Bay Head Junction (n. o.), N. J.	Phila. and Long Branch R. R.	23.58	Aug. 1, 1882		
East Junction (n. o.) to West Junction (n. o.), N. J.	N. Y., L. E. and Western R. R.	6.98	Aug. 7, 1882		
Philadelphia, Pa., to Bridgeton, N. J.	West Jersey R. R.	38.20	Old.	Aug. 1, 1882	This makes double daily service between these points.

Statement of new service established in the United States during the fiscal year ended June 30, 1883—Continued.
SECOND DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of delivery by post-office service.	Remarks.
Whitestone Junction (n. o.) to Great Neck Station, N. Y.	Long Island R. R.	6.06	Aug. 21, 1882		
Nyack, N. Y., to Jersey City, N. J.	No. R. R. of N. J. and N. Y., L. E. and West-ern R. R.	28.50	Old.	Aug. 16, 1882	This makes double daily service over a portion of the Morsey and New York R. P. O., Lewisburgh and Spring Mills R. P. O. extended to begin at Montandon.
Lewisburgh to Montandon, Pa.	Penna. R. R.	1.05	Old.	Aug. 16, 1882	
Newark to Porter's Junction (n. o.), Del.	Phil., Wilmington and Balto. R. R.	7.78	Aug. 24, 1882	Aug. 23, 1882	Solin's Grove Junction and Lewistown R. P. O. extended to begin at Sunbury.
Sunbury to Solin's Grove Junction (n. o.), Del.	Penna. R. R.	5.00	Old.	Aug. 23, 1882	
Port Allegheny to Condersport, Pa.	Pt. Allegheny and Condersport Rwy.	16.68	Oct. 9, 1882		
Mechanicville to Schuylersville Junction (n. o.), N. Y.	Boston, Hoosac Tunnel and Western Rwy.	12.98	Aug. 10, 1882		
Greycourt (n. o.), N. Y., to Belvidere, N. J.	Lehigh and Hudson Riv. R. R.	63.00	Nov. 1, 1882	Nov. 1, 1882	New service.
Arcade to Cuba, N. Y.	Ton Valley and Cuba R. R.	33.67	Nov. 13, 1882	Nov. 13, 1882	Attica and Arcade R. P. O. extended to Cuba.
Eldred to Bradford, Pa.	Wells, Eldred and Cuba R. R.	24.46	Old.	Nov. 20, 1882	Bradford and Eldred R. P. O. extended to New service.
Addison, N. Y., to Westfield, Pa.	Addison and No. Penn. R. R.	27.35	Dec. 11, 1882	Dec. 23, 1882	
West Brownsville to Uniontown, Pa.	Penna. R. R.	18.54	Jan. 1, 1883		
Pen Argyl to Nazareth, Pa.	Bangor and Portland R. R.	9.70	Jan. 8, 1883		
Porter's Junction (n. o.) to Delaware City, Del.	Phil., Wil. and Balto. R. R.	6.16	Jan. 8, 1883		
Brecton to Buffalo, N. Y.	Buff., N. Y. and Phil. R. R.	49.16	Jan. 16, 1883	Jan. 16, 1883	Brecton and Oil City R. P. O. extended to Buffalo.
Rochester to Hinsdale, N. Y.	do.	99.92	Feb. 1, 1883	Feb. 1, 1883	New service.
Clarion Junction (n. o.) to Sheffield Junction (n. o.).	P., B. and B. R. R.	39.70	Feb. 12, 1883	Feb. 12, 1883	Clarion and Foxburgh R. P. O. curtailed to begin at Clarion Junction and extended to begin at Sheffield Junction (n. o.).
Brookston to Sheffield Junction (n. o.), Pa.	Tonawata Valley R. R.	4.01	Feb. 12, 1883		
Hinsdale to Olean, N. Y.	Buff., N. Y. and Phil. R. R.	2.96	Old.	Jan. 29, 1883	Rochester and Hinsdale R. P. O. extended to Olean.
Philadelph. Pa., to Salem, N. J.	New Jersey and Woodstown and Swedesborough R. R.	37.50	Old.	Feb. 26, 1883	New service.
Arnot to Hoytville, Pa.	Toga R. R.	11.98	Mar. 12, 1883		
Westfield, N. Y., to Gainsco, Pa.	Addison and North Penn. R. R.	13.90	Mar. 15, 1883		
Pen Argyl to Bangor, Pa.	Lehigh and Lack. R. R.	2.87	Mar. 19, 1883		

North Clarendon to Farnsworth, Pa.	Warren and Farnsworth R. R.	11.50	Mar. 15, 1883	Pittsburgh and Wurtomburgh R. P. O. ex-
Wurtomburgh to New Castle Junction (n. o.), Pa.	Pitta. and Western R. R.	11.40	Mar. 26, 1883	tended to New Castle Junction (n. o.).
Hicksville to Long Island City, N. Y.	Long Island R. R.	22.00	Old.	This makes double daily service between these points.
Sheffield to Erie, Pa.	Penna. R. R.	78.80	Old.	New service.
Columbia, Pa., to Perryville, Md.	do	44.00	Mar. 20, 1883	
Brooklyn to Jamaica, N. Y.	Long Island R. R.	4.00	Apr. 3, 1883	
Hopewell Junction, N. Y., to Wicopsee Junction, Mass. (n. o.).	New York and New England R. R.	11.19	May 1, 1883	
Butler to Gallery Junction (n. o.), Pa.	Pittsburgh and Western R. R.	13.39	May 14, 1883	Pollok and Butler R. P. O. extended to Gallery Junction.
Buffalo to Black Rock, N. Y.	Grand Trunk R. R.	4.59	May 16, 1883	
Delta to Peach Bottom, Pa.	York and Peach Bottom R. R.	4.32	June 4, 1883	York and Delta R. P. O. extended to Peach Bottom.
Leock Haven to Williamsport, Pa.	Penna. R. R.	25.00	Old.	Leock Haven and Erie R. P. O. extended to Williamsport.
Bradford Junction (n. o.) to Bradford, Pa.	Rocheater and Pittsburgh R. R.	13.00	June 1, 1883	
Pollok to Foxburgh, Pa.	Pittsburgh and Western R. R.	2.69	June 11, 1883	Pollok and Gallery Junction R. P. O. extended to Foxburgh.
Pleasantville to Somer's Point, N. J.	West Jersey R. R.	7.31	June 13, 1883	

THIRD DIVISION.

Baltimore to Queenstown.	Dan. and New River R. R.	40.00	July 1, 1882	Steamboat service.
Stockton to Martinsville, Va.	Chesapeake and Ohio R. R.	11.04	July 3, 1882	Newport News and Richmond R. P. O. ex-
Newport News to Norfolk, Va.	Alma and Little Rock R. R.	17.00	July 5, 1882	tended to Norfolk.
Alma to Afordaville, N. C.	Western and No. Car. R. R.	10.62	July 17, 1882	
Ashville to Asheville (n. o.) to Pigeon River, N. C.	Atlantic and No. Carolina R. R.	19.00	July 17, 1882	
Smithfield to Goldborough, N. C.	Winifrede R. R.	22.55	Aug. 8, 1882	
Winifrede Junction (n. o.) to Winifrede, W. Va.	Richmond and Danville R. R.	4.54	Aug. 1, 1882	
University Station to Chapel Hill, N. C.	Wil. and Weldon R. R.	11.20	July 24, 1882	
Elizabeth City to Fairfield, N. C.	Norfolk and Western R. R.	100.00	Sept. 1, 1882	Steamboat service.
Halifax and Scotland Neck, N. C.	Chesapeake and Ohio R. R.	21.00	Oct. 9, 1882	
Rozanoke, Va., to Bristol, Tenn.	Alma and Little Rock R. R.	150.00	Old.	Baltimore and Rozanoke R. P. O. extended to Bristol.
Newport News to Fortress Monroe, Va.	West No. Car. R. R.	10.75	Oct. 23, 1882	
Afordaville to Placitiver, N. C.	Seaboard and Raleigh R. R.	1.98	Oct. 23, 1882	
Ashville to Warm Springs, N. C.	Cape Fear and Yadkin Valley R. R.	40.00	Old.	Salisbury to Asheville R. P. O. extended to Warm Springs.
Tarborough to Williamson, N. C.	Rich. and Mech. R. R.	30.38	Dec. 11, 1882	
Gulf to Egypt Depot, N. C.	Norfolk and Western R. R.	3.00	Dec. 15, 1882	Egypt Depot and Fayetteville R. P. O. ex-
Plymouth to Jamesville, N. C.		11.00	Jan. 1, 1883	tended to begin at Gulf.
Keyesville to Chase City, Va.		17.77	Feb. 1, 1883	Steamboat service.
New River Depot to Pocahontas, Va.		73.59	May 1, 1883	

Statement of new service established in the United States during the fiscal year ended June 30, 1883—Continued.

FOURTH DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Shreveport to Cheneyville, La.....	Morgan's, La. and Texas R. R. and Steamship Co.	Miles. 157.35	July 1, 1882	.....	.....
Atlanta and Weddington, Ga.....	Ga. and Pac. R. R.....	31.63	July 1, 1882	.....	.....
Gruelle to Ocala, Fla.....	Fla. and Southern R. R.....	30.61	July 1, 1882	.....	.....
Saint Elmo to Utica, Miss.....	Natchez, Jackson and Columbus R. R.....	15.05	July 10, 1882	.....	.....
Cheneyville to Alexandria, La.....	Morgan's La. and Tex., and Tex. and Pac. R. R.....	25.35	Old.	July 1, 1881	New Orleans and Cheneyville R. P. O. extended to Alexandria.
Canton to Bald Ground, Ga.....	Marietta and No. Georgia R. R.....	11.36	July 17, 1882	.....	.....
Vicksburg to Faisonville, Miss.....	Steenboat.....	203.00	.....	Aug. 1, 1882	New service.
Vicksburg to Greenwood, Miss.....	Steenboat.....	242.00	.....	Aug. 1, 1882	Do.
Rabun Gap Junction (n. o.) to Tallulah, Ga.....	Northeastern R. R. of Georgia.....	21.25	Aug. 15, 1882	.....	.....
Utica to Raymond, Miss.....	Natchez, Jack. and Col. R. R.....	16.29	Aug. 8, 1882	.....	.....
Titusville to Lake Worth, Fla.....	Steenboat.....	160.00	.....	Sept. 1, 1882	New service.
Pensacola to Milton, Fla.....	Pensacola and Atlantic R. R.....	20.17	Aug. 21, 1882	Apr. 2, 1883	New service. River Junction and Pensacola R. P. O.
Weddington to Villa Rica, Ga.....	Georgia and Pacific R. R.....	0.94	Aug. 1, 1882	Aug. 11, 1883	New service.
Raymond to Natchez, Miss.....	Natchez, Jackson and Columbus R. R.....	83.10	.....	.....	.....
Whiting to Espoon, Ala.....	Louis. and Newville.....	28.70	Sept. 1, 1882	.....	.....
Tallahassee to Lulu, Ga.....	No. East. R. of Georgia.....	40.53	Old.	.....	.....
Greensborough to Alabama and Great South Junction (n. o.), Ga.....	Chn., Selma and Mobile R. R.....	15.75	Oct. 1, 1882	Oct. 6, 1882	Lulu and Athens R. P. O. extended to begin at Tallulah.
Bald Ground to Jasper, Ga.....	Marietta and No. Ga. R. R.....	11.37	Oct. 16, 1882	.....	Selma and Greensborough R. P. O.
Raymond to Jackson, Miss.....	Natchez, Jackson and Columbus R. R.....	15.73	Oct. 16, 1882	Oct. 16, 1882	.....
Vermillionville to New Orleans, La.....	Morgan's, La. and Tex. Rwy.....	144.00	Old.	Oct. 9, 1882	Raymond and Natchez R. P. O. extended to begin at Jackson.
Milton to Chaffin, Fla.....	Pensacola and Atlantic R. R.....	26.40	Nov. 15, 1882	Apr. 2, 1883	Orange and Houston R. P. O. extended to New Orleans, making double daily service between Vermillionville and N. O.
Macon to Atlanta, Ga.....	East Tenn., Va. and Ga. R. R.....	88.25	Oct. 23, 1882	Oct. 23, 1882	River Junc. and Pensacola R. P. O.
Atlanta to Repton, Ga.....	Georgia Pac. R. R.....	45.00	.....	Oct. 16, 1882	New service.
Caden to Saint Martinsville, La.....	Morgan's, La. and Texas Rwy and S. C. Co.	6.00	Nov. 8, 1882	.....	Do.
Baton Rouge Junction (n. o.) to Cheneyville, La.....	New Orleans and Pacific R. R.....	82.80	Dec. 1, 1882	Dec. 6, 1882	New Orleans and Shreveport R. P. O.
Ocala to Wildwood, Fla.....	Pensacola R. R.....	25.24	Dec. 1, 1882	Dec. 1, 1882	Waldo and Ocala R. P. O. extended to Wildwood.

Laurel to Sumpter C. H., S. C.	Cent. R. R. of So. Car.	40.00	Old.	Nov. 23, 1882	New service.
Blackville to Barnwell, S. C.	Barnwell R. R.	9.42	Dec. 11, 1882	Nov. 23, 1882	New service.
Sumpter to Klemme, Fla.	South Florida R. R.	40.00	Old.	Dec. 12, 1882	River Jct. and Pensacola R. P. O.
Chaffin to Furlak, Fla.	Pensacola and Atlantic R. R.	28.00	Jan. 10, 1883	Jan. 1, 1883	Steamboat service.
Morgan City, La., to Isabel, Tex.	Live Oak to Branford, Ga.	465.00	Jan. 10, 1883	Jan. 22, 1883	Du Pont and Live Oak R. P. O. extended to Branford.
Live Oak to Branford, Ga.	Sav., Fla. and Western R. R.	23.60	Jan. 10, 1883	Jan. 22, 1883	
Sauford to Lake Jessup, Fla.	Sauford and Indian River R. R.	10.43	Mar. 1, 1883		
Montgomery to Ada, Ala.	Montgomery Southern R. R.	21.01	Mar. 15, 1883		
Funkh to River Junction (n. o.), Fla.	Pensacola and Atlantic R. R.	88.43	Apr. 2, 1883	Apr. 2, 1883	River Jct. and Pensacola R. P. O.
Merida to Yeburg, Miss.	N. O. and N. E. R. R.	36.34	May 1, 1883		
Temple Station (n. o.) to Aniston, Ala.	Georgia Pacific R. R.	30.14	May 21, 1883		
Yeburg to Ellsbyville, Miss.	New Orleans and No. East. R. R.	28.49	May 21, 1883		
Chimax to Chattanooga, Fla.	Sav., Fla. and Western R. R.	31.65	May 19, 1883		
Rome to Atlanta, Ga.	East Tenn., Va. and Ga. R. R.	72.69	June 13, 1883	June 13, 1883	Atlanta, Jackson and Macon R. P. O. extended to begin at Rome.

FIFTH DIVISION.

Spring City to Jewett, Tenn.	Tenn. and Sequatchie Valley R. R.	12.00	July 1, 1882		Columbus and Springfield R. P. O. extended to Indianapolis.
Petersburgh to Fayetteville, Tenn.	Duck River and Valley R. R.	13.18	July 1, 1882		Delphos and Frankfort R. P. O. extended to Yeadersburgh.
Hampton, Tenn., to Cranberry Forge, N. C.	E. Tenn. and W. N. C. R. R.	18.55	July 1, 1882		Louisville and Livingston Stat. R. P. O. extended to London.
Indianapolis, Ind., to Springfield, Ohio.	Indianapolis, Bloom. and Western R. R.	140.05	July 16, 1882	July 16, 1882	Oakland City and Mount Vernon R. P. O. extended to begin at Louisville, Ky.
Frankfort to Yeadersburgh, Ind.	Tol., Cin. and Saint Louis Rwy.	43.15	July 10, 1882	July 11, 1882	Poduch and Dyerb'g R. P. O. extended to Memphis, Tenn., covering the Memphis and Cov. R. P. O.
Livingston station to London, Ky.	Louis. and Nash. R. R.	18.00	Aug. 1, 1882	Aug. 1, 1882	Cleveland and Canton R. P. O. extended to Mineral Point.
Louisville, Ky., to Oakland City, Ind.	Louis., Evansville and Saint Louis R. R.	99.55	Aug. 16, 1882	Aug. 1, 1882	Mayv. and Paris R. P. O. extended to Cincinnati, Ohio.
Dyersburgh to Covington, Tenn.	Cheesa, Ohio and Southwestern R. R.	37.57	Aug. 1, 1882	Aug. 1, 1882	New service.
Canton to Mineral Point, Ohio.	Valley R. R.	14.19	Aug. 1, 1882	Aug. 1, 1882	Lorain and Wheeling R. P. O. changed to commence at Cleveland.
Paris, Ky., to Cincinnati, Ohio.	Kentucky Central R. R.	81.00	Old.	Aug. 1, 1882	Sand and Newark R. P. O. extended to Wheeling, W. Va.
Indianapolis to Madison, Ind.	Jeff. Mad. and Ind. R. R.	87.00	Old.	Aug. 27, 1882	
Cleveland to Graton, Ohio.	Cleveland, Lorain and Wheeling R. R.	9.00	Old.	Aug. 23, 1882	
Newark, Ohio, to Wheeling, W. Va.	Baltimore and Ohio R. R.	103.00	Old.	Aug. 28, 1882	
Huntcutt to Poplar Creek, Tenn.	Walden's Riders R. R. and Oakdale and Cum. Mt. R. R.	18.10	Oct. 1, 1882		
Alliance Junction (n. o.) to Niles, Ohio.	All. Niles and Ashbula R. R.	25.09	Oct. 1, 1882		
Norwalk to Toledo, Ohio.	Wheeling and Lake Erie R. R.	63.72	Oct. 9, 1882	Oct. 9, 1882	Canal, Dover and Marietta R. P. O. extended to Toledo.
Massillon to Zoar Station, Ohio.	.....do.	17.33	Oct. 9, 1882	Oct. 9, 1882	Do.

Statement of new service established in the United States during the fiscal year ended June 30, 1883—Continued.

FIFTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Princeton to Mount Vernon, Ind. Geel to Paulding, Ohio Bevlar to Riceedale, Ky.	Evans and Terre Haute R. R. Paulding and Geel R. R. Owensboro and Nash, R. R.	Miles. 46.00 6.34 4.09	Nov. 1, 1882 Nov. 20, 1882	Oct. 16, 1882 Nov. 29, 1882	New service. Owensboro and Bevlar R. P. O. extended to Riceedale. Spring and Jack, R. P. O. extended to Wellston. Goshen and Anderson R. P. O. extended to length at Benton Harbor, Mich.
Jackson to Wellston, Ohio. Goshen, Ind., to Benton Harbor, Mich.	Springfield and Southern R. R. Cin., Wabash and Mich. R. R.	8.91 53.52	Dec. 1, 1882 Dec. 1, 1882	Dec. 1, 1882 Dec. 1, 1882	Delphos and Veederburgh R. P. O. extended to Charleston, Ill.
Veederburgh, Ind., to Charleston, Ill.	Tol., Cin. and Saint Louis R. R.	63.85	Dec. 15, 1882	Dec. 15, 1882	Wilson and Cincinnati R. P. O. extended to Peebles.
Wilson to Peebles, Ohio.	Cin. and Eastern Rwy.	4.09	Jan. 1, 1882	Jan. 1, 1883	This makes double daily service between these points.
Cleveland, Ohio, to Pittsburgh, Pa.	Cleve. and Pitts. R. R.	150.10	Old.	Jan. 4, 1883	Double daily service from Cleve. and Pittsburgh, taking up that portion of the Abbt. and Pitts. R. P. O. between Youngstown, Ohio, and Pittsburgh, Pa.
Cleveland to Youngstown, Ohio.	N. Y., Pa. and Ohio R. R.	66.00	Old.	Jan. 9, 1883	Louisville and London R. P. O., extended to Williamsburgh.
Buffton to Mount Blanchard Lyles to Warner Furnace, Tenn. London to Williamsburgh, Ky.	Cleve., Delphos and St. Louis R. R. Warner Iron Co. Louis. and Nash. R. R.	17.60 1.50 31.49	Feb. 1, 1883 Feb. 1, 1883 Feb. 15, 1883	May 15, 1883 Feb. 15, 1883 Feb. 15, 1883	This makes triple daily service between these points.
Washington Jet. (n. o.), to Petersburgh, Ind. Graham to Moore (n. o.), Tenn. Logan to Pomeroy, Ohio.	Ind. and Evans R. R. Nash. and Tuscatonias R. R. Col., Hoek, Val. and Toledo R. R.	16.30 9.00 83.78	Feb. 15, 1883 Feb. 20, 1883	Feb. 1, 1883 Feb. 1, 1883	This makes triple daily service between these points.
Toledo to Cincinnati, Ohio. Madisonville to Providence, Ky. Cleveland, Ohio, to Pittsburgh, Pa.	Cin., Ham. and Day and Day & Mich. R. R. Louis. and Nash. R. R. Cleve. and Pitts. R. R.	203.00 15.51 150.10	Old. Apr. 15, 1883 Old.	Mar. 1, 1883 May 1, 1883	Do. This makes triple daily service between these points.
Peebles to Rardon, Ohio. Charleston to East Saint Louis, Ill. Marion, Ohio, to Hammond, Ind.	Cin. and Eastern Rwy. Tol., Cin. and Saint Louis Chicago and Atlantic R. R.	19.19 131.46 249.45	May 15, 1883 May 21, 1883	May 15, 1883 May 21, 1883	Peebles and Cin. R. P. O. extended to Rardon. Delphos and Charleston R. P. O. extended to East Saint Louis, Ill. New service.
Toledo to Findlay	Toledo and Topeka, R. R.	44.72	June 1, 1883 June 15, 1883	June 1, 1883 June 15, 1883	Do.

Indianapolis to Delphi, Ind	76.12	June 15, 1883	June 15, 1883	Mich. City and Delphi R. P. O. extended to Indianapolis.
East Saint Louis, Ill., to Saint Louis, Mo.....	1.00	.....	June 19, 1883	Delphos and East Saint Louis R. P. O. extended to Saint Louis, Mo.

SIXTH DIVISION.

Ashlon to Ellendale, Dak	70.12	July 1, 1882	.....	.....
Wadena to Miles City, Mont	79.07	July 1, 1882	.....	.....
Cardinal to Northborough	18.74	July 10, 1882	.....	.....
Emerson Junction (n. o.) to Norfolk, Nobr	48.87	Old.	.....	.....
Callanan to Jewell, Iowa .....	.....	.....	July 11, 1882	New service. Callanan and Des Moines R. P. O. extended to Jewell.
Wabasha to Eau Claire, Wis	49.20	Aug. 15, 1882	Oct. 9, 1882	New service.
Wadena to Verona, Minn	51.05	Sept. 1, 1882	Oct. 6, 1882	Do.
Fort Madison to Birmingham, Iowa	41.00	Old.	Aug. 9, 1882	Do.
Covington, Nebr., to Sioux City, Iowa	1.00	Old.	Aug. 21, 1882	Clerks from Covington to Omaha instructed to begin work at Sioux City.
O'Neill City to Long Pine, Nebr.	57.43	Old.	July 15, 1882	Blair and O'Neill City R. P. O. extended to Long Pine.
Junction, Minn., to Superior, Wis	21.43	Aug. 10, 1882	.....	.....
Watertown to Clark, Dak	31.84	Aug. 15, 1882	Aug. 15, 1882	Tracy and Watertown R. P. O. extended to Clark.
Oaktoosh to Hortonville, Wis	22.82	Aug. 15, 1882	.....	.....
Darbin to Hope, Dak	45.28	Sept. 15, 1882	.....	.....
Hutton to Boone, Iowa	21.71	Sept. 15, 1882	.....	.....
Emmettsburgh to Spirit Lake, Iowa	39.05	Sept. 1, 1882	.....	.....
Dell Rapids to Sioux Falls, Dak	19.67	Old.	.....	.....
Chicago, Ill., to Saint Paul, Minn.	239.00	Old.	Aug. 24, 1882	La Crosse and Dell Rapids R. P. O. extended to Sioux Falls.
Gundersen to Chandler, Wis.	41.00	Old.	Aug. 26, 1882	Saint Paul and North McGregor R. P. O. extended to Chic. This gives double daily service from Chic. to Savannah, Ill.
Roone to Des Moines, Iowa	43.26	.....	Sept. 4, 1882	Chandler and Hudson R. P. O. extended to be gin at Gundersen, Wis.
Hope to Breckenridge, Dak	45.24	.....	Sept. 15, 1882	New service. 21.71 ms. Sept. 15. New RR. service. Breckenridge and Durbin R. P. O. extended to Hope.
Coon Rapids to Union Pacific Transfer, Iowa	94.10	Oct. 1, 1882	Oct. 1, 1882	Marion and Coon Rapids R. P. O. extended to U. P. Transfer.
London Mills to Havana, Ill	40.33	Aug. 10, 1882	Sept. 13, 1882	Railroad ser. 10.64 ms. from Aug. 10th. New service.
Mitchell to Chamberlain, Dak	63.00	Old.	Oct. 1, 1882	Calmar and Mitchell R. P. O. extended to Chamberlain, Dak.
Ordway to Huron, Dak	91.45	Old.	Sept. 16, 1882	New service.
Jefferson to Rockwell City, Iowa	30.96	Oct. 16, 1882	Oct. 16, 1882	Jefferson and Des Moines R. P. O. extended to Rockwell City.
Sioux Rapids to Paulina, Iowa	33.01	Oct. 16, 1882	Oct. 16, 1882	Eagle Grove and Sioux Rapids extended to Orange City.
Oceola to Des Moines, Iowa	60.00	Oct. 16, 1882	Oct. 16, 1882	New service.

Statement of new service established in the United States during the fiscal year ended June 30, 1883—Continued.

SIXTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
London Mills to Galesburgh, Ill.	Fulton County Narrow Gauge R. R.	Miles. 19.00	Oct. 16, 1882	Oct. 16, 1882	London Mills and Havana R. P. O. extended to Galesburgh.
White Bear Lake to Minneapolis, Minn.	St. Paul and Duluth R. R.	15.00	Aug. 1, 1882	.....	.....
Ordway to Columbia, Dak.	Chic. and Northwestern R. R.	5.50	Oct. 20, 1882	Oct. 20, 1882	Ordway and Huron R. P. O. extended to begin at Columbia.
North Loup to Grand Island, Nebr.	Union Pacific R. R.	50.09	.....	Nov. 1, 1882	New service.
Green Bay to Stiles, Wis.	Mil. and Northern R. R.	28.52	Aug. 15, 1882	.....	.....
West Liberty to Olney, Ill.	Danville, O., and O. R. R.	8.69	Nov. 1, 1882	Nov. 1, 1882	Danville and West Liberty R. P. O. extended to Olney.
Narcenia Station (n. e.) to Metropolitan, Mich.	Chic. and Northwestern R. R.	84.87	Nov. 1, 1882	.....	.....
Laclede to Crossland, Mo.	Chic., Bur. and Kansas City R. R.	10.31	Nov. 1, 1882	.....	.....
Yankton to Scotland, Dak.	Chic., Mil. and St. Paul R. R.	28.80	Nov. 10, 1882	Nov. 10, 1882	Eagle Grove and Sioux Rapids R. P. O. extended to Orange City.
Paulina to Orange City, Iowa.	Chic. and Northwestern R. R.	28.96	Nov. 10, 1882	Nov. 10, 1882	New service.
Chippewa Falls to Rice Lake, Wis.	Chic., St. Paul, Minn. and Omaha R. R.	46.17	Nov. 15, 1882	Dec. 6, 1882	Bismarck and Miles City R. P. O. extended to Billings.
Ripon to Portland, Dak.	St. Paul, Minn. and Man. R. R.	37.71	Dec. 1, 1882	Dec. 1, 1882	New service.
Miles City to Billings, Mont.	Northern Pac. R. R.	146.64	Dec. 1, 1882	Dec. 11, 1882	New service.
Grainger, Wyo., to Soda Springs, Idaho.	Union Pac. R. R.	147.78	Dec. 1, 1882	.....	Cedar Rapids and Emmetsburgh R. P. O. extended to Worthington, Minn.
Windell to Martinsburgh, Iowa.	Burl. and Northwestern R. R.	47.50	Old.	Dec. 11, 1882	Eagle Grove and Sioux Rapids R. P. O. extended to Hawarden.
Spirit Lake, Iowa, to Worthington, Minn.	Burl., Ced. Rep. and North. R. R.	29.38	Dec. 11, 1882	Dec. 11, 1882	Peoria and Abingdon R. P. O. extended to Keithsburg.
Orange City, to Hawarden, Iowa.	Chl. and Northwestern R. R.	22.40	Dec. 11, 1882	Dec. 11, 1882	Keithsburg.
Farmington to Keithsburg, Ill.	Peoria and Farmington R. R.	67.72	Dec. 15, 1882	Dec. 18, 1882	Butte City and Ogden R. P. O. extended to Deer Lodge City, Mont.
Silver Bow to Deer Lodge City, Mont.	Utah and Northern R. R.	33.90	Jan. 1, 1883	Jan. 1, 1883	Mill and Montford R. P. O. extended to Lancaster.
Montfort to Lancaster, Wis.	Chl. and Northwestern R. R.	22.00	Old.	Nov. 29, 1882	.....
Spencer to Okahoji, Iowa.	Chl., Mil. and St. Paul R. R.	19.18	Dec. 15, 1882	.....	.....
Hastings to Sullwater, Minn.	Chl., do.	26.07	Jan. 1, 1883	.....	.....

Clark to Redfield, Dak.....	Winona and St. Peter R. R.....	39.98	Jan. 1, 1883	Mar. 14, 1883	Watertown to Redfield R. P. O.
Little Falls to Morris, Minn.....	Northern Pacific R. R.....	88.38	Jan. 1, 1883	Jan. 4, 1883	New service.
Oskaboo to Brighton, Iowa.....	Central Iowa R. R.....	48.02	Jan. 1, 1883	Jan. 4, 1883	Do.
Carlhorston, Nebr., to Larnore, Neb.....	Repub. Valley R. R.....	243.55	Jan. 1, 1883	.....	Do.
Crookston, Minn., to Larnore, Dak.....	St. P., Minn. and Man. R. R.....	56.22	Jan. 1, 1883	Dec. 16, 1882	Do.
Superior Junction (n. o.) to Superior, Wis.....	St. P., Minn. and Man. R. R.....	62.75	Old.	Dec. 20, 1882	Do.
Monsieue to Dwight, Ill.....	Ind., Ill. and Iowa R. R.....	43.44	Jan. 1, 1883	Jan. 12, 1883	Minneapolis and Winthrop R. P. O. extended to Birch Cooley.
Winthrop to Birch Cooley, Minn.....	Minn. and St. Louis R. R.....	29.90	Jan. 1, 1883	Jan. 12, 1883	Menasha and Mil. R. P. O. curtailed to Hulbert and extended to Green Bay.
Hilbert to Green Bay, Wis.....	Wisconsin Central R. R.....	10.53	Old.	Dec. 21, 1882	Wausau and Mil. R. P. O. curtailed to end at Eland Junction and extended to Summit Lake.
Eland Junction (n. o.) to Summit Lake, Wis.....	MIL., L. S. and West. R. R.....	12.98	Old.	Dec. 21, 1883	New service.
Summit Lake to Rhinelander.....	do.....	30.19	Jan. 10, 1883	.....	Do.
Brookings to Castlewood, Dak.....	Chi. and Northwestern R. R.....	34.21	Feb. 1, 1883	Jan. 22, 1883	Grafton and Fargo R. P. O. extended to begin at Valley at Omaha.
Afton to Jonesville, Wis.....	do.....	8.66	Jan. 10, 1883	Feb. 1, 1883	Do.
Albia to Des Moines, Iowa.....	Wab., St. Louis and Pac. R. R.....	68.81	Old.	Feb. 19, 1883	Neehe.
Bellings to Livingston, Mont.....	Northern Pacific R. R.....	115.79	Feb. 1, 1883	Jan. 16, 1883	Valley and Stronsburgh R. P. O. extended to begin at Omaha.
Grafton to Neehe, Dak.....	Saint Paul, Minn. and Man. R. R.....	39.73	Feb. 15, 1883	Feb. 5, 1883	Turkey River and Wadena R. P. O. extended to Tur. West Union, Iowa.
Omaha to Valley, Nebr.....	Union Pacific R. R.....	35.00	Old.	Jan. 17, 1883	This makes double daily service between these points.
Wadena to West Union, Iowa.....	Chi., Mil. and St. Paul R. R.....	14.06	Feb. 5, 1883	Jan. 20, 1883	New service.
Burlington to Council Bluffs, Iowa.....	C., B. and Q. R. R.....	291.00	Old.	Feb. 12, 1883	Do.
Cedar Rapids and Council Bluffs, Iowa.....	Chi. and Northwestern R. R.....	271.00	Old.	Feb. 1, 1883	This makes double daily service between these points.
Humeston to Shenandoah, Iowa.....	Humeston and Shenandoah R. R.....	113.86	Part. 12, 1883	June 4, 1883	Fort Dodge and Des Moines R. P. O. extended to begin at Tara.
Onocela to Decatur, Iowa.....	Des M., O. and S. R. R.....	25.50	Feb. 15, 1883	.....	Blair and Long Pine R. P. O. extended to begin at Missouri Valley Junction.
West Liberty and Council Bluffs, Iowa.....	Chi., R. I. and Pac. R. R.....	280.00	Old.	Mar. 20, 1883	New service.
Tara to Ruthven, Iowa.....	Des M. and Ft. Dodge R. R.....	54.98	Feb. 23, 1883	Apr. 2, 1883	Rockwell City and Des Moines R. P. O. extend to Fonda.
Sank Centre to Hartford, Minn.....	St. P., Minn. and Man. R. R.....	26.54	Feb. 12, 1883	.....
Murphysborough to Pinkneyville, Ill.....	Coal Co.'s R. R.....	23.21	Mar. 8, 1883	.....
Missouri Valley Junction, Iowa, to Blair, Nebr.....	St. Louis City and Pacific R. R.....	13.00	Old.	.....
Eldora Junction (n. o.) to Eldora, Iowa.....	Chi., Iowa and Dak. R. R.....	5.80	Mar. 15, 1883	.....
Waterville to Red Wing, Minn.....	Minn. Cent. R. R.....	66.70	Mar. 20, 1883	.....
Red Cedar Junction (n. o.) to Menominee, Wis.....	Chi., Mil. and St. Paul R. R.....	16.46	Apr. 2, 1883	.....
Sac City to Holstein, Iowa.....	Chi. and Northwestern R. R.....	32.42	Apr. 2, 1883	.....
Buckingham to Clarke City, Ill.....	Illinois Central R. R.....	9.59	Apr. 5, 1883	.....
Rockwell City to Fonda, Iowa.....	Wab., St. L. and Pacific R. R.....	15.77	Apr. 2, 1883	.....
Stiles to Lena, Wis.....	MIL. and Northern R. R.....	6.10	Apr. 2, 1883	.....
Fargo to Lisbon, Dak.....	Fargo and Southwestern R. R.....	56.93	Apr. 16, 1883	.....
Iron River to Stambaugh, Mich.....	Chi. and Northwestern R. R.....	19.80	Apr. 2, 1883	.....
Morning Sun to Brighton, Iowa.....	Central Iowa R. R.....	33.60	Apr. 2, 1883	.....
Long Pine to Valentine, Nebr.....	Sioux City and Pacific R. R.....	55.88	Apr. 20, 1883	.....

Statement of new service by the United States during the fiscal year ended June 30, 1883—Continued.

SIXTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Monsieha to Milwaukee, Wis.	Wis. Central R. R.	<i>Miles.</i> 86.90	Apr. 23, 1883	.....	.....
Pend d'Oreille, Idaho, to Third Crossing Station, Mont.	Northern Pacific.	126.49	May 1, 1883	.....	.....
Jamestown to Carrington, Dak.	Jamestown and North. R. R.	43.48	May 1, 1883	.....	.....
Frenepcau to Gatesville, Wis.	Chi. and Northwestern R. R.	8.23	Apr. 23, 1883	.....	.....
Mitchell to Letcher, Dak.	Chi., Mil. and St. Paul.	15.27	Apr. 17, 1883	.....	.....
Breckebridge, Minn., to Fargo, Dak.	St. P., Minn. and Man. R. R.	54.00	Apr. 21, 1883	.....	.....
Litchfield to Smithborough, Ill.	Jack. and Southeastern R. R.	23.80	Mar. 10, 1883	Apr. 21, 1883	Litchfield and Jack. R. P. O. extended to Smithborough.
Lena to Dickerson, Wis.	Mil. and Northern R. R.	8.64	May 7, 1883	.....	.....
Saint Paul to Worthington, Minn.	C., St. P., Minn. and O. R. R.	178.93	Old.	Apr. 24, 1883	Double daily service between these points.
Dubuque to Stout City, Iowa.	Illinois Central R. R.	327.00	Old.	Apr. 25, 1883	Do.
Soda Springs to Naples, Idaho.	Oregon Short Line Rwy.	175.27	May 21, 1883	.....	.....
Sidney to Urbana, Ill.	Wab., St. L. and Pac. R. R.	9.46	June 1, 1883	June 1, 1883	Urbana and Havana R. P. O. extended, to begin at Sidney.
Clear Water to Saint Cloud, Minn.	Saint P., Minn. and Man. R. R.	13.38	June 1, 1883	June 1, 1883	Minneapolis and Clear Water R. P. O. extended to Saint Cloud.
Brandon to Marquette, Wis.	Chi., Mil. and St Paul R. R.	11.78	June 5, 1883	.....	.....

SEVENTH DIVISION.

Belton to Lampasa, Tex.	Gulf, Cole. and S. F6	40.20	July 1, 1882	.....	.....
Leavenworth to Okaloosa, Kans.	L., T. and So. Western	26.85	July 1, 1882	.....	.....
Garo to Fairplay, Colo.	D., S. P. and Pac.	10.80	July 1, 1882	.....	.....
Atchison, Kans., to Omaha, Nebr.	Mo. Pac.	165.50	July 1, 1882	July 1, 1882	New service.
Elwood, Kans., to Saint Joe, Mo.	St. Jo. and Western.	2.00	July 1, 1882	.....	.....
Memphis, Tenn., to Lenton, Ark.	St. L., I. M. and So.	63.71	July 10, 1882	July 1, 1882	Steamboat service.
Gainesville to Vaundale, Ark.	K. C., Law. and So. Kans.	11.97	July 17, 1882	.....	.....
Clashe to Waseca Junction (n. o.), Kans.	St. L., I. M. and So.	38.50	July 10, 1882	July 10, 1882	Houston and Uvalde R. P. O. extended to Eagle Pass.
Uvalde to Eagle Pass Junction (n. o.), Tex. ....	.....	.....	.....	.....	.....

Origin	Destination	Days	Time	Notes
Waco to Taylor, Tex.	Tex. Pac. and Mo. Pac.	July 24, 1882	73.95	Denison City and Waco extended to Taylor.
Patterson's Station to Sealy, Tex.	Tex. and Western	Aug. 1, 1882	11.20	
Springfield to Seymour, Mo.	K. C., Ft. S. and Gulf	Aug. 1, 1882	34.76	
Wiarnton to Victoria, Tex.	N. Y., Tex. and Mex.	Aug. 16, 1882	64.47	
Toronto to Enreka, Kans.	St. L., Ft. Scott and Wichita	Aug. 16, 1882	21.26	Fort Scott and Toronto R. P. O. extended to Enreka.
Forth Worth to Wichita Falls, Tex.	Ft. W. and Den. City	Aug. 1, 1882	115.44	New service.
Greenville to McKinney, Tex.	East Line and Red River	Aug. 1, 1882	31.08	Jefferson and Greenville R. P. O. extended to McKinney.
Wellington to Harper, Kans.	K. C., Law. and So. Kans.	Old.	38.00	Kansas City and Wellington R. P. O. extended to Harper.
Durango, N. Mex. to Silverton, Colo.	Den. and Rio Grande	Aug. 15, 1882	44.27	
Monticello to Warren, Ark.	L. R., Miss. River and Tex.	Sept. 1, 1882	15.75	
Carthage to Joplin, Mo.	Mo. Pac.	Sept. 18, 1882	17.26	
Bird's Point, Mo. to Jonesborough, Ark.	Tex. and St. L.	Sept. 4, 1882	125.00	
Par. Paw Junction (n. o.) to New Madrid, Mo.	do	Sept. 4, 1882	5.69	
Austin to Burnet, Tex.	Aus. and No. Western	Sept. 10, 1882	60.95	New service.
Eagle Pass Junction (n. o.) to Del Rio, Tex.	G., H. and San An.	Sept. 18, 1882	37.50	Houston and Eagle Pass Junction R. P. O. extended to Del Rio.
Winslow to Williams, Ariz.	Atl. and Pac.	Sept. 5, 1882	92.10	Albuquerque and Winslow R. P. O. extended to Williams.
Winslow to Mountainburgh, Ark.	St. L. and San Fran.	Oct. 9, 1882	15.44	Pierce City and Fayetteville R. P. O. extended to Mountainburgh.
Gunnison to Montrose, Colo.	Den. and Rio Grande	Oct. 16, 1882	61.40	Salida and Gunnison R. P. O. extended to Helena.
Clarendon to Brinkley, Ark.	Ark. Mid.	Oct. 15, 1882	15.05	Helena and Clarendon R. P. O. extended to Brinkley. May 11, 1883 Clarendon to Brinkley discontinued.
Harwood to Gonzales, Tex.	G., H. and San An.	Nov. 1, 1882	12.62	
Vandale to Forest City, Ark.	St. L., I. M. and So.	Nov. 1, 1882	20.45	Knobel and Vandale R. P. O. extended to Forest.
North Springfield to Ozark, Mo.	Springfield and So.	Nov. 1, 1882	20.24	
Hous. E. and W. Tex.	Hous., E. and W. Tex.	Nov. 1, 1882	92.00	Houston and Moscow R. P. O. extended to Berlin at Lufkin.
Morod, Mo. to Cherokee, Kans.	K. C., Ft. S. and Gulf	Nov. 1, 1882	20.80	Walr and Cherryvale R. P. O. extended to Berlin at Arcadia.
Arcadia to Cherryvale, Kans.	do	Nov. 1, 1882	31.11	
Wheeler to Frisco, Colo.	Den. and Rio Grande	Dec. 1, 1882	8.60	
Mountainburgh to Van Buren, Ark.	St. L. and San Fran.	Dec. 1, 1882	19.87	Pierce City and Mountainburgh R. P. O. extended to Van Buren.
Montrose to Grand Junction, Colo.	Den. and Rio Grande	Dec. 15, 1882	71.80	Salida and Montrose R. P. O. extended to Grand Junction.
Rosenburg to Victoria, Tex.	N. Y., Tex. and Mex.	Nov. 24, 1882	91.50	New service.
Fairplay to Alma, Colo.	D., S. P. and Pac.	Dec. 15, 1882	5.55	
Waco to Gatesville, Tex.	Tex. and St. L.	Dec. 18, 1882	45.63	
Temple Junction (n. o.) to Bellton, Tex.	Mo. Pac.	Dec. 11, 1882	7.17	
Manitou Junction (n. o.) to Colorado Springs, Colo.	Den. and New Orleans	Jan. 1, 1883	9.64	
Seymour to Mountain Grove, Mo.	K. C., Ft. S. and Gulf	Jan. 1, 1883	33.25	
Grand to Walnut, Kans.	Neb., Top. I. and M.	Jan. 1, 1883	16.93	
Hancock to Gunnison, Colo.	Den., S. P. and Pac.	Jan. 1, 1883	44.19	

Statement of new service established in the United States during the fiscal year ended June 30, 1883—Continued.
SEVENTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Van Buren to Fort Smith, Ark.....	St. L. and S. F.....	Miles. 6.94	Jan. 10, 1883	Jan. 10, 1883	Pierce City and Van Buren R. P. O. extended to Fort Smith.
Cono to Dillon, Colo.....	D. S. P. and Pac.....	30.28	Feb. 1, 1883	.....	.....
Guide to Terrell, Tex.....	Houston and Tex. Central.....	88.53	Feb. 15, 1883	.....	.....
Stout to Greeley, Colo.....	Greeley, Salt Lake and Pac.....	29.05	Feb. 1, 1883	.....	.....
Mineola to Palestine, Tex.....	Mo. Pac., and In. Gt. Northern.....	81.00	Old.	Jan. 12, 1883	Denison City and Mineola R. P. O. extended to Palestine.
Kansas City to Pleasant Hill, Mo.....	Mo. Pac.....	34.00	Old.	Jan. 17, 1883	Pleasant Hill and Joplin R. P. O. extended to begin at Kansas City.
Seligman to Eureka Springs, Ark.....	Eureka Springs.....	19.26	Feb. 15, 1883	.....	.....
Hamal to Eagle Pass, Tex.....	G. H. and Sun An.....	33.47	Feb. 12, 1883	.....	.....
Frisco to Dillon, Colo.....	Dev. and Rio Grande.....	3.50	Mar. 10, 1883	.....	.....
Vinita to Tulsa, Ind. Ter.....	St. L. and San. Fran.....	62.54	Mar. 12, 1883	.....	.....
Eureka to El Dorado, Kans.....	St. L., Ft. S. and Wichita.....	32.81	Mar. 16, 1883	.....	.....
Buena Vista to Gunnison, Colo.....	Den., S. P. and Pac.....	52.00	Old.	Feb. 24, 1883	Fort Scott and Eureka R. P. O. extended to El Dorado.
West Plains to Springfield, Mo.....	K. C., Ft. S. and Gulf.....	113.00	Old.	Feb. 24, 1883	New service.
Jacksonville to Bush, Tex.....	K. C. and Gulf Short Line.....	16.08	Mar. 12, 1883	.....	Do.
Pederson City to Aurora Springs, Mo.....	Mo. Pac.....	38.35	Old.	Mar. 2, 1883	New service.
Denver to Longmont, Colo.....	Den., Com., L. and C. Co.....	34.80	Apr. 10, 1883	.....	.....
Cotton Plant to Coloma, Ark.....	Bates & Brinkley.....	15.95	Mar. 15, 1883	.....	.....
Joplin to Webb City, Mo.....	K. C., Ft. S. and Gulf.....	6.50	Old.	Apr. 10, 1883	.....
Oceola to Hotchkiss, Ark.....	Steamboat service.....	1.00	Old.	Mar. 16, 1883	Kansas City and Joplin R. P. O. extended to Webb City.
West Plains to Spring City, Mo.....	K. C., Ft. S. and Gulf.....	28.14	Apr. 2, 1883	Apr. 2, 1883	Oceola and Memphis R. P. O. extended to Hotchkiss.
Ozark to Sparta, Mo.....	Spring and Southern.....	7.51	Apr. 2, 1883	.....	West Plains and Springfield R. P. O. extended to begin at Spring City.
Whiteborough to Fort Worth, Tex.....	Tex. and Pac.....	71.00	Old.	Mar. 20, 1883	Texasiana and Whiteborough R. P. O. extended to Fort Worth.
Newport to Batesville, Ark.....	Saint L., I. M. & So.....	29.60	May 15, 1883	.....	.....
Boulder to Sugar Loaf, Colo.....	Greeley, Salt Lake and Pac.....	9.33	June 1, 1883	.....	.....
Clyde to Concordia, Kans.....	Junction City and Ft. Kearney.....	14.91	June 10, 1883	June 10, 1883	Clyde to Junction City R. P. O. extended to begin at Concordia.

Lufkin to Nacogdoches, Tex.....	Hous., K. and W. Tex.....	19.75	June 15, 1883	June 5, 1883	Lufkin and Houston R. P. O. extended to be- gin at Nacogdoches.
Palestine and Houston, Tex.....	Mo. Pac.....	151.00	Old.	June 25, 1883	Demison and Palestine R. P. O. curtailed to end at Troupe and extended to Houston, Tex.

EIGHTH DIVISION.

National City to Temecula, Cal.....	California Southern.....	78.13	July 14, 1882	Dec. 6, 1882	New service, Colton and National City R. P. O.
Lehi Junction (n. o.) to Tintic, Utah.....	Salt Lake and Western.....	53.50	Aug. 10, 1882	.....	.....
Folsom to Shingle Springs, Cal.....	Sacra and Placerville R. R.....	28.52	Oct. 16, 1882	.....	.....
The Dallas to Bonnevill Station, Oreg.....	Oreg. Rwy. and Nav. Co.....	45.80	Oct. 16, 1882	.....	.....
Willow to Orland, Cal.....	Central Pac.....	15.81	Nov. 1, 1882	Nov. 1, 1882	Willow and Davisville, R. P. O. extended to be- gin at Orland.
Pend d'Oreille, Idaho, to Wallula, Wash.....	Northern Pac.....	223.00	Nov. 20, 1882	Oct. 12, 1882	.....
Benson to Isaacson, Ariz.....	New Mex. and Ariz.....	88.43	Dec. 1, 1882	Dec. 12, 1882	New service. Do.
Umatilla to Pendleton, Oreg.....	Oreg. Rwy. and Nav. Co.....	44.25	Dec. 1, 1882	.....	.....
San Francisco to Sonoma, Cal.....	San Fran. and No. Pac.....	32.07	Dec. 1, 1882	.....	.....
Orland to Tehama, Cal.....	Central Pac.....	22.96	Old.	Dec. 1, 1882	Orland and Davisville, R. P. O. extended to be- gin at Tehama.
Wilmington to San Pedro, Cal.....	Southern Pac.....	2.44	Jan. 1, 1883	.....	.....
Bonneville Station (n. o.) to Portland, Oreg.....	Oreg. Rwy. and Nav. Co.....	41.70	Nov. 24, 1882	.....	.....
Temecula to Colton, Cal.....	California Southern.....	49.87	Sept. 1, 1882	Dec. 6, 1882	Colton and National City R. P. O. New service.
Scappoose and Port Townsend, Wash.....	.....do.....	130.00	.....	Dec. 7, 1883	Steamboat service.
San Luis Obispo to Los Alamos, Cal.....	Pacific Coast R. R.....	54.30	Jan. 13, 1883	.....	.....
Sonoma to Glen Ellen.....	.....do.....	11.90	Feb. 15, 1883	.....	.....
Sandy to Brigham Junction, Utah.....	Sonoma Valley R. R.....	7.28	Mar. 15, 1883	.....	.....
Roseburg to Riddles, Oreg.....	Denver and Rio Grande O. and C. R. R.....	17.42	Apr. 10, 1883	Apr. 10, 1883	Portland and Roseburg R. P. O. extended to be- gin at Riddles.
Bolles Junction (n. o.) to Riparia, Wash.....	Oreg. Rwy. and Nav. Co.....	31.10	May 10, 1883	.....	.....

NINTH DIVISION.

Ferryburgh to Fruitport, Mich.....	Chi. and West Mich. R. R.....	6.23	July 1, 1882	.....	.....
Petokey to Harbor Springs, Mich.....	Bay View, Little Traverse and Mackinaw Gr. Rap. and Ind. R. R.....	8.18 35.15	Aug. 1, 1882 Aug. 1, 1882	Aug. 1, 1882	Petokey and Grand Rapids R. P. O. extended to Mackinaw City.
Petokey to Mackinaw City, Mich.....	.....	.....	.....	.....	.....
La Porte, Ind., to New Buffalo, Mich.....	Chi. and West Mich. R. R.....	15.02	Sept. 11, 1882	Sept. 14, 1882	Grand Rapids and New Buffalo R. P. O. or- tended to La Porte.
East Tawas to Alker Station (n. o.), Mich.....	Tawas and Bay Co. R. R.....	27.05	Oct. 16, 1882	.....	.....
Cleveland, Ohio, to Chicago, Ill.....	New York, Chic. and St. Louis.....	329.99	Jan. 1, 1883	Jan. 1, 1883	New service.
La Porte to La Crosse, Ind.....	Chi. and West Mich. R. R.....	23.20	Jan. 9, 1883	Jan. 9, 1883	Grand Rapids and La Porte R. P. O. extended to La Crosse.
Milton Junction (n. o.) to Lathier, Mich.....	Gr. Rap. and Ind. R. R.....	11.50	Feb. 1, 1883	.....	.....
Port Huron to Almont, Mich.....	Pt. Huron and Northwestern.....	34.07	Mar. 2, 1883	.....	.....
Palm Station to Port Austin, Mich.....	.....do.....	33.16	Mar. 2, 1883	.....	.....

Statement of new service established in the United States during the fiscal year ended June 30, 1883—Continued.

NINTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Jackson and Grand Rapids, Mich..... Jonesville to Hilldale, Mich.....	Michigan Central R. R..... L. S. and M. S. R. R.....	Miles. 94.00 4.00	Old. Old.	Mar. 7, 1883 Apr. 18, 1883	This makes double daily service between these points. Laings and Jonesville R. P. O. extended to Hilldale.

R E P O R T

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1883.

REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 8, 1883.

SIR: I have the honor to submit the following report and accompanying tables, numbered from 1 to 20, inclusive, pertaining to the business of this office for the fiscal year ended June 30, 1883, viz:

No. 1. Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1885.

No. 2. Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters, for the fiscal year ended June 30, 1883, compared with the fiscal year ended June 30, 1882.

No. 3. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1883, and the expenditures made out of the same.

No. 4. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1883.

No. 5. Statement showing the issue in detail of all the several kinds of adhesive postage-stamps, stamped envelopes, and postal cards for the fiscal year ended June 30, 1883.

No. 6. Statement showing separately the issues of official postage-stamps for the fiscal year ended June 30, 1883.

No. 7. Statement showing the issues of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ended June 30, 1883.

No. 8. Statement showing the increase in the number and value of postage-stamps, stamped envelopes, and postal cards issued for the year ended June 30, 1883, over those of the preceding year.

No. 9. Statement showing amount of dead mail matter treated in the division of dead letters during the year ended June 30, 1883.

No. 10. Statement showing the disposition of mail matter opened in the division of dead letters during the year ended June 30, 1883.

No. 11. Statement showing number of pieces, classification, and disposition of unmailable matter received at the dead-letter office during the fiscal year ended June 30, 1883.

No. 12. Statement showing the number of foreign dead letters received and disposed of during the year ended June 30, 1883.

No. 13. Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the year ended June 30, 1883.

No. 14. Statement showing the number of pieces of dead mail matter

returned to and received from foreign countries during the year ended June 30, 1883.

No. 15. Statement of held-for-postage matter received and disposed of at free-delivery offices during the year ended June 30, 1883.

No. 16. Statement showing the number, classification, and disposition of dead registered letters during the year ended June 30, 1883.

No. 17. 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 ended June 30, 1883.

No. 18. Statement showing the number and value of registered letters and packages forwarded for the Post-Office and Treasury Departments during the year ended June 30, 1883.

No. 19. Statement showing the increase or registered letters and parcels upon which fees were collected at twenty-five of the leading cities during the fiscal year ended June 30, 1883, over the preceding year.

No. 20. Statement showing the operations of the registry system at the cities of New York, Philadelphia, Chicago, Saint Louis, and Washington during the fiscal year ended June 30, 1883.

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.

The expenditures and liabilities for the service of this office for the last fiscal year amounted to \$936,166.88, including the sum of \$3,895.63 not yet paid on account of the insufficiency of the appropriation for the manufacture of adhesive postage-stamps. The increase over the expenditures of the previous year was only \$26,184.85, or 2.8 per cent. This slight increase, in face of the much larger increase in the quantity of supplies furnished, was due mainly to a new contract for stamped envelopes entered into to take effect October 1, 1882, at a considerable reduction of prices. The total appropriations for the year amounted to \$1,043,900, being \$107,733.12, or 11.5 per cent., more than the total expenditures and liabilities. The estimates for the fiscal year ending June 30, 1885, aggregate \$1,234,400, being only \$43,500, or 3.6 per cent., in excess of the appropriations for the current fiscal year. The estimates in detail, with the explanations thereof, will be found in paper marked No. 1, accompanying this report.

FINANCIAL OPERATIONS OF THE DEPARTMENT.

The receipts and expenditures of the postal service during the fiscal year ended June 30, 1883, were as follows:

Receipts:	
Letter postage paid in money.....	\$146,219 35
Box-rents.....	1,862,064 91
Fines and penalties.....	9,752 24
Sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards.....	43,014,043 58
Dead letters for which no claimants could be found.....	12,279 83
Net revenue from money order-business.....	411,619 37
Miscellaneous.....	32,713 33
Total.....	45,508,692 61
The disbursements on account of the service of the year were.....	42,816,700 56
Excess of receipts over disbursements.....	2,691,992 05

The unpaid indebtedness of the year is estimated at \$775,000. The amount certified to the Register of the Treasury by the Auditor for mail transportation on the Pacific Railroads for the year, and not charged to the appropriations for the postal service, was \$915,710.22. Deducting these two sums from the excess of receipts shown would leave the estimated net surplus of receipts over the estimated total cost of the postal service for the year at \$1,001,281.83.

The increase in the several items of postal revenue is shown in the following table:

Items.	Fiscal year 1882.	Fiscal year 1883.	Increase.	
			Amount.	Per cent.
Letter postage paid in money.....	\$67,585 32	\$146,219 35	\$48,634 03	49.8
Box-rents.....	1,652,132 21	1,882,044 91	229,912 70	13.9
Fines and penalties.....	20,426 99	9,752 24	*10,674 75	*52.2
Sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards.....	39,703,257 00	43,014,043 58	3,310,686 58	8.3
Dead letters for which no claimants could be found.....	7,657 63	12,279 63	4,622 20	60.3
Net revenue from money-order business.....	360,767 25	411,619 37	50,852 02	14.0
Miscellaneous.....	34,483 65	32,713 33	*1,770,32	*5.1
Total.....	41,876,410 15	45,508,692 61	3,632,282 46	8.6

Decrease.

The increase in the gross receipts, as above exhibited, was \$3,632,282.46, or 8.6 per cent. It would have been much greater but for the act of March 3, 1883, reducing letter postage to two cents. Though the law did not go into operation till the 1st October, there was a noticeable diminution in the sale of stamps from the time two-cent postage was recommended to Congress by the President, in his annual message, last December. Thus the increase for the first half of the fiscal year, to December 31, was 9.5 per cent., while for the latter half, to June 30, it was only 7.8 per cent., over corresponding periods of the previous fiscal year. The effect in the way of diminished sales was still more noticeable during the quarter ended September 30, the period immediately preceding the reduction of postage. It did not, of course, indicate that there was a falling off in the volume of postal business transacted, but merely that the supply of stamps outstanding in the hands of the public was being reduced in anticipation of the change of postal rates.

The disbursements for the service of the fiscal year, as before shown, were \$42,816,700.56, in addition to which the sum of \$466,243.87 was paid on account of indebtedness of previous years, making the total amount expended during the year \$43,282,944.43.

Table No. 2, accompanying this report, contains a detailed statement, by quarters, of the receipts and expenditures for the fiscal year ended June 30, 1883, with a comparison of the same with the preceding year.

In Table No. 3 will be found the appropriations and expenditures, by items, for the service of the fiscal year. The appropriations aggregate the sum of \$44,876,600.18. In 34 items the unexpended balances amounted to \$3,575,490.83, and in 3 items the expenditures were \$1,515,591.21 in excess of the appropriations. The net amount of unexpended balances was therefore \$2,059,899.62, subject to reductions when the final indebtedness of the year shall have been ascertained and paid.

In the item of compensation of postmasters the expenditure was \$1,515,394.46 in excess of the appropriation. This was occasioned in part by the operation of the act of Congress of March 3, 1883, to regu-

late the salaries of postmasters. This act was designed to equalize the pay of postmasters under the reduction of letter postage from three cents to two cents, the postmasters at the smaller offices being compensated by commissions on the amount of stamps canceled. The act allowed a more liberal scale of commissions, but, so far as the small offices were concerned, it was made to take effect on the date of its passage, March 3, instead of on the 1st October, when the reduction of postage took place. The result was to largely increase the expenditure for pay of postmasters for the intervening time that the three-cent letter rate continued to exist. This fact, apparent enough in itself, is rendered strikingly manifest upon an examination of the figures. For the six months ended December 31, 21.3 per cent. of the gross postal receipts was expended for pay of postmasters, while for the six months ended June 30 it required 24.3 per cent. of the receipts for that purpose. The receipts for the six months ended June 30 amounted to \$23,063,093.51, of which 3 per cent., or \$691,892.80, would accordingly represent the additional compensation allowed to postmasters from March 3 to June 30 by the act referred to. This increased expenditure contributed, with the diminished sales of stamps, before explained, to reduce the surplus receipts for the last fiscal year. The expenditure is made under the operation of law, postmasters being authorized to retain their compensation before turning over the surplus receipts of their offices to the government.

The amount expended for railroad transportation for the year was \$11,155,179.74, or \$179.74 in excess of the appropriation. To the amount already expended must be added \$423,992.92, found due on accounts that have been suspended to await an appropriation, and an estimated indebtedness of \$225,000 for new service that has not yet been reported for payment. The total estimated cost of railroad transportation for the year was, therefore, \$11,804,172.66, exclusive of \$915,710.22 credited to the Pacific Railroads on the books of the Treasury, under the act of March 3, 1879. The act was formerly held to apply also to the branch and leased lines of the Pacific Railway companies, but this construction has recently been reversed by the courts, leaving payment for mail service on such branch and leased lines to be made out of the regular appropriations for the transportation of the mails. It is estimated that the amount covered by this decision will reach \$500,000 for the service of the last year, \$452,567.23 of the same having already been ascertained.

The expenditure for ship, steamboat, and way letters was \$17.01 in excess of the appropriation. The appropriation for the manufacture of adhesive postage-stamps fell \$3,895.63 short of the amount required for that purpose; but the contractors for furnishing the stamps are left to await an appropriation by Congress to cover the deficiency. In some other items deficiencies for small amounts will be found when all the accounts for the year shall have been rendered and audited.

MAIL TRANSPORTATION ON PACIFIC RAILROADS.

The total amount certified by the Auditor to the Register of the Treasury under the act of March 3, 1879, for transportation of the mails on certain Pacific railroads, was \$915,868.29, of which \$915,710.22 was for the service of the year ended June 30, 1883, and \$158.07 was for the service of previous years. These sums are credited to the railroad companies, and under the law are not classed among the expenditures of the Post-Office Department.

AMOUNT DRAWN FROM THE TREASURY.

The act of Congress of March 3, 1883 (22 Stat., page 599), appropriated \$15,824.06 to supply deficiencies for 1880 and prior years, and this was the only sum drawn from the Treasury during the year.

APPROPRIATIONS TO SUPPLY DEFICIENCIES IN POSTAL REVENUES.

The amount appropriated by Congress from the general Treasury to supply anticipated deficiencies in the postal revenue for the year ended June 30, 1883, was \$1,902,177.90, and for the year ended June 30, 1882, it was \$2,152,258. These sums remain untouched in the Treasury, the postal revenues for both years having been found adequate to defray all the expenses, and leave a surplus besides.

BAD DEBTS.

As will appear by the report of the Auditor, the postal revenue was charged during the last year with the following:

Amount of bad debts.....	\$38,039 43
Amount of balances compromised.....	1,623 65
	39,663 08
Less amounts of credits on suspended accounts.....	860 26
Balance	38,802 82

Of this amount \$36,598.49 accrued between 1856 and 1871, the suspended accounts for that period having been reviewed and finally closed by the Auditor during the past year. The whole amount, however, constitutes a charge against the postal revenue for the year ended June 30, 1883.

TRANSACTIONS AT DEPOSITORIES.

The receipts and disbursements at Treasury depositories during the last fiscal year may be briefly stated as follows:

Balance subject to draft June 30, 1882	\$5,735,845 39
Add ante-bellum accounts	40,078 06
	5,775,923 45
Amount of outstanding warrants June 30, 1882.....	80,160 46
Aggregate deposits during the year ended June 30, 1883	22,950,428 26
Total	28,806,512 17
Amount of warrants paid during the year ended June 30, 1883.....	20,215,443 86
Balance at depositories June 30, 1883	8,591,068 31
Amount of outstanding warrants June 30, 1883.....	107,232 92
Balance subject to draft June 30, 1883	8,483,835 39

Table No. 4 will show the transactions at these depositories in detail.

CONTRACTS ENTERED AND ACCOUNTS KEPT.

During the year there were 3,601 contracts for mail service received from the Second Assistant Postmaster-General, and 18,353 orders of the Postmaster-General (of which 9,176 were double) recognizing mail service not under contract, curtailing or extending service, or modifying previous orders. These contracts and orders were entered upon the books of the finance division for reference when acting upon certificates of the Auditor for the payment of mail contractors and other creditors of the Department. The number of such certificates received and acted

upon during the year was 48,278, an increase of 2,741 over the previous year.

Accounts were kept with the Treasury, nine sub-treasuries, and thirty-six designated depositories, involving the sum of \$22,934,604.20, against which 48,278 warrants were issued, aggregating \$20,242,516.32.

In addition to the above, 5,323 certificates were received from the Auditor for the Post-Office Department, upon which 5,323 transfer drafts, covering the sum of \$614,169.31, were drawn against postmasters having a surplus of postal revenue, in favor of other postmasters whose revenues were insufficient to meet the demands upon their offices for payment of route-agents, railway postal clerks, mail messengers, and letter carriers.

The following table will show the number of warrants and transfer drafts drawn in the finance division, and the number of certificates of deposit received, entered, and passed to the Auditor during the fiscal year:

	Fiscal year of 1882.	Fiscal year of 1883.	Increase.
Number of warrants.....	38,851	48,278	9,427
Number of drafts.....	4,768	5,323	555
Number of certificates of deposit.....	190,799	190,564	8,765
Total.....	234,418	253,165	18,747

The system of paying mail messengers by postmasters was discontinued on the 30th of June, 1883, by order of the Postmaster-General, and since that date payment has been made direct by the Department by warrants on the several assistant treasurers of the United States. For the current fiscal year the number of additional warrants that will be drawn in consequence of this change is estimated at 32,000, or an average of 8,000 per quarter.

DIVISION OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The following is a summary of the operations of the stamp division during the fiscal year ended June 30, 1883: The number of ordinary postage-stamps issued for sale to the public was 1,202,743,800, valued at \$30,307,179; of newspaper and periodical stamps 2,207,939, valued at \$1,752,564.50; of stamped envelopes, plain, 114,251,950, valued at \$2,831,096.87; of stamped envelopes bearing a printed return request 100,578,250, valued at \$3,129,774.15; of newspaper wrappers 44,436,250, valued at \$530,188.75; of postage-due stamps 12,609,900, valued at \$404,915.90; of postal cards 379,516,750, valued at \$3,796,090; of official stamps issued to Executive Departments for official use 2,575,830, valued at \$125,839.20; and of official stamped envelopes and wrappers 2,769,000, valued at \$32,671.20; making a total number of 1,861,689,669, and a total value of \$42,910,319.57. The issues are more detailed in tables No. 5 to No. 8 appended hereto.

The increase in value of issues over those of the preceding year is as follows: Of ordinary postage-stamps \$1,627,651, or 5.64 per cent.; of newspaper and periodical stamps \$150,494.80, or 9.39 per cent.; of newspaper wrappers \$29,979.95, or 5.99 per cent.; of postage-due stamps \$52,745.90, or 14.97 per cent.; of postal cards \$280,075, or 7.96 per cent.; of official stamped envelopes and wrappers \$3,364.70, or 11.47 per cent.

There was a decrease in the issue of plain stamped envelopes

amounting to \$163,771.95, and of stamped envelopes bearing a return request amounting to \$34,120.70.

The total increase in the value of all issues was \$1,932,266.15, or 4.71 per cent.

In addition to the articles before enumerated, there were issued for official use 9,097,795 registered package envelopes; 811,800 tag envelopes for registered parcels; 25,632,600 post-office envelopes; 1,282,000 envelopes for returning dead letters; 816,500 departmental envelopes for the several bureaus of this Department; and 2,357 newspaper and periodical receipt books.

The requisitions upon which the foregoing supplies were issued numbered as follows:

For ordinary postage-stamps	137, 672
For postage-due stamps	14, 360
For newspaper and periodical stamps	11, 214
For stamped envelopes, plain	63, 753
For stamped envelopes, printed	78, 617
For postal-cards	80, 692
For official postage-stamps and stamped envelopes	31
For registered package envelopes	55, 370
For tag envelopes for registered parcels	1, 395
For post-office envelopes	25, 752
For newspaper and periodical receipt books	1, 611
Total	470, 457

These supplies were made up and forwarded in the following number of parcels:

Of ordinary postage-stamps	141, 318
Of postage-due stamps	14, 348
Of newspaper and periodical stamps	9, 447
Of stamped envelopes, plain	90, 443
Of stamped envelopes, printed	71, 832
Of postal cards	87, 801
Of official postage-stamps	34
Of official stamped envelopes	101
Of tag envelopes	902
Of registered package envelopes	58, 666
Of post-office envelopes	33, 230
Of newspaper and periodical receipt books	2, 327
Total	510, 449

The following is a comparative statement of requisitions filled during the past and preceding fiscal years:

Articles.	Requisitions filled during fiscal year ended June 30, 1882.	Requisitions filled during fiscal year ended June 30, 1883.	Increase.
For ordinary postage-stamps	137, 672	135, 530	2, 142
For postage-due stamps	14, 360	13, 689	771
For newspaper and periodical stamps	11, 214	10, 840	374
For stamped envelopes, plain	63, 753	64, 400	*647
For stamped envelopes, printed	78, 617	79, 322	*705
For postal cards	80, 692	78, 431	2, 261
For official postage-stamps and stamped envelopes	31	29	2
For registered package envelopes	55, 370	54, 754	616
For tag envelopes	1, 395	1, 370	25
For post-office envelopes	25, 752	24, 802	950
For newspaper and periodical receipt-books	1, 611	1, 543	68
Total	470, 457	464, 710	5, 747

*Decrease.

POSTAGE ON SECOND-CLASS MATTER.

The weight of newspaper and periodical (second-class) matter mailed during the year from regular offices of publication and from news agencies, not including free circulation within the county of publication, was 85,258,876 pounds, or 42,629⁸⁷⁶/_{2,000} tons, the postage on which was \$1,705,177.53, an increase of \$140,074.25, or 9.01 per cent., over the amount of postage collected on such matter during the preceding year.

The number of post-offices at which this class of matter was mailed during the year is 5,349, an increase of 269, or 5.3 per cent., over that of the previous year.

During the year examinations were made of the stubs in 21,615 receipt-books, and 20,090 quarterly statements of collections of newspaper and periodical postage were examined and recorded. The sum of \$2,009.47 was collected at proper rates from publishers and news agents on matter mailed, but not entitled to go as second-class matter.

In the following statement will be found the number of pounds of newspapers and periodicals mailed during the year, and the amount of postage collected thereon, at sixteen of the principal post-offices in the United States:

Post-office at—	Year ended June 30, 1882.		Year ended June 30, 1883.		Increase for 1883.			
	No. of pounds of matter.	Amount of postage collected.	No. of pounds of matter.	Amount of postage collected.	In number of pounds.	In amount of postage.	Percentage of increase.	Percentage of total amount collected in the United States.
New York, N. Y.	21,279,380	\$425,586 00	22,541,783	\$450,835 66	1,262,453	\$25,249 06	5.9	26.4
Chicago, Ill.	7,701,895	155,233 90	7,134,851	142,697 02	-567,044	-12,536 88		8.37
Boston, Mass.	4,819,700	96,394 00	5,564,776	111,295 32	745,076	14,901 32	15.5	6.5
Philadelphia, Pa.	4,228,539	84,570 78	4,431,385	88,627 70	202,846	4,056 92	4.8	5.3
Saint Louis, Mo.	3,472,243	69,444 86	3,895,771	77,915 42	423,528	8,470 56	12.2	4.57
Cincinnati, Ohio.	2,786,813	55,726 26	3,143,368	62,867 36	357,055	7,141 10	12.8	3.7
Augusta, Me.	2,572,055	51,441 10	1,206,254	24,125 08	-1,365,801	-27,316 02		1.42
San Francisco, Cal.	1,346,873	26,937 46	1,536,372	30,727 44	189,499	3,789 98	14.0	1.8
Detroit, Mich.	1,133,707	22,074 14	1,223,460	24,469 20	89,753	1,795 06	7.9	1.43
Milwaukee, Wis.	965,201	19,304 02	1,182,119	23,642 38	216,918	4,338 36	22.4	1.39
Louisville, Ky.	856,564	19,131 28	1,070,539	21,536 78	120,275	2,405 50	12.6	1.26
Cleveland, Ohio.	779,541	15,690 82	1,103,449	22,068 98	323,908	6,478 16	41.5	1.3
Pittsburgh, Pa.	783,918	15,878 36	892,556	17,851 12	98,638	1,972 76	12.4	1.05
Saint Paul, Minn.	751,243	15,024 86	915,409	18,308 18	164,166	3,283 32	21.9	1.07
Toledo, Ohio.	710,472	14,329 44	772,764	15,455 28	56,292	1,125 84	7.9	.90
Baltimore, Md.	674,816	13,496 32	739,945	14,798 90	65,129	1,302 58	9.6	.87
Total	55,038,210	1,100,764 20	57,861,091	1,147,221 82	2,322,881	46,457 62	4.2	67.28

* Decrease.

DIVISION OF DEAD LETTERS.

The whole number of pieces of undelivered mail matter (including 61,424 remaining on hand from the previous year) received in the dead-letter office was 4,440,822. They were classified as follows:

Domestic mailed letters, including 3,246,892 ordinary unclaimed letters, 78,865 letters returned from hotels, 13,507 letters bearing fictitious addressees, 133,509 letters returned from foreign countries, and 3,749 registered letters	3,476,522
Domestic unmailable letters, comprising 181,584 held-for-postage letters, 1,345 letters containing unmailable articles, 280,137 misdirected letters, and 11,979 letters without address	475,045
Domestic parcels of third and fourth class matter	63,947
Letters mailed in foreign countries	405,348
Printed matter, samples, &c., mailed in foreign countries and returnable	19,960

Total, as before 4,440,822

The following was the disposition primarily of letters handled during the year:

Domestic mailed letters:		
Card and request letters delivered unopened	49, 730	
Letters opened.....	3, 154, 892	
Letters left on hand.....	271, 900	3, 476, 522
<hr/>		
Domestic unmailable letters:		
Held-for-postage letters forwarded to address unopened on receipt of postage.....	76, 230	
Held-for-postage letters opened	102, 795	
Held-for-postage letters left on hand to await return of notices.....	2, 559	
Letters containing unmailable articles opened	1, 345	
Misdirected letters forwarded unopened after correction of address	81, 834	
Misdirected letters opened.....	198, 303	
Letters without address opened	11, 979	475, 045
<hr/>		
Domestic third and fourth class matter:		
Parcels opened and returned.....	32, 320	
Parcels opened and left on hand	2, 926	35, 246
<hr/>		
Foreign matter:		
Letters delivered.....	401, 159	
Letters still on hand	4, 189	
Parcels of printed matter, samples, &c., returned unopened	19, 960	425, 308
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MATTER OPENED IN DEAD-LETTER OFFICE.

The following was the disposition of mail matter opened in the dead-letter office:

Delivered:		
Letters containing money	11, 985	
Letters containing drafts, checks, and other evidences of monetary value	17, 737	
Letters containing receipts, paid notes, &c	35, 805	
Letters containing postage-stamps.....	63, 695	
Letters containing nothing of value.....	674, 930	
Photographs	27, 779	
Parcels of merchandise, books, &c.....	32, 320	864, 251
<hr/>		
Returned and awaiting evidence of delivery:		
Letters containing money	787	
Letters containing drafts, checks, &c.....	665	
Parcels of merchandise, books, &c	8	1, 460
<hr/>		
Under treatment looking to delivery:		
Letters containing money	1, 389	
Parcels of merchandise, books, &c	2, 926	4, 315
<hr/>		
Filed upon failure to deliver:		
Letters containing money	3, 919	
Letters containing drafts, checks, &c.....	662	
Letters containing receipts, paid notes, &c.....	4, 410	
Letters containing postage-stamps.....	2, 442	
Photographs	7, 381	
Parcels of merchandise, books, &c.....	46, 905	65, 719
<hr/>		
Destroyed:		
Letters containing nothing of value, including 70,100 letters forwarded to writers and returned upon failure to deliver	2, 586, 615	
Parcels containing magazines, pamphlets, fruit, cakes, seeds, &c.....	14, 649	
<hr/>		
		2, 601, 264

FOREIGN DEAD MAIL MATTER.

The following statement shows the disposition during the year of dead mail matter originating in foreign countries:

Returned to country of origin:		
Registered letters	10,803	
Ordinary letters	380,275	
Parcels of printed matter, &c	19,634	
		410,712
Delivered to addressees upon their application:		
Registered letters	344	
Ordinary letters	242	
		586
Misdirected matter forwarded to corrected addresses:		
Ordinary letters	9,367	
Parcels of printed matter, &c	299	
Registered letters	155	
		9,821
On hand under treatment:		
Registered letters	344	
Ordinary letters	3,845	
		4,189
Grand total		425,308

MATTER RETURNED FROM FOREIGN COUNTRIES.

The following number of pieces of matter originating in the United States was returned to the dead-letter office from foreign countries during the year, as undeliverable:

Registered letters	1,143
Ordinary letters	148,850
Parcels of printed matter	26,354
Total	176,347

DEAD REGISTERED MATTER.

Of the 15,192 unclaimed registered letters and parcels received, there were—

Delivered to addressees or restored to senders	14,539
Returned to postmasters for delivery and awaiting receipts	9
Filed upon failure to discover ownership, subject to future reclamation	644
Total	15,192

REVENUE FROM DEAD MATTER.

The sum of \$3,693.27 was received for postage on insufficiently pre-paid letters forwarded to destination, and upon articles of third and fourth class matter returned to the senders; \$7,782.16 was taken from dead letters which could not be restored to the owners; and the amount realized from the auction sale in December last, of articles of merchandise for which no owners could be found, was \$4,497.67. Owing to the steady increase in the number of parcels received, and the lack of room for storing parcels which cannot be delivered, it will be necessary to make a sale of such matter annually hereafter. While there has been an increased number of parcels received, the records show a material reduction in the number of letters in which articles of value (except postage-stamps) were found. There has been an increase in the num-

ber of letters containing postage-stamps, which, since the retirement of fractional currency, have furnished the most convenient means of remitting sums of less than one dollar. The introduction of the postal notes will probably reduce the number of remittances by stamps hereafter.

Statistics more in detail concerning the operations of the dead-letter office will be found in tables numbered 9 to 16, hereto attached.

TREATMENT OF HELD-FOR-POSTAGE LETTERS.

The change in the method of treating insufficiently prepaid letters and parcels deposited for mailing at the more important post-offices has resulted, of course, in a material reduction of the number of pieces of such matter sent to the dead-letter office, 181,584 being the number of letters received, while in the previous year they amounted to 275,240. The new plan having met with such decided manifestations of approval by the public, it was deemed advisable to put it into operation at other offices, and an order was issued accordingly (Postmaster-General's Order No. 514, May 19, 1883), to take effect on July 1, 1883. The reduction of letter-postage from 3 to 2 cents per half ounce will doubtless have the effect to materially decrease the number of held-for-postage letters in this country, for the reason that under the former rate many letters bearing 2-cent stamps were necessarily detained. This was notably the case at free-delivery offices, where, according to the statistics of the Department, fully 45 per cent. of the held-for-postage letters were actually prepaid at the local or drop rate. For a detailed account of the held-for-postage business transacted at the free-delivery offices during the year, see table No. 15.

MISDIRECTED AND MISSENT LETTERS.

The whole number of misdirected letters sent as such to the dead-letter office during the year was 324,429, an increase of 8,600, or 2.7 per cent., over the previous year. Of these, fully 29 per cent. were delivered unopened to the persons addressed, through the efforts of clerks in the dead-letter office, some of whom have acquired great expertness in reading "blind" writing, and familiarity with the local names of places where those of the town and post-office differ.

Notwithstanding the fact that the Department has declared that matter addressed to any other than the official name of the post-office is unmailable, and that hundreds of thousands of letters have been delayed or missent through the failure of the public to regard the warning, it seems to be still a popular custom to omit the name of the post-office from the heading of letters, business as well as social, and use only the name by which the neighborhood is commonly called, or some romantic name which the writer chooses to apply to his farm or residence, thus inviting replies to be misdirected.

DIVISION OF REGISTRATION.

The total number of letters and parcels registered during the fiscal year ended June 30, 1883, was 10,594,716, of which 7,849,827 were domestic letters, 948,075 were domestic parcels of third and fourth class matter, 444,789 were letters registered to foreign countries, 22,806 were parcels of third and fourth class matter registered to foreign countries,

and 1,329,219 were letters and parcels registered for the government and by law exempted from the payment of registry fees.

The amount of registry fees collected during the year was \$926,549.70, an increase over the previous year of \$85,057.80, or 10.10 per cent.

The increase in the number of letters and parcels forwarded was 966,794, or 10.4 per cent.

During the year 7,941 registered letters and parcels were reported to the chief inspector as having been lost or rifled. Of these, 4,871 were found to have been properly delivered or accounted for, and 2,652 are still under investigation, leaving the actually ascertained losses at 418 cases. Should the cases still under investigation result in the same proportion of loss as those that have been closed, the total losses for the year will number 627, or, say, one out of every 16,897 pieces of registered matter mailed. Such a small proportion of casualties is unprecedented in the history of the registry system. The causes contributing to the losses were fire, theft, burglary, and highway robbery.

Statistics more in detail of the registry business will be found in tables numbered 17 to 20, attached to this report.

DIVISION OF FILES, RECORDS, AND MAILS.

The number of letters and packages received, opened, and examined during the year was 1,175,480. Of these, 728 contained money, and 5,673 contained stamps, envelopes, and postal cards returned for redemption.

Of the letters received, 39,473 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 13,861.

PREPARATIONS FOR REDUCTION OF POSTAGE.

Soon after the passage of the act of March 3, 1883, reducing letter postage to two cents on and after October 1, preparations were begun to carry the new law into effect. The change left the 3-cent denomination of postage-stamps of little utility, it no longer representing the single rate of postage on any class of matter, and it was determined to discontinue its issue. As the public would undoubtedly have regarded with disfavor the dropping of Washington from portraits forming the distinguishing feature in the series of postage-stamps, it was decided to replace the old 2-cent stamp by a new one bearing the profile of the first President, thus restoring it to its old place on the stamp in most general use. It was also decided to issue a new stamp of the value of four cents, a denomination not previously in use, and designed to cover two rates of letter postage. The portrait of Jackson, formerly on the 2-cent stamp, was transferred to this new (4-cent) stamp.

The following is a brief description of the new stamps:

TWO-CENT STAMP.

An oblong shield slightly shouldered on the upper square, the lower lines terminating in a point. Within this shield is an oval containing a profile bust of George Washington engraved in line, surmounted by a ribbon ending with small scrolls bearing the legend "United States Postage," in white letters. From each end of the scrolls a chain of pearls completes the outline of the oval.

A prominent white-faced figure "2" laps over the lower center point of the oval and shield, dividing the words "Two Cents."

The whole is inclosed in a dark upright square to give relief to the device. The stamp is printed in dark red.

FOUR-CENT STAMP.

Over an oval containing a bust of Andrew Jackson in profile is a ribbon with the legend "United States Postage," in white letters. A string of pearls forms round the lower half of the oval and unites the two ends of the ribbon. At the lower part of the oval, on either side, appears the figure "4," and under that the words "Four Cents," with a star on each side, all engraved in white-faced letters.

The whole device is inclosed in an upright oblong tablet. The stamp is printed in green.

It is worthy of notice that these are the first postage-stamps ever bearing the words "United States Postage" in full, the name of the country being abbreviated to "U. S." on all the other stamps. Changes were also made in the series of stamped envelopes, to embrace the head of Washington on the 2-cent envelope, and that of Jackson on the 4-cent envelope.

Postmasters were notified by circular of the coming change of postage, and instructed to make their requisitions for 3-cent stamps and envelopes sufficient only for carefully estimated needs to the 1st October. The requisitions were carefully scrutinized at the Department, and in many cases were either largely curtailed or wholly refused. The postmasters were instructed also to use all available means to call public attention to the change, so as to exhaust or reduce the supply of 3-cent stamps and envelopes in private hands.

The issue of the new 2-cent and 4-cent stamped envelopes was commenced on the 1st September, and of the 2 and 4 cent adhesive stamps on the 15th September; and they were so generally distributed by the 1st October that the change of postage was attended with but little inconvenience for want of the necessary stamps.

In this connection it is only just that I should express my appreciation of the zeal, energy, and fidelity with which the clerks engaged in the work met the extraordinary demand for stamps. The emergency forced them for weeks to prolong their labors far beyond the usual office hours, and they responded with the most cheerful alacrity.

EXCHANGE OF OUTSTANDING STAMPS AND ENVELOPES.

Despite the precautions taken, as already explained, to reduce the outstanding supply of 3-cent stamps and stamped envelopes, there is without doubt a large quantity of these stamps and envelopes remaining unused in the hands of the public. The holders of small lots are legion, and in many cases they are held in considerable amounts. Since the discontinuance of fractional currency stamps have frequently been used instead of silver in making small remittances, notably so in the case of newspaper subscriptions, with the result of forming no small accumulations. This has been evidenced by the frequent applications that have been made for the redemption of stamps.

Special-request envelopes are furnished only in quantities, and frequently the minimum number furnished will last the consumer for a long period; usually the requisitions are designed to last several months.

In the nature of the case there must be no inconsiderable quantity of this class of envelopes remaining unused. Unless they should be exchanged, the owners will have the option of sacrificing a third of their value by continuing to pay postage at the old rate, or of getting rid of them by the slow process of using them with the addition of adhesive stamps when making inclosures calling for more than one rate of postage.

Under the change of postage the 3 cent and 6 cent stamps and envelopes are not adapted to the purpose for which they were purchased, and in good faith they should be exchanged for other denominations suited to the present requirements. The change of postage also left a considerable quantity in the aggregate of 3 and 6 cent stamps and stamped envelopes in post-offices. For these there will be no further demand, and to relieve postmasters of the care and responsibility of holding them, they should be called in and redeemed.

The exchange and redemption suggested, if determined upon, will, of course, impose no small clerical labor upon the Department. The stamps to come from the public (through postmasters) will mostly be in small lots, in fragments of a sheet from a single stamp upwards, and the envelopes will usually be in broken parcels also. They will have to be examined, counted, and destroyed, and the proper credits must be allowed, entered, and reported. The present clerical force of the office is inadequate to the work, being fully occupied with the regular current business.

I have accordingly submitted in my estimates for the legislative, executive, and judicial appropriation bill an item for a special temporary force sufficient to effect the purpose, and, in view of the importance of making the exchanges, I hope this estimate will meet with approval.

INCREASE OF WORK.

The most casual examination of this report cannot fail to disclose a large increase in the clerical work of the office, resulting from the general growth of the postal service. In the stamp division there was an increase of 5,747 in the number of requisitions filled, and the registry service shows an increase of over 10 per cent. in its receipts. The dead-letter division exhibits an increase of over 4 per cent. in the number of pieces handled during the year.

In the finance division there was an increase of 8,765 in the number of certificates of deposit examined and recorded, and an increase of 9,982, or 22.8 per cent., in the number of drafts and warrants issued for the payment of creditors and the transfer of funds. Aside from the regular increase, a large addition to the number of warrants, estimated at 32,000, or nearly 60 per cent. for the next year, has recently been occasioned by the change on the 1st of October in the mode of compensating mail messengers. Previous to that date they were paid by postmasters, who were credited with the amounts in their accounts with the Auditor. The enlarged commissions allowed the smaller offices by the new salary law in most cases left insufficient funds in the hands of postmasters to pay the mail messengers, who are accordingly now paid by warrant out of the general postal fund.

I have the honor to be, very respectfully, your obedient servant,
A. D. HAZEN,

Third Assistant Postmaster-General.

Hon. WALTER Q. GRESHAM,
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, 1885.*

I.—ADHESIVE POSTAGE-STAMPS.

For manufacture of ordinary postage-stamps, of official stamps, of newspaper and periodical stamps, and of postage-due stamps.....	\$146,000
<hr/>	
The number of these stamps issued during the fiscal year ended June 30, 1883, was.....	1,220,137,469
Add 14 per cent. for increase	170,819,246
<hr/>	
Gives estimated issue for fiscal year ending June 30, 1884.....	1,390,956,715
Add 14 per cent. for increase, as before	194,733,940
<hr/>	
Gives estimated number required for fiscal year ending June 30, 1885.....	1,585,690,655
Cost of manufacturing that number at present contract price, 9.19 cents per thousand	\$145,724 97

The increase in the number of adhesive stamps issued during the past year over the preceding one was about 8 per cent.; but it would have been greater except for two special reasons operating to curtail the issues: In the first place, upon the passage in March last of the act reducing letter postage to two cents, postmasters began to limit their requisitions for stamps with a view of reducing to a minimum the stock to be left on hand on the 1st of October. Secondly, it became apparent some time before the close of the fiscal year that the appropriation for the manufacture of stamps would be insufficient for the purpose, and the effort was made to avoid a deficiency by curtailing the requisitions, in many cases to quantities that were estimated to be sufficient to last only till the 1st of July, when the new appropriation took effect. The issues for the last year, reduced in the manner explained, therefore constitute a low basis on which to estimate for future needs.

The reduction of letter postage will largely swell the number of stamps that will be required during the coming year, not only on account of the expected augmentation of business, but to provide for the exchange (should that course be decided upon, as it no doubt will be) of the 3-cent and 6-cent stamps now remaining in the hands of the public. Allowance has accordingly been made in the foregoing estimate for an annual increase of 14 per cent. The amount of the estimate has been placed in even figures at \$146,000. The appropriation for the current year is \$130,000. The present contract for manufacturing adhesive postage-stamps is for four years, and will expire on the 30th of June, 1885.

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 the same in amount as the appropriation for the present fiscal year.	

III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

For manufacture of stamped envelopes, newspaper wrappers, and letter sheets	\$644,000 00
<hr/>	
The cost of the stamped envelopes and wrappers issued during the fiscal year ended June 30, 1883, was	487,475 83
Add 15 per cent. for increase	73,121 37
<hr/>	
Gives estimated cost for fiscal year ending June 30, 1884.....	560,597 20
Add 15 per cent. for increase as before	84,089 58
<hr/>	
Gives estimated cost for fiscal year ending June 30, 1885.....	644,686 78

The issue of stamped envelopes and newspaper wrappers was only a little more than 1 per cent. over that of the previous year, these articles having been affected still more than postage-stamps by the anticipated reduction of postage. The demand for special-request envelopes particularly showed a large falling off, consumers either ordering in very limited quantities, or wholly suspending their orders until the new 2-cent envelopes were ready for use. Should the stimulus of a lower rate of postage unduly increase the number of letters, as may reasonably be expected, the demand for

stamped envelopes will increase proportionately. The present estimate contemplates an annual increase of 15 per cent., which, under the circumstances, can hardly be regarded as excessive.

The estimate is placed in round figures at \$644,000 00
 The amount appropriated for the present year is..... 632,000 00

The present contract is for four years ending September 30, 1886.

The annual rates of increase in the number of stamped envelopes and newspaper wrappers issued during the past four years were as follows:

	Per cent.
For year ending June 30, 1880, over previous year	16.6
For year ending June 30, 1881, over previous year	9.6
For year ending June 30, 1882, over previous year	12.9
For year ending June 30, 1883, over previous year	1.0

IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and wrappers, and for expenses of the agency \$16,000 00

This estimate agrees with the amount of the appropriation for the present year.

V.—POSTAL CARDS.

For manufacture of postal cards..... \$268,000 00

The total number of postal cards issued during the year ended June 30, 1883, was 379,516,750
 Add 14 per cent. for increase..... 53,132,345

Gives estimated number for year ending June 30, 1884..... 432,649,095
 Add 14 per cent. for increase as before 60,570,873

Gives estimated number for year ending June 30, 1885..... 493,219,968

The cost of manufacturing these articles at the present contract price of 54.43 cents per thousand is..... \$268,459 63

The increase in the issue of postal cards for the last over the preceding year was about 8 per cent.; for 1882 over 1881 it was 13.90 per cent.; for 1881 over 1880 it was 13.20 per cent.; for 1880 over 1879 it was 22.80 per cent.; and for 1879 over 1878, 10.55 per cent. The average annual rate of increase for the past five years was 13.69 per cent. In the light of this average the present estimate is based on an annual increase of 14 per cent. The appropriation for the current year is \$253,000. The contract will expire June 30, 1885.

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..... \$140,000 00

The contract for registered package, post-office, and dead-letter envelopes is for one year only, beginning on the 1st of July of each year. The prices for the present year vary but slightly from those of the preceding year. The amount expended during the last fiscal year was \$96,949.60. The appropriation for the current fiscal year is \$140,000, and it is believed that this amount will be sufficient for the next fiscal year, notwithstanding the increase of business to be expected in post-offices.

VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

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

By law (sections 3913, 3976, 3977, 3978 Revised Statutes) this appropriation is necessary for the payment to masters or owners of vessels, not regularly engaged in the transportation of the mails, for letters brought and delivered to post-offices on arrival in port for transmission to destination. The parties receiving the letters are required

to pay, in addition to the regular postage, the amount paid to said master or owner, which amounts are consequently refunded to the Department. The expenditure for the last fiscal year was \$1,517.10; for 1882, \$1,444.38; for 1881, \$990.95; and for 1880, \$1,356.51. The appropriation for the current year is \$1,500, and the estimate for the next fiscal year is placed at the same amount.

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

For engraving, printing, and binding drafts and warrants \$2,500 00

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the Department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The expenditure on this account during the last fiscal year was \$1,992.22. On the 1st of October, 1883, the system of paying mail messengers by postmasters was discontinued, and they are now paid by warrant on the Treasury. The appropriation for the current year is \$2,000. An additional sum of \$500 will be required for the next fiscal year on account of the change mentioned, and the estimate is therefore placed at \$2,500.

X.—MISCELLANEOUS.

For miscellaneous items \$1,000 00

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

Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1884, with estimates for the year ending June 30, 1885.

Items.	Amount appropriated year ending June 30, 1884.	Estimate for year ending June 30, 1885.	Increase of estimates.	
			Amount.	Per cent.
Adhesive postage-stamps	\$120,000 00	\$146,000 00	\$16,000 00	12.3
Postage-stamp agency	8,100 00	8,100 00		
Stamped envelopes and wrappers	632,000 00	644,000 00	12,000 00	1.9
Stamped envelope agency	16,000 00	16,000 00		
Postal cards	253,000 00	268,000 00	15,000 00	5.9
Postal-card agency	7,800 00	7,300 00		
Registered-package, post-office, and dead-letter envelopes	140,000 00	140,000 00		
Ship, steamboat, and way letters	1,500 00	1,500 00		
Engraving, printing, and binding drafts and warrants	2,000 00	2,500 00	500 00	25.0
Miscellaneous	1,000 00	1,000 00		
Total	1,190,900 00	1,234,400 00	43,500 00	3.6

Respectfully submitted to the Postmaster-General.

A. D. HAZEN,

Third Assistant Postmaster-General.

OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,

October 23, 1883.

No. 2.—Statement exhibiting the receipts and expenditures, under appropriate heads, by quar

RECEIPTS.

	Quarter ended September 30, 1882.	Quarter ended December 31, 1882.
Letter postage paid in money.....	\$21, 189 87	\$250 34
Box-rents and branch offices.....	448, 821 54	454, 105 22
Fines and penalties.....	1, 083 40	2, 344 06
Postage stamps, stamped envelopes, newspaper wrappers, and postal cards	10, 064, 809 37	11, 017, 096 41
Dead letters.....	1, 587 27	6, 256 68
Revenue from money-order business.....		
Miscellaneous.....	8, 441 50	7, 294 07
	10, 545, 932 95	11, 488, 046 78

Comparison, including revenue from money-order business:

Increase of receipts over year ended June 30, 1882, \$3,632,282.46, or 8.6 per cent.

EXPENDITURES.

Compensation of postmasters.....	2, 321, 251 93	2, 378, 510 69
Compensation of clerks for post-offices.....	1, 055, 580 59	1, 097, 961 84
Compensation of letter-carriers and incidental expenses.....	730, 269 61	800, 128 77
Wrapping-paper.....	8, 248 32	6, 715 45
Twine.....	16, 098 50	14, 484 50
Postmarking and canceling stamps.....	2, 700 96	3, 157 43
Mailing implements, fourth-class offices.....	7, 382 78	9, 369 70
Letter balances.....	13, 192 20	204 80
Rent, light, and fuel for post-offices.....	96, 623 61	108, 116 50
Stationery.....	14, 273 01	15, 330 94
Furniture for post-offices.....	8, 781 18	7, 333 61
Miscellaneous, office of First Assistant Postmaster-General.....	16, 935 04	19, 971 11
Inland mail transportation, railroad.....	2, 650, 266 76	2, 743, 688 39
Inland mail transportation, star.....	1, 157, 237 06	1, 163, 819 21
Inland mail transportation, steamboat.....	151, 242 47	144, 227 57
Transportation by postal cars.....	363, 834 55	348, 049 39
Special and necessary facilities, railroad trunk lines.....	31, 791 09	55, 635 82
Compensation of railway postal clerks.....		
Compensation of route agents.....		
Compensation of mail-route messengers.....		
Compensation of local agents.....		
Compensation of mail messengers.....	181, 554 08	188, 112 77
Mail locks and keys.....		3, 875 00
Mail bags and catchers.....	83, 645 59	63, 046 10
Post-route maps.....	4, 794 51	
Mail deprecations and post-office inspectors.....	47, 425 41	49, 179 06
Fees to United States marshals, attorneys, clerks of courts, and counsel.....	130 93	752 74
Postage stamps.....	25, 448 49	29, 011 11
Distribution of postage stamps.....	1, 795 50	1, 923 30
Stamped envelopes and newspaper wrappers.....	131, 034 08	108, 079 75
Distribution of stamped envelopes and newspaper wrappers.....	3, 739 99	3, 740 09
Postal cards.....	50, 056 56	52, 397 72
Distribution of postal cards.....	1, 609 76	1, 610 55
Registered-package envelopes, locks and seals, official and dead-letter envelopes.....	19, 860 02	21, 184 34
Ship, steamboat, and way letters.....	368 88	299 63
Engraving, printing, and binding drafts and warrants.....	1, 155 35	15 05
Advertising.....	9, 882 48	7, 548 55
Miscellaneous, office of Postmaster-General.....	1 50	95 10
Foreign mail transportation.....	69, 283 10	85, 216 75
Balance due foreign countries.....		7, 267 92
Transfer, foreign mails at Chicago.....	4, 772 72	469 09
Refund to New Zealand and New South Wales.....		
Miscellaneous, Second Assistant Postmaster-General.....	21 00	51 25
Miscellaneous, Third Assistant Postmaster-General.....	29 50	7 50
Miscellaneous, money-order building.....	663 95	
Rent, money-order building.....	752 68	
Furniture, money-order building.....	3, 495 39	4, 172 05
	10, 188, 969 83	10, 455, 445 47

RECEIPTS AND EXPENDITURES.

ters, for the fiscal year ended June 30, 1883, compared with fiscal year ended June 30, 1882.

RECEIPTS.

Quarter ended March 31, 1883.	Quarter ended June 30, 1883.	Total year ended June 30, 1883.	Total on account of previous fiscal years.	Total year ended June 30, 1882.	Compared with year ended June 30, 1882.	
					Increase.	Decrease.
\$99,015 77	\$25,063 37	\$146,219 35	.....	\$97,585 32	\$48,634 03	.....
477,729 91	501,408 24	1,882,064 91	.....	1,852,132 21	229,932 70	.....
1,576 79	4,747 90	9,752 24	.....	20,426 99	.....	\$10,674 75
11,325,618 05	10,606,519 75	43,014,043 58	.....	39,703,357 00	3,310,686 58	.....
1,471 75	2,964 13	12,279 83	.....	7,657 63	4,622 20	.....
.....	411,619 37	411,619 37	.....	360,767 35	50,852 02	.....
6,964 65	10,013 11	32,713 33	.....	34,483 65	.....	1,770 32
11,912,376 92	11,562,335 96	45,508,092 61	.....	41,876,410 15	3,644,727 53	12,445 07

Comparison, excluding revenue from money-order business:
Increase of receipts over year ended June 30, 1882, \$3,581,430.44, or 8.6 per cent.

EXPENDITURES.

2,660,339 53	2,955,292 31	10,315,394 46	\$4,046 35	8,964,676 72	1,350,717 74	.....
1,108,433 34	1,105,163 04	4,367,079 41	43,638 03	3,008,396 60	458,682 81	.....
820,142 54	822,765 59	3,173,306 51	180 93	2,623,262 74	550,043 77	.....
6,433 01	603 17	21,999 95	.....	19,993 59	2,006 36	.....
19,596 00	9,910 93	59,999 93	.....	52,754 64	7,245 29	.....
4,102 14	5,031 93	14,992 46	.....	14,144 30	848 16	.....
12,828 40	4,963 66	34,544 64	.....	.....	34,544 64	.....
710 09	810 70	14,917 79	.....	10,000 00	4,917 79	.....
107,600 29	118,699 37	431,039 77	2,095 09	401,978 04	29,061 73	.....
15,774 53	9,621 47	55,000 00	.....	56,517 28	.....	1,517 28
3,416 21	3,284 88	19,815 38	88 35	20,716 64	.....	901 26
15,036 54	19,050 10	70,992 79	722 17	68,594 76	2,398 03	.....
2,712,124 67	3,040,999 92	11,155,179 74	280,742 62	10,286,085 00	869,094 74	.....
1,157,531 78	1,182,938 70	4,661,526 75	51,318 76	5,704,466 33	.....	1,042,939 58
186,759 88	173,204 88	605,434 80	1,268 41	563,504 76	41,930 04	.....
389,432 30	366,426 26	1,467,742 50	15,344 35	1,303,407 30	104,336 20	.....
40,430 31	46,280 31	180,137 53	.....	181,533 75	.....	201,396 22
.....	.....	.....	180 79	1,574,031 97	.....	.....
934,884 44	949,599 84	3,688,032 78	3,017 98	1,821,961 57	453,480 44	.....
.....	.....	.....	34 83	189,380 06	.....	.....
194,407 35	197,362 97	761,437 17	2,988 99	149,228 74	.....	.....
.....	5,408 00	9,283 00	19,866 08	713,603 95	47,833 22	.....
31,309 23	21,213 15	190,304 07	1,419 96	8,736 37	546 68	.....
.....	.....	.....	.....	197,038 95	2,266 12	.....
50,101 88	51,475 85	198,182 80	3,693 44	51,914 60	.....	47,130 09
100 85	725 12	1,769 64	992 99	164,219 62	83,963 18	.....
30,179 17	24,361 23	109,000 00	.....	2,831 63	.....	561 99
1,599 11	1,805 35	7,123 26	.....	103,945 23	5,054 77	.....
138,011 50	110,350 42	487,475 75	.....	7,051 46	71 80	.....
3,740 00	3,744 21	14,964 20	.....	510,399 45	.....	22,923 70
52,292 81	51,719 66	206,460 75	.....	14,711 20	253 00	.....
1,650 85	1,682 30	6,553 46	.....	191,204 02	15,196 73	.....
.....	.....	.....	.....	6,756 19	.....	201 78
26,898 74	29,006 50	96,949 60	.....	72,474 53	24,475 07	.....
317 21	531 27	1,517 01	34 76	1,444 38	72 63	.....
657 90	170 92	1,999 22	.....	1,644 35	354 87	.....
14,833 53	6,514 46	38,779 04	469 98	35,254 54	3,524 50	.....
12 93	247 00	356 53	6 00	1,107 05	.....	750 52
77,719 38	59,329 43	291,548 66	1,285 25	278,351 00	13,197 66	.....
14,059 89	152 81	21,480 42	22,785 52	21,733 34	.....	252 92
400 09	409 10	6,000 00	.....	.....	6,000 00	.....
.....	.....	.....	10,000 00	30,000 00	.....	30,000 00
40 50	83 40	196 15	.....	477 71	.....	281 56
74 25	110 75	228 00	.....	292 22	.....	64 22
.....	.....	663 95	16 80	2,997 01	.....	2,338 06
.....	.....	752 68	.....	1,999 98	.....	1,247 30
2,447 11	2,029 05	12,743 60	.....	5,252 18	7,491 42	.....
10,792,499 15	11,379,786 11	42,816,700 56	466,248 87	40,039,634 75	4,129,857 24	1,352,491 48

Comparison:
Increase of expenditures over year ended June 30, 1882, \$2,777,065.81, or 6.9 per cent.

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

No. 3.—Statement showing appropriations and expenditures for the year ended June 30, 1883.

Title of appropriation.	Amount of appropriation.	Expended to Sept. 30, 1883.	Balance unexpended.	Excess of expenditures.
<i>Office of the Postmaster-General.</i>				
Mail deprecations and post-office inspectors, and fees to United States marshals, attorneys, &c	\$200,000 00	\$199,852 44	\$47 56	
Advertising	40,000 00	38,779 04	1,220 96	
Miscellaneous items in the office of the Postmaster-General	1,500 00	356 58	1,143 47	
<i>Office of the First Assistant Postmaster-General.</i>				
Compensation to postmasters	8,800,000 00	10,315,394 46		\$1,515,394 46
Compensation to clerks in post-offices	4,385,000 00	4,367,079 41	17,920 59	
Payment to letter-carriers and the incidental expenses of the free-delivery system	3,200,000 00	3,173,306 51	26,693 49	
Wrapping-paper	22,000 00	21,999 95	05	
Twine	60,000 00	59,999 93	07	
Marking and rating stamps	15,000 00	14,992 46	7 54	
Letter-balances, test-weights, and scales	15,000 00	14,917 79	82 21	
Rent, light, and fuel for post-offices	450,000 00	431,039 77	18,960 23	
Office furniture	20,000 00	19,815 88	184 62	
Stationery	55,000 00	55,000 00		
Miscellaneous and incidental items	90,000 00	70,992 79	19,007 21	
Canceling and mailing implements (fourth class offices)	35,000 00	34,544 54	455 46	
<i>Office of the Second Assistant Postmaster-General.</i>				
Inland mail transportation, railroad routes	11,155,000 00	11,155,179 74		179 74
Inland mail transportation, steamboat routes	800,000 00	605,494 89	194,505 20	
Inland mail transportation, star routes	7,250,000 00	4,661,526 75	2,588,473 25	
Railway post-office car service	1,528,000 00	1,467,742 50	60,257 50	
Necessary and special mail facilities on trunk lines	600,000 00	180,137 53	419,862 47	
Compensation to railway postal clerks	3,710,000 00	3,658,032 78	21,967 22	
Compensation to mail messengers	800,000 00	761,437 17	38,562 83	
Mail-locks and keys	25,000 00	9,289 00	15,711 00	
Mail-bags and mail-bag catchers	200,000 00	199,304 07	695 93	
Miscellaneous items	1,000 00	196 15	803 85	
Transfer, foreign mails at Chicago	6,000 00	6,000 00		
<i>Office of the Third Assistant Postmaster-General.</i>				
Postage-stamps	109,000 00	109,000 00		
Postage-stamp agency	8,100 00	7,123 26	976 74	
Stamped envelopes and newspaper-wrappers	547,000 00	487,475 75	59,524 25	
Stamped-envelope agency	16,000 00	14,964 20	1,035 80	
Postal cards	242,000 00	208,460 75	33,539 25	
Postal-card agency	7,300 00	6,553 46	746 54	
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes	110,000 00	96,949 60	13,050 40	
Ship, steamboat, and way letters	1,500 00	1,517 01		17 01
Engraving, printing, and binding drafts and warrants	2,000 00	1,999 22	78	
Miscellaneous items	1,000 00	228 00	772 00	
<i>Office of the Superintendent of Foreign Mails.</i>				
Transportation of foreign mails	300,000 00	291,548 66	8,451 34	
Balances due foreign countries	50,000 00	21,480 42	28,519 58	
Post-route maps	4,794 51	4,794 51		
Money-order office, miscellaneous	905 17	863 85	241 22	
Money-order office, rent	752 63	752 63		
Money-order office, furniture	14,747 82	12,743 60	2,004 22	
Total	44,876,600 18	42,816,700 56	3,575,490 83	1,515,591 21

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

Comparative statement between fiscal years of 1882 and 1883 of business at Treasury depositories, as shown in detail in table No. 4 following.

Deposits for fiscal year 1883.....		\$22,934,604 20
Deposits for fiscal year 1882.....		20,998,144 72
Increase in deposits for 1883.....		<u>1,936,459 48</u>
Grants from the Treasury for 1882.....	\$157,925 80	
Grants from the Treasury for 1883.....	15,824 06	
Increase of grants for 1882.....		<u>142,101 74</u>
Increase of deposits for 1883.....		1,936,459 48
Deduct increase of aggregate receipts for 1883.....		1,794,357 74
		<u>142,101 74</u>
Aggregate receipts for 1883.....	22,950,428 26	
Aggregate receipts for 1882.....	21,156,070 52	
		<u>1,794,357 74</u>
Increase of deposits for 1883.....		1,936,459 48
Deduct increase of grants for 1882.....		142,101 74
		<u>1,794,357 74</u>
Increase in deposits for 1883.....		1,974,163 55
Decrease in deposits for 1883.....		37,704 07
Increase for 1883, as shown above.....		<u>1,936,459 48</u>
Warrants drawn for 1883.....		20,242,515 32
Warrants drawn for 1882.....		19,072,353 51
Increase for 1883.....		<u>1,170,162 81</u>
Balance subject to draft June 30, 1883.....		8,483,835 39
Balance subject to draft June 30, 1882.....		5,735,845 39
Increase for 1883.....		<u>2,747,990 00</u>
Total number of warrants issued during fiscal year 1883.....		48,278
Total number of warrants issued during fiscal year 1882.....		38,851
Increase for 1883.....		<u>9,427</u>

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

No. 4.—Receipts and disbursements at Treasury

Depositories.	Deposits.	Grants from Treasury.
Treasurer United States, Washington, D. C	857,341 62	
Assistant treasurer United States, Baltimore, Md	488,756 29	
Assistant treasurer United States, Boston, Mass	2,333,592 77	
Assistant treasurer United States, Chicago, Ill	3,991,920 26	
Assistant treasurer United States, Cincinnati, Ohio	1,798,915 40	
Assistant treasurer United States, New Orleans, La	763,368 78	
Assistant treasurer United States, New York, N. Y	8,283,596 56	\$15,834 06
Assistant treasurer United States, Philadelphia, Pa	2,182,706 81	
Assistant treasurer United States, San Francisco, Cal	959,108 71	
Assistant treasurer United States, Saint Louis, Mo	1,531,368 53	
First National Bank, Denver, Colo	708 60	
First National Bank, Galveston, Tex	100 00	
First National Bank, Leavenworth, Kans	502 16	
First National Bank, Madison, Wis	125 00	
First National Bank, Memphis, Tenn	121 55	
First National Bank, Milwaukee, Wis	55 00	
First National Bank, Montgomery, Ala	1,292 98	
First National Bank, Nashville, Tenn		
First National Bank, Portland, Oreg		
First National Bank, Portsmouth, N. H		
First National Bank, Richmond, Va		
First National Bank, Saint Paul, Minn		
First National Bank, Trenton, N. J		
First National Bank, Tucson, Ariz	585 75	
First National Bank, Wilmington, Del		
First National Bank, Yankton, Dak	1,200 00	
Second National Bank, Saint Paul, Minn		
Merchants' National Bank, Cleveland, Ohio	491 70	
Merchants' National Bank, Little Rock, Ark	822 11	
Merchants' National Bank, Portland, Me	30 00	
Merchants' National Bank, Savannah, Ga	1,218 48	
Merchants' National Bank, Washington, D. C		
Atlanta National Bank, Atlanta, Ga	271 15	
Charter Oak National Bank, Hartford, Conn	250 00	
City National Bank, Grand Rapids, Mich	374 09	
Davenport National Bank, Davenport, Iowa		
Farmers and Mechanics' National Bank, Buffalo, N. Y	520 00	
Indianapolis National Bank, Indianapolis, Ind	499 19	
Kentucky National Bank, Louisville, Ky	58 16	
Omaha National Bank, Omaha, Neb	580 84	
People's National Bank, Charleston, S. C	82,880 02	
Raleigh National Bank, Raleigh, N. C		
San Antonio National Bank, San Antonio, Tex		
State National Bank, Springfield, Ill	876 71	
The Detroit National Bank, Detroit, Mich	225 00	
Tradesmen's National Bank, Pittsburgh, Pa	200 00	
Assistant treasurer United States, New Orleans, La. (old account)		
United States depository, Little Rock, Ark. (old account)		
United States depository, Savannah, Ga. (old account)		
United States depository, Galveston, Tex. (old account)		
Total	22,934,604 20	15,834 06

No. 4.—Receipts and disbursements at Treasury depositories

Depositories.	Increase over 1882.	Decrease from 1882.
Treasurer United States, Washington, D. C.		\$40,868 58
Assistant treasurer United States, Baltimore, Md.	848,617 78	
Assistant treasurer United States, Boston, Mass.	118,367 05	
Assistant treasurer United States, Chicago, Ill.	330,883 88	
Assistant treasurer United States, Cincinnati, Ohio.	497,855 54	
Assistant treasurer United States, New Orleans, La.	12,056 03	
Assistant treasurer United States, New York, N. Y.		498,022 49
Assistant treasurer United States, Philadelphia, Pa.	229,474 00	
Assistant treasurer United States, San Francisco, Cal.	232,751 63	
Assistant treasurer United States, Saint Louis, Mo.	247,447 97	
First National Bank, Denver, Colo.		
First National Bank, Galveston, Tex.		
First National Bank, Leavenworth, Kans.		
First National Bank, Madison, Wis.		
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, Richmond, Va.		
First National Bank, Saint Paul, Minn.		
First National Bank, Trenton, N. J.		
First National Bank, Tucson, Ariz.		
First National Bank, Wilmington, Del.		
First National Bank, Yankton, Dak.		
Second National Bank, Saint Paul, Minn.		
Merchants' National Bank, Cleveland, Ohio.		
Merchants' National Bank, Little Rock, Ark.		
Merchants' National Bank, Portland, Me.		
Merchants' National Bank, Savannah, Ga.		
Merchants' National Bank, Washington, D. C.		
Atlanta National Bank, Atlanta, Ga.		
Charter Oak National Bank, Hartford, Conn.		
City National Bank, Grand Rapids, Mich.		
Davenport National Bank, Davenport, Iowa.		
Farmers and Mechanics' National Bank, Buffalo, N. Y.		
Indianapolis National Bank, Indianapolis, Ind.		
Kentucky National Bank, Louisville, Ky.		
Omaha National Bank, Omaha, Nebr.		
People's National Bank, Charleston, S. C.		
Raleigh National Bank, Raleigh, N. C.		
San Antonio National Bank, San Antonio, Tex.		
State National Bank, Springfield, Ill.		
The Detroit National Bank, Detroit, Mich.		
Tradersmen's National Bank, Pittsburgh, Pa.		
Assistant treasurer United States, New Orleans, La. (old account)		
United States depository, Little Rock, Ark. (old account)		
United States depository, Savannah, Ga. (old account)		
United States depository, Galveston, Tex. (old account)		
Total	1,718,053 88	547,891 07
	547,891 07	
	1,170,162 81	

BUSINESS AT TREASURY DEPOSITORIES.

During the fiscal year ended June 30, 1883—Continued.

Transfer account.		Warrants paid.	Outstanding warrants, June 30, 1882.	Balances as per transcripts, June 30, 1883.	Outstanding warrants, June 30, 1883.	Balances subject to draft, June 30, 1883.
From—	To—					
	\$296,829 75	\$631,936 88	\$4,169 10	\$351,845 80	\$2,729 04	\$349,116 76
		336,705 15	2,276 42	342,169 79	1,860 10	340,309 69
\$300,000 00		1,371,463 93	3,904 90	1,472,080 05	2,408 94	1,469,671 11
775,000 00		2,977,967 11	5,283 53	1,392,179 50	11,401 81	1,380,777 69
	100,000 00	1,922,240 59	8,591 98	452,282 74	4,091 70	448,191 04
	275,000 00	8,857,962 89	8,411 10	410,802 13	35,259 40	375,542 73
375,000 00		6,778,588 16	28,091 93	2,585,914 75	22,468 12	2,563,446 63
	75,000 00	2,047,067 03	1,406 75	753,832 51	909 41	752,923 10
100,000 00		890,977 88	5,198 09	425,696 06	2,364 82	417,331 24
	900,000 00	2,400,596 24	12,823 66	366,079 41	17,739 58	348,339 83
				708 60		708 60
175 93						
658 18						
50 00						
333 46						
130 00						
1,292 98						
585 75						
1,200 00						
391 70				100 00		100 00
1,102 11						
30 00						
1,218 48						
2,801 00						
271 15						
250 00						
374 09				100 00		100 00
620 00						
499 19						
58 16						
580 84						
82,880 02						
25 00						
876 71						
225 00						
200 00						
1,646,829 75	1,646,829 75	20,215,443 86	80,160 46	8,591,068 31	107,232 92	8,483,835 39

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1883.*

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, 1882.....	69,662,500	24,177,300	167,930,400	5,228,760	1,941,300	3,276,840	401,280	112,770	9,180	\$7,025,868 00	
December 31, 1882.....	84,371,300	32,501,100	174,138,800	5,733,400	2,519,650	3,668,370	329,180	116,340	8,130	7,614,145 00	
March 31, 1883.....	94,134,200	32,435,000	182,868,500	6,233,340	2,404,700	4,598,500	479,400	138,280	6,280	8,104,924 00	
June 30, 1883.....	86,031,000	30,777,650	174,862,100	5,638,500	1,885,450	3,596,450	288,260	97,620	8,490	7,562,242 00	
Total.....	334,199,000	119,891,050	699,799,800	23,032,120	8,750,500	15,080,160	1,499,100	466,010	27,060	\$0,807,179 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.		72-cent.
September 30, 1882.....	108,220	74,245	49,755	38,995	84,820	39,550	41,765	21,335	14,035	14,570	8,970
December 31, 1882.....	103,940	77,495	50,700	35,700	81,725	41,695	43,630	20,945	16,700	17,725	9,210
March 31, 1883.....	172,475	77,210	52,315	37,350	85,410	37,995	43,630	22,245	15,975	18,465	8,650
June 30, 1883.....	101,025	78,925	51,510	36,365	80,020	38,320	40,750	21,515	15,885	19,138	9,525
Total.....	413,660	307,875	204,310	146,430	331,975	157,470	167,840	86,040	62,695	71,898	35,455

NEWSPAPER AND PERIODICAL POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.										Value.	
	84-cent.	96-cent.	\$1.92.	\$3.	\$6.	\$9.	\$12.	\$24.	\$36.	\$48.		\$60.
September 30, 1882	7,140	12,630	7,645	7,418	8,740	1,601	2,531	1,417	807	563	2,317	\$418,540 30
December 31, 1882	7,145	17,405	11,890	8,882	4,755	8,038	2,983	1,079	666	435	2,072	425,765 80
March 31, 1883	7,385	15,525	8,990	9,701	4,087	2,422	2,958	1,306	668	503	2,266	432,532 60
June 30, 1883	7,290	16,405	9,405	9,142	4,560	2,632	2,855	1,803	946	643	2,456	475,726 30
Total	28,960	61,965	37,830	35,143	17,142	9,894	11,307	5,605	3,085	2,149	9,111	1,752,564 60

ORDINARY STAMPED ENVELOPES AND WRAPPERS.

Quarter ending—	NUMBER AND DENOMINATIONS OF ENVELOPES.										Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	30-cent.	1-cent.	2-cent.	
September 30, 1882	8,682,750	1,263,000	18,946,350	55,000	47,750	3,500	3,750	750	10,547,250	859,750	\$684,879 15
December 31, 1882	7,915,750	2,170,250	13,718,500	30,950	91,700	5,000	1,000	500	7,870,750	638,500	687,538 60
March 31, 1883	12,064,250	1,538,750	20,963,250	81,250	46,500	.....	1,000	500	12,043,500	1,534,750	1,019,235 65
June 30, 1883	10,100,750	1,516,000	14,978,150	14,000	11,350	.....	1,200	.....	10,335,750	1,106,000	1,769,632 02
Total	38,763,500	6,488,000	68,606,250	181,200	197,300	8,500	5,950	1,250	40,297,250	4,139,000	3,361,265 62

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1883*—Continued.

STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Quarter ending—	NUMBER AND DENOMINATIONS OF ENVELOPES.					Value.
	1-cent.	2-cent.	3-cent.	5-cent.	10-cent.	
September 30, 1882	887,500	1,280,000	24,116,250	17,000	87,000	\$828,564 65
December 31, 1882	898,500	1,450,500	22,888,250	10,000	79,750	795,112 65
March 31, 1883	1,142,500	1,476,000	24,243,250	14,500	80,000	884,765 65
June 30, 1883	828,500	1,723,000	19,303,250	13,000	40,500	671,331 20
Total	3,755,000	5,929,500	90,551,000	54,500	287,250	3,129,774 15

POSTAGE-DUE STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.					Value.
	1-cent.	2-cent.	3-cent.	5-cent.	10-cent.	
September 30, 1882	580,850	180,900	1,718,250	117,540	205,070	\$95,921 00
December 31, 1882	548,525	250,725	1,859,580	94,245	233,865	95,573 00
March 31, 1883	790,560	266,500	2,123,750	193,780	280,310	112,650 00
June 30, 1883	578,450	438,650	1,681,950	114,600	230,220	94,771 00
Total	2,475,375	1,144,475	7,383,530	525,145	948,965	404,915 90

POSTAL CARDS.

Quarter ending--	NUMBER AND DENOMINATIONS OF CARDS.		Value.
	1-cent.	2-cent.	
September 30, 1883	91,954,000	22,500	\$819,990 00
December 31, 1883	96,376,500	32,000	864,405 00
March 31, 1883	96,073,500	25,000	961,235 00
June 30, 1883	96,020,500	13,750	950,460 00
Total	370,424,500	92,250	3,785,090 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, 1882	34,500	45,300	389,555	159,000	.....	13,300	37,300	4,350	1,700	7,200	900	\$32,214 15
December 31, 1882	32,000	30,900	296,000	121,700	800	23,700	42,000	15,500	7,000	16,500	2,500	85,791 00
March 31, 1883	24,015	20,000	643,600	121,500	1,000	3,015	21,515	7,000	2,515	5,815	2,600	35,928 65
June 30, 1883	38,050	46,000	207,400	111,800	1,000	6,750	13,300	8,800	2,150	7,150	1,450	21,907 50
Total	128,565	142,200	1,536,455	514,000	2,800	46,765	114,115	35,450	13,965	38,665	7,450	125,839 20

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1883*—Continued.
 OFFICIAL STAMPED ENVELOPES AND WRAPPERS ISSUED TO THE WAR DEPARTMENT.

Quarter, ending—	NUMBER AND DENOMINA- TIONS OF ENVELOPES.		NEWSPAPER WRAPPERS.	Value.
	3-cent.	6-cent.	1-cent.	
September 30, 1882.....			276,000	\$3,091 20
December 31, 1882.....			1,200,000	13,440 00
March 31, 1883.....				
June 30, 1883.....	93,000		1,200,000	16,140 00
Total.....	93,000		2,676,000	32,671 20

RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps.....	1,202,743,800	\$30,307,179 00
Newspaper and periodical stamps.....	3,207,939	1,752,654 50
Ordinary stamped envelopes plain.....	114,251,950	2,831,096 87
Ordinary stamped envelopes, request.....	100,578,250	3,129,774 15
Newspaper wrappers.....	44,436,250	530,188 75
Postage-due stamps.....	12,694,900	404,815 00
Postal cards.....	379,518,750	3,795,690 00
Official postage-stamps.....	2,575,530	125,859 20
Official stamped envelopes and wrappers.....	2,768,000	32,671 20
Aggregate.....	1,861,688,609	42,910,319 57

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

No. 6.—*Official postage-stamps.*

Department.	NUMBER AND DENOMINATIONS OF STAMPS.										Value.	
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	80-cent.		90-cent.
War.....	102,500	84,200	747,455	445,000	2,800	43,600	102,050	30,400	11,300	35,600	6,650	\$92,571 65
Navy.....	10,000	25,000	40,000	40,000	.....	.....	.....	.....	.....	.....	.....	1,800 00
Interior.....	14,000	23,000	692,000	59,000	.....	.....	10,000	2,000	2,000	1,000	800	26,610 00
State.....	.....	.....	.....	.....	.....	3,100	2,000	3,000	.....	.....	.....	2,500 00
Agriculture.....	65	10,000	50,000	10,000	.....	65	65	50	.....	.....	.....	2,357 55
Total.....	126,565	142,200	1,536,455	514,000	2,800	46,765	114,115	35,450	13,365	36,665	7,450	125,899 20

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

No. 7.—Issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1883.

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	336,674,375	82,815,750	379,424,500		798,914,625
Two-cent	121,135,525	16,556,500	92,250	413,680	138,197,925
Three-cent	707,183,330	159,157,250			866,340,580
Four-cent				307,875	307,875
Five-cent	23,557,265	235,700			23,792,965
Six-cent	8,750,500	484,550		204,310	9,439,360
Eight-cent				146,430	146,430
Ten-cent	16,029,125	9,500		331,975	16,370,600
Twelve-cent				157,470	157,470
Fifteen-cent	1,499,100	5,950			1,505,050
Twenty-four cent				167,840	167,840
Thirty-cent	482,970	1,250			484,220
Thirty-six cent				86,040	86,040
Forty-eight cent				62,595	62,595
Fifty-cent	14,450				14,450
Sixty-cent				71,898	71,898
Seventy-two cent				35,455	35,455
Eighty-four cent				28,900	28,900
Ninety-cent	27,060				27,060
Ninety-six cent				61,985	61,985
One dollar and ninety-two cent				37,930	37,930
Three-dollar				35,143	35,143
Six-dollar				17,142	17,142
Nine-dollar				9,994	9,994
Twelve-dollar				11,307	11,307
Twenty-four dollar				5,605	5,605
Thirty-six dollar				3,085	3,085
Forty-eight dollar				2,149	2,149
Sixty-dollar				9,111	9,111
Aggregate	1,215,353,700	259,266,450	379,516,750	2,207,939	1,856,344,839
Value	\$30,712,094 90	\$6,491,059 77	\$3,796,090 00	\$1,752,564 50	\$42,751,809 17

Denominations.	Number of official stamps to Executive Departments.	Number of official stamped envelopes and newspaper wrappers.			Total.
One-cent	126,565	2,676,000			2,802,565
Two-cent	142,200				142,200
Three-cent	1,536,455	93,000			1,629,455
Six-cent	514,000				514,000
Seven-cent	2,800				2,800
Ten-cent	46,765				46,765
Twelve-cent	114,115				114,115
Fifteen-cent	35,450				35,450
Twenty-four cent	13,365				13,365
Thirty-cent	36,665				36,665
Ninety-cent	7,450				7,450
Aggregate	2575,830	2,769,000			5,344,830
Value	\$125,839 20	\$32,671 20			158,510 40
Total of all	1,217,929,530	262,035,450	379,516,750	2,207,939	1,861,689,669
Value	\$30,837,934 10	\$6,523,730 97	\$3,796,090 00	\$1,752,564 50	\$42,910,319 57

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

No. 8.—Table 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 ending June 30, 1883, over those of the preceding year.

Articles issued.	1882.			1883.			Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	1, 114, 560, 330	\$28, 679, 528 00	1, 202, 743, 800	\$30, 307, 179 00	88, 183, 470	\$1, 627, 651 00	7.91	5.64		
Newspaper and periodical stamps	2, 214, 893	1, 602, 069 70	2, 207, 939	1, 752, 564 50	*6, 954	150, 404 80	*0.31	9.39+		
Ordinary stamped envelopes, plain	114, 774, 700	2, 994, 868 82	114, 251, 950	2, 831, 096 87	*522, 750	*163, 771 95	*0.45	*5.46		
Ordinary stamped envelopes, request	100, 704, 250	3, 163, 864 85	100, 578, 250	3, 129, 774 15	*126, 000	*34, 120 70	*0.12	*1.07		
Newspaper wrappers	41, 086, 500	500, 208 80	44, 436, 250	530, 188 75	3, 319, 750	28, 979 95	8.15	5.99		
Postage-free stamps	11, 375, 310	352, 170 00	12, 609, 900	404, 915 90	1, 234, 590	52, 745 90	10.85	14.97		
Postal cards	351, 496, 000	3, 516, 015 00	379, 516, 750	3, 798, 090 00	28, 018, 750	290, 075 00	7.84	7.96		
Total issues for sale to the public	1, 738, 213, 983	40, 808, 755 17	1, 856, 344, 839	42, 751, 809 17	120, 130, 856	1, 943, 054 00	6.82	4.76		
Add official stamps	2, 319, 555	139, 991 75	2, 575, 830	125, 889 20	256, 275	*14, 152 55	11.04	*10.11		
Add official stamped envelopes and wrappers	2, 037, 500	29, 306 50	2, 769, 000	32, 871 20	731, 500	3, 364 70	35.92	11.47		
Total of all issues	1, 740, 571, 038	40, 978, 053 42	1, 861, 689, 669	42, 910, 319 57	121, 118, 631	1, 932, 266 15	6.95	4.71		

* Decrease.

A. D. HAZEN
Third Assistant Postmaster-General.

No. 9.—Statement showing amount of dead mail matter treated in the division of dead letters during the year ending June 30, 1883.

CLASSIFICATION AND AMOUNT OF MAIL MATTER.		MODE OF TREATMENT.			
Class.	Number.	Class.	Delivered unopened.	Opened.	On hand.
Domestic mailed letters: Unopened from last fiscal year..... 51,100 Received during the year..... 3,425,422	3,476,522	Domestic mailed letters.....	649,730	3,154,892	271,900
Domestic unmailable letters: Held for postage..... 5,874 From last fiscal year..... 1175,710 Received during the year..... 181,684		Domestic unmailable letters: Held for postage.....	376,230	102,795	2,659
Containing unmailable articles..... 1,345 Misdirected..... 280,187 Blank (without address)..... 11,979		Containing unmailable articles.....	481,834	198,303	
		Blank.....		11,979	
Domestic third and fourth class matter (packages).....	476,045	Domestic third and fourth class matter.....		63,947	
Foreign matter: From last fiscal year (letters)..... 4,450 Received during the year (letters).... 400,898	63,947	Foreign matter: Letters.....	401,159		4,189
Printed matter, samples, &c., returnable to country of origin..... 405,343		Printed matter, samples, &c.....	19,960		
Total.....	4,440,822	Total.....	623,913	3,533,261	278,648

* Including—ordinary unclaimed, 3,246,892; returned from hotels, 78,865; fictitious address, 13,507; returned from foreign countries (domestic origin), 133,509; and registered, 3,746. † Including—62,219 unclaimed, for which notice of abandonment had been sent by postmasters at the free-delivery office. ‡ Including—ordinary, 413,662; and registered, 11,646. § Card and request letters. ¶ Forwarded to address upon receipt of postage. * A waiting return of notice. † Address corrected and letters forwarded.

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

DISPOSITION OF DEAD LETTERS.

No. 10.—Statement showing the disposition of mail matter opened in the division of dead letters during the year ended June 30, 1883.

LETTERS OPENED.		MANNER IN WHICH DISPOSED OF.													
Containing—	Number.	Value.	Containing—		On hand.		Delivered.		Filed.		De- stroyed.		Outstanding.		
			Number.	Value.	Num- ber.	Value.	Num- ber.	Value.	Num- ber.	Value.	Num- ber.	Value.	Num- ber.	Value.	
Money:															
Outstanding from last fiscal year..	1,325=	\$2,870 84													
On hand from last fiscal year..	1,454=	2,880 51													
Received during the year.....	15,301=	32,647 23	18,080	\$38,398 58	Money.....	1,859	\$2,771 50	11,985	\$25,099 74	3,919	\$7,231 83			787	\$2,305 51
Drafts, checks, notes, &c.															
Outstanding from last fiscal year..	989=	160,897 81													
Received during the year.....	18,095=	1,861,994 47	19,084	1,542,892 28	Drafts, checks, &c.			17,787	1,211,862 74	662	46,908 48			665	284,621 06
Merchandise, books, &c., received during the year (parcels and letters)	98,808				Merchandise, books, &c.	2,928		32,220	46,905			114,649		8	
Receipts, paid notes, &c., received during the year.....	40,215				Receipts, paid notes, &c.			35,805	4,410						
Photographs received during the year	55,160				Photographs			27,779	7,381						
Postage-stamps received during the year	66,137				Postage-stamps			63,695	2,442						
Nothing of value	3,281,945				Nothing of value.			674,930	2,586,615						
Total	3,337,009	1,581,290 86	4,315	2,771 50	Total	4,315	2,771 50	864,231	1,227,462 48	65,719	54,130 31	2,601,264	1,460,296,926 57		

* This item includes 63,947 packages and 32,861 letters, which upon being opened were found to contain articles of value other than those enumerated above.
 † Magazines, pamphlets, fruit, cards, seeds, &c.
 ‡ Including 70,100 returned to writers, and, writers not being found, again sent to the dead-letter office.

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

REPORT OF THE POSTMASTER-GENERAL.

No. 11.—Statement showing number of pieces, classification, and disposition of unmailable matter received at the dead-letter office during the fiscal year ended June 30, 1883.

Received.		Disposition.	
Held for postage:			
Foreign address.....	13, 206	Circulars sent to collect postage:	
Domestic address.....	162, 504	Domestic address.....	95, 268
		Foreign address.....	5, 347
		Official and Navy forwarded.....	74, 517
		Opened.....	175, 710
Misdirected	175, 710		
Blank.....	324, 429	Misdirected:	
Unmailable, containing coin, lottery, &c.....	11, 979	Turned over to foreign branch.....	44, 292
Hotel.....	85, 768	Address corrected and forwarded.....	94, 162
Fictitious.....	13, 705	Opened.....	185, 975
Returned misdirected.....	12, 828	Blanks opened.....	11, 979
			336, 408
		Unmailable containing coin, lottery, &c.:	
		Turned over to foreign branch.....	1, 345
		Opened.....	1, 357
			1, 702
		Hotel:	
		Turned over to foreign branch.....	6, 908
		Opened.....	78, 865
			85, 768
		Fictitious:	
		Turned over to foreign branch.....	184
		Opened.....	13, 507
		Returned misdirected opened.....	
Total	625, 621	Total	625, 621
PACKAGES.			
		Examined and turned over.....	42, 734
Held for postage	10, 654		
Misdirected.....	11, 689		
Blank.....	12, 418		
Unmailable.....	5, 912		
Excess of weight and measure.....	2, 961		
Total	42, 784		
		Grand total	668, 355
Grand total	668, 355		

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

DISPOSITION OF DEAD LETTERS.

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Statement showing 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, 1882	5,874
Treated by circular during the year:	
Domestic address	95,268
Foreign address	5,347
	100,615
	106,489
Forwarded in reply to circular during the year:	
Domestic address	71,863
Foreign address	3,789
	75,652
Turned over to opening branch	28,278
	103,930
A waiting reply to circular July 1, 1883	2,559

TABLE B.—CONTENTS AND DISPOSITION OF OPENED LETTERS.

Money	4,041
Drafts, notes, money-orders, &c	3,631
Paid notes, canceled checks, &c	7,631
Merchandise, books, chromos, &c	4,059
Photographs	4,784
Postage-stamps	9,335
No value	373,363
Total	406,794
Containing valuables, turned over to different branches for record	33,431
Containing nothing of value, returned to writer	188,126
Containing nothing of value, destroyed	185,237
Total	406,794

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

No. 12.—Statement showing number of dead foreign letters received and disposed of during the fiscal year ended June 30, 1883.

RECEIVED.		DISPOSITION.				
Class.	Number.	Class.	Returned to country of origin.	Delivered to addressees.	Misdirected letters forwarded to corrected address.	On hand.
Registered letters—		Registered letters ..				
On hand July 1, 1882	203		19,869	344	155	344
Received during the year ..	11,443					
	11,646					
Ordinary letters—		Ordinary letters	380,275	215	9,367	3,845
On hand July 1, 1882	4,247					
Received during the year ..	389,455					
	393,702					
Printed matter, &c	19,960	Printed matter, &c ..	19,634	27	299	.....
Total	425,308	Total	410,712	586	9,821	4,189

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

No. 13.—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, 1883.

Class.	Number.
Registered letters	1, 143
Ordinary letters	148, 850
Printed matter, &c	26, 354
Total	176, 347

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

No. 14.—Statement showing the amount of dead mail matter returned to and received from foreign countries during the year ending June 30, 1883.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Printed.	Total.	Registered.	Ordinary.	Printed.	Total.
Antigua	2	25	.....	27	.....	15	21	36
Argentine Republic	12	230	31	273	.....	527	6	533
Austria-Hungary	2, 127	11, 113	975	14, 215	.....	.....	.....	.....
Bahamas	3	255	.....	258	.....	119	.....	119
Barbadoes .....	.....	95	.....	95	.....	87	144	231
Belgium	53	1, 397	955	2, 405	.....	.....	.....	.....
Bermuda .....	.....	185	2	187	.....	156	13	169
Brazil	37	424	19	480	.....	411	.....	411
British Guiana	4	295	8	307	4	121	161	286
British Honduras .....	.....	33	.....	33	1	18	.....	19
British India	6	497	151	654	.....	.....	.....	.....
Canada	965	96, 590	849	98, 404	355	61, 454	759	62, 568
Ceylon	2	36	1	39	.....	.....	.....	.....
Chili	7	348	8	363	2	363	1, 254	1, 619
Costa Rica .....	.....	105	.....	105	.....	.....	.....	.....
Cuba	22	1, 100	47	1, 169	.....	2, 357	4, 007	6, 364
Danish West Indies	4	95	2	101	.....	131	.....	131
Denmark	55	5, 107	198	5, 360	.....	.....	.....	.....
Dominica	1	12	.....	13	.....	.....	.....	.....
Ecuador .....	.....	45	2	47	.....	.....	.....	.....
Egypt	9	90	1	100	.....	1	.....	1
France	201	6, 903	6, 005	13, 109	.....	3, 978	3, 411	7, 389
French West Indies	1	30	.....	31	.....	.....	.....	.....
Germany	2, 639	64, 032	3, 612	70, 283	.....	.....	.....	.....
Great Britain	1, 437	90, 576	2, 787	94, 800	643	40, 721	4, 548	45, 912
Greece	30	149	47	226	.....	.....	.....	.....
Grenada .....	.....	9	.....	9	.....	11	.....	11
Guatemala .....	.....	62	1	63	.....	1	38	39
Hawaii	4	469	4	477	.....	183	.....	183
Hayi	1	54	.....	55	.....	66	.....	66
Honduras, Republic of .....	.....	16	.....	16	.....	.....	.....	.....
Hong-Kong	7	141	.....	148	.....	.....	.....	.....
Italy	1, 305	29, 750	1, 381	32, 436	65	1, 930	1, 656	3, 651
Jamaica	1	268	2	271	1	364	.....	365
Japan	10	277	8	295	.....	87	14	101
Java, Netherland Indies .....	.....	65	.....	65	.....	59	2	61
Luxemburg	23	436	4	463	.....	.....	.....	.....
Mauritius	1	22	.....	23	.....	.....	.....	.....
Mexico	26	2, 710	44	2, 780	.....	1, 699	85	1, 784
Montserrat .....	.....	2	.....	2	.....	.....	.....	.....
Netherlands	26	2, 097	711	2, 134	.....	35	40	75
Netherland West Indies .....	.....	47	.....	47	.....	.....	.....	.....
Nevia .....	.....	3	.....	3	.....	.....	.....	.....
Newfoundland	7	372	.....	379	4	479	.....	483
New South Wales	21	569	7	597	20	697	.....	717
New Zealand	9	529	6	544	6	389	209	604
Nicaragua .....	.....	61	5	66	.....	415	5	420
Norway	170	13, 097	196	13, 463	.....	.....	.....	.....
Paraguay .....	.....	6	.....	6	.....	.....	.....	.....
Persia	1	7	8
Peru	74	74	5	357	362
Philippines	27	27

DISPOSITION OF DEAD LETTERS.

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No. 14.—Statement showing the amount of dead mail matter, &c.—Continued.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Printed.	Total.	Registered.	Ordinary.	Printed.	Total.
Porto Rico.....	1	90		91				
Portugal.....	57	2,484	42	2,583	4	309	274	587
Queensland.....	9	179	3	191	4	145	1	150
Roumania.....	30	122	9	161				
Russia.....	885	8,446	273	9,604				
Saint Christopher's.....		28		28				
Saint Lucia.....		8		8		8		8
Saint Vincent.....		18		18		2		2
San Salvador.....		34	1	35				
Santo Domingo.....		67	1	68		234		234
Servia.....	4	1		5				
Spain.....	29	744	447	1,220	6	272	298	576
Straits Settlements.....	1	41	1	43		1		1
Surinam.....		6		6		9		9
Sweden.....	306	31,646	408	32,420				
Switzerland.....	211	4,220	265	4,696		7		7
Tobago.....		2		2				
Trinidad.....		69	1	70				
Turkey.....	5	88	6	99		4		4
Turk's Island.....		22		22		1	2	3
United States of Colombia.....	7	394	18	419	2	565		567
Uruguay.....	11	117	8	136				
Venezuela.....	1	107	5	113	5	141	82	228
Victoria.....	17	405	17	439	13	480		493
Postal Union.....						26,901	9,323	36,224
Miscellaneous.....					3	2,428		2,431
Total.....	10,803	380,275	19,634	410,012	1,143	148,850	26,354	176,347

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

No. 15.—Statement of held-for-postage matter received and disposed of at free-delivery offices during the year ended June 30, 1883.

	Quarter ended September 30, 1882.	Quarter ended December 31, 1882.	Quarter ended March 31, 1883.	Quarter ended June 30, 1883.	Total.
Letters deposited for mailing during each quarter:					
Drop letters.....	21,955	33,238	62,918	33,821	151,932
Mail letters.....	55,429	60,742	65,806	64,293	246,270
Packages.....	6,430	6,957	8,421	9,326	31,134
Delivered during the year:					
Drop letters.....	16,471	27,265	49,397	26,488	119,621
Mail letters.....	42,501	49,736	54,035	53,028	199,300
Packages.....	4,705	5,727	7,221	7,293	24,946
Sent to the dead-letter office:					
Drop letters.....	3,820	5,472	13,383	7,826	30,501
Mail letters.....	8,757	11,572	10,940	11,055	42,324
Packages.....	792	856	1,573	1,523	4,744
On hand awaiting return of notice at close of year:					
Drop letters.....				1,810	1,810
Mail letters.....				4,046	4,046
Packages.....				1,444	1,444

ePr cent. of matter delivered: Drop letters, 73; mail letters, 81; packages, 80.

Summary of the quarterly reports of held-for-postage business done by postmasters at free-delivery offices for the year ended June 30, 1883.

	Quarter ended September 30, 1882.*	Quarter ended December 31, 1882 †	Quarter ended March 31, 1883. ‡	Quarter ended June 30, 1883. §	Total.
On hand from previous quarters and deposited for mailing:					
Drop letters.....	21,955	34,902	65,083	36,124	158,064
Mail letters.....	55,429	64,913	69,411	68,129	257,882
Packages.....	6,430	7,890	9,728	10,260	34,308
Forwarded to the addresses on receipt of the required postage:					
Drop letters.....	16,471	27,265	49,397	26,488	119,621
Mail letters.....	42,501	49,736	54,635	53,028	199,900
Packages.....	4,705	5,727	7,221	7,293	24,946
Unclaimed and sent to the dead-letter office:					
Drop letters.....	3,820	5,472	13,383	7,826	30,501
Mail letters.....	8,757	11,572	10,940	11,055	42,324
Packages.....	792	856	1,573	1,523	4,744
Awaiting return of notice at the close of the quarter:					
Drop letters.....	1,664	2,165	2,303	1,810	7,942
Mail letters.....	4,171	3,605	3,836	4,046	15,658
Packages.....	933	1,307	934	1,444	4,618
Amount of postage collected on letters forwarded.	\$1,217 17	\$1,696 21	\$2,080 20	\$1,711 98	\$6,705 56

* 117 offices.

† 133 offices (16 added).

‡ 141 offices (8 added).

§ 149 offices (8 added).

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

No. 16.—Statement showing the number, classification, and disposition of dead registered letters during the year ended June 30, 1883.

Number and class of letters received.		How disposed of.	
Domestic—		Delivered without being opened—	
Official	15	To foreign branch	11,443
Ordinary	1,998	To Executive Departments..	15
Request	1,736	Card and request.....	1,736
	3,749		13,194
Foreign	11,443	Opened	1,998
Total	15,192	Total	15,192

Contents of letters opened.	Disposition of letters opened.				
	Number.	Delivered.	Filed.		Total.
			At once.	Returned and filed.		Outstanding.
Drafts, notes, money orders, &c	236	208	27	1	236
Money	595	382	48	165	595
Photographs, receipts, certificates, &c.....	115	80	7	28	115
Merchandise	222	159	32	23	222
Nothing of value	830	516	170	144	830
Total	1,998	1,345	284	360	1,998

* For final disposition of these letters see statement No. 14.

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

No. 17.—Number of registered letters and parcels transmitted through the mails from each

States.	Quarter ended September 30, 1882.				Free.
	Domestic.		Foreign.		
	Letters.	Parcels.	Letters.	Parcels.	
Alabama.....	23,712	825	112	22	4,113
Arkansas.....	20,715	668	154	4	3,878
California.....	31,512	10,530	5,068	302	4,428
Colorado.....	31,394	4,622	2,112	140	2,172
Connecticut.....	23,403	3,680	1,889	219	42,560
Delaware.....	3,217	68	86	13	230
Florida.....	17,864	928	124	13	1,669
Georgia.....	28,505	932	190	.....	4,053
Illinois.....	89,213	14,282	7,984	262	15,552
Indiana.....	53,323	1,218	550	13	8,130
Iowa.....	64,267	1,513	1,635	13	11,654
Kansas.....	47,026	1,586	840	7	7,378
Kentucky.....	33,444	3,874	272	5	4,410
Louisiana.....	29,211	3,375	835	26	2,902
Maine.....	28,520	1,075	1,582	18	2,069
Maryland.....	20,803	1,631	725	10	1,656
Massachusetts.....	53,171	11,782	9,382	142	3,999
Michigan.....	61,193	2,071	6,472	0	8,483
Minnesota.....	37,973	1,647	3,084	23	4,629
Mississippi.....	25,722	1,107	1,109	4	4,125
Missouri.....	74,632	8,986	1,638	90	7,900
Nebraska.....	23,267	803	714	6	3,363
Nevada.....	5,964	543	451	7	749
New Hampshire.....	13,827	547	1,002	1	1,316
New Jersey.....	31,826	1,875	2,690	47	2,365
New York.....	172,580	57,311	27,810	2,139	71,683
North Carolina.....	30,944	892	89	14	6,309
Ohio.....	99,771	6,271	3,580	68	11,632
Oregon.....	11,893	1,177	484	48	1,817
Pennsylvania.....	180,727	12,058	8,150	228	10,573
Rhode Island.....	7,801	1,283	1,049	7	7,470
South Carolina.....	18,376	625	93	2	2,595
Tennessee.....	34,757	906	118	5	4,406
Texas.....	46,385	3,687	1,621	113	10,102
Vermont.....	13,475	511	739	17	1,252
Virginia.....	40,867	1,801	251	28	3,418
West Virginia.....	20,330	349	172	6	2,078
Wisconsin.....	51,728	1,702	2,382	128	6,999
Alaska Territory.....	30	15	1	.....	.....
Arizona Territory.....	8,228	624	195	34	385
Dakota Territory.....	28,050	712	1,154	207	1,457
District of Columbia.....	18,528	926	383	34	13,610
Idaho Territory.....	6,830	480	107	3	479
Indiana Territory.....	4,622	102	32	1	285
Montana Territory.....	12,185	844	517	38	662
New Mexico Territory.....	9,480	654	165	9	376
Utah Territory.....	9,481	914	406	13	647
Washington Territory.....	7,422	457	350	5	694
Wyoming Territory.....	4,614	629	103	17	369
Total.....	1,661,288	175,397	99,431	4,609	304,246

State and Territory in the United States during the fiscal year ended June 30, 1883.

Quarter ended December 31, 1882.					Quarter ended March 31, 1883.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
20,335	1,293	135	17	4,413	34,975	1,032	184	14	4,855
30,863	1,031	176	6	4,239	35,099	788	204	8	4,223
38,311	19,416	6,881	541	4,718	37,088	10,646	5,582	359	5,114
33,125	7,631	2,349	184	2,196	29,005	4,593	1,751	95	2,150
27,925	5,084	2,390	244	42,768	31,102	5,855	2,237	174	42,838
3,644	191	93	7	385	4,114	135	99	6	354
18,783	1,522	142	6	1,812	23,254	1,443	221	3	1,527
35,437	1,492	253	6	4,106	30,452	1,216	286	2	4,440
109,966	24,660	9,866	408	17,131	120,811	20,330	9,567	243	18,386
64,616	2,047	724	18	8,217	76,938	1,483	775	15	8,671
84,159	3,542	1,907	44	12,411	84,086	2,003	2,093	39	12,555
60,133	4,065	770	28	7,666	67,175	2,617	962	7	7,019
37,226	8,277	317	22	4,542	44,146	9,031	321	6	4,734
36,467	4,583	796	44	2,692	38,918	4,148	1,673	36	3,008
33,890	8,137	1,911	32	2,250	35,166	1,789	1,774	46	2,423
22,950	2,430	875	59	1,819	25,183	1,810	879	58	1,877
60,527	19,290	10,860	410	3,530	63,997	14,875	9,803	463	3,704
74,833	4,392	7,907	148	9,373	81,190	3,374	8,151	93	9,835
52,001	2,846	3,939	59	5,653	51,604	2,125	4,434	32	5,201
29,790	1,815	117	5	4,296	32,439	1,431	1,214	4	4,520
90,787	13,403	2,277	165	8,743	103,785	11,398	1,124	153	8,439
34,458	2,120	1,031	30	4,021	37,575	1,587	1,260	10	3,925
7,323	1,055	582	29	821	6,645	813	422	23	823
16,441	913	1,052	12	1,460	17,723	840	1,082	.....	1,631
36,272	2,718	3,489	86	2,226	32,858	1,956	3,095	54	2,338
193,764	96,429	33,975	3,121	72,681	194,803	76,739	30,932	2,386	81,747
37,328	1,111	71	1	5,492	41,541	1,127	73	2	5,885
118,807	9,159	4,246	137	12,678	123,750	6,700	4,182	150	13,083
15,127	2,101	684	25	2,120	16,518	1,396	548	25	1,812
147,750	13,742	10,044	411	11,194	172,500	16,019	9,911	869	11,996
7,917	1,786	1,176	28	590	8,246	1,593	1,106	12	634
25,792	877	188	1	2,675	27,564	827	214	.....	2,845
89,720	1,573	203	13	4,692	46,232	1,109	186	6	4,866
65,135	5,742	2,088	122	10,804	73,778	4,700	2,191	121	10,622
17,086	904	920	21	1,227	17,953	785	908	2	1,476
44,912	3,106	330	51	3,989	51,018	2,378	261	22	4,159
23,001	663	154	6	2,195	25,668	483	119	7	2,151
67,848	3,470	2,867	181	7,586	71,337	2,261	3,009	48	7,879
84	29	1	1	.....	40	13	1	.....	5
9,882	1,069	210	82	385	10,280	922	218	53	336
29,724	1,525	1,339	32	1,849	26,772	967	1,496	34	1,615
22,831	1,766	844	63	11,295	25,322	2,017	439	64	24,597
9,878	729	139	4	457	9,073	510	118	3	404
5,851	242	44	5	310	6,133	217	72	1	282
15,685	1,515	660	41	668	13,407	1,171	495	38	619
11,464	1,206	208	22	576	11,810	1,067	228	18	676
11,721	1,544	513	58	690	12,180	901	508	52	862
9,778	793	411	22	872	10,253	606	351	18	897
5,801	1,137	166	47	390	5,267	710	149	10	853
2,000,392	296,261	122,020	7,105	316,903	2,165,689	232,536	116,696	5,364	344,801

No. 17.—Number of registered letters and parcels transmitted through the

States.	Quarter ended June 30, 1883.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama	31,953	1,089	198	2	4,980	120,975	4,229
Arkansas	32,904	828	161	4	4,332	119,581	3,315
California	37,287	10,297	5,277	286	4,757	144,198	50,889
Colorado	28,634	3,515	1,457	50	2,158	122,158	20,361
Connecticut	28,359	6,308	2,036	118	42,763	110,789	20,936
Delaware	3,670	84	80	2	341	14,645	478
Florida	22,941	1,190	370	21	1,587	82,242	5,063
Georgia	34,117	1,501	299		4,390	137,511	5,141
Illinois	105,321	10,191	8,171	164	17,645	425,311	78,463
Indiana	66,762	1,615	736	3	8,707	261,659	6,363
Iowa	72,064	1,948	1,523	31	12,701	305,178	8,004
Kansas	58,612	2,327	682	9	8,008	272,946	10,595
Kentucky	43,723	8,929	268	8	4,890	158,539	30,111
Louisiana	40,518	4,715	1,228	28	3,265	145,114	16,621
Maine	34,430	1,343	1,714	22	2,571	132,006	7,245
Maryland	24,459	1,988	788	42	1,767	63,435	7,850
Massachusetts	60,266	15,427	9,190	457	3,637	237,961	61,374
Michigan	74,519	2,966	6,564	64	10,085	291,651	12,803
Minnesota	49,754	2,034	3,664	13	5,114	191,232	8,632
Mississippi	28,544	1,673	188	10	4,419	116,504	6,026
Missouri	93,339	12,448	1,899	93	9,344	362,493	46,245
Nebraska	32,870	1,510	939	8	3,900	128,179	6,120
Nevada	6,227	830	433	14	836	28,189	3,241
New Hampshire	16,338	607	1,128	1	1,576	64,322	2,907
New Jersey	32,606	1,645	2,836	45	2,462	127,562	8,194
New York	184,899	89,601	29,680	2,366	80,868	746,046	320,080
North Carolina	39,796	995	53		5,734	149,609	4,125
Ohio	117,968	6,485	4,105	145	13,047	470,296	28,585
Oregon	14,819	1,296	607	27	1,889	58,297	5,870
Pennsylvania	163,074	16,554	9,118	720	12,419	614,651	63,373
Rhode Island	7,753	1,520	908	19	339	31,777	6,184
South Carolina	25,134	685	187		2,725	96,866	3,014
Tennessee	40,793	1,269	149	7	4,818	161,502	4,847
Texas	66,026	4,814	2,067	609	11,093	253,324	18,943
Vermont	17,014	881	775	3	1,473	63,528	3,171
Virginia	50,661	2,623	269	28	4,666	187,478	9,998
West Virginia	25,039	467	101	1	2,275	94,038	1,961
Wisconsin	65,268	1,880	2,812	69	7,667	264,181	9,313
Alaska Territory	26	8	1		2	132	65
Arizona Territory	9,843	666	243	49	338	88,233	3,261
Dakota Territory	35,541	816	1,369	12	1,977	115,087	4,020
District of Columbia	30,292	2,200	443	52	41,441	96,473	6,909
Idaho Territory	9,970	483	140	6	456	37,746	2,202
Indian Territory	6,485	181	42		325	22,891	742
Montana Territory	12,160	1,375	545	9	696	53,437	4,905
New Mexico Territory	11,899	904	109	7	640	44,603	3,831
Utah Territory	10,158	787	369	31	743	43,540	4,146
Washington Territory	10,746	576	390	7	848	36,199	2,432
Wyoming Territory	5,620	627	136	14	315	21,308	3,303
Total	2,022,458	243,881	106,642	5,708	363,269	7,849,827	948,075

RECAPIT

Total domestic letters	.....
Total domestic parcels	.....
Total foreign letters	.....
Total foreign parcels	.....
Free	.....
Grand total	.....
Fees received	.....

mails from each State and Territory in the United States, &c.—Continued.

Total.		Fees received.	Letters and parcels registered for year ended June 30, 1883.	Increase.				
Foreign.				Letters and parcels.	Fees.	Per cent.		
Letters.	Parcels.					Letters and parcels.	Fees.	
029	55	18,361	144,259	\$12,589 80	15,639	\$1,109 80	12.2	10.6
695	22	16,672	140,285	12,361 30	18,114	1,645 00	14.7	15.4
22,808	1,488	19,012	238,393	21,038 30	22,694	2,023 80	10.5	10.2
7,669	469	8,676	159,333	15,065 70	*8,875	*1,024 10		
8,552	755	170,929	311,981	14,103 20	21,534	2,564 50	7.4	22.3
338	26	1,410	16,897	1,548 70	1,686	121 90	11.1	8.6
857	43	6,595	94,920	8,832 50	14,235	1,436 50	14.2	19.4
1,028	8	16,989	160,677	14,368 80	5,803	3,439 60	3.8	3.2
35,886	1,077	68,714	609,453	54,073 90	43,917	3,865 60	7.8	7.7
2,785	49	33,725	304,581	27,085 60	12,106	1,173 70	4.1	4.1
7,148	127	49,321	370,776	32,145 50	28,110	2,396 50	8.2	8.1
3,054	51	30,971	277,617	24,664 60	37,605	3,371 40	15.7	16.0
1,172	41	18,576	208,439	18,966 30	38,084	3,542 90	22.3	23.0
4,532	194	11,082	178,583	10,660 10	24,997	2,369 10	16.8	16.6
6,981	118	0,313	155,763	14,645 00	10,890	990 50	7.5	7.2
3,267	169	7,119	111,849	10,473 00	9,472	695 50	9.2	9.4
39,235	1,472	13,970	354,012	34,004 20	8,804	2,778 80	2.6	2.9
29,114	355	37,776	371,699	33,392 30	33,422	3,211 60	10.0	10.6
15,121	127	20,597	235,829	21,523 20	22,077	2,079 20	10.3	10.7
548	23	17,390	140,461	12,310 10	14,249	1,244 50	11.3	11.2
7,526	501	34,426	451,191	41,676 50	39,429	3,469 30	9.6	9.0
3,944	54	15,209	153,506	13,829 70	16,722	1,612 20	12.8	13.2
1,888	73	3,229	34,020	3,189 10	*1,588	*122 50		
4,264	14	6,983	77,497	7,151 40	4,644	385 00	6.4	5.7
12,110	232	9,326	157,424	14,809 80	19,026	1,737 00	14.0	13.2
122,397	10,032	306,929	1,505,484	119,855 50	137,594	10,560 30	10.6	9.7
286	19	22,420	176,459	15,403 90	6,883	499 50	4.1	3.4
16,113	530	50,440	565,974	51,553 40	24,154	2,039 00	4.5	4.1
2,323	125	7,638	74,353	6,671 50	13,113	1,236 20	21.3	22.8
37,223	1,728	46,182	763,157	71,697 50	50,460	4,426 20	7.1	6.6
4,300	66	2,233	44,560	4,232 70	5,627	508 00	14.7	13.7
682	3	10,840	111,405	10,056 50	12,875	1,228 90	13.2	14.0
656	31	18,782	185,918	16,713 60	19,995	1,726 00	12.0	11.5
7,997	965	42,621	323,850	28,122 90	41,813	3,422 50	14.9	13.9
3,342	43	5,428	77,512	7,208 40	4,113	432 90	5.6	6.4
1,131	129	16,232	214,968	19,873 60	20,371	1,736 20	10.5	9.6
546	20	8,699	105,284	9,656 50	9,817	918 70	10.3	10.5
11,070	416	29,651	306,631	27,698 00	8,215	698 50	2.7	2.5
4	1	7	209	20 20	*145	*14 00		
866	218	1,454	44,052	4,259 80	5,616	530 20	14.7	14.2
5,358	285	6,878	131,628	12,475 00	36,763	3,536 10	38.7	39.6
1,809	213	90,943	196,347	10,540 40	65,497	3,439 10	50.0	48.4
504	16	1,796	42,264	4,046 80	9,246	882 30	28.0	28.0
190	7	1,202	25,032	2,383 00	4,575	432 10	22.3	22.1
2,217	126	2,935	63,320	6,068 50	12,010	1,103 30	23.4	22.3
770	56	2,208	51,528	4,926 00	10,516	909 70	25.6	22.7
1,796	154	2,962	52,598	4,963 60	1,503	105 70	3.0	2.2
1,502	52	3,311	45,496	4,218 50	10,767	1,004 00	31.0	31.2
554	88	1,427	26,660	2,525 30	2,600	272 20	10.8	12.1
444,789	22,806	1,329,219	10,594,716	926,549 70	968,794	85,051 80	10.4	10.11

* Decrease.

ULATION.

.....	7,849,827 }	8,797,902
.....	948,075 }	
.....	444,789 }	467,595
.....	22,806 }	
.....		1,329,219
.....		10,594,716
.....		\$926,549 70

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

No. 18.—Statement showing the number and value of registered letters and packages forwarded during the fiscal year ended June 30, 1883, for the Post-Office and Treasury Departments.

Description.	Number of packages.	Value.
Postage-stamps from New York agency	165, 147	\$32, 590, 498 00
Stamped envelopes and newspaper wrappers from Hartford agency	182, 367	6, 520, 634 77
Postal cards from Castleton agency	87, 801	3, 796, 090 00
Superintendent money-order system, drafts	5, 057	734, 073 00
Money-order branch Washington city post-office	3, 858	1, 312, 656 00
Total	424, 330	44, 955, 952 37
Increase over previous year	1, 570	1, 715, 984 72
Secretary of Treasury received and sent	11, 337	156, 272, 341 48
Register of Treasury received and sent	9, 528	200, 698, 369 00
United States Treasurer received bonds and coupons, silver certificates, currency, including legal-tenders, national-bank notes, fractional currency, and coins	16, 610	600, 600 00
United States Treasurer sent	5, 701	183, 608 12
United States bonds, incomplete currency, and national-bank notes sent from Treasury Department (Comptroller of Currency)	2, 911	77, 935, 790 00
Internal-revenue stamps sent	29, 506	154, 968, 889 02
Internal-revenue stamps received	7, 906	15, 639, 087 39
Sixth Auditor received (currency)	1, 002	10, 853 56
Total for the Treasury Department	84, 501	609, 308, 933 57
Aggregate	508, 831	654, 264, 885 94

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

STATISTICS OF REGISTRATION.

No. 19.—Table showing increase of letters and parcels registered, and upon which fees were collected, at the twenty five leading cities in the country during the fiscal year ended June 30, 1883, over the amount for preceding year.

Cities.	Year ended June 30, 1882.				Year ended June 30, 1883.				Increase.							
	Letters.	Parcels.	Total.	Fees.	Letters.	Parcels.	Total.	Fees.	Letters.	Parcels.	Total.	Fees.				
	Number.	Number.	Number.	Dollars.	Number.	Number.	Number.	Dollars.	Number.	Number.	Number.	Dollars.				
New York, N. Y.	353,243	248,851	582,096	58,289 60	354,460	277,614	632,074	63,267 40	21,219	6.4	28,763	11.5	48,978	8.38	4,897 60	12.91
Philadelphia, Pa.	105,051	39,347	144,398	14,439 80	119,336	43,487	163,823	16,363 30	14,483	13.8	4,150	10.35	18,635	12.91	1,863 50	27.07
Brooklyn, N. Y.	56,123	5,278	61,401	4,140 10	40,902	11,705	52,607	5,269 70	4,779	13.23	6,427	12.77	11,268	16.60	2,397 80	16.69
Chicago, Ill.	91,247	52,547	143,794	14,379 40	103,204	64,568	167,772	16,772 20	11,957	13.1	12,021	23.07	23,978	16.60	4,338 60	5.94
Saint Louis, Mo.	41,658	31,351	73,009	7,300 90	45,531	31,814	77,345	7,734 50	3,873	9.3	4,463	1.48	4,338	5.69	729 80	5.69
Boston, Mass.	90,165	38,638	128,201	12,820 10	89,063	46,438	135,499	13,549 90	1,102	17.08	8,400	22.09	7,398	14.29	507 00	14.29
Baltimore, Md.	29,014	6,470	35,484	3,548 40	33,971	8,583	40,554	4,055 40	4,937	17.08	113	1.75	5,070	14.29	293 60	8.06
Cincinnati, Ohio	23,626	7,765	31,391	3,139 10	32,202	7,145	39,347	3,934 70	3,576	12.05	640	5.06	5,868	8.06	589 60	7.83
San Francisco, Cal.	47,149	27,987	75,137	7,512 70	51,611	29,402	81,013	8,101 30	4,471	9.48	1,415	22.5	11,302	22.28	1,130 20	22.28
New Orleans, La.	40,690	10,637	50,727	5,072 70	49,003	13,026	62,029	6,202 90	8,913	22.23	2,389	22.5	2,110	42.16	34,311	48.53
Washington, D. C.	65,695	5,005	70,700	7,070 00	87,896	7,115	105,011	10,501 10	32,201	49.02	2,990	11.7	7,967	20.0	796 70	29.0
Cleveland, Ohio.	24,938	2,557	27,495	2,749 50	29,915	5,547	35,462	3,546 20	4,977	19.96	2,881	15.55	2,283	14.15	229 30	14.15
Buffalo, N. Y.	15,316	8,879	24,195	2,419 50	17,607	7,991	25,598	2,559 80	1,585	10.96	100	112.3	1,425	8.13	142 50	8.13
Newark, N. J.	14,469	2,946	17,415	1,741 50	16,054	2,766	18,820	1,882 00	3,746	33.7	14,743	112.3	18,489	76.28	1,848 90	76.28
Louisville, Ky.	11,118	13,129	24,247	2,424 70	14,864	27,872	42,736	4,273 60	3,006	12.96	652	10.53	3,658	12.46	305 80	12.46
Pittsburgh, Pa.	23,185	6,189	29,374	2,937 40	26,191	6,841	33,032	3,303 20	3,001	14.0	59	59	967	12.03	96 70	12.03
Jersey City, N. J.	7,309	8,734	16,043	1,604 30	8,335	6,675	15,010	1,501 00	1,036	14.0	1,036	14.0	1,036	14.0	1,036	14.0
Detroit, Mich.	14,287	4,496	18,783	1,878 30	16,124	4,406	20,530	2,053 00	1,837	12.86	90	90	1,747	9.3	174 70	9.3
Milwaukee, Wis.	14,524	2,948	17,472	1,747 20	16,873	2,857	19,730	1,973 00	2,249	16.17	91	91	2,258	12.92	225 80	12.92
Albany, N. Y.	8,396	11,714	20,110	2,011 00	10,041	5,213	17,254	1,725 20	1,645	19.0	5,175	325.26	7,220	71.41	722 00	71.41
Providence, R. I.	10,750	5,027	15,777	1,577 70	12,549	5,213	17,762	1,776 20	1,799	16.73	388	3.7	1,985	12.6	198 50	12.6
Rochester, N. Y.	10,094	3,446	13,540	1,354 00	11,706	3,854	15,560	1,556 00	1,012	16.0	774	11.28	2,000	14.77	200 00	14.77
Allegheny, Pa.	7,974	9,928	17,902	1,790 20	8,171	8,854	17,025	1,802 50	1,197	2.5	374	3.74	123	1.38	12 30	1.38
Richmond, Va.	10,411	1,468	11,879	1,187 90	10,262	2,082	12,344	1,234 40	1,159	28.44	74	74	395	3.33	30 50	3.33
New Haven, Conn.	11,187	3,944	15,131	1,513 10	14,480	3,872	18,352	1,835 00	3,293	28.44	74	74	3,219	21.27	321 90	21.27
Total	1,092,012	523,669	1,615,711	161,571 10	1,230,631	613,762	1,844,393	184,439 30	138,619	12.7	90,063	17.2	228,682	14.15	22,868 20	14.15

* Decrease.

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

No. 20.—Statement showing the operations of the registry system 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, 1883.

Description.	Total.				
	New York.	Philadelphia.	Chicago.	Saint Louis.	Washington.
Number of letters registered	354,460	124,665	112,161	48,140	188,836
Number of registered letters received for delivery	1,035,887	255,661	487,610	246,476	216,572
Number of registered letters received for distribution	824,982	8,017	5,965	(*)	5,069
Number of parcels of third and fourth class registered	277,614	43,407	64,568	31,814	844,643
Number of parcels of third and fourth class received for delivery	(*)	11,487	18,584	8,216	7,115
Number of registered packages received	990,567	208,334	425,873	202,595	14,424
Number of registered packages in transit	745,539	154,368	851,992	670,680	174,287
Number of registered packages made up and mailed	725,560	104,301	132,045	71,216	205,924
Number of through registered pouches in transit	24,462	9,899	25,220	21,903	142,469
Number of through registered pouches made up and dispatched	12,940	1	2,403	131	9,717
Number of through registered pouches made up and mailed	28,658	9,890	24,497	22,022	9,733
Postage-stamp packages received and mailed	165,437	9,890	24,497	50,375	9,733
Total number of registered letters, parcels, packages, and pouches handled	5,195,316	940,446	2,151,827	1,373,568	974,214
Value of gold coin received in registered mail					
					\$2,470,000

* Not ascertained.

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

REPORT
OF
THE SUPERINTENDENT
OF THE
POSTAL MONEY-ORDER SYSTEM
FOR THE
FISCAL YEAR ENDED JUNE 30, 1883.

1

REPORT

OF THE

SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM.

POST-OFFICE DEPARTMENT,
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,
Washington, D. C., October 24, 1883.

SIR: I have the honor to submit herewith a report of the operations of the postal money-order system of the United States for the fiscal year ended June 30, 1883, which exhibits a gratifying increase in both the domestic and international branches of that service.

NUMBER OF DOMESTIC MONEY-ORDER OFFICES.

At the close of the fiscal year ended June 30, 1882, there were in operation 5,491 domestic money-order offices. During the year ended June 30, 1883, 449 additional post-offices were established as money-order offices, and 13 offices were discontinued, so that, on June 30, 1883, there were in operation 5,927 money-order offices. Since that time the system has been extended to 391 post-offices and has been discontinued at 2, leaving at date of this report 6,316 offices which furnish money-order facilities.

ISSUES AND PAYMENTS OF DOMESTIC MONEY-ORDERS.

The number of domestic money-orders issued during the year was	
8,807,556, amounting to	\$117,329,406 31
And the number of such orders paid during the same period, was 8,602,625, of the aggregate value of...	\$116,498,702 04
In addition to which 63,269 money-orders of the value of	845,579 74
were repaid to the remitters,	
Making the total amount of payments and repayments.....	117,344,281 78
And the excess of payments over issues	14,875 47
The gross amount of the fees received by postmasters from the public for the issue of domestic money-orders, was	\$1,101,821 80

These figures, compared with those of the preceding year, show an increase of \$3,929,288.10, or 3.46 per cent. in the amount of orders issued, an increase of \$3,955,979.88, or 3.49 per cent. in the amount of orders paid, and a gain of \$48,111.25, or 4.57 per cent. in the amount of fees received.

The average amount of the orders issued was \$13.32, being 15 cents less than during the fiscal year ended June 30, 1882, and the average fee was $12\frac{5}{16}$ cents, or exactly the same as the average fee of the previous fiscal year.

The office of the Paymaster-General of the Army purchased during the year for the payment of claims against the United States for the services of colored soldiers of the late war money-orders amounting to \$18,477.90, which were not mailed directly from the War Department, but were sent through the office of the Superintendent of the Money-Order System in order to secure correct payment. The amount of such orders so transmitted during 1881-'82 was \$46,496.72.

DUPLICATE MONEY-ORDERS.

Table B, hereto annexed, is a detailed statement of the duplicate money-orders issued by this office during the last fiscal year. They numbered 24,208, or 2,274 more than during the previous year. Duplicate orders are issued without additional charge whenever the original order has been lost before payment or in transmission or has been destroyed. Existing law also contains provision for the issue of duplicates when the originals are not presented for payment within a year from date of issue or when the originals bear more than one indorsement, the originals in either case being declared invalid. Likewise when payment of original orders, drawn in favor of fraudulent lotteries or of persons engaged in conducting schemes or devices for obtaining money through the mails by means of false or fraudulent pretenses, representations, or promises, has been prohibited by the Postmaster-General, the money is returned to the remitters by means of duplicate orders.

DRAFTS AND TRANSFERS.

The total amount of transfers made by postmasters during the year from the postage fund to the money-order fund was \$934,516.74, of which sum \$124,002.46 were retransferred to the postage account, leaving a balance of \$810,514.28 in favor of the postage account, which has been repaid by a deposit in the Treasury for the service of the Post-Office Department made October 2, 1883. The above transfers from the postage to the money-order account were made to provide for the prompt payment of money-orders at offices where at times the funds received from the issue of money-orders are not sufficient to meet all demands.

When the payments of money-orders are continuously greater than the issues at any Eastern post-office, the postmaster is furnished with a letter of credit upon the postmaster at New York, and with blank drafts to use in drawing against the same. To offices on the Pacific Slope, funds are supplied by the postmaster at San Francisco or the postmaster at Portland, Oregon. During the last fiscal year the total amount of drafts drawn against letters of credit on New York was \$10,945,687.52, and the San Francisco post-office furnished the sum of \$168,245.00, and the Portland post-office the sum of \$30,288.00 to Western offices during the same period.

REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

The sum of \$97,452,057.83, being surplus funds not immediately needed at the remitting offices for the payment of money orders, was forwarded during the year to certain post-offices designated as depositories.

LOST REMITTANCES.

During the last fiscal year there were 166 cases of alleged lost remittances of surplus money-order funds under investigation, of which number 87 cases, amounting to \$9,953.45, occurred during the year 1881-'82, and, of these, 80 cases, aggregating \$9,646.45, were unsettled at the close of that year, and the remaining 7 cases, involving \$307, were not reported to this office until after that time.

Post-office inspectors recovered the sum of \$3,416.81, representing 45 remittances; the remitting postmasters were charged with the loss of \$24, in two cases, in one of which no claim was made by the postmaster, while in the other the inspector in charge of the investigation decided that the money had never left the post-office; it was afterward ascertained that 8 of the alleged lost remittances, containing \$1,765, had been duly received; and 6 cases, aggregating \$676, were incomplete and had not yet been referred to the Assistant Attorney-General for this Department on June 30, 1883.

One hundred and five cases, involving claims to the amount of \$10,690.45, were referred to the Assistant Attorney-General for the Post-Office Department for his consideration under the act of March 17, 1882, entitled, "An act authorizing the Postmaster-General to adjust certain claims of postmasters for loss by burglary, fire, or other unavoidable casualty," which empowers the Postmaster-General, with certain restrictions—

To credit postmasters with the amount of any remittance of money-order funds made by them in compliance with the instructions of the Postmaster-General, which shall have been lost or stolen while in transit by mail from the office of the remitting postmaster to the office designated as his depository.

A tabulated statement of all these cases is appended hereto. (Table C.)

ERRONEOUS PAYMENTS OF MONEY-ORDERS.

Part of the work of this office for the last fiscal year was the investigation and consideration of 100 cases of alleged improper payment of money-orders, aggregating \$2,573.17. Thirty-two claims of this character were on account of orders issued during the year, and the ratio of the latter number to the total number of orders paid is as 1 to 273,471. Forty-four cases, amounting to \$1,315.48, remained unsettled at the close of the previous fiscal year, and 24 of the orders, of the value of \$702.64, were issued during that year but were not brought to the notice of the Department until after June 30, 1882.

The amount represented by 29 orders, \$930.08, was secured by Post-Office inspectors and paid to the rightful owners; the payees were adjudged at fault in 3 cases, amounting to \$51, and the remitters in 10 instances, where the orders aggregated \$348.65. Investigation established the fact that 9 of the orders, of the value of \$151.85, had been properly paid. In 22 cases, involving \$452.86, it was found that the postmasters who erroneously effected payment neglected to take proper precaution, and they were held responsible for the money; while in 4 cases the loss, amounting to \$156.09, was made good by the Department. At the close of the year there remained 23 unsettled claims, amounting to \$482.64. (See Table D.)

REVENUES AND EXPENSES.

The Auditor of the Treasury for the Post-Office Department reports that the receipts and expenses of the domestic money-order system for the fiscal year ended June 30, 1883, were as follows:

Receipts:

Amount received for fees on issued orders		\$1,101,821 80
Amount received for premiums, &c	\$437 93	
Profit	578 69	
		<hr/>
		1,016 62

1,102,838 42

Expenditures:

Amount allowed postmasters for commissions and clerk-hire:		
Commissions	\$492,929 88	
Clerk-hire	185,595 63	
Loss	13,378 88	
Incidental expenses	99,229 36	
		\$791,133 75
Excess of receipts over expenditures, being gross revenue		\$311,704 67

Under the law in force prior to July 1, 1883, a postmaster was debarred from receiving money-order commissions in excess of such a sum as, when added to his annual salary, would make a total of \$4,000. The above item of "commissions and clerk-hire" embraces the sum of \$185,595.63, allowed to the larger post-offices in the form of clerk-hire for money-order business, out of the commissions which accrued on that business and which the postmasters could not themselves receive for the transaction thereof as did the postmasters at smaller offices.

The item of "incidental expenses" includes the sum of \$59,647.53, which was paid to the Public Printer for books, blanks, printing, and stationery required by postmasters and the Department in the transaction of domestic money-order business. A portion of this amount, to wit, \$19,674.14, was paid for work and material ordered during the fiscal year ended June 30, 1882. The total amount paid the Public Printer on both domestic and international account was \$65,469.42, \$20,449.16 of this sum being for work and material ordered during the previous fiscal year.

With this report is submitted a tabular statement, A, showing the operations of the domestic money-order system for each year from the date of its establishment, November 1, 1864, until June 30, 1883.

EXTENSION OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

International money-order exchanges are now carried on with the undermentioned countries, to wit: Canada, Great Britain and Ireland, Germany, Switzerland, Italy, France, Jamaica, New Zealand, New South Wales, Victoria, Belgium, Portugal, Tasmania, and British India, the business with the latter country being transacted through the intermediate agency of the British Post-Office Department. The business with India was begun on July 1, 1882; with Belgium and Tasmania on January 1, 1883, and with Portugal on July 1, 1883.

A convention for a like purpose has been concluded between the Hawaiian Kingdom and the United States, to take effect January 1, 1884, and this Department is now in correspondence with the postal administrations of Sweden, Norway, Japan, Barbadoes, the Cape Colony, and Queensland, looking to the establishment of money-order facilities between the United States and each of those countries.

Annexed hereto are copies of the money-order conventions with Belgium and Tasmania, respectively.

On June 30, 1883, there were 1,495 post-offices empowered to issue and to pay international money-orders, and these employ a uniform blank for international orders of all the above mentioned varieties.

STATISTICS OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

The number and amount of orders of each of the international classes, issued and paid, the amount of orders repaid, the amount of fees received during the year, and the percentage of gain in issues, payments,

and fees, over the business of the previous fiscal year, are shown in the following tabular statement :

	Number of orders issued.	Amount of orders issued.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.
Canadian.....	48,994	\$1,016,598 62	\$5,007 08	65,809	\$1,014,887 70
British.....	220,624	3,194,126 64	8,681 02	29,546	483,142 94
German.....	151,962	2,450,969 43	15,998 09	41,187	1,242,478 84
Swiss.....	13,541	272,512 83	918 62	4,271	124,580 07
Italian.....	23,418	640,035 35	1,403 36	4,724	19,979 89
French.....	7,672	121,805 30	1,393 12	3,128	71,290 09
Jamaica.....	130	2,628 62	73 05	775	18,204 97
New Zealand.....	169	4,837 41	.....	1,275	19,685 22
New South Wales.....	115	2,804 47	200 00	532	11,685 44
Victoria.....	124	1,675 35	.....	465	10,584 13
Belgian.....	413	7,863 74	.....	571	9,390 10
Tasmania.....	5	81 32	.....	26	471 36
India.....	53	832 83	10 00	343	4,213 87
Totals.....	466,326	7,717,832 11	32,786 34	148,452	3,030,400 71

	Amount of fees received.	Amount of gain in orders issued over 1881-'82.	Percentage of gain in issues over 1881-'82.	Amount of gain in orders paid over 1881-'82.	Percentage of gain in payments over 1881-'82.	Amount of gain in fees received over 1881-'82.	Percentage of gain in fees over 1881-'82.
Canadian.....	\$17,341 70	*\$2,043 06	*00.20	\$229,561 78	29.23	\$97 15	.56
British.....	91,205 50	453,704 55	16.56	75,376 01	18.48	12,679 20	16.14
German.....	44,249 10	393,264 01	19.11	194,538 07	18.56	7,463 40	20.19
Swiss.....	4,631 20	66,692 77	32.40	11,988 02	9.79	39 70	.86
Italian.....	10,190 25	231,813 75	56.78	363 02	1.85	3,610 65	54.88
French.....	2,221 40	22,067 20	22.12	13,943 30	24.31	405 95	22.36
Jamaica.....	46 50	.....	.....	.....	.....	.....	.....
New Zealand.....	82 20	.....	.....	.....	.....	.....	.....
New South Wales.....	50 30	.....	.....	.....	.....	.....	.....
Victoria.....	47 10	.....	.....	.....	.....	.....	.....
Belgian.....	136 30	.....	.....	.....	.....	.....	.....
Tasmania.....	1 70	.....	.....	.....	.....	.....	.....
India.....	35 55	.....	.....	.....	.....	.....	.....
Totals.....	170,238 80	.....	.....	.....	.....	.....	.....

* Decrease.

REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

In the report of the Auditor for this Department are detailed statements of the revenues from the various international exchanges during the fiscal year ended June 30, 1882, the amounts thereof being as follows:

From the Canadian business.....	\$9,841 56
From the British business.....	44,090 14
From the German business.....	29,593 41
From the Swiss business.....	3,784 30
From the Italian business.....	10,994 75
From the French business.....	1,559 29
From the New Zealand business.....	59 84
	<u>99,923 29</u>
Loss on the Jamaica business.....	\$0 13
Loss on the New South Wales business.....	6 78
Loss on the Victoria business.....	1 68
	<u>8 59</u>
A total revenue of.....	<u>99,914 70</u>

A report of the revenues from international money-order business for the last fiscal year cannot be furnished by the Auditor's office at this time, because the adjustment of the accounts for the last quarter of that year is at present incomplete.

GENERAL FINANCIAL RESULTS.

To summarize, the number of money-orders of all kinds, domestic and international, issued during the last fiscal year was 9,273,882, amounting to \$125,047,238.42, and the number of money-orders of all kinds paid was 8,751,077, aggregating, with the repayments, \$120,407,468.83. The gross amount of fees received was \$1,272,060.60.

The amount of the gross revenue from the domestic and international money-order business as reported by the auditor, \$411,619.37, was deposited in the Treasury of the United States for the service of the Post-Office Department, on October 24, 1883, in accordance with the requirements of section 4050 of the Revised Statutes.

The net profit of the money-order business can only be fairly shown by subtracting from the above amount all such items of expense as were defrayed from appropriations, namely:

Salaries to 42 employes in the superintendent's office	\$56,800 00
Salaries to 139 employes in the money-order division of the Auditor's office	151,560 00
Stationery furnished for use in the superintendent's office	543 10
Books, blanks, printing, and stationery furnished for use in the money-order division of the Auditor's office	6,729 09
Salaries of employes in the money-order building under the supervision of the custodian	7,652 91
Rent of the money-order building	7,999 98
Furniture for the same	12,089 78
Miscellaneous expenses of same	8,142 88
Transfer of money-order office to new building	997 29
Total	252,515 03

There remains the sum of \$159,104.34, over and above all determinable disbursements for the money-order service, representing the net revenue.

THE POSTAL NOTE AND RECENT MODIFICATIONS OF THE MONEY-ORDER SYSTEM.

An act entitled "An act to modify the postal money-order system and for other purposes" passed both houses of the last Congress, and was approved by the President on March 3, 1883.

It authorized the issue of the postal note for sums less than \$5, payable to bearer, provided for the purchase of all printed and engraved matter for the money-order system from the lowest responsible bidder under contract for a term of four years, reduced the fee for money-orders not exceeding \$10 to 8 cents, increased the maximum amount of a money-order to \$100, and established a uniform rate of compensation for the transaction of the money-order business in post-offices. The new schedule of fees and the change in the amount of money-orders were put into operation on July 2, 1883.

Contracts have been duly executed with the Homer Lee Bank-Note Company of New York for furnishing postal notes and money-order drafts; with Messrs. Wynkoop & Hallenbeck, of New York, for furnishing bound blanks and blank books for the money-order business; and with Messrs. Matlack & Harvey, of Philadelphia, for furnishing unbound blanks for that business.

The postal-note business was commenced simultaneously at all money order offices on September 3, 1883. Some difficulty was encountered at the outset by reason of the lack of familiarity of postmasters with the new forms and with the system of punching adopted for designating the amount, but complaints on that score have very sensibly diminished. This means of making small remittances by mail has been quite extensively employed by the public from the inception of the system.

Below is a comparative statement of the number and amount of postal notes and money-orders paid at the New York post-office from September 3 to October 20, 1883, which is of interest in this connection.

The postal note is somewhat of an experiment, and experience alone can demonstrate what modifications, if any, it would be wise to make therein.

Comparative statement of the postal notes and money-orders paid at the New York post-office from September 3 to October 20, 1883, both days inclusive.

Number of postal notes paid	57, 374
Number of money-orders paid	89, 126
Of the total number of payments the postal notes comprised about, per cent	39
And the money-orders about, per cent.....	61
Amount of postal notes paid.....	\$106, 854 31
Amount of money-orders paid.....	\$1, 136, 498 81
The average amount of the postal notes paid was.....	\$1 86

RECOMMENDATION FOR A CHANGE IN THE MANNER OF DEFRAYING THE EXPENSES OF THE MONEY-ORDER SYSTEM.

Under existing law some of the expenses of the money-order system are paid directly out of the proceeds of the business, and others out of appropriations made by Congress.

The proceeds of the money-order business comprise the fees received from the public on orders issued, and the premium, if any be obtained, on drafts drawn on money-order account, which, being an excellent medium of exchange on New York, sometimes command a premium.

The expenses now paid out of appropriations are the following:

Salaries of employes in the office of the Superintendent of the Money-Order System.

Salaries of employes in the money-order division of the office of the Auditor of the Treasury for the Post-Office Department.

Stationery for use in the Superintendent's Office.

Books, blanks, printing, and stationery for use in the money-order division of the Auditor's Office.

Rent of the money-order building in Washington, furniture for the same, and incidental expenses connected therewith.

The expenses directly paid from the proceeds of the business are as follows:

Commissions to postmasters at offices below the first class, which commissions, under the act of March 3, 1883, are allowed at the rate of three and one-half cents for each domestic or international money-order issued, paid or repaid, and for each certificate of deposit issued, and one cent for each postal note issued, and three-quarters of one cent for each postal note paid.

Clerk-hire at offices of the first class allowed by the Postmaster-General at the same rates as those prescribed for commissions at smaller offices, in accordance with the act above mentioned.

Reimbursement for lost remittances of surplus money-order funds.

Bad debts of the system.

Incidental expenses, including the cost of stationery used for the transaction of the money-order business in post-offices, and the cost of books, blanks, and printing for the transaction of that business in post-offices and in the Superintendent's Office.

After these latter expenses, paid from proceeds, have been defrayed, the remainder of the proceeds is annually reported by the Auditor as "revenue from the money-order business," and is deposited in the Treasury for the service of the General Post-Office Department, in accordance with the terms of section 4050 of the Revised Statutes of the United States.

By this mode of procedure the cost of the money-order service may be readily ascertained, with the exception of certain items which must necessarily be the subject of conjecture or estimate, as, for example, the proportion of the expense for fuel, lights, rent, &c., in large offices, which should properly be chargeable to that branch of the postal establishment. The expense of this service being in great measure a matter of accurate record, it is easy to regulate the fees or charges to the public for money-orders, so as to make the system self-sustaining without causing it to yield any considerable revenue.

This method of conducting the money-order business is, however, attended with some serious difficulties. The commissions and allowances to postmasters for clerk-hire in the money-order business are given at a fixed rate for the performance of a definite service, and it would therefore be manifestly improper to permit any portion of such commissions or clerk-hire allowances to be misused or diverted from their proper channel, or to allow any portion of the sums appropriated by Congress and apportioned by the Department for other specific services in post-offices to be spent for the benefit of the money-order business, the separate rate of compensation for which is absolutely fixed by law. In order to prevent abuses, therefore, the law and the orders of this Department founded thereon strictly prohibit any clerk in a post-office, who is paid in whole or in part out of the appropriation made by Congress for clerks in post-offices, from being employed in the money-order business, and, on the other hand, they prohibit the employment in other branches of the office of clerks paid from the money-order funds. But in many of the smaller post-offices the amount of work of all kinds to be performed (postal and money-order) may readily be done by one clerk. The inevitable result, therefore, is that at such small offices, where the money-order work is not sufficient to engage the whole time of a single clerk and the money-order commissions not adequate to pay for such time, the postmaster is compelled to attend to the money-order business himself, or pay therefor from his private funds, while at the same time he may have in the post-office a clerk paid from postal funds whose time is not fully occupied. Experience has shown that any deviation from this rule or license in regard to the employment of clerks in different branches of the post-office, when these clerks are paid from separate funds for well-defined and different kinds of labor, opens the door to very general and grievous abuses. For example, the money-order commissions at a second-class post-office accrue to the postmaster; if a postmaster of this class be permitted to employ in the money-order business his clerks paid from postal funds, the temptation is placed before him to appropriate the money-order commissions to his personal use, and to impose a great part or all of the money-order work on such clerks, thus making the money-order service an indirect charge on the postal funds.

I am of the opinion that this difficulty may be remedied by turning all the proceeds of the money-order business each year—or each quarter, if thought advisable—into the Treasury for the service of the Post-Office Department, and by providing for all the expenses of the money-order system by appropriations, such appropriations not to be made for that service specifically, but to be combined with the appropriations for the General Post-Office Department. Thus, no distinction would be made between the expenses for clerical labor in postal business and those for clerical labor in money-order business, a distinction which it is both unnecessary and troublesome to maintain, while, when occasion required, the special cost of clerical labor in the money-order business could be quite accurately estimated from data compiled at a selected number of money-order offices.

It would then only remain to provide compensation for the transaction of the money-order business at post-offices where no clerk-hire is allowed out of the postal funds, to wit, at all offices of the third and fourth classes which are not charged with the duty of separating mails. At present such compensation accrues to the postmaster, but is paid, as above stated, directly from the money-order proceeds. I beg to suggest that pay for this service be given in the form of an addition to the postmaster's salary, to be based upon the number of money-order transactions, and to be provided for in the appropriation for the salaries of postmasters.

No difficulty is now encountered in defraying from the proceeds of the money-order system the other expenses now paid from such proceeds, to wit, the amount of lost remittances of surplus money-order funds, the cost of stationery in post-offices, and of books, blanks, and printing for the conduct of the business; but it would be well for the sake of uniformity, and because it would be more in consonance with the practice of all the executive Departments, to have these expenses likewise provided for by additions to the regular appropriations for the Post-Office Department.

I am, sir, very respectfully, your obedient servant,

C. F. MACDONALD,

Superintendent of Money-Order System.

Hon. W. Q. GRESHAM,
Postmaster-General.

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, 1883.

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	\$1,860,122 52	\$1,313,577 08	\$11,536 40	\$13,584 37	\$7,047 97	.....
June 30, 1866	768	3,977,259 28	3,908,890 22	35,808 06	28,664 27	.....	\$7,138 79
June 30, 1867	1,224	9,229,327 72	9,071,240 78	70,889 57	44,628 96	.....	26,260 61
June 30, 1868	1,468	16,197,858 47	16,118,537 03	124,503 19	70,345 04	.....	54,158 15
June 30, 1869	1,685	24,848,058 93	24,654,123 46	176,247 87	110,694 00	.....	65,553 87
June 30, 1870	2,076	34,064,184 71	33,927,924 79	235,567 05	145,382 42	.....	90,174 63
June 30, 1871	2,452	42,164,118 03	42,027,336 31	295,563 38	194,381 60	.....	101,181 78
June 30, 1872	2,775	48,515,532 72	48,419,644 97	350,499 40	244,521 63	.....	105,977 77
June 30, 1873	3,069	57,516,216 60	57,295,012 37	354,816 66	288,232 66	.....	66,584 00
June 30, 1874	3,404	74,424,854 71	74,210,156 25	482,238 54	357,040 42	.....	105,198 12
June 30, 1875	3,401	77,481,251 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	81,442,864 87	81,279,910 80	716,638 98	513,636 61	.....	202,952 37
June 30, 1879	4,512	88,254,641 02	88,006,200 20	799,347 09	675,388 32	.....	223,958 77
June 30, 1880	4,829	100,352,818 83	100,185,982 78	917,091 58	659,516 50	.....	257,575 08
June 30, 1881	5,163	105,075,769 35	104,924,853 61	967,772 93	715,458 29	.....	252,314 64
June 30, 1882	5,491	113,400,118 21	113,388,301 90	1,054,538 62	774,197 45	.....	280,341 17
June 30, 1883	5,927	117,829,406 31	117,844,281 78	1,102,838 43	791,133 75	.....	311,704 67
Total.....	.....	1,145,430,388 48	1,143,427,479 08	.....	.....	.....	.....

B.—Statement of duplicate money-orders issued by the Department during the fiscal year ended June 30, 1883.

		Remarks.
I.—In lieu of money-orders lost in transit	21,413	Being 1,719 more than during the preceding year.
II.—In lieu of money-orders payment of which had been prohibited in pursuance of section 4041 of the Revised Statutes of the United States.	862	Being 787 more than during the preceding year.
III.—In lieu of money-orders lost by the payees, remitters, or indorsees.	776	Being 347 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.	434	Being 107 more than during the preceding year.
V.—In lieu of money-orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States.	53	Being 93 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.	670	Being 151 more than during the preceding year.
Total	24,208	

C.—Statement of money-order funds lost in transmission through the mails or otherwise during the fiscal year ended June 30, 1883.

Summary.	Number of cases.	Amount.	Total amount.
Whole number of cases of lost remittances reported.....	166		\$16,572 26
a) Cases which occurred prior to June 30, 1882.....	87	\$9,953 45	
b) Cases which occurred after June 30, 1882.....	79	6,618 81	
I.—Recovered during the year.....	45		3,416 51
a) Cases which occurred prior to June 30, 1882.....	9	902 00	
b) Cases which occurred after June 30, 1882.....	36	2,514 81	
II.—Charged to remitting postmaster.....	2		24 00
a) Cases which occurred prior to June 30, 1882.....	1	19 00	
b) Cases which occurred after June 30, 1882.....	1	5 00	
III.—No loss incurred.....	8		1,765 00
a) Cases which occurred prior to June 30, 1882.....	8	1,765 00	
IV.—Referred to Assistant Attorney-General for Post-Office Department.....	105		10,690 45
a) Cases which occurred prior to June 30, 1882.....	69	7,267 45	
b) Cases which occurred after June 30, 1882.....	36	3,423 00	
V.—Incomplete, and not referred to Assistant Attorney-General.....	6		676 00
a) Cases which occurred prior to June 30, 1882.....	6	676 00	
Total.....	166		\$16,572 26

I.—RECOVERED DURING THE YEAR.

a) Cases which occurred prior to June 30, 1882.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.	Remarks.
Florence.....	S. C.	July 31, 1880	Postmaster, Charleston, S. C.	\$91 00		
Troup.....	Tex.	Jan. 11, 1881	Thief	540 00		
La Crosee.....	Ark	Nov. 10, 1881	do	15 00		
Morton.....	Miss	Oct. 19, 1881	Local agent, Jackson, Miss.	14 00		
Gainesville.....	Ark	Mar. 23, 1882	Postmaster, Knobel, Ark.	147 00		
Pearisburgh.....	Va.	Apr. 17, 1882	Postmaster, Dublin, Va.	10 00		
Fort Sully.....	Dak	June 19, 1882	Postmaster, Huron, Dak.	20 00		*
Gold Hill.....	Colo	June 24, 1882	Thief	47 00		*
Hamilton.....	Tex.	Mar. 17, 1882	Thieves	18 00		*
9 cases.....					\$902 00	

b) Cases which occurred after June 30, 1882.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.	Remarks.
Edward's Depot.....	Miss.	July 24, 1882	Route agent.....	\$45 00		
Carmichaels.....	Pa.	Nov. 23, 1882	Postmaster, Waynesburgh, Pa.	33 00		
Gilman.....	Iowa	Oct. 7, 1882	Railway clerk.....	11 00		
Necedah.....	Wis.	Nov. 13, 1882	Postal clerk.....	160 00		
Liscomb.....	Iowa	Oct. 19, 1882	do.....	4 00		
Osborn.....	Ohio	Oct. 11, 1882	do.....	7 50		
Fairview.....	Ill.	Sept. 22, 1882	Postmaster, Peoria, Ill.	7 00		
Tonlon.....	Ill.	Oct. 6, 1882	do.....	75 00		
Brookville.....	Fla.	Oct. 27, 1882	Postmaster and sureties, Sumterville, Fla.	213 00		
Tampa.....	Fla.	Oct. 27, 1882	do.....	170 00		
Manatee.....	Fla.	Oct. 21, 1882	do.....	5 00		
Do.....	Fla.	Oct. 23, 1882	do.....	326 00		
Saint Jo.....	Ill.	Nov. 24, 1882	Postmaster, Peoria, Ill.	5 00		
Liberty.....	Miss.	Dec. 12, 1882	Thief.....	22 00		
Do.....	Miss.	Dec. 13, 1882	do.....	205 00		
Centreville.....	Miss.	Dec. 6, 1882	Mail agent.....	64 00		
Do.....	Miss.	Dec. 7, 1882	do.....	31 00		
Do.....	Miss.	Dec. 8, 1882	do.....	17 00		
Do.....	Miss.	Dec. 9, 1882	do.....	14 00		

C.—Statement of money-order funds lost in transmission, &c.—Continued.

I.—RECOVERED DURING THE YEAR.

(b) Cases which occurred after June 30, 1882.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.	Remarks.
Centreville	Miss.	Dec. 11, 1882	Mail agent.....	\$5 00	.....
Do	Miss.	Dec. 13, 1882	do	27 00	.....
Do	Miss.	Dec. 14, 1882	do	16 00	.....
Downey	Cal.	Dec. 29, 1882	Friends of thief.....	300 00	.....
Edenville	Iowa	Feb. 6, 1883	Thief.....	24 00	.....
Kahota	Mo.	Feb. 16, 1883	Postmaster, Saint Louis, Mo.	10 00	.....
Maynard	Iowa	Feb. 6, 1883	Thief.....	49 00	.....
Barry	Ill.	Feb. 28, 1883	do	75 00	.....
Gatesville	Tex.	Jan. 5, 1883	Postmaster, Austin, Tex.	15 00	.....
Arcadia	Iowa	Feb. 7, 1883	Thief.....	116 00	.....
Guntersville	Ala.	May 2, 1883	Thief and friends.....	40 00	.....
Mound Valley	Kans.	Feb. 1, 1883	Thief.....	46 00	.....
Grand Junction	Iowa	Feb. 7, 1883	do	5 00	.....
Hubbard	Iowa	Feb. 3, 1883	do	106 31	.....
Garwin	Iowa	Feb. 7, 1883	do	11 00	.....
Cadiz	Ky.	May 12, 1883	Postmaster, Hopkinsville, Ky.	250 00	.....
Garrison	Iowa		Thief.....	5 00	.....
36 cases					\$2,514 81	
Total, 45 cases					3,416 81	

II.—CHARGED TO REMITTING POSTMASTER.

a) Cases which occurred prior to June 30, 1882.

Office of mailing.	State.	Date of mailing.	Case closed.	Amount.	Total amount.	Remarks.
Wesson	Miss.	Sept. 30, 1881	Mar. 22, 1883	\$19 00	.....
1 case					\$19 00	

b) Cases which occurred after June 30, 1882.

Office of mailing.	State.	Date of mailing.	Case closed.	Amount.	Total amount.	Remarks.
Cumberland	Ohio	Dec. 23, 1882	Jan. 17, 1883	\$5 00	.....
1 case					\$5 00	
Total, 2 cases					24 00	

III.—NO LOSS INCURRED.

a) Cases which occurred prior to June 30, 1882.

Office of mailing.	State.	Date of mailing.	Case closed.	Amount.	Total amount.	Remarks.
Sparta	Tenn.	Oct. 3, 1881	Mar. 14, 1883	\$250 00	.....	Only received.
Tampa	Fla.	Oct. 8, 1881	Aug. 12, 1882	284 00	.....	Do.
Do	Fla.	Oct. 15, 1881	Aug. 12, 1882	50 00	.....	Do.
Fort McKavett	Tex.	Feb. 14, 1882	Nov. 12, 1882	221 00	.....	Do.
Pinckney	Mich.	Apr. 20, 1882	Nov. 21, 1882	1 00	.....	Do.
Louisville	Miss.	Apr. 4, 1882	May 6, 1882	40 00	.....	Do.
Laredo	Tex.	May 28, 1882	Dec. 28, 1882	217 00	.....	Do.
Holland	Iowa	June 8, 1882	Jan. 26, 1883	702 00	.....	Do.
Total, 8 cases					\$1,765 00	

C.—Statement of money-order funds lost in transmission, &c—Continued.

IV.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT, FOR HIS CONSIDERATION UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882.

a) Cases which occurred prior to June 30, 1882.

Office of mailing.	State.	Date of mailing.	Amount.	Total amount.	Remarks.
Milton	N. C.	May 29, 1877	\$302 00		
Brownadale	Minn.	Jan. 31, 1880	206 00		
Saugerties	N. Y.	Nov. 10, 1880	5 00		
Callicoon Depot	N. Y.	Jan. 11, 1881	75 00		
Summit	Miss.	Jan. 4, 1881	20 00		
Coudersport	Pa.	Jan. 22, 1881	35 00		
Cross Plains	Ala.	Dec. 29, 1880	79 00		
Rutherfordton	N. C.	Dec. 22, 1880	15 00		
Forest	Ohio	Dec. 28, 1880	100 00		
Laredo	Texas	Dec. 31, 1880	9 00		
Delphi	Ind.	Mar. 15, 1881	100 00		
Trompsaleau	Wis.	Mar. 12, 1881	60 00		
Athens	Ga.	Apr. 30, 1881	30 00		
Uvalde	Texas	Apr. 29, 1881	315 00		
Cross Plains	Ala.	May 10, 1881	87 00		
Montagne	Texas	June 3, 1881	373 60		
Jefferson	Ga.	Apr. 29, 1881	20 00		
Do	Ga.	Apr. 30, 1881	20 00		
Rohnerville	Cal.	May 30, 1881	12 00		
Boonton	N. J.	Aug. 18, 1881	35 00		
Milledgeville	Ga.	Aug. 5, 1881	10 50		
Mason	Texas	Aug. 6, 1881	54 00		
Rolling Prairie	Ind.	Aug. 20, 1881	20 00		
Buchanan	Va.	Sept. 17, 1881	25 00		
Alderson	W. Va.	Sept. 17, 1881	92 00		
Union	W. Va.	Sept. 17, 1881	35 00		
Parish	N. Y.	Sept. 20, 1881	35 00		
Center	Texas	Oct. 4, 1881	390 00		
Brandon	Miss.	Oct. 19, 1881	60 00		
Raymond	Miss.	Oct. 19, 1881	290 00		
Victoria	Ill.	Nov. 1, 1881	21 00		
Guthrie Centre	Iowa	Sept. 29, 1881	25 00		
Cartersville	Ga.	Nov. 1, 1881	280 00		
Pleasantville	Pa.	Nov. 16, 1881	100 00		
Cleburne	Texas	Oct. 25, 1881	110 00		
Perry	N. Y.	Nov. 12, 1881	32 00		
Quinnimont	W. Va.	Sept. 17, 1881	160 00		
White Sulphur Springs	W. Va.	Sept. 17, 1881	10 00		
Granbury	Texas	Oct. 24, 1881	440 00		
Clymer	N. Y.	Nov. 16, 1881	61 00		
Saint Jo	Texas	Sept. 24, 1881	47 00		
Murphy	N. C.	Oct. 31, 1881	447 00		
Granbury	Tex.	Dec. 20, 1881	181 00		
Henrietta	Tex.	Dec. 2, 1881	135 45		
Christiansburgh	Va.	Jan. 19, 1882	5 00		
South Orange	N. J.	Sept. 17, 1881	20 00		
Clinton	Miss.	Oct. 20, 1881	139 00		
Montagne	Tex.	Dec. 29, 1881	94 00		
Waxahachie	Tex.	Oct. 26, 1881	400 00		
Monticello	Ky.	Oct. 22, 1881	100 00		
Do	Ky.	Oct. 25, 1881	40 00		
Llano	Tex.	Jan. 19, 1882	20 00		
Fort Bennett	Dak.	Feb. 24, 1882	5 00		
Grand View	Tex.	Oct. 24, 1881	221 00		
Do	Tex.	Oct. 25, 1881	35 00		
Hearne	Tex.	Mar. 8, 1882	3 50		
Anderson	Ind.	Mar. 13, 1882	43 00		
Rockport	Tex.	Feb. 15, 1882	217 00		
Decatur	Tex.	Oct. 25, 1881	295 00		
Tallassee	Ala.	Mar. 20, 1882	20 00		
Jeanerette	La.	Apr. 18, 1882	23 00		
Do	La.	Apr. 25, 1882	29 00		
Marksville	La.	Mar. 4, 1882	188 00		
Frio Town	Tex.	Apr. 13, 1882	20 00		
Monticello	Ky.	Oct. 5, 1881	175 00		
Dallas	Ark.	June 2, 1882	10 00		
Rohnerville	Cal.	June 12, 1882	70 00		
Arcata	Cal.	June 10, 1882	92 00		
Rockwell	Iowa	May 20, 1882	50 00		
00 cases				\$7,267 45	

Part of a remittance of \$154. This fractional part of a remittance is considered for the purpose of this report as 1 case.

(*)
(*)
(*)

C.—Statement of money-order funds lost in transmission, &c.—Continued.

IV.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT, FOR HIS CONSIDERATION UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882.

b) Cases which occurred after June 30, 1882.

Office of mailing.	State.	Date of mailing.	Amount.	Total amount.	Remarks.
Homer	La	July 26, 1882	\$18 00		
Williamston	N. C.	July 29, 1882	102 00		
Greenville	N. C.	July 29, 1882	280 00		
Do	N. C.	Aug. 12, 1882	135 00		
Albion	Wis	July 22, 1882	10 00		
Bellville	Tex	Aug. 25, 1882	110 00		
Randolph	Kans	Oct. 7, 1882	160 00		
Condersport	Pa	Oct. 11, 1882	41 00		
Linn Creek	Mo	Oct. 2, 1882	25 00		
Brenham	Tex	Aug. 26, 1882	400 00		
Coal Valley	Ill	Sept. 17, 1882	52 00		
Morganton	N. C.	Oct. 24, 1882	70 00		
Kerrville	Tex	Oct. 14, 1882	78 00		
Floresville	Tex	Oct. 14, 1882	54 00		
Washington	N. C.	Aug. 11, 1882	215 00		
Do	N. C.	July 24, 1882	265 00		
Somerset	Ky	Nov. 24, 1882	10 00		
Tell City	Ind	Oct. 8, 1882	65 00		
Lakeport	Cal	Nov. 24, 1882	90 00		
Laurelton	Pa	Dec. 6, 1882	31 00		
Springville	N. Y.	Sept. 25, 1882	25 00		
Rutherfordton	N. C.	Dec. 30, 1882	45 00		
Vernon	Ind	Dec. 11, 1882	103 00		
Laurens C. H.	S. C.	Jan. 15, 1883	20 00		
Republic	Kans	Jan. 27, 1883	20 00		
Cooper	Tex	Feb. 1, 1883	46 00		
Mocksville	N. C.		8 00		
Union	Iowa	Feb. 8, 1883	140 00		
Camanche	Iowa	July 6, 1882	183 00		
Coon Rapids	Iowa	Feb. 23, 1883	56 00		
Lake Providence	La	Feb. 5, 1883	365 00		
Glens Falls	N. Y.	Apr. 10, 1883	20 00		
Cadiz	Ky	Mar. 30, 1883	140 00		
Sheep Ranch	Cal	Apr. 3, 1883	20 00		
Murphy's	Cal	Apr. 21, 1883	20 00		
Harveysburgh	Ohio	Mar. 13, 1883	1 00		
36 cases				\$3,423 00	
Total "referred," 165 cases				10,690 45	

V.—INCOMPLETE AND NOT REFERRED TO ASSISTANT ATTORNEY-GENERAL.

b) Cases which occurred after June 30, 1882.

Office of mailing.	State.	Date of mailing.	Amount.	Total amount.	Remarks.
Floresville	Tex	Sept. 23, 1882	\$13 00		
Quasqueton	Iowa	Feb. 7, 1883	3 00		
Tazewell	Tenn	May 2, 1883	29 00		
Do	Tenn	May 8, 1883	241 00		
Bayou Sara	La	May 14, 1883	340 00		
Cambridge	Vt	June 2, 1883	50 00		
Total, 6 cases				\$676 00	

* These seven cases, involving an amount of \$307, and which occurred prior to June 30, 1882, were not brought to the attention of the Department until after the close of the fiscal year ended that day.

STATISTICS OF MONEY-ORDER OFFICE.

D.—Statement of money-orders improperly paid, on a forged signature or otherwise, during the fiscal year ended June 30, 1883.

Summary.	Number of cases.	Amount.	Total amount.
Whole number of orders improperly paid	100		\$2,573 17
a) Orders issued prior to June 30, 1882	68	\$2,018 12	
b) Orders issued after June 30, 1882, and prior to July 1, 1883	32	555 05	
I. Recovered	29		930 08
a) Orders issued prior to June 30, 1882	23	794 68	
b) Orders issued after June 30, 1882, and prior to July 1, 1883	6	135 40	
II. Charged to the payee	3		51 00
a) Orders issued prior to June 30, 1882	2	30 00	
b) Orders issued after June 30, 1882, and prior to July 1, 1883	1	15 00	
III. Charged to the remitter	10		348 05
a) Orders issued prior to June 30, 1882	8	303 65	
b) Orders issued after June 30, 1882, and prior to July 1, 1883	2	45 00	
IV. Paid to the proper payee	9		151 85
a) Orders issued prior to June 30, 1882	8	150 00	
b) Orders issued after June 30, 1882, and prior to July 1, 1883	1	1 85	
V. Charged to paying postmaster	22		452 86
a) Orders issued prior to June 30, 1882	9	247 86	
b) Orders issued after June 30, 1882, and prior to July 1, 1883	13	205 00	
VI. Charged to Department	4		156 00
a) Orders issued prior to June 30, 1882	4	156 00	
VII. Unsettled	23		482 64
a) Orders issued prior to June 30, 1882	14	329 84	
b) Orders issued after June 30, 1882, and prior to July 1, 1883	9	152 80	
Total	100		\$2,573 17

I.—RECOVERED.

a) Orders issued prior to June 30, 1882.

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
F. 330	Treta	France	Aug. 8, 1881	New York	N. Y.	Sept. 2, 1881	50 00
F. 331	do	France	Aug. 8, 1881	do	N. Y.	Sept. 2, 1881	17 00
B. { 299 11320 }	Brighton	Eng.	Jan. 5, 1882	do	N. Y.	Jan. 27, 1882	1 21
G. 32547	New York	N. Y.	May 26, 1881	Detroit	Mich.	July 25, 1881	50 00
G. 32548	do	N. Y.	May 26, 1881	do	Mich.	July 25, 1881	50 00
G. 32549	do	N. Y.	May 26, 1881	do	Mich.	July 25, 1881	50 00
G. 32550	do	N. Y.	May 26, 1881	do	Mich.	July 25, 1881	50 00
G. 32551	do	N. Y.	May 26, 1881	do	Mich.	July 25, 1881	11 76
1716	South Abington	Mass.	Oct. 29, 1881	Kansas City	Mo.	Nov. 15, 1881	25 00
*37585	San Francisco	Cal.	Oct. 3, 1881	Tombstone	Ariz.	Oct. 8, 1881	50 00
*37586	do	Cal.	Oct. 3, 1881	do	Ariz.	Oct. 8, 1881	50 00
*37587	do	Cal.	Oct. 3, 1881	do	Ariz.	Oct. 8, 1881	50 00
*37680	do	Cal.	Oct. 4, 1881	do	Ariz.	Oct. 8, 1881	21 20
*8799	Lewiston	Me.	Apr. 28, 1882	Gunnison	Colo.	—, 1882	50 00
*8800	do	Me.	Apr. 28, 1882	do	Colo.	—, 1882	50 00
*8801	do	Me.	Apr. 28, 1882	do	Colo.	—, 1882	50 00
*11278	Nashville	Tenn.	May 7, 1881	Chicago	Ill.	May 10, 1881	10 51
1944	Hallettsville	Tex.	Aug. 14, 1879	Lampasas	Tex.	Sept. 3, 1879	8 00
*22394	Osage	Kans.	Apr. 10, 1882	San Francisco	Cal.	—, 1882	5 00
*14239	Saco	Me.	Apr. 24, 1882	Gunnison	Colo.	May 5, 1882	50 00
*60596	San Francisco	Cal.	Apr. 17, 1882	Ayer	Mass.	Oct. 26, 1882	50 00
*60016	Denver	Colo.	Feb. 10, 1882	Allegheny	Pa.	Mar. 10, 1882	20 00
	23 cases						794 68

b) Orders issued after June 30, 1882.

6140	Perry	Ga.	Aug. 29, 1882	Atlanta	Ga.	Sept. 2, 1882	\$10 40
43754	Hot Springs	Ark.	Oct. 7, 1882	Saint Louis	Mo.	Dec. 16, 1882	5 00
93353	Leadville	Colo.	Dec. 1, 1882	Denver	Colo.	Dec. 4, 1882	25 00
85886	Station C, New York	N. Y.	Dec. 20, 1882	Kingston	N. Y.	Dec. 28, 1882	80 00
25387	do	N. Y.	Dec. 20, 1882	do	N. Y.	Dec. 28, 1882	80 00
80111	New York	N. Y.	Oct. 23, 1882	Chicago	Ill.	Nov. 4, 1882	85 00
	6 cases						135 40
	Total recovered, 29 cases.						930 08

D.—Statement of money-orders improperly paid, &c.—Continued.

II.—CHARGED TO THE PAYEE OF ORDER.

a) Orders issued prior to June 30, 1882.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
41727	Wilkes-Barre ...	Pa....	Apr. 18, 1882	Georgetown Station, Washington.	D. C ..	Apr. 21, 1882	\$4 00
25815	Eureka.....	Nev ..	Feb. 17, 1882	Butte City.....	Mont.	Feb. 23, 1882	32 00
	2 cases						36 00

b) Orders issued after June 30, 1882.

20513	Oneida	N. Y..	Oct. 13, 1882	Chicago	Ill....	Oct. 20, 1882	\$15 00
	1 case						15 00
	Total, 3 cases ..						51 00

III.—CHARGED TO THE REMITTER OF ORDER.

a) Orders issued prior to June 30, 1882.

43954	Council Bluffs...	Iowa..	Dec. 31, 1878	Sterling	Ill....	June 2, 1879	\$15 00
60661	Washington.....	D. C ..	Aug. 28, 1878	Erie	Pa....	Aug. 30, 1878	50 00
60662	do	D. C ..	Aug. 28, 1878	do	Pa....	Aug. 30, 1878	14 00
10220	Coudersport.....	Pa....	Nov. 4, 1881	Los Angeles ..	Cal ..	Nov. 12, 1881	50 00
10221	do	Pa....	Nov. 4, 1881	do	Cal ..	Nov. 12, 1881	50 00
10222	do	Pa....	Nov. 4, 1881	do	Cal ..	Nov. 12, 1881	50 00
*10965	Elizabethtown ..	Ky....	June 23, 1882	Louisville ..	Ky....	June 14, 1882	24 65
*80220	New Orleans.....	La....	June 21, 1882	Wetumpka.....	Ala...	June 21, 1882	60 00
	8 cases						303 65

b) Orders issued after June 30, 1882.

3597	Chestertown	N. Y..	Sept. 25, 1882	Fort Edward ...	N. Y..	Sept. 29, 1882	\$20 00
60831	Station E, New York.....	N. Y..	Nov. 20, 1882	Louisville	Ky....	Nov. 22, 1882	25 00
	2 cases						45 00
	Total, 10 cases ..						348 65

IV.—PAID TO THE PROPER PAYEE.

a) Orders issued prior to June 30, 1882.

80755	Kansas City.....	Mo....	June 13, 1879	Sterling	Kans ..	June 14, 1879	\$25 00
15002	Clay Center	Kans ..	Feb. 14, 1880	Leadville	Colo ..	Feb. 5, 1881	50 00
15003	do	Kans ..	Feb. 14, 1880	do	Colo ..	Feb. 5, 1881	5 00
8992	Elkton	Ky....	Feb. 15, 1881	Springfield ..	Mo....	Nov. 26, 1881	6 00
27547	Colorado Springs,	Colo ..	Feb. 25, 1882	Gunnison	Colo ..	Mar. 21, 1882	25 00
*3297	Alma	Ark ..	Mar. 10, 1882	Hot Springs ..	Ark ..	Mar. 12, 1882	15 00
*23713	Chillicothe.....	Mo....	Mar. 12, 1881	Lexington	Mo....	Mar. 14, 1881	4 00
*12349	Chestertown	Md....	June 14, 1882	Buffalo	N. Y..	July 21, 1882	20 00
	8 cases						150 00

b) Orders issued after June 30, 1882.

26621	Philadelphia	Pa....	Mar. 19, 1883	New York	N. Y..	Mar. 20, 1883	\$1 85
	1 case						1 85
	Total, 9 cases ..						151 85

D.—Statement of money-orders improperly paid, &c.—Continued.

V.—CHARGED TO PAYING POSTMASTER.

a) Orders issued prior to June 30, 1882.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
61483	Washington.....	D. C.	Dec. 13, 1881	Vicksburg.....	Miss..	Jan. 5, 1882	\$25 00
61484	do.....	D. C.	Dec. 13, 1881	do.....	Miss..	Jan. 5, 1882	25 00
61485	do.....	D. C.	Dec. 13, 1881	do.....	Miss..	Jan. 5, 1882	25 00
61486	do.....	D. C.	Dec. 13, 1881	do.....	Miss..	Jan. 5, 1882	25 00
61487	do.....	D. C.	Dec. 13, 1881	do.....	Miss..	Jan. 5, 1882	25 00
61488	do.....	D. C.	Dec. 13, 1881	do.....	Miss..	Jan. 5, 1882	22 58
*14647	Dexter.....	Iowa	June 1, 1882	Minneapolis.....	Minn..	June 5, 1882	19 80
*3101	Weatherford.....	Tex.	Oct. 27, 1881	Waco.....	Tex.	Nov. 3, 1881	15 00
*5171	Ravenna.....	Ohio..	Mar. 31, 1882	Elmira.....	N. Y.	Apr. 6, 1882	10 00
*B. { *6574	{ Thornley.....	Eng..	Nov. 11, 1881	Wilkes-Barre.....	Pa....	Nov. 30, 1881	19 48
{ *8208	{ Tyler.....	Tex..	May 1, 1882	Camden.....	Ark..	May 9, 1882	29 00
{ *26981	{ Wampum.....	Pa....	Apr. 10, 1882	Sandusky.....	Ohio..	June 9, 1882	7 00
{ *1796	{						
	1 0 cases.....						247 86

¹ Only half the amount of the first six orders was charged to the paying postmaster. These six orders are therefore counted in this table as three cases, the remaining three appearing in table headed "VI.—Charged to Department."
² This is but half the amount of the original order. The remaining half appears in the table headed "VI.—Charged to Department."

b) Orders issued after June 30, 1882.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
11601	Tekamah.....	Nebr.	Aug. 8, 1882	North Platte.....	Nebr.	Aug. 13, 1882	\$15 00
6605	Battle Mountain.....	Nebr.	Nov. 6, 1882	San Francisco.....	Cal..	Nov. 8, 1882	20 00
16612	Rolla.....	Mo..	Nov. 7, 1882	Saint Louis.....	Mo..	Dec. 16, 1882	5 00
14997	Saint Paul.....	Minn.	Nov. 13, 1882	do.....	Mo..	Nov. 22, 1882	15 00
10876	SW. Sta., Chicago.....	Ill..	Oct. 6, 1882	Milwaukee.....	Wis..	Nov. 13, 1882	10 00
16154	Normal.....	Ill..	Nov. 4, 1882	Chicago.....	Ill..	Nov. 8, 1882	5 00
89983	Bloomington.....	Ill..	Dec. 27, 1882	Kansas City.....	Mo..	Jan. 2, 1883	5 00
31745	Shelbyville.....	Ill..	Jan. 26, 1883	Dennison City.....	Tex..	Jan. 29, 1883	10 00
52381	Oakland.....	Cal..	Nov. 7, 1882	Philadelphia.....	Pa....	Nov. 19, 1882	19 00
41775	Fort Smith.....	Ark..	Dec. 19, 1882	Webb City.....	Ark..	Dec. 25, 1882	21 00
1252	Nat. Stock Yards.....	Ark..	Dec. 21, 1882	Cumberland.....	Md..	Dec. 29, 1882	15 00
85468	Portland.....	Oreg.	Oct. 26, 1882	San Francisco.....	Cal..	Nov. 2, 1882	15 00
13	do.....	Me..	Feb. 27, 1883	Boston.....	Mass.		50 00
	13 cases.....						205 00
	Total, 22 cases.....						452 86

VI.—CHARGED TO DEPARTMENT.

a) Orders issued prior to June 30, 1882.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
61483	Washington.....	D. C.	Dec. 13, 1881	Vicksburg.....	Miss..	Jan. 5, 1882	\$25 00
61484	do.....	D. C.	Dec. 13, 1881	do.....	Miss..	Jan. 5, 1882	25 00
61485	do.....	D. C.	Dec. 13, 1881	do.....	Miss..	Jan. 5, 1882	25 00
61486	do.....	D. C.	Dec. 13, 1881	do.....	Miss..	Jan. 5, 1882	25 00
61487	do.....	D. C.	Dec. 13, 1881	do.....	Miss..	Jan. 5, 1882	25 00
61488	do.....	D. C.	Dec. 13, 1881	do.....	Miss..	Jan. 5, 1882	22 59
6003	Comanoke.....	Tex..	May 20, 1881	Eureka Springs.....	Ark..	May 30, 1881	8 50
	Total, 14 cases.....						156 09

¹ Only half the amount of the first six orders was charged to the Department. These six orders are therefore counted in this table as three cases, the remaining three appearing in table headed "V. Charged to paying postmaster."
² This is but half the amount of the original order. The remaining half appears in the table headed "V. Charged to paying postmaster."

D.—Statement of money-orders improperly paid, &c.—Continued.

VII.—UNSETTLED.

a) Orders issued prior to June 30, 1882.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
Dup. 19903	Fremont.....	Nebr.	Oct. 21, 1876	Ashland.....	Nebr.	Sept.—, —	\$23 00
10628	Auburn.....	Ala.	July 24, 1879	Atlanta.....	Ga.		11 00
G. 11805	New York.....	N. Y.	Oct. 11, 1880	Newark.....	N. J.	Oct. 18, 1880	35 29
69195	Buffalo.....	N. Y.	Aug. 28, 1881	Ogdensburgh.....	N. Y.	—, 1881	15 00
73172	Dallas.....	Tex.	Jan. 16, 1882	Sallsbury.....	N. C.	Jan. 21, 1882	10 00
528	Rose Creek.....	Minn.	Aug. 27, 1881	Ashland.....	Nebr.	Nov. 5, 1881	50 00
529	do.....	Minn.	Aug. 27, 1881	do.....	Nebr.	Nov. 5, 1881	8 35
4450*	Dundalk.....	Ont.	Apr. 11, 1877	Louisville.....	Ky.	Apr. 18, 1877	42 35
4451*	do.....	Ont.	Apr. 11, 1877	do.....	Ky.	Apr. 18, 1877	42 35
4452*	do.....	Ont.	Apr. 11, 1877	do.....	Ky.	Apr. 18, 1877	30 50
92802	Tarborough.....	N. C.	Jan. 4, 1880	New Berne.....	N. C.	Jan. 10, 1880	5 00
*15185	Ann Sing.....	N. Y.	May 25, 1882	Richmond.....	Va.	May 30, 1882	5 00
*52350	Ann Arbor.....	Mich.	June 17, 1882	New York.....	N. Y.	Jan. 19, 1882	12 00
*14570	Seneca.....	Kans.	Feb. 24, 1882	Butte City.....	Mont.	Mar. 17, 1882	40 00
	14 cases.....						329 84

b) Orders issued after June 30, 1882.

75131	Baltimore.....	Md.	July 1, 1882	Brooklyn.....	N. Y.	July 3, 1882	\$3 00
61489	Cleveland.....	Ohio.	Nov. 3, 1882	Atlanta.....	Ga.	Nov. 17, 1882	19 80
16093	Philadelphia.....	Pa.	Jan. 3, 1883	Richmond.....	Va.	Jan. 5, 1883	25 00
6259	Louisville.....	Ky.	Dec. 18, 1882	New York.....	N. Y.	Dec. 22, 1882	25 00
32415	Tuscaloosa.....	Ala.	Mar. 26, 1883	Delta.....	La.	Mar. 28, 1883	10 00
2392	Avilla.....	Mo.	Apr. 17, 1883	Saint Louis.....	Mo.	Apr. 24, 1883	30 00
87152	Lincoln.....	Ill.	Mar. 27, 1883	Saint Joseph.....	Mo.	Mar. 30, 1883	10 00
2428	Two Rivers.....	Wis.	Mar. 24, 1883	New Orleans.....	La.	Mar. 29, 1883	25 00
1005	Rich Hill.....	Mo.	Feb. 4, 1883	Fort Scott.....	Kans.	Feb. 6, 1883	5 00
	9 cases.....						152 80
	Total "unsettled," 23 cases.....						482 64

* These 24 cases, amounting to \$702.64, alleged to have occurred prior to June 30, 1882, were brought to the attention of the Department after that date.

Convention between the United States of America and Belgium, concerning the exchange of postal-orders. Signed at Washington November 20, 1882; approved by the President November 20, 1882; ratifications exchanged at Washington December 28, 1882.

Convention between the United States of America and Belgium concerning the exchange of postal orders.

The undersigned, Timothy O. Howe, Postmaster-General of the United States of America, in virtue of the powers vested in him by law, and Th. de Bounder de Melsbroeck, Envoy Extraordinary and Minister Plenipotentiary from Belgium to the United States of America, &c., &c., in the name of his Government and by virtue of the powers which he has formally presented to this effect, have agreed upon the following Convention :

Convention entre les États-Unis d'Amérique et la Belgique pour l'échange de mandats-poste.

Lessoussignés, Timothy O. Howe, Postmaster Général des États-Unis d'Amérique, agissant en vertu des pouvoirs qu'il tient de la loi, et Th. de Bounder de Melsbroeck, Envoyé Extraordinaire et Ministre Plénipotentiaire de Belgique aux États-Unis d'Amérique, &c., &c., agissant au nom de son Gouvernement, et en vertu des pleins pouvoirs qu'il a formellement présentés à cet effet, ont conclu la Convention suivante :

ARTICLE 1.

There is established between the United States of America and Belgium a regular exchange of postal-orders. This exchange is to be effected by the Exchange Offices which each of the two Administrations shall have designated for this purpose, and which Exchange Offices shall notify each other by means of lists of orders for payment.

ARTICLE 2.

The amount of the orders shall always be expressed in the money of the country where payment is to be made.

ARTICLE 3.

1. No order shall exceed the sum of fifty dollars, if it is payable in the United States, and two hundred and fifty francs if it is payable in Belgium. The two Administrations, however, may, by common agreement, increase this maximum to one hundred dollars or five hundred francs.

2. Fractions of a cent, or of a demi decime, are not to be introduced into the amount of an order.

ARTICLE 4.

Payment of the amount of orders is to be effected in money of metallic value of the country of destination. This payment can also be effected in either country in paper money which is a legal tender therein. In that event, account is always to be taken of the difference of value, if there be any.

The administration of each of the two contracting countries reserves the right to declare transferable, within its territory, by means of endorsement, the ownership of orders originating in the other.

ARTICLE 5.

1. Each of the two Administrations is at liberty to fix at any time the rate of conversion of the amounts, payment of which is to be made in the other country.

ARTICLE 1.

Il est établi entre les Etats-Unis et la Belgique, un échange régulier de mandats-poste. Cet échange aura lieu par l'intermédiaire des bureaux à désigner par chacune des deux Administrations en cause. Ces bureaux se notifieront réciproquement au moyen de listes, les mandats tirés d'un pays sur l'autre.

ARTICLE 2.

Le montant de chaque mandat sera exprimé dans la monnaie du pays où le paiement devra avoir lieu.

ARTICLE 3.

1. Aucun mandat ne pourra excéder la somme de cinquante dollars, s'il est payable aux Etats Unis, et de deux cent cinquante francs s'il est payable en Belgique. Toutefois les deux administrations pourront, d'un commun accord, élever ce maximum à cent dollars ou à cinq cent francs.

2. Il ne sera pas tenu compte pour l'établissement du montant des mandats, des fractions de demi décime ou de cent.

ARTICLE 4.

Le paiement du montant des mandats sera effectué en monnaie métallique du pays destinataire, ou en papier-monnaie ayant cours légal en ce pays, sous réserve, en ce dernier cas, qu'il sera tenu compte de la différence des cours.

Est réservé aux administrations de chacun des pays contractants le droit de déclarer transmissible par voie d'endossement, sur son territoire la propriété des mandats-poste provenant de l'autre pays.

ARTICLE 5.

1. Chacune des deux Administrations aura le droit de fixer à toute époque le taux de conversion du montant des mandats, dans la monnaie de l'autre pays.

2. The two Administrations will communicate to each other the rate of exchange or of conversion fixed by them, as well as the changes which they may make therein.

ARTICLE 6.

1. Each of the two Administrations shall fix the fees charged upon orders issued in its own country and payable in the other.

2. This fee shall not, however, exceed one and one-half per cent. upon the amounts constituting the divisions in the schedule of fees.

3. The two Administrations will communicate to each other the fees which they shall have established and the changes which they may subsequently make therein.

4. The postal orders and the receipts given upon such orders, as well as the receipts to be delivered to the remitters, shall not be subjected at the expense of the remitters or the payees of the amounts to any charge or tax whatsoever, in addition to the fees to be received by virtue of sections 1 and 2 above.

ARTICLE 7.

The Postal Administration by which the money-orders are issued shall credit the Administration of the country of payment with the total amount of the orders which it has certified to the latter, in addition to three-fourths of one per cent. on the difference between the total amount of the orders certified and the amount of void and repaid orders.

ARTICLE 8.

1. The sums converted into postal orders are guaranteed to the remitters, until they shall have been regularly paid to the payees, or to the representatives of the latter, or shall have been refunded to the remitters.

2. Les deux Administrations se communiqueront réciproquement le taux de change ou de conversion qu'elles auront adopté ainsi que toute modification qu'elles y apporteraient ultérieurement.

ARTICLE 6.

1. Chacune des deux Administrations fixera de même les taxes à percevoir sur les mandats-poste qu'elle créera sur l'autre pays.

2. Cette taxe ne devra pas, toutefois, dépasser un et demi pour cent des sommes rondes qui forment les degrés de l'échelle de perception.

3. Les deux Administrations se donneront connaissance des taxes qu'elles auront établies et des changements qu'elles y apporteraient ultérieurement.

4. Les mandats-poste et les acquits donnés sur ces mandats de même que le récépissé à délivrer au déposant ne pourront être soumis à la charge des expéditeurs ou des destinataires des fonds à aucun droit ou taxe quelconque en sus des taxes à percevoir en vertu des § 1 et 2 ci dessus.

ARTICLE 7.

L'Administration qui créera les mandats créditera celle du pays où le paiement doit en avoir lieu, du montant total des mandats annoncés, en sus d'un droit de trois quarts d'un pour cent calculé sur la différence entre le montant total des mandats annoncés, et celui des mandats annulés et remboursés.

ARTICLE 8.

1. Les sommes converties en mandats-poste sont garanties aux déposants jusqu'au moment où elles auront été régulièrement payées aux bénéficiaires ou aux mandataires de ceux-ci, ou bien remboursées aux déposants eux-mêmes.

2. The sums received by each Administration in exchange for postal orders, the amounts of which shall not have been claimed by the persons entitled to payment before the expiration of the periods fixed by the laws or the regulations of the country of origin become the absolute property of the Administration which has issued the orders.

ARTICLE 9.

At the end of each quarter the Belgian Postal Administration shall prepare an account comprising all sums paid by the offices of the two countries and the credits to be given under each head, in conformity with Article 7, above mentioned, as well as a statement of the orders refunded by each Administration.

ARTICLE 10.

1. The Postal Administration of the United States shall examine this account, correct it, if necessary, and, if it is found to be the debtor, shall transmit the balance due within fifteen days, at the latest, after its receipt, to the Administration of the Belgian Posts.

If the account shows a balance to the credit of the Administration of the United States of America, the Postal Administration of Belgium shall transmit the amount thereof to the former within fifteen days, at the latest, after receipt of notice of acceptance, or of correction of the account.

2. The balance must always be paid in the money of metallic value of the country to which it is found due, by means of a bill of exchange on Brussels, or on New York, as the case may be.

3. The expenses which may result from the payment of balances must always be borne by the Administration by which payment is made.

2. Les sommes encaissées par chaque Administration, en échange de mandats, et dont le montant n'aurait pas été réclamé par les ayants-droit, avant l'expiration des délais fixés par les lois ou règlements du pays d'origine, sont définitivement acquises à l'Administration qui a délivré ces mandats.

ARTICLE 9.

A l'expiration de chaque trimestre l'Administration des postes de Belgique préparera le compte des sommes payées par les offices des deux pays et des crédits à allouer de part et d'autre en exécution de l'Article 7. ci-dessus, ainsi qu'un état des mandats remboursés par chaque Administration.

ARTICLE 10.

1. L'Administration des postes des États-Unis examinera le compte, le rectifiera, s'il y a lieu, et si le solde est en faveur de la Belgique, elle en transmettra le montant, dans les quinze jours, au plus tard, après la réception du compte.

Si le solde s'établit en faveur de l'Administration des États-Unis d'Amérique, l'Administration des Postes de Belgique en transmettra le montant à celle-ci, au plus tard dans les 15 jours qui suivront l'avis de l'acceptation ou de la rectification du compte.

2. Le paiement du solde devra toujours être effectué dans la monnaie métallique du pays créancier, au moyen d'une lettre de change tirée sur Bruxelles, ou sur New York, suivant le cas.

3. Les frais à résulter du paiement des soldes sont à la charge de l'Administration qui effectue le paiement.

ARTICLE 11.

To ascertain the amount to be paid, the smaller credit is to be converted into the money of the country which has the larger credit, and is to be deducted from the latter credit. This conversion is to be effected according to the average rate of exchange at New York, during the quarter to which the account pertains, if the balance is to the credit of Belgium, and according to the average rate of exchange at Antwerp during such quarter, if the balance is to the credit of the Postal Administration of the United States.

ARTICLE 12.

Whenever, during the course of a quarter, it is found that the amount of orders drawn upon either of the two Administrations exceeds by five thousand dollars or twenty-five thousand francs the amount of orders drawn upon the other Administration, the latter shall send to the former, the proximate amount of the ascertained difference in a round sum, as a payment on account, by means of bills of exchange, under the conditions prescribed in Article 10.

ARTICLE 13.

1. The form and the conditions of issue of postal-orders in each country are subject to the regulations in force in the country of origin.

2. The form, as well as the conditions for payment of postal-orders, including those relating to the suspension of payment, the renewing of orders, the issue of duplicates, and other matters concerning payment, are subject to the regulations in force in the country of destination.

ARTICLE 14.

1. Each Administration is authorized to suspend, temporarily, the interchange of postal-orders

ARTICLE 11.

Pour établir le solde, la créance la plus faible est convertie dans le monnaie du pays dont la créance est la plus forte. Cette conversion a lieu d'après le taux moyen du change à New York pendant le trimestre auquel le compte se rapporte, quand le solde de ce compte est en faveur de la Belgique, et d'après le taux moyen du change à Auvers, pendant la même période, quand le solde du compte est en faveur de l'Administration des postes des États-Unis.

ARTICLE 12.

Chaque fois que dans le cours d'un trimestre il est établi que le montant des mandats tirés sur une des deux Administrations dépasse de cinq mille dollars ou vingt-cinq mille francs le montant des mandats tirés sur l'autre Administration, celle-ci fait parvenir à la première le montant approximatif de la différence établie en chiffres ronds à titre d'acompte, au moyen de lettres de change et aux conditions indiquées à l'Article 10.

ARTICLE 13.

1. La forme et les conditions d'émission des mandats dans chaque pays sont déterminées par les règlements en vigueur dans le pays d'origine.

2. Le mode et les conditions de paiement des mandats-poste, y compris ce qui concerne la suspension du paiement, le remplacement des titres, l'émission de duplicatas et toutes les autres formalités se rapportant, au paiement, sont réglées par les dispositions en vigueur dans le pays de destination.

ARTICLE 14.

1. Chaque Administration est autorisée à suspendre temporairement l'échange des mandats-poste,

whenever the course of exchange or any other circumstance may give rise to abuses or cause detriment to the revenues.

2. Notice of action of this nature must be communicated immediately to the other Administration, and, if deemed necessary, by means of the telegraph.

ARTICLE 15.

The Postal Administrations of the two countries shall have power, by mutual agreement, to arrange detailed regulations for the execution of the present Convention and to modify them at any time, according to the requirements of the service.

ARTICLE 16.

The present Convention shall take effect on the first day of January, 1883. It shall remain in force until the expiration of a period of one year after the date upon which one of the two contracting Administrations shall have notified the other of its intention to terminate it.

ARTICLE 17.

The ratifications of the present Convention shall be exchanged prior to the first day of January, 1883, if possible.

In witness whereof, the respective Plenipotentiaries have signed the present Convention and have affixed thereto their seals.

Executed in duplicate and signed at Washington the twentieth day of November 1882.

TIMO. O. HOWE,
*The Postmaster-General
of the United States*

[Seal of the Post-Office Department
of the United States.]

I hereby approve the foregoing Convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

[Seal of the United States.]

By the President

FREDK T. FRELINGHUYSEN,
Secretary of State.

WASHINGTON, November 20th, 1882.

chaque fois que le cours du change ou toute autre circonstance peut engendrer des abus ou porter préjudice au Trésor.

2. Avis de cette circonstance doit être donné immédiatement et, au besoin, par le télégraphe à l'autre Administration.

ARTICLE 15.

Les Administrations postales des deux pays sont autorisées à régler de commun accord les mesures de détail pour l'exécution de cette Convention et à les modifier à toute époque suivant les besoins du service.

ARTICLE 16.

La présente Convention sera mise à exécution le premier Janvier 1883. Elle restera en vigueur jusqu'à l'expiration de la période d'une année après la date à laquelle l'une des deux Administrations aura notifié à l'autre son intention d'en faire cesser les effets.

ARTICLE 17.

Les ratifications de la présente Convention seront échangées avant le premier Janvier 1883, si faire se peut.

En foi de quoi les Plénipotentiaires respectifs ont signé la présente Convention et y ont apposé leurs cachets.

Fait en double original et signé à Washington le vingt jour de Novembre 1882.

(Sig) TH. DE BOUNDER DE MELS BROECK,
L'Envoyé Extraordinaire et Ministre Plénipotentiaire de Belgique aux États-Unis.

[Seal of the Belgian Legation.]

CHESTER A. ARTHUR.

Detailed regulations for the execution of the Convention concluded between the Postal Administration of the United States of America and that of Belgium, concerning the exchange of postal orders, of November 20, 1882; signed at Washington, December 28, 1883.

Detailed regulations for the execution of the Convention concluded between the Postal Administration of the United States of America and that of Belgium, concerning the exchange of postal orders, of the 20th day of November, 1882.

Règlement de détail pour l'exécution de la Convention conclue le 20 Novembre 1882 entre les États-Unis d'Amérique et la Belgique, pour l'échange des mandats-poste.

In pursuance of the terms of Article 15 of the Convention of the 20th of November, 1882, concerning the exchange of postal orders, the undersigned have agreed upon the following rules of action:

Les soussignés, en vertu de l'Article 15 de la Convention du 20 Novembre 1882 pour l'échange de mandats-poste ont arrêté les mesures d'exécution ci-après:

ARTICLE 1.

In conformity with Article 1 of the Convention, the money-order office at Antwerp is designated as the exchange office on the part of Belgium, and the international money-order office at New York as the exchange office on the part of the United States.

ARTICLE 1.

Par l'application de l'Article 1^{er} de la Convention le bureau des postes d'Anvers est désigné comme bureau d'échange du côté de la Belgique, et le bureau des mandats internationaux de New York, comme bureau d'échange du côté des États-Unis.

ARTICLE 2.

For the lists by means of which the exchange offices are, in accordance with Article 1 of the Convention, to notify each other of the orders to be paid, the money-order office at Antwerp shall make use of Form "A" hereto annexed, and the international money-order office at New York of the Form "B" hereto annexed.

ARTICLE 2.

En ce qui concerne les listes au moyen desquelles les bureaux d'échange devront, en exécution de l'Article 1^{er} de la Convention, se notifier l'un à l'autre les mandats à payer, le bureau des mandats à Anvers fera usage du formulaire "A" ci-annexé, et le bureau des mandats internationaux de New York, du formulaire "B" également ci-annexé.

ARTICLE 3.

1. The lists are to be filled out in accordance with their printed headings, with copying ink, which is also to be used in completing the letter of transmittal upon the first page thereof, and they are to be transmitted in duplicate by each

ARTICLE 3.

1°. Les listes seront établies avec de l'encre à copier, d'après les entêtes imprimés, il sera fait usage de même encre pour compléter la lettre d'envoi qui figure à la première page de ces formulaires. Elles seront transmises en double

outgoing mail, that is to say, by all mails fixed by schedule which are conveyed via Great Britain between the offices of Antwerp and of New York. Should it happen, at the time of dispatching any mail that there are no money orders to be certified for payment, a list must nevertheless be sent in that mail. But, in such event, the dispatching exchange office will write across the list the words, "No money-orders."

2. The lists shall bear consecutive numbers, commencing with the calendar year and ending with it.

3. The orders inscribed in the lists shall also be consecutively numbered, the series of numbers to commence with each month on the part of Belgium, and with each calendar year on the part of the United States.

4. The orders issued in the United States during the quarter ending June 30th of each year, which may arrive at the office of exchange at New York in the following quarter shall be entered on lists supplementary to the last list of the month of June, and, in like manner, the orders issued in Belgium during the quarter ending June 30th of each year which may arrive at the exchange office of Antwerp in the following quarter shall be entered on lists supplementary to the last list of the month of June.

ARTICLE 4.

Each list is to be carefully examined by the receiving office, and of the latter finds that it contains manifest errors, it will correct them with red ink. That office will then fill up the columns intended for its use, and return one of the copies of the list to the sending office. In the letter of transmittal of the next list which it has to send, the receiving office, above mentioned, will acknowledge the receipt of the list in question to the office which sent it.

The corrections made are always

par chaque expédition, c'est à dire, par toutes les dépêches échangées par la voie de la Grande Bretagne entre les bureaux d'Anvers et de New York, conformément au tableau. S'il arrivait qu'au moment de l'expédition, il n'y eût pas de mandats-poste à notifier, le bureau d'échange expéditeur devrait néanmoins insérer dans la dépêche une liste en travers de laquelle il inscrirait les mots: "Pas de mandats-poste."

2°. Les listes porteront des numéros se continuant du 1^{er} Janvier au 31. Décembre de chaque année.

3°. Les mandats inscrits à ces Listes seront également numérotés d'une manière continue; la série des numéros recommencera chaque mois du côté de la Belgique, et chaque année du côté des États Unis

4°. Les mandats émis aux États Unis pendant le trimestre expirant au 30 Juin de chaque année, mais qui parviendraient au bureau d'échange de New York dans le trimestre suivant feront l'objet de listes supplémentaires à la dernière liste du mois de Juin. De même, les mandats émis en Belgique pendant le trimestre prenant fin au 30 Juin qui parviendraient au bureau d'échange d'Anvers dans le trimestre suivant, feront l'objet des listes supplémentaires à la dernière liste du mois de Juin.

ARTICLE 4.

Chaque liste sera vérifiée par le bureau d'échange destinataire, et si celui-ci y constatait des erreurs manifestes, il les rectifierait à l'encre rouge. Ce bureau remplira ensuite les colonnes qui lui sont réservées et renverra l'une des doubles de la liste au bureau expéditeur. Il accusera ensuite réception de cette liste au dit bureau expéditeur sur la lettre d'envoi qu'il aura à lui transmettre.

Les rectifications opérées devront

to be mentioned with explanations at the end of the letter of transmittal.

ARTICLE 5.

When the list contains errors or irregularities which cannot be corrected without consultation with the exchange office of the country of origin, the exchange office of the country of destination shall request explanations from the sending exchange office at the same time that it acknowledges the receipt of the list. The explanations requested are to be furnished as promptly as possible. Meantime the payment of orders in regard to which errors have been discovered is to be suspended.

ARTICLE 6.

If it appears from the number of the list received that the preceding list has failed to arrive, the receiving office shall apply for such list by the first mail. The sending office, as soon as it is informed of the matter, shall send forthwith a duplicate of the missing list.

ARTICLE 7.

For the orders entered in the lists the two exchange offices shall issue inland postal-orders in accordance with the regulations in force in the premises in the country of destination, and with the provisions of Article 13 of the Convention.

ARTICLE 8.

1. For the quarterly account provided for by Article 9 of the Convention, the Belgian Postal Administration shall make use of form "C" hereto annexed.

2. This account is to be made upon the basis of the lists accepted or corrected by the receiving offices of exchange. It is always to be prepared promptly and transmitted to the Postal Administration of the United States as soon

toujours être expliquées au bas de la lettre d'envoi.

ARTICLE 5.

Lorsqu'une liste contiendra des erreurs ou des irrégularités ne pouvant être redressées sans l'intervention du bureau d'échange du pays d'origine, le bureau d'échange du pays de destination réclamera des explications au bureau d'échange expéditeur en même temps qu'il lui accusera réception de la liste. Les explications réclamées seront fournies aussi promptement que possible. En attendant le paiement des mandats entachés d'erreurs sera différé.

ARTICLE 6.

S'il est constaté, par le numéro de la liste reçue que la liste précédente n'est point parvenue, le bureau destinataire réclamera cette dernière liste par premier courrier. Dès réception de cette réclamation le bureau expéditeur transmettra un duplicata de la liste manquante.

ARTICLE 7.

Pour les ordres de paiement portés aux listes les deux bureaux d'échange émettront des mandats poste internes, suivant les règlements en vigueur dans le pays de destination et conformément aux stipulations de l'Article 13 de la Convention.

ARTICLE 8.

1°. L'Administration des Postes belges fera usage du formulaire "C" ci-annexé pour l'établissement du compte trimestriel prévu par l'Article 9 de la Convention.

2°. Ce compte sera dressé d'après les listes acceptées ou rectifiées par les bureaux d'échange destinataires. Il devra toujours être établi sans délai et être transmis à l'Administration des postes des États-Unis dès que toutes les listes

as all the lists from the international money-order office of New York bearing the date of the quarter to which it pertains shall have reached the money-order office of Antwerp, and all the duplicates of the lists of the same quarter dispatched by the latter office shall have been returned to it from New York. If it be possible, this account is to be transmitted by the Belgian Postal Administration to that of the United States, at the latest, within six weeks after the close of the quarter.

ARTICLE 9.

1. The Postal Administration of the country of origin shall be duly notified of all orders which shall not have been paid to the respective payees in the country of destination, within one year after the date of the receipt of the list, and, after an agreement shall have been reached in regard to these orders, they shall be entered in the quarterly accounts, in order that the amounts thereof may be restored to the remitters in conformity with Article 9 of the Convention.

2. In like manner, there shall be embraced in this account, postal orders, application for repayment of which has been made to, and permission therefor received from, the country of destination, in conformity with Article 9 of the Convention.

ARTICLE 10.

1. The quarterly account is always to be transmitted in triplicate to the Postal Administration of the United States. If this account shows a balance in favor of the Belgian Postal Administration two copies shall be returned to the latter, bearing an acknowledgment of the acceptance of the balance. In case the balance is in favor of the Postal Administration of the United States, the latter will retain two copies and send back but one.

2. When the balance found to be due the Belgian Postal Admin-

du bureau dès mandats internationaux de New York datées du trimestre auquel le compte se rapporte, seront parvenues au bureau des mandats à Anvers, et que tous les duplicatas de listes du même trimestre transmis par ce dernier bureau lui auront été renvoyés par celui de New York. Autant que possible ce compte sera transmis par l'Administration des Postes de Belgique, à celle des Etats-Unis au plus tard six semaines après l'expiration du trimestre.

ARTICLE 9.

1°. L'Administration des Postes du pays d'origine devra recevoir avis de tous les mandats qui n'auraient pas été payés à leurs bénéficiaires respectifs endéans le délai d'une année après la réception de la liste. Dès que les deux Administrations se seront mises d'accord au sujet de ces mandats, et conformément à l'article 9 de la Convention, ceux-ci feront l'objet d'un compte trimestriel pour que leur montant puisse être remboursé aux déposants.

2°. On comprendra de même dans ce compte les mandats dont le remboursement aurait été réclamé au pays de destination, et autorisé par celui-ci, en exécution de l'Article 9 de la Convention.

ARTICLE 10.

1°. Le compte trimestriel devra toujours être transmis en triple expédition à l'Administration des postes des États-Unis. Si le solde de ce compte est en faveur de l'Administration des postes de Belgique, deux expéditions seront renvoyées à cette Administration, approuvées, pour le montant du solde. Si le solde est en faveur de l'Administration des postes des États-Unis, celle-ci retiendra deux expéditions du compte et n'en renverra qu'une.

2°. Après paiement du solde du compte en faveur de l'Administra-

istration shall have been paid, the latter will affix its acknowledgment of receipt to one of the two copies which have been returned to it, and will send it back as a voucher to the Postal Administration of the United States of America.

3. In case the balance is in favor of the latter, it will, on receipt of the amount of such balance, affix its acknowledgment of receipt to one of the two copies of the account which it has retained, and will transmit the same as a voucher to the Belgian office.

ARTICLE 11.

Payments of balances and payments on account made in pursuance of Articles 10 and 12 of the Convention are to be effected by means of bills of exchange, which, when the balance is in favor of the Belgian Postal Administration, are to be drawn on Antwerp or on Brussels, payable to the Director General of Posts and Telegraphs at Brussels. When the balance is to the credit of the Postal Administration of the United States, the bills of exchange are to be drawn upon New York, payable to the Postmaster-General at Washington.

ARTICLE 12.

For the purpose of balancing the quarterly account, the conversion of one money into the other shall be made in compliance with the terms of Article 11 of the Convention. To that end the debtor Administration shall forward to the creditor Administration a certified tabular statement of the rate of exchange at Brussels, or at New York, as the case may be, quoted each business day during the preceding quarter.

ARTICLE 13.

In addition to the claims mentioned in Article 9 concerning the

tion des postes de Belgique, celle-ci donnera quittance sur une des deux expéditions qui lui auront été renvoyées, et la transmettra comme pièce justificative à l'Administration des postes des États-Unis.

3°. Si le solde est en faveur de cette dernière Administration, celle-ci, à la réception du montant de ce solde, en donnera quittance sur une des deux expéditions du compte quelle a retenues, et renverra cette expédition à l'Office belge, comme pièce justificative du paiement.

ARTICLE 11.

Les paiements de soldes et des à comptes faits en exécution des Articles 10 et 12 de la Convention seront effectués au moyen de traites qui, si le solde est en faveur de l'Administration des postes de Belgique, devront être tirées sur Anvers ou Bruxelles, et être payables au Directeur Général des Postes et Télégraphes à Bruxelles. Si la balance est en faveur de l'Administration des Postes des États-Unis, les traites devront être tirées sur New York, et être payables au Postmaster-Général à Washington.

ARTICLE 12.

Pour établir la balance du compte trimestriel la conversion de l'une des monnaies dans l'autre sera faite, en conformité des dispositions de l'Article 11 de la Convention. A cette fin l'Administration débitrice transmettra à l'Administration créditrice un tableau certifié exact du cours du change côté chaque jour de Bourse à Bruxelles ou à New York, suivant le cas, pendant le trimestre précédent.

ARTICLE 13.

Outre les demandes dont il est question à l'article 9, concernant le

repayment of orders, the two Administrations agree to take charge of other claims in relation to orders exchanged between Belgium and the United States, for example, in regard to changes of name, places of payment, requests for information concerning payments which have been made, etc., and to dispose of them in accordance with the regulations in force in each country respectively.

ARTICLE 14.

The present detailed regulations shall take effect at the same time as the Convention of the 20th of November, 1882, and shall continue in force as long as the latter.

Done in duplicate and signed at Brussels the twelfth day of December, 1882, and at Washington the twentieth day of November, 1882.

TIMO. O. HOWE,
*Postmaster-General
of the United States.*

[Seal of the Post-Office Department of the United States.]

remboursement des mandats, les deux Administrations conviennent de donner suite aux demandes relatives aux mandats échangés entre la Belgique et les États-Unis, en ce qui touche, par exemple, les changements de noms, de lieux de payement, les demandes de renseignements au sujet de payements effectués, etc., et de traiter ces demandes conformément aux règlements en vigueur dans chaque pays respectivement.

ARTICLE 14.

Le présent règlement de détail sera mis à exécution en même temps que la Convention du 20 Novembre 1882, et il aura la même durée que cette dernière.

Fait en double et signé à Bruxelles le douzième jour de Décembre 1882 et à Washington le vingtième jour de Novembre 1882.

N. OLINY,
*Ministre des Travaux Publics
du Royaume de Belgique.*

[Seal of Ministère des Travaux Publics.]

A.

Liste No. _____

Bureau d'Anvers, Belgique,

List No. _____

Post Office, Antwerp, Belgium,

_____, 188-.

Stamp of
Antwerp Office.
Timbre du bureau
d'Anvers.

MONSIEUR :

SIR :

J'ai reçu votre liste de mandats internationaux, No. — du —, 188-, le —, 188-.

I have received your list of international money-orders, No. — of the —, 188-, on the —, 188-.

La vérification à laquelle il a été procédé a fait constater l'exactitude des totaux,* soit sommes payées :

The examination which has taken place has proved the correctness of the totals,* viz, amounts paid in: } — francs — centimes.

A mon tour je vous transmets, ci-contre (en double expédition) une liste de mandats internationaux No. —, dont le montant total est de — dollars — cents.

In return I transmit to you herewith (in duplicate) a list of international money-orders, No. —, the total amount of the list being — dollars — cents.

Veillez vérifier, compléter, et me renvoyer l'original de cette liste, muni de votre accusé de réception.

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

J'ai l'honneur d'être

vos obéissant serviteur,

I am, respectfully,

your obedient servant,

* Toute différence constatée devra être expliquée ci-dessous.

* In case any differences are found, such differences to be stated below.

To the Postmaster,
Money-Order Exchange Office,
New York, N. Y.

A.

BUREAU DES MANDATS,
MONEY-ORDER OFFICE,
New York, N. Y., — —, 188—.

MONSIEUR:

SIR:

J'ai vérifié la liste ci-contre, No. ———, datée du 188—, d'un montant global de ——— dollars ——— cents.

I have verified the within list, No. ———, dated the ———, 188—, amounting in the aggregate to ——— dollars ——— cents.

J'ai trouvé cette liste exacte, sauf en ce qui suit:

I have found said list correct, with the following exceptions:

Postmaster, Money-Order Exchange Office.

Au Bureau des mandats-poste, à Anvers, Belgique.
To the Money-Order Office at Antwerp, Belgium.

B.

List No. ____.
Liste No. ____.

Stamp of
New York Office.
Timbre du bureau
de New York.

BUREAU DE POST OFFICE,
NEW YORK, N. Y.,
_____, 188-.

SIR:

MONSIEUR:

I have received your list of international money-orders, No. ____ of the _____, 188-, on the _____, 188-.

J'ai reçu votre liste de mandats internationaux, No. ____ du _____, 188-, le _____, 188-.

The examination which has taken place has proved the correctness of the totals,* viz, amounts paid in: }
La vérification à laquelle il a été procédé a fait constater l'exactitude des totaux,* soit sommes payées: } _____ dollars _____ cents.

In return I transmit to you herewith (in duplicate) a list of international money-orders, No. _____, the total amount of the list being _____ francs _____ centimes.

À mon tour je vous transmet ci-contre (en double expédition) une liste de mandats internationaux, No. _____, dont le montant total est de _____ francs _____ centimes.

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

Veuillez vérifier, compléter, et me renvoyer l'original de cette liste, muni de votre accusé de réception.

I am, respectfully,
your obedient servant.
J'ai l'honneur d'être
votre obéissant serviteur,

Postmaster, New York, N. Y.

* In case any differences are found, such differences to be stated below.
* Toute différence constatée devra être expliquée ci-dessous.

To the Money-Order Office
at Antwerp, Belgium.
Au bureau des mandats,
à Anvers, Belgique.

B.

List No. _____
 Liste No. _____
 Sheet No. _____
 Feuille No. _____

Stamp of New York
 office.
 Timbre du bureau de
 New York.

Blanks to be filled by the dispatching international office of New York.
 Colonnes à remplir par le bureau international expéditeur de New York.

Blanks to be filled
 by the receiving
 exchange office
 of Antwerp.
 Colonnes à remplir
 par le bureau
 destinataire
 d'Anvers.

1.	Current number of international order. Numéro continue de l'ordre de paiement.				
2.	No. of original money-order. No. du mandat original.				
3.	Date of original money-order. Date du mandat original.				
4.	Amount of original money-order in United States currency. Montant du mandat original en monnaie des Etats- Unis.				
5.	Post-office issuing the original order. Bureau qui a émis le mandat original.				
6.	Full name of the remitter of order. Nom exact du déposant du mandat.				
7.	Full name of the beneficiary. Nom exact du bénéficiaire.				
8.	Town or city. Ville ou localité.				Residence of the beneficiary. Résidence du béné- ficiaire.
9.	Canton or province. Canton ou province.				
10.	Amount in Belgian money. Montant en monnaie belge.				
11.	No. of the post-office order of Antwerp. No. du mandat-poste émis par le bureau d'Anvers.				
12.	Post-office on which the final order is drawn. Bureau sur lequel est tiré le mandat-poste définitif.				
13.	Remarks. Observations.				

Fr. G.

B.

MONEY-ORDER OFFICE,
BUREAU DES MANDATS,
Antwerp, Belgium,
Anvers, Belgique,
—, 188-.

SIR:

MONSIEUR:

I have examined the within list, No. —, dated —, 188-, amounting in the aggregate to — francs — centimes.

J'ai vérifié la liste ci-contre, No. —, datée du —, 188-, d'un montant global de — francs — centimes.

I have found said list correct, with the following exceptions:

J'ai trouvé cette liste exacte sauf en ce qui suit:

Percepteur des Postes à Anvers.

To the Postmaster,
Money-Order Exchange Office,
New York, N. Y.

C.

COMPTE
ACCOUNT

des Mandats-Poste échangés entre la Belgique et les États-Unis d'Amérique pendant le trimestre expirant au ———, 188 .

of the exchange of money-orders between Belgium and the United States of America during the quarter ending ———, 188 .

Mandats émis en Belgique. Orders issued in Belgium.				Mandats émis aux États-Unis. Orders issued in the United States.						
Nos. des listes. No. of list.	Dates des listes. Date of list.	Numéros internationaux des ordres de paiement. International numbers of the orders.		Montant total de chaque liste. Total amounts of the lists.	Nos. des listes. No. of list.	Dates des listes. Date of list.	Numéros internationaux des ordres de paiement. International numbers of the orders.		Montant total de chaque liste. Total amounts of the lists.	
		From.	To.				From.	To.		
				\$ c.					Frs. Cts.	
Total					Total					
Montant des mandats invalidés (à déduire).....					Montant des mandats invalidés (à déduire).....					
Less amount of invalid orders..					Less amount of invalid orders..					
Balance					Balance					

C.

BALANCE.

En faveur de l'office de Belgique. To the credit of the Belgian office.		En faveur de l'office des États-Unis. To the credit of the United States office.	
Montant des mandats émis aux États-Unis après déduction de ceux de ces mandats qui ont été annulés et remboursés. Amount of orders issued in the United States, less amount of void and repaid orders of United States origin.	Francs. Cts.	Montant des mandats émis en Belgique après déduction de ceux de ces mandats qui ont été annulés et remboursés. Amount of orders issued in Belgium, less amount of void and repaid orders of United States origin.	\$ c.
Montant du droit revenant à la Belgique soit 1/2 pour cent. du montant ci-dessus. Amount of commission due Belgium at 1/2 per cent. of the above amount.		Montant du droit revenant à l'office des États-Unis soit 1/2 pour cent. du montant ci-dessus. Amount of commission due the United States at 1/2 per cent. of the above amount.	
Total de l'avoir de la Belgique Total Belgian credit.....		Total United States credit... Total de l'avoir des États-Unis	
Avoir des États-Unis à déduire. United States credit to be deducted.	\$.....c.	Avoir de la Belgique à déduire. Belgian credit to be deducted.	Fr.....Cts..
A convertir d'après le taux moyen du change à New York pendant le trimestre auquel ce compte se rapporte. To be converted at the average rate of exchange in New York during the quarter to which this account appertains. Voir l'article 11 de la Convention du —, 188 . See article 11 of the Convention of —, 188..		A convertir d'après le taux moyen du change à Bruxelles pendant le trimestre auquel ce compte se rapporte. To be converted at the average rate of exchange at Brussels during the quarter to which this account appertains. Voir l'article 11 de la Convention du —, 188 . See article 11 of the Convention of —, 188..	
Balance en faveur de l'office de Belgique. Balance to the credit of the Belgian office.		Balance en faveur de l'office des États-Unis. Balance to the credit of the United States office.	
A comptes payés par l'office des États-Unis. Paid on account by the office of the United States.		A comptes payés par l'office de Belgique. Paid on account by the office of Belgium.	
Date.	Francs. Cts.	Date.	\$ c.
Balance définitive		Balance définitive	
Balance remaining		Balance remaining	

Le compte ci-dessus fait ressortir une balance générale de — qui, après déduction des comptes détaillés ci-dessus, se solde définitivement par une somme de — en faveur de l'office —.

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 — office.

Bruxelles, }
Brussels, } —, 188 .

L'état de compte ci-dessus est accepté avec un solde de — en faveur de —.

The above statement of account is accepted with a balance of — due the — office.

Washington, —, 188 .

Auditor of the Treasury for the Post-Office Department.

We, Timothy O. Howe, Postmaster-General of the United States, and Th. de Bounder de Melsbroeck, Envoy Extraordinary and Minister Plenipotentiary from Belgium to the United States, certify that on this date we have proceeded to perform the exchange of ratifications of the Convention between the United States of America and Belgium, concerning the exchange of postal orders, which was concluded at Washington, on the twentieth day of November, in the year of our Lord one thousand eight hundred and eighty-two.

Done in duplicate and signed at Washington this twenty-eighth day of December, A. D. 1882.

(Seal of the Post-Office Department,
of the United States.)

T. O. HOWE,

Postmaster-General of the United States.

THRE. DE BOUNDER DE MELSBRÖECK,

Envoy Extraordinary and Minister

Plenipotentiary from Belgium to the United States.

[Seal.]

Convention between the Post-Office Department of the United States of America, and the General Post-Office of the Colony of Tasmania, concerning the exchange of money-orders. Signed July 5 and November 20, 1882; approved by the President November 20, 1882.

The Post-Office Department of the United States of America and the General Post-Office of the Colony of Tasmania, being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following articles:

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at £10 sterling when issued in Tasmania, and, when issued in the United States, at the equivalent, in sterling money, of \$50 in the money of the latter country, converted at the rate fixed by article 13 of the present Convention.

No money-order shall include a fractional part of a penny, or, of a cent.

The amount of each order, whether issued in the United States or in Tasmania, must be expressed in letters in British money, and the equivalent in the money of the United States must also be shown in figures.

ARTICLE 2.

The Tasmania Post-Office shall have power to fix the rates of commission on all money-orders issued in Tasmania, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each office shall communicate to the other its tariff of charges or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each office is authorized to suspend, temporarily, the exchange of money-orders in case the course of exchange, or any other circumstance, should give rise to abuses, or cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the postal money-order system between the two countries, shall be performed exclusively by the agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be San Francisco, California, and on the part of Tasmania, Hobart.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to, or change in, such List. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address; or, the name of the firm, or company who are the remitters or payees, together with the addresses of each.

The money-orders, issued in either country, shall be forwarded by the remitters to the payees, at their own expense.

ARTICLE 6.

The advices of all money-orders issued upon Tasmania by the post-offices in the United States shall be sent to the Office of Exchange at San Francisco, where they shall be impressed with a dated stamp (Form "A") showing the amount to be paid in sterling money, and transmitted, by the next direct mail, to the Exchange Office at Hobart, accompanied by a List, in duplicate, drawn upon the model of Form "B."

The advices, on their arrival at Hobart, shall be compared with the entries in the List, and, afterwards, dispatched to the paying offices.

In like manner, the advices of money-orders, drawn on the United States by postmasters in Tasmania, shall be sent to the Exchange Office at Hobart, shall there be impressed with a dated stamp (Form "A") showing the amount to be paid in United States money, and be dispatched, accompanied by a List, in duplicate, (Form "C") to the Office of Exchange, at San Francisco, by the next direct mail.

The advices, on their receipt at San Francisco, shall be compared with the entries in the List, and afterwards dispatched to the paying offices.

The advices of orders issued in the United States in the month of June, which may arrive at the Office of Exchange at San Francisco in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June, and in like manner, the advices of orders issued in Tasmania in the month of June, which may arrive at the Exchange Office at Hobart in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other in amounts designated in the denominations of the money both of the dispatching and receiving country, at the rate of conversion established by article 13 of this Convention. The amounts, so converted, shall be checked at the receiving Office of Exchange.

Each Administration hereby undertakes and agrees to suspend the issue of money-orders a sufficient length of time before the sailing of each steamer which carries the Exchange Lists and advices, at those post-offices in its own territory where such suspension may be necessary, in order to prevent the issue of orders which could be dispatched by the outgoing mail while the corresponding advices could not be certified by the Exchange Office in time to be conveyed by that mail.

The Exchange Lists and the accompanying advices shall invariably be sent by such steamers as carry the mails directly from San Francisco to Sydney, or from Sydney to San Francisco, as the case may be, and not via London in any event.

ARTICLE 7.

The Lists dispatched from each Office of Exchange shall be numbered consecutively, commencing with No. 1 at the beginning of the month of July in each year; and the entries in these Lists shall also have consecutive numbers.

Of each List dispatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange, shall be returned to the dispatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other the correction of any simple error which it may discover in the verification of the Lists.

When the Lists shall show irregularities, which the receiving Exchange Office shall not be able to rectify, that office shall apply for an explanation to the dispatching Exchange Office, and such explanation shall be afforded without delay.

Should any List fail to be received in due course, the dispatching Exchange Office, on receiving information to that effect, shall transmit, without delay, a duplicate of the List, duly certified as such.

ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn, and in conformity with the regulations established, or to be established, in that country.

ARTICLE 9.

The orders issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country, on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts

of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue, shall become void, and the sums received shall accrue to, and be at the disposal of, the country of origin.

The Tasmania Office shall, therefore, enter to the credit of the United States, in the quarterly account, all money-orders entered in the Lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand, the Post-Office Department of the United States shall, at the close of each month, transmit to the Tasmania Office, for entry in the quarterly account, a detailed statement of all orders included in the Lists dispatched from the latter office, which, under this Article, become void.

ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post-Office of Tasmania, showing, in detail, the totals of the Lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions. Three copies of this account shall be transmitted to the Post-Office Department of the United States, at Washington, and the balance, after proper verification, shall, if due by the General Post-Office of Tasmania, be paid to the General Post-Office at London, to the credit of the Post-Office Department of the United States, on account of the exchange of money-orders between the United States and the United Kingdom of Great Britain and Ireland; if due by the Post-Office Department of the United States, the balance shall likewise be paid to the General Post-Office at London, to the credit of the General Post-Office of Tasmania.

If, pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding five hundred pounds (£500) sterling, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

This account shall be in accordance with the forms "D", "E", "F", and "G", annexed to this Convention.

ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed, that, in all matters of account, relative to money-orders, which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents, of the money of the United States.

ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules (if not repugnant to the foregoing), for the greater security against fraud, or, for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post-Office of the other country.

ARTICLE 15.

This present Convention shall take effect on the first day of January, 1883, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate, and signed in Washington, on the twentieth day of November, in the year of our Lord, 1882, and in Hobart, on the fifth day of July, in the year of our Lord, 1882.

[Seal of the Post-Office Department
of the United States.]

[Seal of the General Post-Office
of Tasmania.]

TIMO. O. HOWE,
Postmaster-General of the United States.
J. L. DODDS,
Postmaster-General of Tasmania.

I hereby approve the foregoing convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

CHESTER A. ARTHUR.

[Seal of the United States.]

By the President:

FREDEK. T. FRELINGHUYSEN,
Secretary of State.

WASHINGTON, *November 20, 1882.*

A.

Value of United States order in English money.

£	s.	d.
5	3	2

San Francisco, July 1, 1882.

Value of Tasmania order in United States money.

\$14	c. 25
------	-------

Hobart, July 1, 1882.

B.

List No. ———.

Stamp of
San Francisco
office.

SIR: I have the honor to transmit to you herewith, in duplicate, a List containing a detailed statement of the sums received in the United States, since my last dispatch (List No. ———), for orders payable in Tasmania, amounting in the aggregate to £ ———.

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant,

Postmaster, San Francisco.

To the POSTMASTER,
Money-Order Exchange Office,
Hobart.

B.

MONEY-ORDER OFFICE,

Hobart,, 188..

SIR: I have examined this List of money-orders from No. to No., inclusive, for sums received in the United States for payment in Tasmania, amounting in the aggregate to \$....., and which is to be paid to the net amount of £..... s..... d.....

The said List was found to be correct, with the following exceptions:

I am, sir, your obedient servant,

To the POSTMASTER,
Money-Order Exchange Office,
San Francisco, Cal.

6059 M O—4

E.

Table showing the particulars of such orders as have been repaid to the remitters in the country of issue.

Issued in Tasmania.						Issued in the United States.									
No. of list.	Date of list.	No. of international order.	Amount of order.					No. of list.	Date of list.	No. of international order.	Amount of order.				
			£	s.	d.	\$	c.				\$	c.	£	s.	d.
To credit of Tasmania office						To credit of the United States office.....									

G.

BALANCE.

To credit of Tasmania office.				To credit of United States office.			
	£	s.	d.		£	s.	d.
Amount of international orders issued in the United States.	}			Amount of international orders issued in Tasmania.	}		
Three-fourths of one per cent. on amount of such issue.	}			Three-fourths of one per cent. on amount of such issue.	}		
Amount of void orders of Tasmania issue, as per table.	}			Amount of void orders of United States issue, as per table.	}		
Amount of international orders repaid in Tasmania as per table.	}			Amount of international orders repaid in the United States, as per table.	}		
Sums remitted by the office of Tasmania.				Sums remitted by the office of the United States.			
Dates.	Amounts.			Dates.	Amounts.		
	£	s.	d.		£	s.	d.
Balance remaining due to the United States.				Balance remaining due to Tasmania.			

The above account exhibits a balance of £ remaining due to the office.

Hobart,
, 188....

[Signature of proper accounting officer of the Tasmania office.]

The above statement of account is accepted with a balance of £ due to the office.

Washington,
, 188....

Auditor of the Treasury for the Post-Office Department.

REPORT
OF THE
SUPERINTENDENT OF FOREIGN MAILS
FOR
1883.

691

REPORT

OF

THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 27, 1883.

SIR: I have the honor to make the following report of the principal operations of the foreign mail service for the fiscal year ended June 30, 1883:

WEIGHT OF MAILS.

The total weight of the mails dispatched during the year to countries and colonies of the Universal Postal Union (the Dominion of Canada excepted) was 1,148,822,730 grams, or 2,532,990 pounds, an increased weight over the preceding year of 329,114 pounds. The weight of the letter mails was 218,371,149 grams, or 481,477 pounds, and of printed matter and samples of merchandise 930,451,581 grams, or 2,051,513 pounds, an increased weight, as compared with the preceding fiscal year, of 67,122 pounds of letters, and 261,992 pounds of printed matter and samples.

Of the letter mails dispatched, 198,954 pounds (41.32 per cent.) were sent to Great Britain and Ireland, 110,804 pounds (23.01 per cent.) to Germany, 129,534 pounds (26.91 per cent.) to other countries of Europe, and 42,185 pounds (8.76 per cent.) to Postal Union countries and colonies other than European.

Of the printed matter and samples dispatched, 848,326 pounds (41.35 per cent.) were sent to Great Britain and Ireland, 354,799 pounds (17.30 per cent.) to Germany, 424,475 pounds (20.69 per cent.) to other countries of Europe, and 423,913 pounds (20.66 per cent.) to other Postal Union countries and colonies.

Compared with the weights of mails dispatched during the preceding year, the increase of letter mails was 16.20 per cent., and of printed matter and sample mails 14.64 per cent.

A comparison of the weights of the mails dispatched to foreign countries during the fiscal year 1883 with those of the fiscal year 1880 shows the increase of correspondence to have been as follows:

Weight of letter mails:	Pounds.
In 1883	481,477
In 1880	272,181
An increase in three years of	209,276
Or 76.90 per cent.	

Weight of printed matter and sample mails:	Pounds.
In 1883	2, 051, 513
In 1880	1, 181, 420
<hr/>	
An increase in three years of	870, 093
Or 73.65 per cent.	

Reference is made to the tables accompanying the Report of the Auditor of the Treasury for the Post-Office Department for the separate weights of the mails dispatched to each country of the Universal Postal Union.

The number of letters exchanged with countries and colonies not embraced in the Universal Postal Union, exclusive of Canada, was 410,600, of which number 368,030 were sent to, and 42,570 received from such countries, an increase compared with the previous fiscal year of 272,861 letters sent to, and a decrease of 31,093 letters received from non-Union countries.

COST OF THE FOREIGN MAIL SERVICE.

The sums reported for payment on account of sea transportation of the mails dispatched to and received from foreign countries during the fiscal year 1883, including 15,423 francs and 50 centimes (\$2,976.68) 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 \$316,522.13, an increase over the cost of the same service in 1882 of \$36,358.15. Of this amount \$263,621.52 was reported for the transatlantic service; \$19,251.14 for the transpacific service, and \$33,649.47 for services to and from the Isthmus of Panama, Central America, and the South Pacific; to Mexico, Cuba, Porto Rico, and other West India Islands; to Brazil, the Argentine Republic, Paraguay, and Uruguay; to Venezuela, and to Canada and Newfoundland. Particulars of these services are appended in statement marked A.

The average amounts of postage earned each trip on the principal ocean steamship lines were as follows:

TRANSATLANTIC LINES.

	Per trip.
Cunard line from New York	\$775 00
Cunard line from Boston	16 96
Hamburg-American line from New York	514 83
Guion line from New York	142 12
North German Lloyd from New York	1 639 10
White Star line from New York	780 27
Inman line from New York	559 99
Anchor line from New York	100 11
American line from Philadelphia	83 51

TRANSPACIFIC LINES.

Pacific Mail line to Japan, China, &c	\$129 22
Pacific Mail line to New Zealand, Australia, &c	895 27
Occidental and Oriental line to Japan, China, &c	119 24

MISCELLANEOUS LINES.

Pacific Mail line from New York to Aspinwall and Panama	\$131 21
Pacific Mail line from San Francisco to Mexico and Central America	63 74
Atlas line, New York to Porto Rico and other West India Islands	30 81
New York, Havana and Mexican Mail line, New York to Mexico	97 49
New York, Havana and Mexican Mail line, New Orleans to Mexico	58 23
Morgan line, New York and Galveston to Mexico	35 74

United States and Brazil line.....	\$157 46
Merchants' line, United States to Brazil.....	95 10
Booth Steamship Company, United States to Brazil.....	63 21
New York, Havana and Mexican mail, New York to Cuba.....	86 81
New York and Cuba Mail Steamship Company, New York to Cuba.....	38 09
Morgan line, New Orleans and Key West to Cuba.....	7 15

A comparison of the cost of foreign mail transportation for the fiscal year 1883, with the cost of the same service in 1880, shows the increase to have been as follows:

Cost of the service in 1883.....	\$316,358 15
Cost of the service in 1880.....	198,667 46
Difference.....	117,690 69

An increase in three years of over 59 per cent.

The expenses (chargeable to the foreign mail service) of maintaining the United States postal agency at Panama (United States of Colombia) for office rent, clerk hire, portorage of mails, and other miscellaneous items, amounted to \$240. No quarterly accounts were rendered during the year for similar expenditures of the postal agencies at Aspinwall, United States of Colombia, and Shanghai, China.

The cost of the sea conveyance of the British Australian closed mails from New York to ports of Great Britain and Ireland, paid by the British office for account of this department to the respective steamship companies performing the service, was 74,831 francs and 96 centimes (\$14,442.57).

The aggregate amount of the balances paid to this department on settlement of transit and postage accounts with other Postal Union administrations for the calendar year 1882 was \$104,201.20, and the aggregate amount of the quarterly balances paid by this department to other Postal Union administrations for the same year was \$42,685.41.

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 755,323 francs and 64 centimes (\$145,777.46), of which sum \$115,524.50 was for the territorial transit of the British and Australian closed mails, and the sums credited by this department to Union administrations on account of foreign territorial and sea transit of United States mails amounted to 449,460 francs and 68 centimes (\$86,745.91).

The amounts estimated as necessary for appropriation for foreign mail service for the fiscal year 1884-'85, are as follows:

For ocean transportation of mails.....	\$425,000 00
For balance due foreign countries, including the United States' portion of the expenses of the International Bureau of the Postal Union, and the subscription of the department for copies of the monthly journal of the Union, "l'Union Postale".....	75,000 00
Total.....	500,000 00

In consequence of the constantly increasing weight of the mails dispatched to foreign countries the amount appropriated for their transportation during the fiscal year ended June 30, 1883, proved insufficient to meet the full cost thereof, the deficiency amounting to \$13,564.82.

In estimating for the cost of the service during the fiscal year to end June 30, 1885, the usual percentage of increase has been taken as basis of calculation, and it is believed that the sum of \$425,000 will be required to defray the cost of the service on the basis of an allowance of *the sea postages only* to all steamships or other vessels employed in transporting the mails. If, however, it is the will of Congress that the

entire postages, sea and inland, upon the mails conveyed shall be allowed and paid for the mails transported during that year by United States steamships, this estimate must be increased in the sum of \$200,000, making the total appropriation required for the ocean transportation of mails during said year \$625,000.

THE UNIVERSAL POSTAL UNION.

Tamatave, in the island of Madagascar, has been included for postal purposes in the territory of Réunion, one of the French colonies embraced in the Universal Postal Union.

An application has been made by the British colony of the Cape of Good Hope for admission, upon certain conditions, to the Postal Union, which has been submitted by the International Bureau to the vote of the several governments of the countries composing the Union. These conditions are :

1. That the rates of payment for sea transit and the surtaxes fixed by the Convention of Paris shall not be reduced, at all events until after the next quinquennial congress to that of 1884; and,

2. That the colony shall have a separate voice in the affairs of the Postal Union.

The result of the vote on this application has not yet been announced by the International Bureau.

It is also announced by the British Post-Office that five out of the seven Australasian colonies, viz, Victoria, South Australia, New South Wales, Western Australia, and Tasmania, have agreed to apply for admission to the Union upon like conditions to those proposed by the colony of the Cape of Good Hope. Should these important groups of British colonies in South Africa and Australasia be admitted to the Union on the conditions proposed, all countries and colonies of the world of any considerable importance having postal services, Bolivia alone excepted, will be embraced in the Universal Postal Union.

MODIFICATIONS OF POSTAL ARRANGEMENTS.

On the 1st of October, 1883, the prepaid postage charge on ordinary letters mailed in the United States and addressed to the Dominion of Canada was reduced to 2 cents per single rate of half ounce or under. This resulted from the reduction in the rate of United States domestic postage upon first-class matter to take effect on that date, as our special postal arrangement with Canada adopts the domestic postage rates of each country as the rates to be prepaid upon international mail matter forwarded from either country to the other.

Formal articles of a special agreement have been transmitted to the postal administration of the Argentine Republic, for execution by that administration, increasing the limits of weight and dimensions of packets of samples of merchandise exchanged with that country to a weight of 350 grams, and the dimensions to 30 centimeters in length, 20 centimeters in breadth, and 10 centimeters in depth.

Negotiations are pending with the government of Japan for the execution of a special postal agreement according to the official correspondence between each government and its legation and consulates near the other, exemption from postage charges.

Arrangements have been made with the colonies of New South Wales and Queensland for using the *open mail* intermediary of the United

States for the correspondence forwarded by said colonies for Mexico, the West India Islands, and countries of Central and South America.

In the month of December, last, a proposal was submitted by this department to the post-department of the colony of New South Wales for a modified postal arrangement adopting the leading features of the Convention of Paris, which was declined on account of the fiscal objections involved in adopting the reduced postal rates of the Postal Union. But it is gratifying to learn that steps are now being taken by all of the Australian colonies for their entrance into the Union.

Notice has been given by the International Bureau that by an imperial Russian decree of June 1, 1882, books in the Russian language, published in countries other than Russia, are subject to customs duty on entering Russia, and consequently are excluded from the mails.

It appearing that the postal business of the postal agency at Shanghai, China, required for its proper management an additional allowance for clerk hire, an order was made on the 1st of February, last, allowing compensation for clerk hire at the rate of \$1,200 per annum from April 1, 1883; and for a similar reason, the United States consul at Panama, United States of Colombia, has been allowed the sum of \$600 per annum for clerical labor at his agency, commencing on July 1, 1883.

Sundry propositions to amend the Convention of Paris, and the detailed regulations thereunder, which have been submitted to a vote of the Postal Union administrations, have failed of adoption; and others, which would have been submitted to a vote, have been withheld for consideration at the next Postal Congress, which will convene at Lisbon on the 1st of October next.

FOREIGN MAIL STATISTICS.

Estimate of the amount of mail matter exchanged during the fiscal year ended June 30, 1883, based upon the count of such matter exchanged during seven days in October, 1882, and seven days in April, 1883, 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	29,152,612	26,155,334	55,307,946	2,997,278		52.96	47.04
Number of unpaid and insufficiently paid letters	594,614	1,426,580	2,021,194		831,966	29.42	70.58
Number of free of postage letters	166,278	77,854	244,132	88,424		68.11	31.89
Total number of letters	29,913,504	27,659,768	57,573,272	2,253,736		51.96	48.04
Total number of single rates	33,506,622	30,762,614	64,269,236	2,744,008		52.11	47.89
Number of postal cards	1,616,413	1,323,322	2,939,735	293,091		54.91	45.09
Number of packets of newspapers, other printed matter, and business papers	29,283,262	19,046,286	48,329,548	10,236,976		60.59	39.41
Number of packets of samples of merchandise	276,076	223,346	499,422	52,730		55.28	44.72
Number of registered articles	525,078	679,502	1,204,580		154,424	43.59	56.41
Number of demands for return receipts	9,580	20,476	30,056		10,896	31.88	68.12
Prepaid postages on letters	\$1,450,078 90						
Prepaid postages on printed matter	\$451,357 92						
Unpaid postages on letters, printed matter, &c	\$21,814 78	\$145,148 46	\$166,963 24		\$123,333 68	13.07	86.93

From the above table it appears :

1. That of the correspondence exchanged 51.96 per cent. of the letters, 54.94 per cent. of the postal cards, and 60.59 per cent. of the news-

papers, printed matter, and business papers were dispatched from the United States.

2. That 97.46 per cent. of the letters sent to foreign countries were fully prepaid; that 1.98 per cent. were either unpaid or insufficiently prepaid; and that 0.56 per cent. were free of postage.

3. That 94.56 per cent. of the letters received in the United States from foreign countries were fully prepaid; that 5.16 per cent. were either unpaid or insufficiently prepaid; and that 0.28 per cent. were free of postage.

4. That of the total number of postal articles *sent*, 48.97 per cent. were letters; 2.65 per cent. were postal cards; 47.93 per cent. were newspapers, other printed matter, and business papers; and 0.45 per cent. were samples of merchandise.

5. That of the total number of postal articles *received*, 57.33 per cent. were letters; 2.75 per cent. were postal cards; 39.45 per cent. were newspapers, other prints, and business papers; and 0.47 per cent. were samples of merchandise.

6. That 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 postages on the mail-matter sent to other countries in the sum of \$123,333.68.

7. That 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 \$2,078,913.54.

The general statistics of the Universal Postal Union for the year 1881 (the latest collated and published by the International Bureau), furnish detailed information respecting the interior postal services of each country, and also of the international postal relations between the countries of the Union. These statistics show that the relative rank of the principal Union countries in respect to the following particulars was as follows:

1. In *number of post-offices*, the United States ranks first, with 44,512 offices; then Great Britain with 14,918; Germany with 11,088; France, 6,158; Japan, 5,094; British India, 4,522; Russia, 4,521; Austria, 4,033; Italy, 3,420; Switzerland, 2,874; Spain, 2,655; Hungary, 2,414; Sweden, 1,800; The Netherlands, 1,300; Norway, 938; Portugal, 903; Belgium, 852, and Denmark, 563.

2. In respect of the *relative proportion between the number of post-offices and that of population*, Switzerland ranks first, having an average of 985 inhabitants to each post-office; then the United States with 1,126 to each office; Norway with 2,054; Great Britain, 2,362; Sweden, 2,514; Luxemburg, 2,994; The Netherlands, 3,164; Denmark, 3,518; Germany, 4,079; Portugal, 5,039; Austria, 5,490; Argentine Republic, 5,669; France, 6,060; Spain, 6,301; Belgium, 6,478; Hungary, 6,918; Japan, 7,137; Italy, 8,465; Russia, 21,013, and British India, 49,200.

3. In *number of letter-boxes for reception of correspondence*, Germany ranks first, with 59,791 letter-boxes; France next with 53,182; then Great Britain with 28,860; the United States, 19,226; Italy 11,873; Japan, 11,536; Spain, 9,612; Austria, 8,300; Russia, 8,163; British India, 6,720; Belgium, 5,616; Switzerland, 5,300; Denmark, 3,449; Hungary, 3,420; The Netherlands, 3,085; Sweden, 2,760, and Portugal, 1,511.

4. In *number of letters conveyed in the mails*, Great Britain ranks first, with 1,229,354,800; the United States next with 1,046,107,348; then Germany with 563,225,700; France, 535,541,373; Austria, 179,452,500; Italy, 153,732,395; British India, 125,960,304; Russia, 96,330,292; Spain,

82,235,338; Hungary, 66,966,754; Belgium, 65,771,778; The Netherlands, 49,609,033; Switzerland, 49,273,029; Japan, 42,021,126; Sweden, 27,519,212; Denmark, 23,572,652; Portugal, 14,038,550; Norway, 9,567,844; Chili, 8,499,999, and the Argentine Republic, 7,256,751.

5. In number of *postal cards conveyed in the mails*, the United States ranks first, with 324,556,440; Germany next with 153,992,200; then Great Britain with 135,329,000; Austria, 38,931,800; France, 29,589,094; Japan, 26,832,912; Italy, 23,845,985; Belgium, 16,730,012; The Netherlands, 15,499,731; British India, 14,865,121; Hungary, 14,780,982; Switzerland, 7,188,785; Russia, 5,685,709; Sweden, 1,640,979; Portugal, 792,772; Roumania, 699,765; Norway, 324,506; Spain, 258,640; Denmark, 211,805; Luxemburg, 179,573, and Chili, 78,469.

6. In respect to *the number of letters and postal cards to each inhabitant*, the principal countries rank as follows: Great Britain, 38.7; the United States, 27.3; Switzerland, 19.9; Germany, 15.85; The Netherlands, 18.82; France, 15.14; Belgium, 14.9; Denmark, 12; Austria, 9.8; Sweden, 6.3; Italy, 6.1; Norway, 5.1; Spain, 4.93; Hungary, 4.89; Chili, 3.8; Portugal, 3.2; the Argentine Republic, 2.9; Japan, 1.8; Russia, 1; British India, 0.63.

7. In number of *newspapers conveyed in domestic mails*, the United States ranks first with 852,180,792 newspapers; then Germany with 439,089,800; France, 320,188,636; Great Britain, 140,789,100; Italy, 99,509,179; Russia, 92,602,626; Austria, 75,978,900; Belgium, 74,869,000; Switzerland, 51,687,975; The Netherlands, 36,646,830; Hungary, 29,180,750; Denmark, 26,990,037; Sweden, 25,407,749; Japan, 22,248,516; Argentine Republic, 11,957,481; Norway, 11,738,454, and Chili, 8,276,836.

8. In number of *letters dispatched in international mails*, Great Britain ranks first with 46,051,500; Germany next with 42,195,260; France, 34,368,985; Austria, 33,233,500; the United States, 22,569,120; Italy, 15,847,761; Belgium, 12,217,518; Switzerland, 10,108,404; The Netherlands, 6,570,527; Russia, 5,710,382; Spain, 5,092,073; Sweden, 3,151,979; Denmark, 2,912,355; British India, 2,856,996; Norway, 1,895,036; Portugal, 1,720,850; Roumania, 1,443,123; Egypt, 858,000; Luxemburg, 816,198; Hungary, 775,320; the Argentine Republic, 770,556, and Japan, 311,419.

9. In number of *newspapers dispatched in international mails*, the United States ranks first, with 22,274,241 newspapers; then France with 16,112,599; Germany, 9,590,100; Hungary, 7,566,805; Italy, 7,251,014; Belgium, 4,524,000; The Netherlands, 1,287,277; Denmark, 1,012,318; Russia, 994,893; the Argentine Republic, 900,000; Sweden, 899,487; Norway, 198,749, and Chili, 152,301.

10. In respect to *the length of interior land routes, other than railways*, the United States ranks first, with 372,252 kilometers (231,306 miles); Russia next with 125,215 kilometers (77,804 miles); Germany, 73,551 kilometers (44,702 miles); Spain, 59,872 kilometers (37,202 miles); Japan, 57,399 kilometers (35,666 miles); British India, 55,711 kilometers (34,617 miles); France, 53,708 kilometers (33,372 miles); Austria, 40,502 kilometers (25,166 miles); Hungary, 33,588 kilometers (20,869 miles); Argentine Republic, 30,995 kilometers (19,259 miles); Italy, 27,390 kilometers (17,019 miles); Sweden, 25,339 kilometers (15,744 miles); Norway, 9,513 kilometers (5,911 miles); Portugal, 9,053 kilometers (5,625 miles); The Netherlands, 8,296 kilometers (5,154 miles); Persia, 8,200 kilometers (5,095 miles); Chili, 5,840 kilometers (3,628 miles), and Switzerland, 4,819 kilometers (2,994 miles). (No report from Great Britain.)

11. In respect to *the length of railway routes*, the United States ranks first, with 147,371 kilometers (91,571 miles); Germany next, with 33,110 kilometers (20,573 miles); France, 27,074 kilometers (16,822 miles); Russia 23,238 kilometers (14,439 miles); British India, 15,225 kilometers (9,460 miles); Hungary, 13,632 kilometers (8,470 miles); Austria, 11,605 kilometers (7,211 miles); Italy, 8,893 kilometers (5,526 miles); Spain, 8,098 kilometers (5,032 miles); Sweden, 6,028 kilometers (3,735 miles); Belgium, 4,182 kilometers (2,598 miles); Switzerland, 2,689 kilometers (1,670 miles); Egypt, 2,454 kilometers (1,524 miles); Argentine Republic, 2,438 kilometers (1,515 miles); The Netherlands, 1,993 kilometers (1,238 miles); Chili, 1,778 kilometers (1,105 miles), and Denmark, 1,616 kilometers (1,004 miles). (No report from Great Britain.)

12. In *number of miles of annual railway transportation*, the United States ranks first, with 166,606,951 kilometers (103,524,561 miles); Germany next, with 105,642,115 kilometers (85,960,988 miles); France, 74,785,348 kilometers (46,469,371 miles); Austria, 29,676,260 kilometers (18,439,937 miles); Russia, 23,282,308 kilometers (14,466,927 miles); Hungary, 13,070,117 kilometers (8,121,378 miles); Spain, 6,098,974 kilometers (3,788,719 miles); Sweden, 5,992,799 kilometers (3,724,345 miles); The Netherlands, 5,694,730 kilometers (3,541,641 miles); Italy, 4,958,160 kilometers (3,080,851 miles); Switzerland, 4,915,821 kilometers (3,054,443 miles); Denmark, 3,713,575 kilometers (2,307,504 miles); Argentine Republic, 2,226,000 kilometers (1,383,169 miles); Egypt, 2,223,016 kilometers (1,381,320 miles); Roumania, 1,808,314 kilometers (1,123,632 miles), and Belgium, 1,693,600 kilometers (1,052,352 miles). (No report from Great Britain.)

13. In respect to *distance of transportation of mails effected by modes of conveyance other than railroads*, the United States ranks first, with 136,161,267 kilometers (84,606,526 miles); Germany next, with 66,334,621 kilometers (41,218,343 miles); France, 50,158,300 kilometers (31,166,862 miles); Spain, 44,373,466 kilometers (27,572,340 miles); Japan, 39,605,380 kilometers (24,609,595 miles); Russia, 36,696,284 kilometers (22,801,699 miles); Austria, 33,915,367 kilometers (21,073,992 miles); Italy, 26,676,025 kilometers (16,575,681 miles); Hungary, 21,548,598 kilometers (13,389,652 miles); The Netherlands, 11,215,573 kilometers (6,969,020 miles); Sweden, 9,054,482 kilometers (5,626,183 miles); Switzerland, 8,365,575 kilometers (5,198,117 miles), and Portugal, 6,264,829 kilometers (3,892,773 miles). (No report from Great Britain.)

14. In respect to *amount of gross postal revenues*, Germany ranks first, with 205,324,215 francs; the United States next, with 194,630,444 francs; then Great Britain, with 175,690,000; France, 152,968,569; Russia, 59,253,864; Austria, 45,260,860; Italy, 29,787,318; British India, 23,503,912; Switzerland, 18,044,721; Hungary, 17,027,639; Spain, 15,974,103; Belgium, 12,318,654; The Netherlands, 9,342,146; Japan, 7,597,485; Sweden, 7,532,800; Denmark, 6,027,804; Portugal, 2,791,874; Norway, 2,505,653; Egypt, 2,388,503; Roumania, 2,385,934; the Argentine Republic, 2,085,847, and Chili, 1,579,279.

15. The *net postal revenues* in 1881 were as follows, in francs: Great Britain, 68,525,100; Germany, 29,407,315; France, 19,900,440; Spain, 10,071,100; Austria, 7,289,593; Belgium, 4,183,944; Italy, 3,816,920; Hungary, 3,478,613; The Netherlands, 2,655,834; Switzerland, 2,034,282, and Sweden, 1,083,100.

The deficit was as follows in the following countries: The United States, 14,418,075 francs; Russia, 6,391,464 francs; Japan, 1,320,846 francs.

SUBJECTS FOR LEGISLATION.

As has been fully explained in previous reports, this department is unable, without legislation, to carry out the provisions of Articles 6 of the Postal Union Convention concluded at Paris on June 1, 1878, respecting the payment of a limited indemnity for lost registered articles by the administration upon whose territory, or in whose maritime service, the loss has occurred. This legislation has been recommended to Congress by several of your predecessors, and should be enacted to carry out in good faith the stipulations of that Convention.

In my last report I named forty-two countries and colonies of the Universal Postal Union, outside of Europe, which had, since the conclusion of the Paris Convention, agreed to the principle of responsibility for losses of registered articles on their territory, or in their maritime service. Since that time five additional members of the Postal Union, viz, Japan, Venezuela, the Falkland Islands, Nicaragua, and Liberia, have agreed to pay indemnities for such losses. This department, as also the postal administrations of Ecuador and Salvador, have advised the International Bureau that they have submitted to their national legislatures projects of laws authorizing them to subscribe to this provision of Article 6 of the Convention of Paris.

I also renew the recommendation, made in the report of last year, for such a modification of section 17 of the act of March 3, 1879, as will enable the Secretary of the Treasury and the Postmaster-General to adopt regulations for the transmission to addressees, through the mails, of such dutiable articles of mail matter as may reach this country in the mails from other countries.

I also recommend that the present law fixing rates of postage upon letters brought into the United States from foreign ports by vessels not regularly employed in carrying the mails, commonly known as ship-letters, be so amended as to make the postage chargeable on such letters conform to the new order of affairs established under the Convention of the Universal Postal Union.

It is very desirable, in view of the very general introduction of the postal card with paid reply in international exchanges, that early provision be made for the exchange of postal cards with paid reply with the other countries of the Universal Postal Union. The Postal Union countries which have taken advantage, to date, of the permission given in Article 14 of the Paris Convention to make mutual arrangements for the exchange of postal cards with paid reply are as follows: Argentine Republic, Austria-Hungary, Bahamas, Barbadoes, Belgium, British Guiana, British offices at Malta, Gibraltar, Tangier, Constantinople, Smyrna and Beyrout, United States of Colombia, Costa Rica, Cuba, Danish West Indies, Denmark, Dominican Republic, Faroe Islands, France, Gambia, Germany, Great Britain, Greece, Greenland, Hawaii, Honduras, Iceland, Italy, Jamaica, Lagos, Luxemburg, Netherlands, Netherlands Colonies in the East and West Indies, Netherlands Guiana, Norway, Paraguay, Porto Rico, Portugal, Roumania, Servia, Spain, St. Lucia, Sweden, Switzerland, Tobago, Turkey, and Uruguay. The Republics of Guatemala, Liberia, and Salvador, Persia and the Portuguese Colonies, admit such cards from Union countries which use them, but have not yet issued them. In Chili they are in use for domestic service only. It will thus be seen that a very large majority of the countries of the Postal Union participate in the advantages of an international exchange of postal cards with paid reply, while the United

States is among the very few countries and colonies which do not take part in this exchange.

MAIL EXCHANGES WITH MEXICO.

It is gratifying to note, with reference to our postal intercourse with the neighboring Republic of Mexico, that as the result of a suggestion recently made by you to the Director General of Posts of Mexico, many Mexican destinations heretofore served with mails only by sea routes from the United States will now be reached through the overland exchanges, insuring much more rapid transit of mails by mail services organized on both sides over the newly constructed railways which connect the two countries at several points on the frontier. The interruptions of, and delays, in the mail communications, caused by the prevalence of yellow fever during the summer months, to which allusion was made in my report of last year, will thus be largely if not entirely remedied.

Detailed information on the following subjects relating to Postal Union exchanges will be found in statements hereto appended, marked C, D, E, and F, respectively.

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

2. A recapitulation of the regulations which determine, in the different countries of the Union, the length of time for retaining in the offices of destination unclaimed correspondence addressed "*poste restante*."

3. A recapitulation of the regulations within the Union respecting applications for the return of letters to the senders before their delivery to the addressees.

4. A statement of surtaxes charged in certain Postal Union countries on correspondence addressed to the United States.

JOSEPH H. BLACKFAN,
Superintendent.

Hon. W. Q. GRESHAM,
Postmaster-General.

STATISTICS OF FOREIGN MAILS.

A.—Statement showing the amounts recognized in payment of ocean-mail transportation performed during the fiscal year ended June 30, 1883.

TRANSATLANTIC.

By Cunard line, 52 trips from New York	\$40,326 40	
By Cunard line, 38 trips from Boston	644 79	
	\$40,971 19	
By Hamburg line, 52 trips from New York		26,771 61
By Liverpool and Great Western line, 51 trips from New York		68,248 45
By North German Lloyd line, 80 trips from New York	\$51,128 14	
By North German Lloyd line, 35 trips from Baltimore	25 72	
	51,153 86	
By White Star line, 53 trips from New York		40,354 37
By Inman line, 44 trips from New York		24,639 92
By Anchor line, 53 trips from New York		5,306 25
By Canadian line, 51 trips		192 82
By American line, 36 trips from Philadelphia		3,006 37
		\$260 644 84

TRANSPACIFIC.

To Japan and Hong-Kong, China, and the East Indies, via Hong-Kong:		
By Pacific Mail line	\$1,421 48	
By Occidental and Oriental line	2,504 18	
By vessels of other lines	53 95	
		3,979 61

TO SHANGHAI CHINA.

By Pacific Mail line	\$417 68	
By Occidental and Oriental line	756 12	
		1,173 80
To Australia, New Zealand, Hawaii, Fiji Islands, &c.:		
By Pacific Mail line	12,533 89	
By vessels of other lines	1,563 84	
		14,097 73
		19,251 14

MISCELLANEOUS.

To and from the Isthmus of Panama, Central America, and the South Pacific:		
Outward mails	\$6,992 77	
Inward mails	36J 66	
		7,362 43
To Mexico		7,050 95
To Cuba, Porto Rico, and other West India Islands		12,298 07
To Brazil, Argentine Republic, Paraguay, and Uruguay		4,619 13
To Venezuela		661 20
To Canada		1,663 65
To Newfoundland		32 78
		33,649 47
Total		\$113,545 45

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

B.—Table showing the countries and colonies which, since June 30, 1876, have been added to the original Postal Union formed by the treaty concluded at Berne, October 9, 1874, and the dates upon which the said countries and colonies adhered to the Union.

British India	July	1, 1876.
French colonies (except Bassam and Assinie)	July	1, 1876.
Bermuda, islands of	April	1, 1877.
Ceylon	April	1, 1877.
Guiana, British	April	1, 1877.
Hong-Kong	April	1, 1877.
Jamaica	April	1, 1877.
Labuan	April	1, 1877.
Mauritius and dependencies	April	1, 1877.
Straits Settlements	April	1, 1877.
Trinidad	April	1, 1877.
Tunis, Italian post-office at	April	1, 1877.
Netherlands colonies in Asia, Oceanica, and America	May	1, 1877.
Spanish colonies in Africa, Asia, Oceanica, and America	May	1, 1877.
Tunis, French post-office at	May	1, 1877.
Tangier, French post-office at	May	1, 1877.
Japan	June	1, 1877.
Portuguese colonies	June	1, 1877.
Brazil	July	1, 1877.
Hong-Kong post-offices at Canton, Swatow, Amoy, Foo-Chow, Ningpo, Shanghai, and Hankow (China)	Aug.	18, 1877.
Danish colonies of St. Thomas, St. Croix, and St. Jean	Sept.	1, 1877.
Greenland	Sept.	1, 1877.
Persia	Sept.	1, 1877.
Shanghai, French post-office at	Oct.	1, 1877.
Cambodia, French post-office at	Jan.	1, 1878.
Tonquin, French post-office at	Jan.	1, 1878.
Argentine Republic	Jan.	1, 1878.
Hong-Kong post-offices at Hai-Phung and Hanoi (Tonquin)	April	23, 1878.
Canada	Aug.	1, 1878.
Soodan	Aug.	14, 1878.
Cyprus, island of	Dec.	20, 1878.
British colonies on the west coast of Africa	Jan.	1, 1879.
Falkland Islands	Jan.	1, 1879.
Honduras, British	Jan.	1, 1879.
Newfoundland	Jan.	1, 1879.
Andorra, Republic of	April	1, 1879.
Ionian Isles	April	1, 1879.
Liberia	April	1, 1879.
Lichtenstein, Principality of	April	1, 1879.
Mexico	April	1, 1879.
Monaco, Principality of	April	1, 1879.
Nubia	April	1, 1879.
Peru	April	1, 1879.
San Marino, Republic of	April	1, 1879.
San Salvador, Republic of	April	1, 1879.
Tripoli, Italian post-office at	April	1, 1879.
Bulgaria	July	1, 1879.
Leeward Islands (British)	July	1, 1879.
Honduras, Republic of	Oct.	1, 1879.
Venezuela	Jan.	1, 1880.
Bahama Islands	July	1, 1880.
Ecuador	July	1, 1880.
French colonies of Grand Bassam and Assinie (dependencies of Gaboon)	July	1, 1880.
Uruguay	July	1, 1880.
Dominica, Republic of	Oct.	1, 1880.
Grenada	Feb.	1, 1881.
St. Lucia	Feb.	1, 1881.
Tobago	Feb.	1, 1881.
Turk's Islands	Feb.	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.....	Aug.	1, 1881.
Barbadoes.....	Sept.	1, 1881.
St. Vincent.....	Sept.	1, 1881.
Hawaiian Islands.....	Jan.	1, 1882.
Nicaragua, Republic of.....	May	1, 1882.
Costa Rica, Republic of.....	Jan.	1, 1883.

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

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C.—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	2½ pence
Argentine Republic.....	8 centavos	4 centavos	2 centavos	16 centavos	8 centavos
Austria-Hungary.....	10 kreuzer	5 kreuzer	3 kreuzer	10 kreuzer	10 kreuzer
Barbadoes.....	2½ pence	1 penny	½ penny	4 pence	2½ pence
Belgium.....	25 centimes	10 centimes	5 centimes	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	10 centimes	5 centimes	25 centimes	25 centimes
Canada.....	5 cents	2 cents	1 cent	5 cents	5 cents
Ceylon.....	1½ rupee	¾ rupee	¾ rupee	1½ rupee	1½ rupee
Chili.....	5 centavos	2 centavos	1 centavo	10 centavos	5 centavos
Colombia, United States of.....	5 centavos	2 centavos	1 centavo	10 centavos	5 centavos
Costa Rica.....	5 centavos	2 centavos	1 centavo	10 centavos	5 centavos
Cuba and Porto Rico.....	5 centimos de peso.	2 centimos de peso.	1 centimo de peso		
Cyprus.....	2 piastres (English) or 80 paras.	1 piastre (English) or 40 paras.	½ piastre (English) or 20 paras.		
Denmark.....	20 ore	10 ore	5 ore	16 ore	8 ore
Dominica, Republic of.....				10 centavos	5 centavos
Dominica.....	2½ pence	1 penny	½ penny	2 pence	2½ pence
Egypt.....	1 piastre	20 paras	10 paras	1 piastre	1 piastre
Falkland Islands.....	2½ pence	1 penny	½ penny	4 pence	2½ 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.....				20 lepta	20 lepta
Greenland.....	20 ore	10 ore	5 ore	16 ore	8 ore
Grenada.....	2½ pence	1 penny	½ penny	2 pence	2½ pence
Guatemala.....	5 centavos	2 centavos	1 centavo	10 centavos	5 centavos
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 centième de gourde.	10 centièmes de gourde.	5 centièmes de gourde.
Hawaiian Islands.....	5 cents	2 cents	1 cent	10 cents	5 cents
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	10 cents	5 cents
India, British.....	2 annas	½ anna	¼ anna	2 annas	2 annas
Italy.....				25 centimes	25 centimes
Jamaica.....	2½ pence	1 penny	½ penny	4 pence	2 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.....	1½ rupee	¾ rupee	¾ rupee	1½ rupee	1½ rupee
Mexico.....	5 centavos	2 centavos	1 centavo	10 centavos	5 centavos
Montenegro.....	10 soldi	5 soldi	3 soldi	10 soldinovecè	10 soldinovecè
Montserrat.....	2½ pence	1 penny	½ penny	2 pence	2½ pence
Netherlands.....	12½ cents	5 cents	2½ cents	10 cents	10 cents
Netherlands Indies.....	12½ cents	5 cents	2½ cents	10 cents	10 cents
Nevis.....	2½ pence	1 penny	½ penny	2 pence	2½ pence
Newfoundland.....	5 cents	2 cents	1 cent	5 cents	5 cents
Nicaragua.....	5 centavos	2 centavos	1 centavo	10 centavos	5 centavos
Norway.....	20 ore	10 ore	5 ore	20 ore	20 ore
Paraguay.....	5 centavos de peso (peso fuerte).	2 centavos de peso (peso fuerte).	1 centavo de peso (peso fuerte).	10 centavos	5 centavos
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	100 reis	40 reis
Romania.....				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
Servia.....	25 paras	10 paras	5 paras	20 paras	20 paras
Sierra Leone.....	2½ pence	1 penny	½ penny	2 pence	2½ pence

C.—Table showing the equivalents, &c.—Continued.

Countries.	25 centimes.	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	4 pence	2½ pence.
Straits Settlements	5 cents	2 cents	1 cent	8 cents	5 cents.
Sweden	20 öre	10 öre	5 öre	18 öre	12 öre.
Switzerland				25 centimes	20 centimes.
Tobago	2½ pence	1 penny	½ penny	4 pence	2½ pence.
Trinidad	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Turkey	40 paras	16 paras	8 paras	40 paras	40 paras.
Turks Islands	2½ pence	1 penny	½ penny	4 pence	2½ pence.
United States	5 cents	2 cents	1 cent	10 cents	No charge.
" <i>gu^{ny}</i>				10 centavos	5 centavos.
Virgin Isles				4½ pence	2½ pence.
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.

* 1 dinar of 100 paras = 1 franc.

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

D.—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*":

Costa Rica	10 days.
Great Britain, Germany, Peru, and San Salvador.	1 month for correspondence of domestic origin, and 2 months for correspondence of foreign origin.
Netherlands, West Indies	1 month, if originating in Venezuela or the West Indies, and 2 months when of any other origin.
Cyprus, Dominica, and 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.
Liberia	1 month for correspondence originating in establishments and islands on the West Coast of Africa, and 3 months for any other correspondence.
Antigua, Austria, Bahamas, Barbadoes, Bermuda, British Honduras, Egypt, France, Grenada and Grenadilles, Hungary, Italy, Island of Nevis, Paraguay, Roumania, Serbia, Spain, St. Christopher, St. Lucia, Trinidad, Turk's Islands, Virgin Islands.	2 months.
Dutch Guiana	2 months for domestic correspondence. No legal limit for retention of international correspondence.
Japan	2 months in the office of destination, after which it is sent to the dead-letter office.
Canada	2 months in country post-offices and 1 month in city post-offices, after which it is sent to the dead letter office.
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.
San Domingo	2 months for domestic correspondence, and 3 months for international correspondence.
Jamaica	8 weeks for international correspondence, and 4 weeks for domestic correspondence.
Brazil, Colombia, United States of; Danish West Indies, French Colonies, Gambia, Gold Coast, Greece, Lagos, Luxemburg, Montenegro, Newfoundland, Norway, Persia, Switzerland, Tobago, United States of America.	3 months.
Seychelles	3 months, as a general rule, and 3 months longer in exceptional cases.
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.
Falkland Islands	3 months; but if addressed to persons on board sailing ships destined for Port Stanley, 6 months.

Sweden	{	Until the expiration of the quarter following its arrival. Fully prepaid articles, other than letters and post cards of domestic origin, are retained 1 year, and such articles insufficiently prepaid, and domestic letters not prepaid fully, 3 months at destination, after which they are sent to the central administration.
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.
Guatemala, Hawaii, Mexico, St. Vincent, Straits Settlements, Turkey.		6 months.
Portugal		6 months for domestic correspondence, and 3 months for international correspondence.
Sierra Leone		6 months; but if addressed to a deceased person, or one who has left the colony, it may be returned to the office of origin sooner.
Netherland East Indies		3 months in the office of destination, and 3 months longer in the central administration.
Chili		3 months in the office of destination, and 6 months longer in the dead letter office of the central administration.
Nicaragua		6 months in the office of destination, and 6 months in the central administration.
Argentine Republic		9 months in the office of destination, and 3 months longer in the central administration.
Honduras, Hayti, Mauritius, and Uruguay.		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.

E.—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 respecting the legislation of the different countries of the Universal Postal Union on the subject of the property of letters in course of transportation, and the authority to stop letters of the international service (ordinary 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 administration of the country of origin, are the following :

Argentine Republic, Austria, Belgium, Brazil, British India, Bulgaria, Chili, Denmark, Danish Colonies, Egypt, France, French Colonies, Germany, Guatemala, Hayti, Honduras, Republic of; Hong-Kong, Hungary, Italy, Luxemburg, Mexico, Montenegro, Netherlands, Netherlands Colonies, Nicaragua, Norway, Paraguay, Persia, Peru, Portugal, Portuguese Colonies, Roumania, Russia, San Domingo, Sweden, Switzerland, Trinidad, United States of America, and Uruguay.

Certain of these administrations, however, have made reservations as follows :

The administrations of *Bulgaria, Egypt, France, French Colonies, Guatemala, Mexico, Portugal, San Domingo, 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 relieving that administration from responsibility. "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 telegram implies that responsibility on the part of the office of origin, although it should not be mentioned in the demand."

The administration of *Luxemburg* does 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 ownership 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 *Brazilian, German, Nicaraguan* and *Portuguese Colonies'* administrations may allow requests for withdrawal, it is indispensable that the requests should specify that the identity of the sender has been established.

The administration of *Norway* will return letters of the international service with the reservations (1) that the requests specify that the identity of the sender has been established, and (2) that the administration of the country of origin consents to return letters originating in Norway.

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 consuls.

The administrations of *Persia* and the *Virgin Islands* consent only to the return of registered letters.

The administration of *Haiti* will return letters of the international service in case the administration of the country of origin makes the request by telegraph.

The administration of *Montenegro* consents to return letters of the international service, if the sender makes the request by telegram or letter fully establishing his identity.

The administrations of *Uruguay* and *St. Domingo* consent to return letters of the international service if the request is made in the name of the sender, by the administration of the country of origin, which assumes all the consequences resulting from such a return.

The administration of *Chili* consents to return letters of the international service on the following conditions:

(a.) The demand for return must be addressed by the central administration of the country of origin to the General Direction of Posts of Chili.

(b.) The administration of the country of origin assumes the responsibility for all consequences involved in such return.

(c.) The simple fact of sending a telegram requesting such return implies this responsibility, even if no special mention is made of it.

(d.) The request for return must state that the identity of the sender has been duly established.

The administration of *Nicaragua* consents to return letters of the international service at the request of the central postal administration of the country of origin if the sender is able to prove his identity by two witnesses in the presence of a postal agent, and is also able to prove the authenticity of his signature.

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 administration of *Servia* has concluded with the Austro-Hungarian post-office an arrangement by virtue of which any article originating in *Servia*, or in *Anstro-Hungary*, may, at the request of the sender, be withdrawn from the service at the office of origin, at the office of destination, or even at an intermediary office.

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, Bahamas, Barbadoes, Bermuda, British Guiana, British Honduras, Canada, Ceylon, Colombia, U. S. of; Cyprus, Dominica, Falkland Islands, Gambia, Gold Coast, Great Britain, Greece, Grenada, Jamaica, Japan, Lagos, Liberia, Mauritius, Montserrat, Neris, Newfoundland, St. Christopher, St. Lucia, St. Vincent, San Salvador, Seychelles, Sierra Leone, Spain, Spanish Colonies, Straits Settlements, Tobago, Turkey, Turks Islands, Venezuela.*

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

F.—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	25	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	5 centavos	25				
Curaçoa	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
Ecuador	5 centavos	25				
Falkland Islands	1½ pence	15	½ penny	5	½ penny	5
Gambia	1½ pence	15	½ penny	5	½ penny	5
Gold Coast	1½ pence	15	½ penny	5	½ penny	5
Greenland	20 Öre	25	10 Öre	5	5 Öre	5
Grenada and Grenadilles	1½ pence	15	½ penny	5	½ penny	5
Guatemala	5 centavos	25	1 centavo	5	1 centavo	5
Hawaii					1 cent	5
Hayti	5 centimes	25	1 centime	5	1 centime	5
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	7 cents	35	2 cents	10	2 cents	10
Labuan, via other routes	5 cents	25	1 cent	5	1 cent	5
Lagos	1½ pence	15	½ penny	5	½ penny	5
Liberia, other routes than via Brindisi	2 cents	10	1 cent	5	1 cent	5
Liberia, via Brindisi	4 cents	20	2 cents	10	2 cents	10
Mauritius and Seychelles	.06 of rupee	15	.02 of rupee	5	.02 of rupee	5
Montserrat	1½ pence	15	½ penny	5	½ penny	5
Netherlands East Indies	12½ cents	25	2½ cents	5	2½ cents	5
Netherlands 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
Nicaragua	5 centavos	25	1 centavo	5	1 centavo	5
Norway	5 Öre	5				
Paraguay	5 centavos	25	1 centavo	5	1 centavo	5
Persia	2 shahis	10			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	1 centavo	5	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
St. Vincent	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
Turks Islands	1½ pence	15	½ penny	5	½ penny	5
Uruguay	5 centavos	25	1 centavo	5	1 centavo	5
Virgin Isles	1½ pence	15	½ penny	5	½ penny	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.

JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT
FOR 1888.

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REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,
Washington, D. C., October 29, 1883.

SIR: I have the honor to submit herewith the annual report of the topographer's office for the year ending September 30, 1883, with the estimate of appropriation required for the fiscal year ending June 30, 1885.

On assuming charge of the topographer's office, Post-Office Department in December last, I found the work of the office much neglected, both as to "keeping up" the successive changes, exhibiting the mail service of the country on the maps and diagrams used for reference purposes by the officers and clerks of the several bureaus of the Department, as well as to furnishing the post-route maps to the different offices of the general postal service, and other applicants—requests for maps in some instances had remained on file unanswered for over a year.

This condition of affairs was in a measure due to the old and expensive method of copper engraving employed in the reproduction of the post-route maps, and to the hand labor used to show the frequency of service in colors.

In order to place this office upon a proper plane, and to conduct it on business principles, it became incumbent upon me not alone to change the system of reproduction of post-route maps, but to make a corresponding change in the organization of the draughting force. This change of system, preparations for which were begun in the last fiscal year, consists in photolithographing every new map, and causing all corrections for the black to be made directly on the stone. But what is of still greater importance is the change in the method of representing the frequency of service of the thousands of mail routes in colors. Hitherto every map was routed *by hand* in colors. Now the frequency of service in colors is transferred on stones, from which any number of maps can be printed. This immense decrease of labor, as compared with the old method, has reduced the cost of the post-route maps nearly *one-half*, and increased the number of maps over *four times*.

The advantages derived from this new system of reproduction are, that we have regular issues every two months of post-route maps in complete sets, up to date, and that the maps on hand in the intervening months being fully routed are easily corrected, and thus any request for maps can be immediately granted with service to date.

WORK PERFORMED IN THE TOPOGRAPHER'S OFFICE, WITH STATE
MENT OF ISSUES OF POST-ROUTE MAPS DURING THE YEAR ENDING
SEPTEMBER 30, 1883.

1. In the preparation and publication of post-route maps during the last year the draughting force of this office has transferred to working maps, correction sheets, and sample sheets, and entered in duplicate in

books, classified by States, &c., for the use of the draughtsmen, 5,783 establishments and changes in post-offices. In addition to the above, 6,750 changes in service were transferred to the different maps, making in all 12,533 corrections.

2. For the daily use of the Postmaster-General, Second Assistant Postmaster-General, chief of the inspection division, superintendent railway-mail service, superintendent railway adjustment, chief clerks of the appointment and contract offices, corresponding clerks of the appointment and contract offices, and topographer 250 diagrams have been "kept up" to date monthly, showing all the changes in the service for every preceding month. In addition to the above diagrams, there have been furnished, brought up to date, at longer intervals than a month, 215 maps for other officers of the Post-Office Department.

3. Nine thousand two hundred and twenty-three sheets of post-route maps have been distributed during the year, in sheets, folio, or book form, or mounted on rollers, to postmasters, post-office inspectors, railway postal clerks, educational and other institutions, Senators and members of the House of Representatives, and private parties (sold to the latter at cost price). These maps when issued have always been corrected up to date, showing frequency on the several post-routes, post-offices, mail service, &c.

It being found impossible and too expensive to supply the numerous employés of the railway-mail service with the elaborate maps of the general edition, the base stones of the general edition were utilized to print therefrom, by States, in black only, a cheap special edition showing the railroad system with all necessary side connections. Fourteen diagrams, comprising eighteen States, have been thus made, and the edition placed at the disposal of the general superintendent railway-mail service.

4. The miscellaneous correspondence comprised 3,066 letters written upon the various subjects pertaining to the detail of the office. The number of letters received was 3,480, comprising requests and acknowledgments of receipts of maps. In order to locate correctly the lines of railroads upon the maps and the post-offices, with other data necessary to this branch of the construction of post-route maps, 335 letters of request have been addressed to engineers and other officers of the railroads, inclosing a special tracing of the section of country through which the railroad passes, to have marked thereupon, or upon a map of their own, the correct line, with intermediate distances, for transferal to the maps of this Department.

Two thousand seven hundred and thirty-six circular queries have been sent to postmasters to obtain the location of their offices in instances when the data reported from the appointment office has not been sufficient to correctly locate the same on the maps.

For the adjustment of telegraphic rates for Government messages and settlement of mileage accounts of officers of the public service 221 certificates of distances have been furnished, covering 298 queries. The reference to this office of these distance queries is occasioned by the lack of a good or correct table of distances.

The "distance table" issued in 1873 is both erroneous and unreliable. In view of this fact a new distance table is being prepared, which is expected to be completed in a few months.

5. Whilst there is an increase in the showing of the work done for the past year over previous years, it is not as great as it would have been if the change of system in the reproduction of post-route maps now employed had gone into effect earlier. The slow method of re-

producing the maps under the old system had to be continued up to date of issue of the new edition, and materially retarded the issuing of maps required for the different branches of the postal service.

A new map of California and Nevada in four sheets and of Colorado in one sheet have been completed to replace former provisional copies which had become wholly incorrect. These maps were reproduced by photolithography, and show the frequency of service and county boundaries in colors, by the process now employed, instead of hand work; they give general satisfaction, and prove that the change of system, which saves time, expense, and labor, is eminently successful.

There are now under construction a new map of Florida in two sheets, a new map of Arizona and New Mexico in two sheets, and finally a map of the United States showing the railroad system, for the use of the railway-mail service.

It is with pleasure that I acknowledge the assistance given in the work by the efficient force of draughtsmen and employes of the topographer's office, who have since my accession to office shown ability, system, and attention to their duties.

A detailed statement of the work performed in the topographer's office for the year ending September 30, 1883, is herewith added.

Very respectfully, your obedient servant,

C. ROESER, JR.,

Topographer Post-Office Department.

Hon. WALTER Q. GRESHAM,

Postmaster-General, Post-Office Department.

CONDENSED STATEMENT OF WORK PERFORMED IN THE TOPOGRAPHER'S OFFICE DURING THE YEAR ENDING SEPTEMBER 30, 1883.

Diagrams "kept up" monthly for Post-Office Department	250
Diagrams "kept up" at longer intervals than a month	215
Corrections and additions on post-route maps, consisting of establishments and changes in post-offices, and change of service	12, 533
Letters received	3, 480
Letters written	3, 066
Railroad letters and tracings sent	335
Certificates of distances furnished	293
Circular queries to postmasters	2, 736

Detailed statement of post-route maps issued during the year ending September 30, 1883.

To whom furnished.	During year ending September 30, 1883.	During year ending September 30, 1882.
Post-route maps furnished (number of sheets):		
To postmasters	1, 234	1, 043
To post-office inspectors	353	260
To railway-mail service	1, 431	1, 571
To officers and clerks, Post-Office Department	1, 593	912
To officers of other Government departments of the United States	923	962
Miscellaneous: Including educational and other institutions, Senators and members of House of Representatives, committees of Congress, &c., and maps sold to private parties	3, 490	3, 502
Total	9, 023	8, 280

REPORT

OF THE

CHIEF POST-OFFICE INSPECTOR

FOR THE

FISCAL YEAR ENDED JUNE 30, 1883.

REPORT

OF THE

CHIEF POST-OFFICE INSPECTOR.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., October 31, 1883.

SIR: I have the honor to hand you herewith a report of the Division of Mail Depredations and Post-Office Inspectors for the fiscal year ending June 30, 1883.

The members of the force have labored faithfully, and I trust that great good has resulted to the service from their endeavors. Special attention is invited to the report.

ARRESTS AND CONVICTIONS.

During the year arrests for violations of the postal laws, caused by post-office inspectors and others and reported to this office, numbered 596; 562 proceedings were brought in the Federal courts, and 34 in the courts of the several States in which the offenses were committed. In the United States courts 260 convictions were obtained and 74 offenders were acquitted, 8 escaped from custody, 4 died while awaiting trial, bail was forfeited in 5 cases, and 162 cases are still pending. In the State courts 17 convictions were had, 7 offenders were left to be dealt with by their employers, prosecution was abandoned in 1 case, and 9 await trial. The following tabulated statement will give a more complete summary of the arrests, and the cases growing out of them.

SUBJECT TO JURISDICTION OF UNITED STATES COURTS.

Classification of offenders.		Disposition of cases.	
Postmasters	50	Convicted	260
Assistant postmasters	26	Acquitted	74
Clerks in post-offices	21	Escaped from custody	8
Postal clerks and route agents	14	Forfeited bail	5
Letter-carriers	21	Proceedings dismissed	49
Mail-carriers	32	Awaiting trial	162
Other employes	4	Died awaiting trial	4
Burglars	68		
All others for various offenses	326		
Total	596	Total	562

SUBJECT TO JURISDICTION OF STATE COURTS.

All offenders	34	Convicted	17
		Turned over to employers	7
		Proceedings dismissed	1
		Awaiting trial	9
Total	34	Total	34

CASES ACTED UPON BY INSPECTORS.

The work of post-office inspectors grows out of depredations upon the mails, irregularities of all sorts, neglect of duty, inquiries of vari-

ous kinds, examinations of special questions, and in general investigations of the practical workings of the Department, and securing a strict observance of its regulations.

The total number of cases referred to inspectors for investigation during the year was 47,736. These were divided into—

1. *Registered cases, Class A, 7,941.*—This class relates exclusively to complaints received of deprecations upon the registered mail, both domestic and foreign. Since January 1 last, for the convenience of the office work, foreign complaints have been treated as a class by themselves, and will be specifically spoken of further on; for the present they are considered together to show the workings of the registry system as it appears from the point of view of this office. By foreign, is meant mail-matter going to or coming from foreign countries. There were 7,941 complaints received of alleged deprecations upon, and all kinds of irregularities in the registered mail, embracing losses, rifling, wrong delivery, detention, suspected tampering and separation of the registered letter or packet from the registered package envelope. One thousand two hundred and twenty-eight letters containing valuable inclosures, and 1,269 contents not specified, were reported to this office for investigation on account of supposed deprecations. One thousand and seventy-three letters were alleged to have been rifled, 32 to have been tampered with, 50 to have been wrongfully detained, and 76 to have been delivered to the wrong party; 219 registered packets (third and fourth class matter) were reported as having been lost, 319 to have become separated from the registered package envelope and supposed to have been lost.

Five thousand two hundred and eighty-nine of these complaints were investigated and reported upon during the year, with the following result:

Three thousand six hundred and thirty-nine letters and packets alleged to have been lost were found to have been delivered, or satisfactorily accounted for. In 170 cases of supposed rifling it was found that the charge was groundless. The writer, sometimes inadvertently, sometimes purposely, omitted to inclose the whole or a part of the remittance. In some cases the addressee received the contents and subsequently denied it. In a number of instances errors in counting gave rise to the claim of rifling. Twenty-two of the alleged detentions were satisfactorily explained; 19 cases of tampering were fully accounted for and resulted in no loss; 28 complaints of wrong delivery were shown to have been falsely made; in 205 cases of separation of the registered matter from the registered package envelope there was proven to have been no loss. The total actual losses as found by investigation amounted during the year to 418. These arose from different causes—robberies, destruction in the burning of post-offices and in railway accidents, losses by floods and other casualties, and from ordinary thefts. There remain still under investigation 2,652 cases. If the proportionate loss should be as great in these as in the 5,289 cases reported upon, it would amount to 209. This sum added to 418, the actual loss, would give the total estimated loss during the year as 627. By comparing this figure with the total number of articles registered, 10,459,716, the safety of the registry system is readily shown.

There was recovered and restored to the owners money amounting in 679 registered cases to \$15,947.52.

2. *Ordinary cases, Class B, 34,712.*—Complaints of deprecations upon the ordinary mail are treated exclusively in this class; 29,908 ordinary letters were reported to have been lost, of which 15,137 were said to have

contained valuable inclosures and 6,771 contents not stated. Of these 2,406 were found to have been delivered or accounted for. Ten thousand three hundred and ten ordinary packets were reported as lost, while 1,156 were proved to have been received. Four hundred and sixty-eight burglaries were committed on post-offices. This crime seems to be on the increase. Post-offices appear to be selected by burglars for their operations as a sure source of profit. Two hundred post-offices were burned; 19 mails were robbed by highwaymen. It is gratifying to note that losses from this crime are growing less frequent, not more than half the number being reported this year than were reported last. Fifteen mails were burned or destroyed in casualties to postal cars, and 39 were lost by mail carriers from a variety of causes; 28 mail pouches were stolen from depot platforms or baggage rooms. The amount of money recovered and restored to the owners in 40 ordinary cases was \$321.61.

3. *Miscellaneous cases, Class C, 5,083.*—The work in this class of cases is constant. It includes the investigation of all varieties of complaints against postmasters and others in the service that are not strictly depredations upon the mails. The validity of the bonds and the responsibility of the sureties of postmasters at money-order offices and the inspection of accounts is also embraced in this class. The duty of assisting the contract office, too, is a part of this class of work. This has of late largely increased, especially in the western portions of the country, and much patience and time is required in these investigations in determining the utility of old post-routes and the practicability of new ones. Three hundred and sixty first and second class post-offices were inspected in detail during the year, with, it is hoped, very beneficial results. The amount of money collected on account of this class of cases from delinquent postmasters and others, and on account of fines and penalties, was \$57,961.

4. *Foreign cases, Class F, 6,379.*—The whole number of complaints received and cases made up on alleged losses by mail between the United States and foreign countries during the fiscal year was 6,379. Of these 2,704 were ordinary and 3,675 registered. These complaints were both of foreign and domestic origin. One thousand three hundred and eighty inquiries originated with the British post-office department, 1,089 with the German, and 825 with other foreign postal administrations. Three thousand one hundred and twenty-four or nearly one-half of the whole number of complaints are of domestic origin. The number of foreign cases closed for the year is 4,848, of which 2,915 relate to registered articles and 1,928 to ordinary unregistered articles. Of the registered cases only 42 articles remained unaccounted for, while of the ordinary cases 1,267 were closed without the losses being located. The number of cases on hand awaiting replies from abroad is 813.

RECAPITULATION OF CASES REPORTED ON BY INSPECTORS DURING THE FISCAL YEAR ENDING JUNE 30, 1883.

Registered cases, including those referred in previous years.....	6, 928
Ordinary cases, including those referred in previous years.....	30, 382
Miscellaneous cases, including those referred in previous years.....	4, 633
Foreign cases (since January 1, 1883)	3, 403
Total	45, 346

Very respectfully,

A. G. SHARP,
Chief Inspector.

Hon. W. Q. GRESHAM,
Postmaster-General, Washington, D. C.

ANNUAL REPORT
OF THE
AUDITOR OF THE TREASURY
FOR THE
POST-OFFICE DEPARTMENT
TO THE
POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1883.

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REPORT

OF THE

AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., November 8, 1883.

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 ending June 30, 1883.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Fiscal year 1883:

The revenue of the Department for the fiscal year ended June 30, 1883,	
was.....	\$45,508,692 61
The expenditures for the service of the year were.....	42,816,700 56
	2,691,992 05
Excess of receipts.....	2,691,992 05
Amount of balances due from postmasters charged to "bad debt" and "compromise" accounts was.....	\$39,663 08
Amount of balances due postmasters to credit of "suspense" account.....	860 26
	38,802 82
Balance available for the service of 1883.....	2,653,189 23

Fiscal year 1882:

The balance available for the service of 1882 at the close of the last annual report was.....	1,696,310 05
The amount paid during the last fiscal year was.....	370,524 48
	1,325,785 57

Fiscal year 1881:

The balance available for the service of 1881 at the close of the last annual report was.....	119,556 07
The amount paid during the last fiscal year was.....	70,961 62
	48,594 45

Fiscal year 1879 and prior years (claims):

The balance available on this account September 30, 1882, as per last annual report, was.....	5,555 98
The amount paid during the last fiscal year was.....	3,376 34
	2,179 64
Balance available September 30, 1883.....	2,179 64

Fiscal year 1880 and prior years (claims):

The amount placed with the Treasurer under the act approved March 3, 1883 (Statutes, vol. 22, page 599), was	15,824 06
The amount appropriated by the act approved January 9, 1883 (Statutes, vol. 22, chap. 14, page 401), was	5,592 79
	<hr/>
The amount paid during the last fiscal year was	21,416 85
	<hr/>
Balance available September 30, 1883	35 42

SUMMARY OF REVENUES AND EXPENDITURES.

Revenue of 1883	\$45,508,692 61
Grant from the Treasury 1880 and prior years (claims)	15,824 06
	<hr/>
Total receipts	45,524,516 67
Expenditures for 1883	\$42,816,700 56
Expenditures for 1882	370,524 48
Expenditures for 1881	70,961 62
Expenditures for 1879 and prior years	3,376 34
Expenditures for 1880 and prior years	21,381 43
	<hr/>
Total expenditures	43,282,944 43
	<hr/>
Net amount charged to "bad debt" and "compromise" accounts during the year, less credits to "suspense"	2,241,572 24
	<hr/>
Excess of receipts	38,802 82
	<hr/>
Excess of receipts	2,202,769 42

Of the amount charged to "bad debts" and "compromise" accounts, the sum of \$36,598.49 accrued in previous years, the review of the ledgers having been continued during the years from 1856 to 1871.

The balance standing to the credit of the general revenue account at the close of the fiscal year 1882, was	\$5,240,333 15
Excess of receipts during last fiscal year brought down	2,202,769 42
	<hr/>
Balance to the credit of the revenue account at the close of the fiscal year ended June 30, 1883	7,443,102 57
Due by late postmasters } accounts in suit	\$210,429 08
} accounts not in suit	145,383 06
	<hr/>
	355,812 14
	<hr/>
	7,087,290 43

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, 1883, was	\$1,902,177 90
The amount remaining undrawn, there being no deficiency, is	1,902,177 90

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, were:

For the quarter ended September 30, 1882	\$6,972,237 97
For the quarter ended December 31, 1882	7,813,390 35
For the quarter ended March 31, 1883	7,952,757 89
For the quarter ended June 30, 1883	6,920,761 60
	<hr/>
Total	29,659,147 81

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, 1882.....	46,028
For the quarter ended December 31, 1882.....	46,278
For the quarter ended March 31, 1883.....	47,371
For the quarter ended June 30, 1883.....	47,093
Total	<u>186,770</u>

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, 1882.....	\$10,064,809 37
For the quarter ended December 31, 1882.....	11,017,096 41
For the quarter ended March 31, 1883.....	11,325,618 05
For the quarter ended June 30, 1883.....	10,606,519 75
Total	<u>43,014,043 58</u>

The amount of official stamps furnished the different Departments, included in the above amount of stamps sold, was:

For the State Department	\$2,500 00
For the War Department.....	125,242 85
For the Interior Department.....	14,998 71
For the Department of Agriculture.....	2,357 55
For the Navy Department.....	45 00
Total official stamps.....	<u>145,144 11</u>
Total ordinary stamps sold.....	<u>42,868,899 47</u>

LETTER POSTAGES.

The amount of postage paid in money was..... \$146,219 35
Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts:

Kingdom of Great Britain and Ireland.....	\$120,142 54
Dominion of Canada	17,674 50
Empire of Japan.....	4,563 10
Kingdom of Spain.....	524 94
Colony of New South Wales	253 15
Kingdom of Norway.....	101 90
Republic of Switzerland	39 18
Colony of Queensland	26 57
Postal administration of British Honduras.....	598 00
Postal administration of Victoria.....	369 83
Postal administration of Curaçoa.....	121 88
Postal administration of Hong-Kong.....	85 31
Postal administration of the Bahamas.....	220 65
	<u>144,721 55</u>
Balance collected by postmasters	<u>1,497 80</u>

The following balances were paid and charged to the appropriation for—

BALANCES DUE FOREIGN COUNTRIES.

Service of 1883:	
Empire of Germany	\$4,401 48
Kingdom of Belgium	8,068 23
Republic of France	2,088 15
Kingdom of Denmark	2,608 47
Kingdom of Roumania	148 54
Empire of Austria	291 31
Kingdom of Italy	2,050 43
Kingdom of Sweden	626 58
Empire of Brazil	152 81
Colony of St. Thomas	376 95
International Bureau, Berne, Switzerland	667 47
Total, 1883	\$21,480 42
Service of previous years:	
Empire of Germany	4,401 48
Kingdom of Belgium	8,068 23
Republic of France	2,088 15
Kingdom of Denmark	2,607 47
Kingdom of Roumania	148 54
Empire of Austria	881 07
Kingdom of Italy	2,050 43
Kingdom of Sweden	626 58
Empire of Brazil	458 43
Principality of Bulgaria	303 30
Colony of St. Thomas	1,130 84
International Bureau, Berne, Switzerland	20 00
Total for previous years	22,785 52
Aggregate amount paid	44,265 94

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	\$19,598,410 36
For the supply of "special" offices	37,733 33
For the supply of "mail messenger" offices	764,426 10
For the salaries of railway postal clerks	3,691,272 38
For the salaries and expenses of the superintendents of the railway mail service	47,066 20
Total	24,138,908 37

FOREIGN MAIL TRANSPORTATION.

New York to Great Britain and Ireland, and countries beyond, via Great Britain	\$178,875 39
New York to Great Britain and Ireland, and Germany, and countries beyond	55,876 95
Philadelphia to Great Britain and Ireland	3,006 37
Boston to Great Britain and Ireland	644 79
Post-office Department of Canada, English mail	192 82
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, San Francisco, and Galveston, to West Indies, Central and South America, Mexico, &c., &c.	32,030 84
New York to Newfoundland	32 78
Boston to Nova Scotia	277 38
Eastport to New Brunswick	19 37

Baltimore to Bremen	\$25 72	
Upper coast, local mail, Pacific	1, 125 26	
San Francisco to China, Japan, Farther India, Australia, and South Sea Islands	20, 216 33	
Expenses of Government mail agent at Panama	240 00	
Expenses of Government mail agent at Shanghai	1, 000 00	
		<u>\$293, 564 00</u>
Total		24, 432, 472 37
The amount credited to transportation accrued and charged to mail contractors for over credits, being for "fines and deductions," was		<u>213, 162 69</u>
Net amount of transportation accrued		24, 219, 309 68
The amount paid during the year was		<u>23, 167, 227 85</u>
Excess of transportation accrued, not paid		1, 052, 081 83

PACIFIC RAILROAD ACCOUNT.

Included in the above amount 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 June 27, 1883. The amounts are not included in the expenditures of the Post-Office Department (see Statutes, vol. 20, page 420).

Regular service, 1883:

Union Pacific Railway Company (old U. P. R. R. line).....	\$448, 611 69	
Union Pacific Railway Company (old Kans. Pac. line).....	70, 137 08	
Central Pacific Railroad Company	\$80, 573 56	
Sionx City and Pacific Railroad Company	9, 496 46	
		<u>\$808, 818 79</u>

Use of postal cars, 1883:

Union Pacific Railway Company (old U. P. R. R. line).....	61, 027 90	
Union Pacific Railway Company (old Kans. Pac. line).....	8, 719 25	
Central Pacific Railroad Company	37, 144 28	
		<u>106, 891 43</u>

Total certified for service of 1883..... 915, 710 22

Regular service of previous years:

Central Pacific Railroad Company	143 41	
Use of postal cars, previous years:		
Union Pacific Railway Company (old U. P. R. R. line)	14 66	

Total certified for service of previous years..... 158 07

915, 868 29

STATEMENT OF THE CONDITION OF ACCOUNTS OF LATE POSTMASTERS.

Balance due the United States brought forward from last report	\$471, 031 43	
Balance due the United States on account of postmasters becoming late during the fiscal year	127, 425 55	
		<u>598, 456 98</u>
Amount collected during the year	\$176, 075 29	
Amount charged to "suspense"	26, 906 47	
Amount charged to "bad and compromise debts"	39, 663 08	
		<u>242, 644 84</u>
Balance remaining due United States	355, 812 14	
Of which there is in suit.....	210, 429 08	
Not in suit	145, 383 06	
		<u>355, 812 14</u>

Balance due late postmasters brought forward from last report.....	\$47,493 84	
Amount becoming due during the fiscal year	160,010 31	
		<u>\$207,504 15</u>
Amount paid during the year.....	57,101 09	
Amount credited to "snapsense"	27,766 73	
		<u>84,867 82</u>
Balance remaining due late postmasters		<u>122,636 33</u>
Amount in suit June 30, 1882	245,202 83	
Amount submitted for suit during the fiscal year	12,166 30	
		<u>257,369 13</u>
Of which there was collected during the year.....	12,378 39	
Amount otherwise settled.....	34,561 66	
		<u>46,940 05</u>
Balance remaining in suit		<u>210,429 08</u>
Amount of interest and costs collected in suit against late postmasters and sureties, on postal accounts.....		1,492 36
<i>Statement of the net revenue derived from the domestic money-order transactions for the year ended June 30, 1883, and of the international money-order transactions for the year ended June 30, 1882.</i>		
Revenue accrued on domestic money-order transactions, 1883.....		\$311,704 67
Revenue accrued on international money-order transactions:		
Revenue accrued on Canadian transactions for 1882	\$9,841 56	
Revenue accrued on British transactions for 1882.....	44,090 14	
Revenue accrued on German transactions for 1882	29,593 41	
Revenue accrued on Swiss transactions for 1882	3,784 30	
Revenue accrued on Italian transactions for 1882.....	10,994 75	
Revenue accrued on French transactions for 1882.....	1,559 29	
Revenue accrued on New Zealand transactions for 1882.....	59 84	
		<u>99,923 29</u>
Less loss on international money-order transactions with—		
Jamaica for 1882	\$0 13	
New South Wales for 1882.....	6 78	
Victoria for 1882	1 68	
		<u>8 59</u>
Total international		<u>99,914 70</u>
Total net revenue paid to postal account.....		<u>411,619 37</u>

POSTAL RECEIPTS.

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No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1883.

Accounts.	Quarter ended September 30, 1882.	Quarter ended December 31, 1882.	Quarter ended March 31, 1883.	Quarter ended June 30, 1883.	Aggregate.
Letter postage	\$21,189 87	\$950 34	\$99,015 77	\$25,063 37	\$146,219 35
Box rents and branch offices	448,821 54	454,105 22	477,729 91	501,408 24	1,882,064 91
Fines and penalties	1,083 40	2,344 06	1,576 79	4,747 90	9,752 24
Postage-stamps, stamped envelopes and wrappers, and postal cards	10,064,809 37	11,017,096 41	11,325,618 05	10,606,519 75	43,014,043 58
Dead letters	1,587 27	6,256 08	1,471 75	2,964 13	12,279 83
Revenue from money- order business .....	.....	.....	.....	411,619 37	411,619 37
Miscellaneous	8,441 50	7,294 07	6,964 65	10,013 11	32,713 33
Total	10,545,932 95	11,488,046 78	11,912,376 92	11,562,835 96	45,508,692 61

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1883.

Appropriations.	Quarter ended September 30, 1882.	Quarter ended December 31, 1882.	Quarter ended March 31, 1883.	Quarter ended June 30, 1883.	Total expenditures on account of 1883.	Expended on accounts of previous years.	Aggregate expenditures.
Compensation of postmasters	\$2,321,251 93	\$2,378,510 69	\$2,060,339 33	\$2,955,292 31	\$10,315,394 46	\$4,043 35	\$10,319,437 81
Compensation of clerks for post-offices	1,055,589 59	1,097,301 84	1,108,453 34	1,105,163 64	4,367,079 41	43,638 03	4,410,717 44
Compensation of letter-carriers and incidental expenses	730,289 61	800,128 77	820,142 54	822,765 59	3,173,306 51	180 93	3,173,487 44
Wrapping-paper	6,588 32	6,715 45	6,433 01	6,031 17	21,969 95	.....	21,969 95
Twine	18,098 50	14,484 50	19,000 00	9,910 33	59,399 93	.....	59,399 93
Postmarking and canceling stamps	2,700 96	3,157 43	4,102 14	3,031 93	14,992 46	.....	14,992 46
Mailing implements, fourth-class offices	13,192 20	9,369 70	12,822 78	4,963 66	34,544 54	.....	34,544 54
Letter balances	13,192 20	204 80	710 69	14,917 79	14,917 79	.....	14,917 79
Rent, light, and fuel for post-offices	90,623 61	108,116 50	107,000 29	118,699 37	433,539 77	2,065 09	435,604 86
Stationery	14,273 01	15,330 94	15,774 58	9,621 41	55,000 00	.....	55,000 00
Furniture for post-offices	8,781 18	7,333 61	3,416 21	284 38	10,815 38	88 35	10,903 73
Miscellaneous, office of First Assistant Postmaster-General	16,935 04	16,971 11	15,035 54	19,050 10	70,992 79	722 17	71,714 96
Inland mail transportation, railroad	2,639,296 76	2,743,658 39	2,712,124 07	3,040,099 22	11,155,179 74	280,742 62	11,435,922 36
Inland mail transportation, special facilities, railroads	31,791 69	55,635 82	46,430 31	46,280 31	180,137 53	.....	180,137 53
Inland mail transportation, star	1,157,237 09	1,163,819 21	1,157,531 78	1,182,938 70	4,661,526 75	51,318 76	4,712,845 51
Inland mail transportation, steamboat	151,242 47	144,227 57	136,759 88	173,294 88	605,434 80	1,268 41	606,703 21
Transportation by postal cars	363,834 55	348,049 39	389,432 30	366,426 36	*1,467,742 50	15,344 35	1,483,086 85
Compensation of railway post-office clerks	892,744 70	910,803 80	934,884 44	949,599 84	3,688,032 78	180 79	3,688,213 57
Compensation of route-agents	.....	.....	.....	.....	.....	3,017 98	3,017 98
Compensation of mail-route messengers	181,554 08	188,112 77	194,407 35	197,362 97	761,437 17	34 83	761,471 99
Compensation of mail-messengers	.....	3,875 00	.....	.....	3,875 00	2,988 93	6,863 93
Mail locks and keys	83,645 59	63,046 10	31,999 23	21,213 15	190,304 07	1,419 96	191,724 03
Mail bags and catchers	47,425 41	49,179 05	50,101 88	51,475 85	198,182 80	3,693 44	201,876 24
Post-route maps	.....	.....	.....	.....	.....	.....	.....
Mail depositions and post-office inspectors	.....	.....	.....	.....	.....	.....	.....
Fees to United States marshals, clerks, and counsel	130 93	752 74	160 85	725 12	1,769 64	992 09	2,761 73
Postage-stamps	25,448 49	29,011 11	30,179 17	24,361 23	109,000 00	.....	109,000 00
Distribution of postage-stamps	1,795 50	1,923 30	1,599 11	1,805 55	7,123 26	.....	7,123 26
Stamped envelopes and newspaper wrappers	131,634 08	108,079 75	138,011 69	110,350 42	487,475 75	.....	487,475 75
Distribution of stamped envelopes and newspaper wrappers	3,739 00	3,740 00	3,740 00	3,744 21	14,964 20	.....	14,964 20
Postal cards	30,050 56	62,397 72	32,392 31	51,719 66	200,469 75	.....	200,469 75
Distribution of postal cards	1,699 76	1,610 55	1,650 85	1,682 30	6,583 46	.....	6,583 46
Office dead letter and registered package envelopes, locks, and seals	10,869 02	21,184 34	26,696 74	20,006 50	96,949 60	.....	96,949 60
Ship, steamboat, and way letters	308 88	299 65	317 21	351 37	1,517 01	34 76	1,551 77
Engraving, printing, and binding drafts and warrants	1,155 35	15 05	657 90	170 02	1,992 22	.....	1,992 22

Advertising.....	9,882 48	7,548 55	14,833 55	6,514 46	38,779 04	469 88	39,249 02
Miscellaneous, office of the Postmaster-General	1 50	95 10	12 93	247 00	356 53	6 00	362 53
Foreign mail transportation	69,283 10	85,216 75	77,719 38	59,329 43	291,548 60	1,285 25	292,833 91
Transfer of foreign mails at Chicago	4,772 72	469 09	409 09	409 10	6,000 00	.....	6,000 00
Balance due foreign countries	.....	7,267 92	14,059 69	152 81	21,480 42	22,785 52	44,265 94
Refund to New Zealand and New South Wales	.....	.....	.....	.....	.....	10,000 00	10,000 00
Miscellaneous, office of Second Assistant Postmaster-General	21 00	51 25	40 50	83 40	196 15	.....	196 15
Miscellaneous, office of Third Assistant Postmaster-General	29 50	7 50	74 25	116 75	228 00	.....	228 00
Miscellaneous, Money order building	683 95	.....	.....	.....	663 95	.....	663 95
Rent, Money-order building	752 68	.....	.....	.....	752 68	16 30	732 68
Furniture, Money-order building	3,495 39	4,172 05	2,447 11	2,629 05	12,743 60	.....	12,743 60
Total.....	10,188,969 83	10,455,445 47	10,792,499 15	11,379,786 11	42,816,700 56	466,243 87	43,282,944 43

* The amounts accrued for transportation over Pacific railroads, viz: \$908,818.79 regular service and \$104,891.43 postal cars, certified to the Register of the Treasury, are not included in this statement.

No. 3.—Statement by States of the postal receipts and expenditures

Number of State.	States and Territories.	Receipts.				Expenditures.	
		Letter postage.	Waste paper and twine.	Box rents and branch offices.	Postage-stamps, stamped envelopes, and postal cards.		Total receipts.	Compensation of postmasters.
1	Maine		\$165 21	\$29,488 12	\$600,862 51	\$630,515 84	\$218,101 22
2	New Hampshire		177 19	19,854 55	351,053 11	371,084 85	143,063 53
3	Vermont		130 47	14,127 08	325,540 50	339,798 05	159,618 29
4	Massachusetts		1,422 69	133,417 60	2,884,842 87	2,909,663 16	421,915 29
5	Rhode Island		148 94	21,834 06	310,660 15	332,643 15	50,141 44
6	Connecticut		366 01	55,476 27	820,820 11	882,662 39	202,094 60
7	New York	\$0 00	5,855 37	206,232 81	7,954,471 21	8,166,559 48	918,970 03
8	New Jersey	1 50	292 18	35,262 49	924,030 87	960,186 13	232,617 08
9	Pennsylvania	5 07	1,847 39	110,380 99	3,930,504 95	4,048,738 40	772,234 21
10	Delaware		27 67	1,937 54	101,742 81	103,748 02	39,080 72
11	Maryland	28 14	230 37	13,374 83	770,656 84	784,264 18	123,282 60
12	Virginia	28 46	105 51	15,451 33	850,442 67	866,001 97	233,631 71
13	West Virginia		111 35	6,732 08	238,296 43	245,139 86	99,549 31
14	North Carolina		83 35	11,915 97	325,010 43	337,009 74	147,017 87
15	South Carolina	21	56 90	8,707 76	370,578 04	379,342 91	98,284 15
16	Georgia		284 73	20,006 27	538,449 09	559,140 09	168,093 74
17	Florida		22 19	9,380 72	179,208 20	181,611 11	74,872 36
18	Ohio	3 91	2,511 41	113,025 13	2,784,098 04	2,900,698 49	630,145 42
19	Michigan	1 38	789 74	95,435 33	1,490,544 31	1,595,770 76	407,238 71
20	Indiana	1 49	886 09	63,492 06	1,128,611 79	1,192,002 63	381,481 34
21	Illinois	5 01	2,889 03	146,250 20	3,685,248 98	3,834,396 22	622,502 82
22	Wisconsin	4 53	439 69	65,122 44	1,029,578 14	1,095,144 20	335,419 49
23	Iowa		582 31	104,246 67	1,372,578 74	1,477,336 72	535,895 97
24	Missouri	1 98	1,000 65	53,947 40	1,831,368 39	1,885,378 42	369,251 08
25	Kentucky	1 39	223 20	23,139 83	662,140 19	685,523 61	198,383 85
26	Tennessee	4 7	159 67	13,601 80	532,805 02	546,546 96	159,298 83
27	Alabama	1 30	61 01	16,009 76	335,389 09	351,461 19	138,279 89
28	Mississippi	43	30 13	15,105 59	266,660 96	283,797 11	130,664 96
29	Arkansas		80 97	12,972 96	254,802 86	267,856 79	115,886 66
30	Louisiana	1 54	168 97	18,924 76	428,092 81	447,038 08	90,313 65
31	Texas	1 95	222 27	56,048 12	865,100 56	921,381 90	310,742 96
32	California		400 34	74,966 37	1,166,175 69	1,241,602 40	288,774 56
33	Oregon	3 00	47 72	14,096 68	187,901 18	202,048 58	68,261 31
34	Minnesota	6 09	307 27	47,177 57	828,165 93	875,657 46	233,496 16
35	Kansas	1 60	188 37	53,311 64	770,150 40	826,632 01	320,296 44
36	Nebraska		104 12	30,043 79	470,173 92	500,321 83	176,589 28
37	Nevada		16 01	10,316 35	79,822 99	81,153 35	40,089 64
38	Colorado	09	272 54	48,534 65	425,057 38	473,864 06	138,646 94
39	Utah		81 45	10,187 67	115,536 78	125,865 90	46,942 35
40	New Mexico		32 11	6,978 30	88,582 83	95,563 24	40,390 90
41	Washington		8 20	8,141 67	90,964 93	99,114 80	42,736 87
42	Dakota		47 39	22,255 41	290,860 55	313,169 35	127,119 39
43	Arizona		29 80	7,514 36	65,635 92	71,180 08	32,212 59
44	Idaho		23 35	3,880 55	51,026 42	54,736 32	22,703 24
45	Wyoming	45	4 11	4,384 44	44,240 35	48,629 35	20,279 17
46	Montana		107 17	15,901 08	105,720 88	121,729 13	47,780 38
47	Alaska				407 80	407 80	177 67
48	Dist. Columbia		189 55	5,485 07	288,889 31	294,568 93	4,876 54
49	Ind. Territory		1 42	673 41	26,065 96	27,339 89	15,169 95
			47 77	23,296 98	1,880,567 16	44,827,473 89	10,285,814 15
	Deduct miscellaneous items						
	Add miscellaneous items	146,171 58		1,497 75	90,481 60	238,150 93	53,626 66
		146,219 35	23,296 98	1,882,064 91	43,014,043 58	45,065,624 82	10,319,440 81

of the United States for the fiscal year ended June 30, 1883.

Expenditures—Continued.					Excess of expenditures over receipts.	Excess of receipts over expenditures.	Number of States.
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.			
\$60,575 41	\$18,636 52	\$53,505 25	\$235,178 87	\$585,897 08		\$44,618 76	1
25,204 37	10,912 69	22,088 42	106,750 49	308,019 65		63,065 20	2
19,337 25	4,008 18	17,045 49	147,458 56	327,467 99		12,380 06	3
390,251 98	306,487 24	305,092 97	464,464 56	1,888,222 04		1,111,461 12	4
35,895 67	39,503 29	10,924 61	46,559 63	183,024 64		248,548 51	5
83,524 21	37,512 63	55,448 97	264,934 26	644,114 16		238,548 23	6
1,231,541 63	814,159 84	453,624 60	1,984,534 06	5,352,829 66		2,813,729 82	7
66,372 12	88,882 80	35,705 82	287,003 79	710,582 51		249,603 62	8
449,662 79	458,510 56	332,684 77	1,041,485 49	3,061,567 82		987,170 58	9
7,472 91	9,299 27	6,677 34	28,916 31	81,446 55		22,301 47	10
100,967 52	95,240 35	61,254 35	433,250 50	813,995 38	\$29,731 20		11
56,257 12	28,178 33	58,792 77	621,758 23	997,638 16	331,636 19		12
16,542 43	7,986 29	21,936 72	132,324 17	278,338 92	33,199 06		13
23,305 54	774 64	30,503 74	290,889 18	492,490 97	155,481 23		14
16,489 51	8,406 93	46,591 60	219,328 90	389,101 09	109,758 18		15
52,001 75	26,581 11	107,662 34	403,750 13	758,109 07	198,968 98		16
12,004 91	873 92	20,929 81	176,487 71	284,968 61	103,357 50		17
289,884 36	204,523 14	631,377 19	1,574,264 66	3,330,198 77	430,160 28		18
112,553 15	61,292 41	134,204 00	486,579 88	1,261,868 15		333,902 61	19
104,026 87	65,050 57	130,902 67	639,904 59	1,323,366 64	130,374 61		20
498,914 26	256,860 60	437,329 99	1,090,769 40	2,982,077 07		852,319 15	21
95,087 13	41,475 45	81,306 54	426,000 96	979,289 57		115,854 03	22
96,745 92	36,833 00	166,102 54	561,291 17	1,375,868 60		101,468 12	23
212,200 58	165,171 54	286,514 83	956,737 74	1,989,855 87	103,477 45		24
80,985 87	43,443 59	53,853 57	441,801 24	798,467 62	112,944 01		25
51,355 55	23,487 96	91,201 63	242,440 68	567,793 37	21,136 41		26
31,786 70	5,087 96	23,686 91	329,842 38	528,663 84	177,202 05		27
15,199 37		21,987 24	217,423 32	385,274 89	101,477 78		28
22,429 54	4,431 35	33,232 87	257,840 10	433,829 62	165,972 83		29
61,956 27	51,043 67	35,271 60	287,901 08	526,525 67	79,487 59		30
74,833 33	23,178 74	77,838 42	737,226 18	1,223,819 57	302,437 67		31
146,507 25	79,309 67	93,084 64	930,943 19	1,518,619 31	277,016 91		32
14,211 25	5,508 36	17,595 92	172,386 88	277,963 72	75,915 14		33
71,947 88	36,394 45	89,544 03	439,270 76	870,653 28		5,004 18	34
52,969 00	14,961 81	98,309 61	623,869 71	1,109,736 57	283,084 66		35
33,506 13	14,254 86	89,224 51	732,207 54	1,045,773 42	545,451 59		36
10,771 10		1,582 14	135,439 07	187,875 95	106,720 60		37
62,389 39	16,295 32	36,146 03	365,987 98	619,464 76	145,600 10		38
14,036 58		14,791 85	204,675 33	280,446 09	154,640 19		39
5,189 64		9,373 46	92,442 81	147,396 81	51,803 57		40
4,036 11		6,809 72	138,505 53	183,048 23	93,933 43		41
15,893 98		21,462 54	127,518 08	291,993 99		21,175 36	42
6,709 66		2,189 36	148,087 82	189,199 43	118,019 35		43
2,435 24		1,714 24	110,372 47	143,225 19	88,488 87		44
3,598 01		487 42	54,104 14	78,456 74	29,827 89		45
10,979 02		1,946 27	106,574 43	167,200 10	45,470 97		46
				177 07		230 73	47
147,794 75	60,869 47	150,361 29		383,922 05	69,358 12		48
282 25		9 27	47,022 76	62,483 33	35,143 44		49
4,981,510 76	3,164,628 03	4,479,912 07	19,520,484 58	42,412,349 59	4,707,277 85	7,122,402 15	
			134,506 82				
58,806 14	8,859 41	13,519 74		305 13	305 13	238,150 93	
5,040,316 90	3,173,487 44	4,493,431 81	19,385,977 76	42,412,654 72	4,707,582 98	7,360,553 08	

No. 3.—Statement by States of the postal receipts and expenditures, &c.—Continued.

Items of expenditure of a general nature not embraced in statement by States.	Items of receipt of a general nature not embraced in statement by States.
Amount paid for foreign mails and expenses of Government agents... \$292,833 91	Excess of receipts brought down.. \$2,652,970 10
Balances paid foreign countries..... 44,265 94	Receipts on account of dead letters 12,279 83
Ship, steamboat, and way letters..... 1,651 77	Receipts on account of fines and penalties..... 9,752 24
Wrapping-paper..... 21,999 85	Receipts on account of miscellaneous..... 9,416 35
Twine..... 59,999 93	Revenue from money order business 411,619 37
Post-route maps..... 4,794 51	Excess of transportation accrued.. 1,052,061 83
Advertising..... 30,545 73	
Mail bags and catchers..... 156,526 65	
Salary and expenses of assistant superintendents of the railway mail service..... 47,066 20	
Mail locks and keys..... 29,149 08	
Postmarking and canceling stamps.. 14,992 46	
Mail depredations and post-office inspectors..... 204,638 87	
Letter balances..... 14,917 79	
Expenses of postage-stamps, stamped envelopes, wrappers, and cards.... 831,577 42	
Dead-letter, official, and registered-package envelopes..... 96,949 60	
Sundry and miscellaneous payments.. 70,561 73	
Excess of receipts over expenditures 2,225,748 18	
4,148,119 72	4,148,119 72

NOTE.—The above table is accurate, except so far as it is affected by the item of transportation. The column relating to the cost of transportation by States, was substantially correct while there was only star service, and while the railroad lines were controlled within the States chartering them. It has been gradually growing inaccurate from year to year, as railroad lines in one State have been absorbed and consolidated into lines having their location and management in another State. Recent consolidations upon a larger scale have made it a question whether this column, and those to the right of it, had better be omitted or retained and the facts noted. To illustrate: The absorption of railroad lines in Illinois (which were charged to that State last year) by corporations in the State of Indiana diminishes the amount charged to Illinois and increases the amount charged to Indiana. Ohio is a broad State, and her railroads are paid by weight for the mail matter passing between the East and the West. The postage received for carrying this matter goes to the revenue of New York and other States, while the cost of transportation across Ohio is charged to that State. With this explanation, it is thought best to publish these columns as they have been for many years.

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, 1883.

Title of appropriations.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.	Excess of expenditures.
Compensation of postmasters.....	\$8,800,000 00	\$10,315,394 46	.....	\$1,515,394 46
Compensation of clerks for post-offices.....	4,385,000 00	4,367,079 41	\$17,920 59	.....
Compensation of letter-carriers and incidental expenses.....	3,200,000 00	3,173,306 51	26,693 49	.....
Wrapping-paper.....	23,000 00	21,999 95	05	.....
Twine.....	60,000 00	59,999 93	07	.....
Postmarking and canceling stamps.....	15,000 00	14,992 46	7 54	.....
Mailing-implements fourth-class offices.....	35,000 00	34,544 54	455 46	.....
Letter-balances.....	15,000 00	14,917 79	82 21	.....
Rent, light, and fuel for post-offices.....	450,000 00	431,039 77	18,960 23	.....
Stationery.....	55,000 00	55,000 00	.....	.....
Furniture for post-offices.....	20,000 00	19,815 38	184 62	.....
Miscellaneous, office of First Assistant Postmaster-General.....	90,000 00	70,992 79	19,007 21	.....
Inland mail transportation, railroad.....	11,155,000 00	11,155,179 74	.....	179 74
Inland mail transportation, special facilities, railroads.....	600,000 00	180,137 53	419,862 47	.....
Inland mail transportation, star.....	7,250,000 00	4,661,526 75	2,588,473 25	.....
Inland mail transportation, steamboat.....	800,000 00	605,434 80	194,565 20	.....
Transportation by postal cars.....	1,526,000 00	1,467,742 50	58,257 50	.....
Compensation of railway post-office clerks.....	3,710,000 00	3,688,032 78	21,967 22	.....
Compensation of mail messengers.....	800,000 00	761,437 17	38,562 83	.....
Mail-locks and keys.....	25,000 00	9,283 00	15,717 00	.....
Mail-bags and catchers.....	200,000 00	199,304 07	695 93	.....
Post-route maps.....	4,794 51	4,794 51	.....	.....
Mail depredations and post-office inspectors and fees to United States marshals, clerks, and counsel.....	200,000 00	199,952 44	47 56	.....
Postage-stamps.....	109,000 00	109,000 00	.....	.....
Distribution of postage-stamps.....	8,100 00	7,123 26	976 74	.....
Stamped envelopes and newspaper wrappers.....	547,000 00	487,475 75	59,524 25	.....
Distribution of stamped envelopes and newspaper wrappers.....	16,000 00	14,964 20	1,035 80	.....
Postal cards.....	242,000 00	206,460 75	35,539 25	.....
Distribution of postal cards.....	7,300 00	6,553 46	746 54	.....
Office, dead-letter, and registered package, envelopes, locks, and seals.....	110,000 00	96,949 60	13,050 40	.....
Ship, steamboat, and way letters.....	1,500 00	1,517 01	.....	17 01
Engraving, printing, and binding drafts and warrants.....	2,000 00	1,999 22	78	.....
Advertising.....	40,000 00	38,779 04	1,220 96	.....
Miscellaneous, office of the Postmaster-General.....	1,500 00	356 53	1,143 47	.....
Foreign mail transportation.....	300,000 00	291,548 66	8,451 34	.....
Transfer of foreign mails at Chicago.....	6,000 00	6,000 00	.....	.....
Balances due foreign countries.....	50,000 00	21,480 42	28,519 58	.....
Miscellaneous, office of Second Assistant Postmaster-General.....	1,000 00	196 15	803 85	.....
Miscellaneous, office of Third Assistant Postmaster-General.....	1,000 00	228 00	772 00	.....
Miscellaneous, money-order building.....	905 17	663 95	241 22	.....
Rent, money-order building.....	752 68	752 68	.....	.....
Furniture, money-order building.....	14,747 82	12,743 60	2,004 22	.....
Total.....	44,876,600 18	42,816,700 56	3,575,490 83	1,515,591 21

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1883, and charged to "Miscellaneous Account, Postmaster-General."

AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1882.			
Oct. 27	George P. Rowell & Co.	For one copy of the American Newspaper Directory for 1882.	\$5 00
28	Edwin Alden & Bro.	For one copy of the American Newspaper Catalogue.	1 50
Nov. 21	C. E. Smith.	For amount paid for copying Postmaster-General's Report, 1882.	15 00
Dec. 22	William Tindall.	For subscription to Harper's Encyclopedia of United States History.	15 00
1883.			
Jan. 3	W. A. Knapp, Post-Office Department.	For expenses while traveling on official business in December, 1882.	28 95
4	Madison Davis, Post-Office Department.	For amount of expenses under order of the Postmaster-General of December 28, 1882.	31 15
Mar. 3	F. Leyppoldt.	For subscription to Library Journal, 1881 and 1882.	6 00
May 1	C. L. Mulligan.	For making two memorials of Hon. T. O. Howe, late Postmaster-General.	30 00
June 4	A. P. McElroy.	For framing engrossed resolutions of Hon. T. O. Howe, late Postmaster-General.	16 00
8	C. M. Bell.	For one (1) photograph of Hon. T. O. Howe, late Postmaster-General.	3 00
12	C. M. Bell.	For one (1) copy "Howe Memorial Resolutions."	1 00
23	John L. Ginck.	For one (1) copy Mackey's Reports.	6 50
23	West Publishing Company.	For subscription to Federal Reporter, from March 13, 1882, to June 30, 1883.	2 50
23	Wm. Penn Nixon.	For subscription to "Inter-Ocean," July 1, 1882, to June 30, 1883.	10 00
29	O. O. Stealey.	For subscription to Daily Louisville Courier Journal, April 17 to June 30, 1883.	3 10
July 3	Samuel W. Curriden.	For subscription to National Republican, July 1, 1882, to June 30, 1883.	6 00
5	W. F. Storey.	For subscription to the Chicago Times, July 1, 1882, to June 30, 1883.	13 00
9	Keppler & Schwarzmann.	For subscription to English Puck, July 5, 1882, to June 27, 1883.	5 00
10	S. Ray.	For subscription to the Daily Saint Louis Globe Democrat, July 1, 1882, to June 30, 1883.	12 00
11	Knickerbocker Ice Company.	For amount paid for ice for use in the Post-Office Department and office of the Postmaster-General, June, 1883.	135 99
13	M. E. Mann.	For amount paid for "Vol. VII Annual Cyclopaedia."	7 00
	T. and J. W. Johnson & Co.	For amount paid for Vol. 133, Massachusetts Report.	3 50
1	Review Publishing Company.	For subscription to American Law Review, Vol. 17, 1883.	5 00
		Total paid.	362 53

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1883, and charged to "Miscellaneous Account, First Assistant Postmaster-General."

AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1882. Nov. 20	B. D. Adait, principal clerk salary and allowance division, Post-Office Department.	For balance of expenses incurred while acting upon the commission appointed by the Postmaster-General to examine and report as to the requirements of certain post-offices.	\$81 40
Dec. 2	B. D. Adait, principal clerk salary and allowance division, Post-Office Department.	For railroad fares and hotel bills during November, 1882.	12 00
27	B. D. Adait, principal clerk salary and allowance division, Post-Office Department.	For railroad fares and hotel bills during December, 1882.	20 75
Sept. 26	E. A. Clifford, clerk, Sixth Auditor's office.	For balance of expenses incurred while acting upon the commission appointed by the Postmaster-General to examine and report upon the requirements of certain post-offices, order dated June 26, 1882.	55 12
		Total paid.....	169 27

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS.

1882. Oct. 3	F. W. Palmer, postmaster at Chicago, Ill.	For amount paid for carriage hire, second quarter, 1882.	\$12 00
6	M. W. McEllarney, postmaster at Harrisburg, Pa.	For amount expended removing post-office from old to new building, second quarter, 1882.	70 00
14	E. D. Palmer, postmaster at Richmond, Ind.	For amount expended for repairs of office, second quarter, 1882.	62 78
16	George W. Grant, late postmaster at Reading, Pa.	For amount expended for directories, second quarter, 1882.	5 00
20	C. E. Carr, postmaster at Galesburg, Ill.	For rent of telephone, second quarter, 1882.	9 00
Nov. 20	H. S. Huldekoper, postmaster at Philadelphia, Pa.	For miscellaneous expenses during the fiscal year 1882.	172 56
Dec. 7	John Beckwith, postmaster at Des Moines, Iowa.	For rent of telephone, second quarter, 1882.	9 00
14	John C. Manning, postmaster at San Antonio, Tex.	For miscellaneous expenses, second quarter, 1882.	75
15	N. D. Sperry, postmaster at New Haven, Conn.	For repairs on safe, second quarter, 1882.....	5 50
15	H. C. Lee, postmaster at Springfield, Mass.	For office repairs, second quarter, 1882.....	2 00
15	J. C. Adams, postmaster at Newburg, N. Y.	..... do.....	5 75
15	G. Robertson, postmaster at Troy, N. Y.	..... do.....	6 57
15	J. C. McBride, postmaster at Lincoln, Nebr.	..... do.....	1 25
15	C. Strotham, postmaster at Lynchburg, Va.	..... do.....	2 50
15	George C. Codd, postmaster at Detroit, Mich.	For miscellaneous expenses, second quarter, 1882.	2 05
15	Mary L. Ross, postmaster at New Port, Ky.	For amount for repairing stove, second quarter, 1882.	1 50
16	J. R. Corbus, postmaster at La Salle, Ill.	For miscellaneous expenses, second quarter, 1882.	32 90
16	J. R. Corbus, postmaster at La Salle, Ill.	For miscellaneous expenses, third quarter, 1882.	27 45
16	V. C. Thompson, postmaster at Louisville, Ky.	For amount of office repairs, second quarter, 1882.	235 44
16	A. D. Wilt, postmaster at Dayton, Ohio.	For amount for repairs of office, second quarter, 1882.	24 22
16	L. McLawes, postmaster at Savannah, Ga.	For amount paid for cash-box, second quarter, 1882.	2 00
16	S. M. Yost, postmaster at Staunton, Va.	For miscellaneous expenses, first quarter, 1882.	65
20	A. A. Whisom, postmaster at Dallas, Texas.	For miscellaneous expenses, second quarter, 1882.	4 50
20	John Beckwith, postmaster at Des Moines, Iowa.	For miscellaneous expenses, second quarter, 1882.	2 50

No. 6.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS.

Date.	To whom allowed.	For what object.	Amount.
1882. Oct. 30	B. F. Judson, postmaster at Saratoga Springs, N. Y.	For miscellaneous expenses, second quarter, 1882.	\$1 50
1883. Jan. 5	A. H. Tuttle, postmaster at Rutland, Vt.	For miscellaneous expenses, second quarter, 1883.	2 80
19	H. C. Payne, postmaster at Milwaukee, Wis.	For miscellaneous expenses, third quarter, 1882.	10
27	H. Adreon postmaster at Baltimore, Md.	For rent of telephone, fourth quarter, 1882.	35 10
27	H. G. Pearson, postmaster at New York, N. Y.	For amount of expenses of Frank Riblett to Washington, and return, on official business.	17 45
Feb. 27	A. D. Wilt, postmaster at Dayton, Ohio.	For amount paid water-tax, fourth quarter, 1882.	10 75
Mar. 13	Paul Selby, postmaster at Springfield, Ill.	For rent of telephone, fourth quarter, 1882.	2 06
13	F. W. Palmer, postmaster at Chicago, Ill.	For miscellaneous expenses, fourth quarter, 1882.	177 60
15	H. S. Huidekoper, postmaster at Philadelphia, Pa.	For miscellaneous expenses, second quarter, 1882.	1 00
17	J. T. Lynch, postmaster at Salt Lake City, Utah.	For miscellaneous expenses, third quarter, 1882.	54 55
17	E. D. Palmer, postmaster at Richmond, Ind.	For rent of telephone, fourth quarter, 1882.	9 00
24	J. H. Manley, postmaster at Augusta, Me.	For rent of telephone, fourth quarter, 1882.	10 00
26	J. McLeer, postmaster at Brooklyn, N. Y.	For amount paid for lumber and labor, first and second quarters, 1882.	117 35
Apr. 8	John Beckwith, postmaster at Des Moines, Iowa.	For rent of telephone, fourth quarter, 1882.	9 00
May 4	H. G. Pearson, postmaster at New York, N. Y.	For miscellaneous expenses, first quarter, 1883.	1 00
9	H. C. Payne, postmaster at Milwaukee, Wis.	For rent of telephone, first quarter, 1883.	12 50
June 5	James G. Gopsell, postmaster at Jersey City, N. J.	For miscellaneous expenses, first quarter, 1883.	3 00
13	H. S. Huidekoper, postmaster at Philadelphia, Pa.	For miscellaneous expenses, first quarter, 1883.	17 75
15	L. McLawes, postmaster at Savannah, Ga.	For rent of telephone, first quarter, 1883.	33 50
19	E. R. Shipley, postmaster at Springfield, Mo.	For repair of mail locks and keys, first quarter, 1883.	3 31
21	Wm. Bryan, postmaster at Hudson, N. Y.	For amount paid for office repairs, first quarter, 1883.	44 74
26	H. F. Griscom, postmaster at Chattanooga, Tenn.	For amount of water-tax, first quarter, 1883.	6 75
Aug. 3	Geo. A. Steele, postmaster at Portland, Oreg.	For rent of telephone, fourth quarter, 1882.	5 00
17	F. W. Palmer, postmaster at Chicago, Ill.	For washing towels, second quarter, 1883.	18 20
20	H. G. Pearson, postmaster at New York, N. Y.	For miscellaneous expenses, second quarter, 1883.	346 53
30	F. W. Palmer, postmaster at Chicago, Ill.	For miscellaneous expenses, second quarter, 1883.	1,226 54
Sept. 19	George H. Chase, postmaster at Plymouth, Mass.	For amount of water tax, second quarter, 1883.	1 50
19	H. S. Huidekoper, postmaster at Philadelphia, Pa.	For amount paid for horse-car tickets, second quarter.	18 00
29	J. H. Smith, postmaster at Memphis, Tenn.	For miscellaneous expenses, second quarter, 1883.	1 00
Total general accounts.....			1,623 32

RECAPITULATION.

Amount allowed to postmasters at the principal post-offices credited in quarterly accounts current, for incidental office expenses, such as repairs, gas-fixtures, telegrams, &c.:

Third quarter, 1882.....	\$16,756 19
Fourth quarter, 1882.....	19,820 61
First quarter, 1883.....	14,904 99
Second quarter, 1883.....	17,378 21
Total.....	68,660 90
Amount paid by warrant.....	\$169 27
Amount allowed postmasters and others credited on general accounts.....	2,885 49
	3,054 76

Total amount paid on account of miscellaneous, First Assistant Postmaster-General.. 71,714 96

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1883, and charged to "Miscellaneous Account, Second Assistant Postmaster-General."

AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1882			
Sept. 12	J. Bradley Adams	For subscription to New York Herald and New York Times, during August, 1882.	\$2 50
Nov. 2	J. Bradley Adams	For subscription to New York Herald and New York Times during September and October, 1882.	5 00
20	O. H. Irish, chief of Bureau of Engraving and Printing.	For making die for marking proposals and recutting old die.	13 50
29	William F. Lutz	For repairing press for contract division....	20 00
Dec. 27	William S. Soule	For fitting hasps and staples and finishing six rawhide trunks.	15 00
1883			
Jan. 6	J. Bradley Adams	For subscription to Herald and Tribune during November and December, 1882.	5 00
16	Lewis Tillman	For five (5) days' service on proposals, January, 1883.	10 00
16	William J. Starr	For five (5) days' service on proposals, January, 1883.	10 00
Feb. 10	Byron S. Adams	For five (5) days' service on proposals, January, 1883.	16 00
Mar. 12	John C. Parker	For subscription to New York Herald, July 1, 1882, to April 1, 1883.	11 25
29	William L. Smith	For maps of the city of New York	4 50
Apr. 28	Lewis Tillman	For one and one-half (1½) days' service on proposals, April, 1883.	3 00
May 8	Joseph Cochran	For expenses incurred in the examination of the postal service in Louisiana during March, 1883.	39 25
11	Byron S. Adams	For two (2) days' service on proposals, May, 1883.	6 40
June 5	J. Bradley Adams	For subscription to the New York Tribune and New York Times during April and May, 1883.	5 00
16	T. N. Burrill, chief of Bureau of Engraving and Printing.	For making brass seal for marking proposals, June, 1883.	19 25
30	Henry L. Johnson	For expenses incurred under order of the Postmaster-General, June 29, 1883.	6 75
Aug. 8	J. Bradley Adams	For subscription to the New York Tribune, first quarter, 1883.	3 75
		Total paid	196 15

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1883, and charged to "Miscellaneous Account, Third Assistant Postmaster-General."

AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1883.			
Jan. 24	John C. Parker.....	For subscription New York Tribune, July 1, 1882, to December 31, 1882.	\$7 50
Mar. 8	Hine & Co.....	For lettering die for cup seals and for cups.	16 50
22	Rand, McNally & Co.....	For three (3) H. M. Business Atlases for dead-letter office.	54 00
Apr. 11	J. Bradley Adams.....	For subscription to the New York Times, January, February, and March, 1883.	3 75
June 12	T. Ellwood Zell.....	For one (1) Zell's United States Directory for use of dead-letter office.	10 00
28	William H. Boyd.....	For city directories furnished dead-letter office.	100 00
July 12	John C. Parker.....	For subscription to the New York Tribune, second quarter, 1883.	3 75
12	.....do.....	For subscription to the National Republican, first quarter, 1883.	3 00
Aug. 26	S. R. Stratton, Post-Office Department.	For amount of expenses incurred while on official visit to the Philadelphia post-office, second quarter, 1882.	29 50
		Total paid.....	228 00

No. 9.—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, 1883.

Offices.	Gross revenue.	Office expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense on gross revenue.
Akron, Ohio.....	833,700 62	87,232 18	\$4,596 75	\$11,828 93	\$21,871 09	25
Albany, N. Y.....	167,256 22	47,456 30	29,208 62	76,658 92	90,597 30	45
Allegheny, Pa.....	37,899 06	7,985 38	12,779 02	20,764 40	17,134 66	54
Allentown, Pa.....	22,706 12	6,925 62	3,000 02	9,925 64	12,780 48	44
Altoona, Pa.....	20,178 85	6,259 46	2,404 32	8,663 78	11,515 07	43
Atchison, Kans.....	26,926 46	8,544 25	4,659 69	13,203 94	13,722 52	41
Atlanta, Ga.....	102,414 66	15,943 06	9,847 87	25,790 93	76,623 73	25
Auburn, N. Y.....	35,637 13	8,240 50	6,889 38	15,109 88	20,527 25	42
Augusta, Ga.....	37,831 46	9,955 98	5,463 65	15,419 63	22,411 83	41
Augusta, Me.....	67,931 10	19,988 42	3,419 80	23,408 22	44,522 88	34
Austin, Tex.....	45,000 69	10,328 64	668 82	10,997 46	34,003 23	24
Baltimore, Md.....	540,563 92	94,388 63	95,240 35	189,628 98	350,934 94	35
Bangor, Me.....	30,191 89	8,480 25	3,933 87	12,414 12	17,777 77	33
Bay City, Mich.....	26,190 29	7,931 93	2,348 76	10,280 69	15,909 60	39
Binghamton, N. Y.....	44,401 72	10,337 66	1,233 03	11,570 69	32,831 03	26
Bloomington, Ill.....	37,374 44	4,356 41	4,916 80	14,273 21	23,101 23	39
Boston, Mass.....	1,567,529 79	283,326 85	225,674 40	509,001 25	998,528 54	32
Bridgeport, Conn.....	62,125 66	12,009 34	6,457 43	18,466 77	43,658 89	30
Brooklyn, N. Y.....	840,522 40	68,178 93	122,042 34	190,221 27	150,301 13	16
Buffalo, N. Y.....	326,063 33	34,788 97	38,755 78	73,544 75	252,518 58	23
Burlington, Iowa.....	48,881 81	10,980 42	5,807 46	16,787 88	32,093 93	34
Burlington, Vt.....	24,556 44	5,935 36	4,008 18	9,943 54	14,612 90	41
Camden, N. J.....	25,865 05	6,561 41	6,603 89	13,105 30	12,760 35	51
Canton, Ohio.....	27,365 56	6,496 55	3,625 25	10,121 80	17,243 76	37
Cedar Rapids, Iowa.....	41,659 99	7,340 75	2,842 85	10,183 60	31,476 39	24
Charleston, S. C.....	80,657 28	13,815 46	8,406 93	22,223 39	57,834 89	28
Chicago, Ill.....	1,949,180 53	391,362 11	225,328 81	616,630 92	1,332,549 41	32
Cincinnati, Ohio.....	638,624 47	111,226 68	92,664 30	203,890 98	434,733 49	31
Cleveland, Ohio.....	315,662 71	45,322 28	42,871 95	88,194 23	227,468 48	28
Columbus, Ohio.....	117,564 44	21,360 92	14,334 29	35,695 21	81,869 23	30
Concord, N. H.....	28,771 89	7,927 64	4,022 53	11,950 17	16,821 72	42
Conwell Bluffs, Iowa.....	33,453 63	7,294 60	3,440 45	10,735 05	22,718 48	32
Covington, Ky.....	21,786 89	5,703 24	3,075 98	10,770 22	11,016 67	48
Dallas, Tex.....	43,947 71	11,015 31	4,586 45	15,565 76	28,381 95	36
Davenport, Iowa.....	49,060 19	9,826 91	7,416 35	17,237 26	22,822 93	35
Dayton, Ohio.....	72,870 93	13,562 86	12,016 35	25,573 21	47,297 72	35
Denver, Colo.....	150,420 43	26,995 66	12,042 92	39,038 58	111,381 85	26
Des Moines, Iowa.....	86,457 78	11,639 07	9,231 53	20,870 60	65,587 18	24
Detroit, Mich.....	314,549 18	41,427 39	36,256 88	77,684 27	236,864 91	25
Dubuque, Iowa.....	45,167 60	8,732 90	6,373 07	15,105 97	30,061 63	33
Easton, Pa.....	24,892 14	6,514 05	6,067 02	12,581 07	12,311 07	51

No. 9.—Table showing the receipts, expenditures, and net revenue, &c.—Continued.

Offices.	Gross revenue.	Office expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense on gross revenue.
East Saginaw, Mich.	\$31,828 49	\$6,760 86	\$3,008 49	\$9,769 35	\$12,119 14	31
Elizabeth, N. J.	28,856 94	7,909 84	5,896 70	13,806 54	15,050 60	44
Elmira, N. Y.	47,193 60	11,830 60	6,714 55	18,545 15	28,648 45	39
Erie, Pa.	41,211 20	9,089 06	7,779 57	16,818 63	24,392 57	41
Evansville, Ind.	40,370 79	10,486 18	7,497 25	17,984 06	22,386 71	45
Fall River, Mass.	32,580 49	7,480 01	6,845 97	14,325 98	18,254 51	44
Fort Wayne, Ind.	38,875 55	10,149 20	7,599 73	17,748 93	21,126 62	46
Galesburgh, Ill.	23,348 09	7,198 73	910 85	8,107 58	15,238 51	35
Galveston, Tex.	85,009 69	14,624 49	7,559 39	22,188 88	62,820 81	26
Gloucester, Mass.	16,725 03	4,916 10	3,846 08	5,262 18	11,462 85	31
Grand Rapids, Mich.	30,358 84	11,473 83	9,280 09	20,753 92	59,604 92	26
Hannibal, Mo.	20,940 71	6,616 16	903 02	7,519 18	13,421 53	36
Harrisburg, Pa.	74,089 53	14,298 71	6,307 31	20,606 02	53,483 51	28
Hartford, Conn.	137,747 42	22,928 06	11,161 00	34,089 06	108,658 36	25
Haverhill, Mass.	26,908 61	8,729 84	3,982 36	12,711 70	14,196 91	47
Hoboken, N. J.	15,525 09	4,097 56	4,092 57	8,190 13	7,334 96	53
Holyoke, Mass.	30,763 26	6,926 48	3,005 08	9,931 56	20,831 70	32
Houston, Tex.	48,577 16	13,806 75	6,429 20	20,235 95	26,341 21	43
Indianapolis, Ind.	195,061 56	40,151 20	31,654 69	71,805 89	123,255 67	37
Jackson, Mich.	29,192 01	7,677 92	5,310 44	12,988 36	16,203 65	44
Jacksonville, Fla.	83,507 55	9,475 77	673 92	10,149 69	23,417 86	30
Jersey City, N. J.	72,683 20	11,533 47	25,523 04	37,056 51	35,626 69	51
Kalamazoo, Mich.	30,177 11	7,438 95	3,000 28	10,439 23	19,737 88	36
Kansas City, Mo.	188,974 97	30,142 91	20,498 79	50,641 70	138,333 27	27
Keokuk, Iowa	27,304 29	7,847 18	1,727 29	9,574 47	17,729 82	35
Knoxville, Tenn.	37,048 62	7,137 70	480 15	7,617 85	29,430 77	21
La Fayette, Ind.	28,510 15	8,847 62	4,616 77	13,464 39	15,045 76	47
Lancaster, Pa.	36,306 62	7,347 00	5,713 85	13,060 85	23,245 77	36
Lansing, Mich.	30,353 46	7,559 62	2,087 47	9,647 09	20,706 37	32
Lawrence, Mass.	30,352 67	8,431 83	7,917 91	16,349 74	14,002 93	54
Leadville, Col.	34,729 75	15,909 41	4,252 40	20,161 81	14,567 94	58
Leavenworth, Kans.	30,260 80	8,269 00	4,298 98	12,567 98	17,692 82	41
Lewistown, Me.	21,317 42	6,969 64	2,287 63	9,157 27	12,160 15	43
Lexington, Ky.	27,844 67	7,911 60	3,920 38	8,831 98	19,012 69	32
Lincoln, Nebr.	40,454 75	8,195 61	3,743 17	11,938 78	28,515 97	29
Little Rock, Ark.	40,002 40	10,667 40	4,431 35	15,098 75	24,903 65	37
Louisville, Ky.	250,377 81	39,288 02	37,447 23	76,735 25	173,642 56	31
Lowell, Mass.	78,963 92	10,906 75	11,123 35	22,030 10	56,933 82	28
Lynchburg, Va.	37,016 20	8,405 28	1,411 20	9,816 48	27,199 72	26
Lynn, Mass.	45,279 09	8,289 15	9,578 84	17,867 99	27,411 10	39
Macon, Ga.	29,673 71	8,974 07	4,504 12	13,479 09	16,194 62	45
Madison, Wis.	28,734 48	8,797 66	936 45	9,734 11	19,000 37	34
Manchester, N. H.	34,548 19	8,101 86	6,890 16	14,991 52	19,556 67	43
Mansfield, Ohio	27,269 30	5,856 15	3,320 30	9,176 45	18,092 94	33
Memphis, Tenn.	85,362 29	20,057 72	10,884 60	30,942 32	54,419 97	36
Meriden, Conn.	30,490 66	6,333 87	3,400 00	9,733 87	20,756 69	32
Milwaukee, Wis.	280,312 52	42,030 83	33,907 54	75,938 37	184,374 15	29
Minneapolis, Minn.	167,528 19	27,060 09	18,126 81	45,788 90	121,739 29	27
Mobile, Ala.	64,625 72	14,248 98	5,087 96	19,336 94	85,288 78	35
Nashville, Tenn.	106,931 25	16,836 19	12,123 23	28,956 42	77,975 83	37
Newark, N. J.	189,799 28	19,257 57	29,984 39	49,241 96	90,557 32	25
New Bedford, Mass.	39,978 83	6,289 05	7,575 42	13,864 47	26,114 36	37
New Haven, Conn.	123,670 76	10,715 26	16,494 20	36,209 46	87,461 80	29
New Orleans, La.	293,402 19	60,680 87	51,083 67	111,744 54	181,657 65	38
Newport, R. I.	30,505 85	6,821 65	3,832 84	10,654 49	19,851 36	35
New York, N. Y.	4,413,821 57	886,371 72	522,889 80	1,409,261 52	3,004,560 05	32
Norfolk, Va.	48,132 22	9,853 95	6,107 21	15,961 16	32,171 06	33
Oakland, Cal.	35,946 73	12,087 67	8,177 48	20,265 15	15,661 58	56
Omaha, Nebr.	100,814 82	19,933 40	10,511 69	30,445 09	70,369 73	30
Oshkosh, Wis.	22,437 23	8,182 53	2,998 48	11,181 01	11,256 22	49
Oswego, N. Y.	25,837 17	6,904 62	4,804 15	11,798 77	14,038 40	46
Paterson, N. J.	35,054 12	6,222 33	9,075 02	15,897 35	19,156 77	45
Pawtucket, R. I.	21,532 61	7,107 11	3,027 14	10,134 25	11,398 36	47
Peoria, Ill.	71,394 70	12,872 27	8,680 04	21,552 31	49,842 39	30
Petersburgh, Va.	20,788 07	6,174 55	5,085 10	11,250 65	9,528 42	55
Pittsburgh, Pa.	1,581,791 03	263,401 12	353,158 03	616,558 75	965,232 28	39
Pittsboro, Pa.	344,889 13	60,030 28	40,354 84	100,385 12	244,504 01	29
Pittsfield, Mass.	27,287 93	6,736 05	835 42	7,071 47	20,216 46	26
Portland, Me.	100,150 73	21,994 54	8,995 22	30,989 70	69,160 97	31
Portland, Oreg.	68,814 50	12,152 02	5,508 36	17,660 38	51,154 18	26
Pottsville, Pa.	15,599 63	5,243 19	3,438 72	8,681 91	6,917 72	56
Poughkeepsie, N. Y.	40,329 09	9,998 32	5,903 05	15,901 37	24,427 72	37
Providence, R. I.	190,142 65	27,800 33	32,643 80	60,443 63	129,699 02	32
Quincy, Ill.	44,311 61	10,802 47	7,165 97	17,968 44	26,343 17	41
Racine, Wis.	31,463 57	7,782 17	3,632 08	11,415 15	20,048 42	36
Reading, Pa.	42,072 27	10,018 89	9,948 54	19,906 93	22,165 34	47
Richmond, Ind.	28,377 20	7,004 46	4,945 78	12,040 24	16,336 96	42
Richmond, Va.	117,405 45	21,836 10	15,574 82	37,410 92	79,994 53	32

No. 9.—Table showing the receipts, expenditures, and net revenue, &c.—Continued.

Offices.	Gross revenue.	Office expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense on gross revenue.
Rochester, N. Y.	\$249,356 06	\$28,434 02	\$28,364 59	\$56,798 61	\$192,557 45	23
Rockford, Ill.	38,375 71	7,314 35	3,138 28	10,452 63	27,923 08	27
Sacramento, Cal.	47,868 14	15,336 25	5,617 05	20,953 90	26,914 24	44
Saint Joseph, Mo.	71,657 87	18,576 42	8,707 75	22,284 17	49,373 50	31
Saint Louis, Mo.	848,730 83	153,990 21	135,061 98	289,052 19	554,678 14	33
Saint Paul, Minn.	183,949 82	24,073 93	18,265 64	42,339 57	141,610 25	23
Salem, Mass.	26,303 60	8,079 38	6,218 06	14,297 44	12,006 16	54
Saint Antonio, Tex.	36,006 98	10,950 46	3,940 88	14,900 34	20,106 64	43
Sandusky, Ohio.	20,397 70	5,983 55	1,993 95	7,977 50	12,420 20	39
San Francisco, Cal.	558,133 73	100,482 63	65,514 54	165,997 17	392,136 56	30
Savannah, Ga.	71,776 23	15,974 94	6,765 47	22,740 41	49,035 82	32
South Bend, Ind.	22,762 92	6,921 57	2,875 18	9,296 75	13,466 17	41
Springfield, Ill.	37,207 06	9,050 35	6,719 85	15,770 20	21,436 86	43
Springfield, Mass.	78,623 53	13,361 58	6,780 94	20,142 52	58,481 01	26
Springfield, Ohio.	56,610 34	9,749 90	6,476 51	16,226 41	40,392 93	29
Syracuse, N. Y.	129,763 03	21,384 14	16,168 71	37,552 85	89,210 18	30
Taunton, Mass.	25,269 76	7,265 98	4,651 82	11,917 80	13,351 96	47
Terre Haute, Ind.	37,213 92	10,835 49	6,360 47	17,195 96	20,017 96	44
Toledo, Ohio.	129,295 59	25,862 00	14,810 46	40,672 46	88,623 13	32
Topeka, Kans.	57,497 46	10,624 78	5,333 14	15,957 92	41,539 54	26
Trenton, N. J.	56,308 26	9,201 22	7,707 19	16,908 41	39,399 85	30
Troy, N. Y.	100,712 08	21,561 21	18,999 18	40,560 39	60,151 67	40
Utica, N. Y.	69,931 22	10,700 01	10,597 48	21,297 49	48,633 73	30
Washington, D. C.	292,755 95	151,840 99	60,889 47	212,730 46	80,025 49	75
Watertown, N. Y.	24,658 08	7,357 71	1,080 27	8,437 98	16,220 10	34
Wheeling, W. Va.	45,447 12	11,783 06	7,986 29	19,769 35	25,677 77	43
Wilkesbarre, Pa.	27,461 24	6,823 36	2,539 02	9,362 38	18,098 86	34
Williamsport, Pa.	31,991 86	7,212 60	3,002 58	10,215 24	21,776 62	32
Wilmington, Del.	50,161 90	9,972 01	9,290 27	19,272 18	30,889 72	38
Wilmington, N. C.	26,013 03	9,198 20	774 64	9,972 84	16,040 19	38
Worcester, Mass.	96,743 36	16,351 17	12,461 59	28,812 76	67,930 60	30
York, Pa.	25,509 47	6,019 44	2,017 12	8,036 56	17,472 91	31
Yonkers, N. Y.	22,199 88	5,640 59	438 41	6,079 00	16,120 88	27
Youngstown, Ohio.	24,058 71	5,665 84	3,600 75	9,266 59	14,792 12	39
Zanesville, Ohio.	26,321 81	6,550 89	4,218 07	10,768 96	15,552 65	41
Total	22,317,499 94	4,404,069 17	3,164,627 81	7,568,696 98	14,748,802 96

ANNUAL RECEIPTS AND EXPENDITURES.

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No. 10.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1883.

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	4,480,662 21
1839	4,484,656 70		4,484,656 70	4,636,586 31
1840	4,543,521 92		4,543,521 92	4,718,235 64
1841	4,407,728 27	\$482,657 00	4,890,385 27	4,499,527 61
1842	4,548,849 65		4,548,849 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 85	750,000 00	4,237,199 35	4,076,036 91
1847	3,890,309 23	12,500 00	3,902,809 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	5,184,528 84	1,741,444 44	6,925,971 28	7,108,459 04
1853	6,240,724 70	2,225,000 00	7,465,724 70	7,082,756 59
1854	6,255,586 22	2,736,748 96	8,992,335 18	8,577,424 12
1855	6,642,136 13	3,114,542 26	9,756,678 39	9,968,342 29
1856	6,920,821 66	3,748,881 56	10,669,703 22	10,405,286 86
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 93
1860	8,518,067 40	11,154,187 54	10,672,234 94	19,170,609 80
1861	8,349,296 40	4,639,800 53	12,989,102 93	13,606,759 11
1862	8,299,820 90	2,598,953 71	10,898,774 61	11,125,364 13
1863	11,163,789 59	1,007,848 72	12,171,638 31	11,314,206 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	15,297,028 87	3,991,666 67	19,288,695 54	19,235,483 46
1868	16,292,600 80	5,606,525 00	21,899,125 80	22,730,592 65
1869	18,344,510 72	5,707,115 30	24,051,626 02	23,698,131 50
1870	10,772,220 63	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	22,006,741 57	5,690,475 00	28,697,216 57	29,084,945 67
1874	26,471,071 82	5,922,433 55	32,393,505 37	32,126,414 58
1875	28,701,360 59	6,704,646 96	33,406,007 55	33,611,309 45
1876	28,634,197 50	5,068,583 03	33,722,780 53	33,263,487 58
1877	27,531,585 26	7,013,300 00	34,544,885 26	33,486,322 44
1878	29,277,516 95	5,307,652 82	34,585,169 77	34,165,084 40
1879	30,041,982 86	3,207,965 25	33,339,948 11	33,449,899 45
1880	33,315,479 34	3,597,717 20	36,913,196 54	36,542,603 68
1881	36,785,397 97	3,297,921 46	40,083,319 43	39,592,566 22
1882	41,876,410 15	6,595 12	41,883,005 27	40,482,021 23
1883	45,508,692 61	21,416 85	45,530,109 46	43,282,944 43

No. 11.—Statement showing the transactions of the Money-Order Office

States and Territories.	Domestic.				
	Balance due the United States from last year.	Number of orders issued.	Amount of orders issued.	Fees.	Gain.
Alabama.....	\$25,981 18	161,290	\$2,112,771 35	\$19,626 35	.....
Arizona.....	9,668 19	22,233	2,508,909 76	3,442 80	.....
Arkansas.....	25,639 05	141,790	2,308,364 56	19,197 30	.....
California.....	67,796 16	322,925	4,806,694 81	42,041 15	.....
Colorado.....	52,252 28	153,130	2,430,660 25	20,141 10	.....
Connecticut.....	12,010 29	100,174	1,199,563 71	11,964 20	.....
Dakota.....	15,757 71	63,812	884,250 67	8,052 05	.....
Delaware.....	1,614 84	15,051	153,634 89	1,649 40	\$3 36
District of Columbia.....	8,169 34	36,191	546,413 84	4,624 30	\$1 10
Florida.....	23,526 33	67,133	1,094,092 69	8,993 00	1 67
Georgia.....	28,211 53	172,663	2,372,765 38	21,706 25	50
Idaho.....	14,284 52	23,660	537,375 47	3,690 30	.....
Illinois.....	96,998 43	723,473	8,652,529 76	87,036 25	3 42
Indiana.....	32,532 90	377,125	4,198,672 37	44,400 65	1 67
Indian Territory.....	954 00	4,196	79,249 42	605 60	.....
Iowa.....	68,848 29	534,936	5,742,259 49	62,649 25	05
Kansas.....	36,919 41	404,195	5,029,965 52	49,246 75	.....
Kentucky.....	16,801 61	135,743	1,728,628 46	16,906 45	.....
Louisiana.....	70,511 34	121,544	2,360,845 86	17,728 60	.....
Maine.....	13,487 68	90,569	1,323,870 49	11,865 05	.....
Maryland.....	7,155 50	72,524	963,737 58	8,959 15	.....
Massachusetts.....	31,954 85	231,681	3,123,218 93	28,640 20	.....
Michigan.....	63,067 82	414,996	5,294,738 28	50,639 85	1 67
Minnesota.....	33,963 18	210,269	2,606,014 02	25,596 65	.....
Mississippi.....	35,561 76	194,774	2,617,088 11	24,450 05	.....
Missouri.....	61,863 82	379,145	4,769,782 71	46,450 10	.....
Montana.....	20,931 15	37,156	644,187 24	5,117 35	.....
Nebraska.....	31,825 11	176,632	2,071,281 45	21,270 55	30 46
Nevada.....	10,182 98	47,464	923,149 06	6,830 75	.....
New Hampshire.....	6,453 23	44,180	662,250 47	6,637 60	.....
New Jersey.....	8,983 47	90,725	1,239,100 36	11,291 50	1 33
New Mexico.....	10,568 03	21,972	339,974 63	2,299 85	.....
New York.....	57,075 38	579,942	7,779,376 67	72,197 35	410 79
North Carolina.....	18,333 02	132,062	1,873,531 90	16,884 95	19
Ohio.....	55,253 02	578,765	6,272,189 19	67,662 75	28 87
Oregon.....	28,440 22	95,154	1,831,466 73	13,571 65	.....
Pennsylvania.....	59,295 77	440,641	5,303,090 08	53,110 70	6
Rhode Island.....	4,344 77	32,517	425,389 65	3,983 30	.....
South Carolina.....	16,729 58	101,847	1,432,249 19	12,897 80	1 52
Tennessee.....	26,035 88	182,910	2,614,007 72	23,281 55	.....
Texas.....	117,196 03	478,153	7,829,874 64	64,737 70	.....
Utah.....	23,612 63	24,792	442,853 26	3,443 75	.....
Vermont.....	6,636 54	56,492	621,295 91	6,637 65	.....
Virginia.....	21,644 34	81,044	1,490,456 02	14,146 45	.....
Washington.....	12,443 20	47,233	925,495 96	6,937 00	.....
West Virginia.....	6,241 81	50,570	610,117 34	6,118 20	.....
Wisconsin.....	49,956 43	313,468	4,252,067 35	39,377 60	1 52
Wyoming.....	4,134 52	18,715	300,403 13	2,470 90	1 59
Total.....	1,511,549 21	8,807,566	117,329,406 31	1,101,821 89	678 69

of the United States during the fiscal year ended June 30, 1883.

Domestic—Continued.				International.			Balance due postmas- ters.
Premium.	Deposits received from postmas- ters.	Drafts on post- master at New York.	Transferred from postage fund.	Number of orders issued.	Amount of orders issued.	Fees.	
\$226 70	\$1,038,883 99	\$29,325 00	\$4,624 42	1,140	\$22,725 26	\$469 30	\$33 62
			260 00	491	14,438 61	267 00	78
	893,010 60	184,968 35	3,411 50	671	12,002 45		32 93
1 52	3,448,268 03	10,000 00	59,808 05	17,267	351,562 93	7,036 75	71 11
	1,355,156 75	8,285 00	7,499 78	11,807	272,743 26	6,171 00	69 66
	340,209 00	83,455 00	13,446 00	12,888	178,138 18	4,282 20	66 64
	105,789 00	50,580 00	12,195 62	1,701	38,708 27	792 60	200 34
		3,265 00	1,246 85	2,018	12,846 48	310 50	
	1,416,273 13			2,221	33,948 77	759 30	
	167,713 00	14,715 25	9,823 27	783	19,427 11	359 95	27 19
	1,847,725 15	167,235 05	4,778 26	1,700	39,637 94	766 65	289 45
	66,148 00	235 00	440 30	449	11,787 48	241 05	34 00
	8,142,735 01	1,032,642 00	132,602 10	47,181	793,266 09	16,634 35	1,105 27
	1,332,562 03	494,112 00	24,046 72	6,251	4,223 14	1,997 95	246 86
			76 77				
63 50	1,588,316 54	1,096,874 00	39,205 41	5,888	90,699 80	1,992 70	2,384 27
	534,109 47	551,457 00	19,510 15	2,387	41,882 16	913 60	419 04
	848,871 36	718,265 00	17,529 44	2,820	44,974 95	962 10	77 37
	3,660,333 03		297 08	4,552	103,559 90	1,821 95	31 84
	666,218 00	90,489 00	11,475 69	4,938	90,562 40	1,888 60	155 26
	1,109,045 00	378,920 00	5,615 30	5,324	80,396 21	1,696 00	38 95
	1,541,327 00	694,068 00	57,815 82	38,790	632,221 94	14,416 50	234 03
11 25	2,112,148 00	716,829 77	42,654 79	20,399	343,036 68	7,323 93	397 81
	1,696,103 18	102,456 42	17,807 22	7,430	144,157 55	2,871 60	150 97
180 33	9,153,258 84	192,569 83	3,460 17	323	6,318 62	133 00	189 40
	296,512 28	172,780 00	42,035 54	11,892	229,904 83	4,611 95	622 06
3 04	1,252,396 44	147,124 00	305 00	2,564	69,025 94	1,456 65	2 45
	2,400 00		36,742 48	1,808	29,666 73	635 70	94 59
			300 20	1,482	39,125 56	767 85	
	17,982 50	111,212 00	9,943 48	2,766	40,185 70	1,092 50	242 64
	255,394 00	546,890 19	27,843 13	2,432	300,070 90	7,381 10	489 46
	28,878,487 62	763,574 00	84,176 70	185	4,117 12	83 60	
	226,245 00	109,125 00	3,880 00	600	15,895 09	286 45	48 95
	3,324,192 77	902,216 50	74,713 86	26,594	401,971 04	9,230 05	1,000 81
	1,641,806 00		3,422 08	2,562	61,989 55	1,175 85	102 04
	4,014,709 86	522,864 16	46,723 72	45,127	708,380 51	16,512 40	842 05
	113,365 00	3,845 00	1,625 00	6,283	93,306 72	2,367 10	56 94
	789,679 00	12,110 00	523 98	1,023	28,291 76	531 20	130 38
	1,853,203 59	81,429 00	42,957 90	1,579	30,691 54	650 40	264 59
	4,563,535 07	201,149 00	21,275 92	5,354	109,758 21	2,161 15	924 71
	696,242 16	54,606 00	397 05	1,517	21,943 46	583 25	3 48
		127,215 00	10,976 84	1,463	22,025 48	556 60	91 53
	1,525,562 00	237,372 00	12,030 26	1,814	37,631 64	767 95	147 06
	17,600 00		305 62	885	22,520 71	423 50	32 21
		165,870 00	4,025 12	777	11,364 58	273 80	128 48
1 59	2,306,424 00	216,880 00	28,409 82	11,063	185,289 20	3,677 90	656 87
			50 00	578	10,779 77	258 15	28 89
437 93	94,029,020 91	10,045,687 52	984,516 74	466,326	7,717,832 11	170,238 80	14,675 25

No. 11.—Statement showing the transactions of the Money-Order Office

States and Territories.	Domestic.						
	Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.	Transferred to postage fund.	Drafts paid by Postmaster at New York.	Deposited at first-class offices.
Alabama.....	75,356	\$1,104,087 93	1,329	\$15,728 23	\$222 22	.....	\$2,090,158 00
Arizona.....	4,648	131,015 76	149	3,681 12	.....	.....	385,017 00
Arkansas.....	62,334	1,116,442 07	1,480	20,888 07	67 07	.....	2,254,961 70
California.....	270,923	5,016,976 17	2,130	34,406 90	67 20	.....	3,517,092 78
Colorado.....	80,931	1,518,579 00	1,311	21,863 25	469 57	.....	2,526,227 75
Connecticut.....	110,075	1,244,068 69	534	6,587 03	65 00	.....	535,029 00
Dakota.....	22,635	466,906 76	619	9,757 76	421 68	.....	574,868 10
Delaware.....	7,452	106,076 60	105	1,532 85	178 87	.....	60,500 29
District of Columbia.....	82,760	864,206 04	273	4,750 44	.....	.....	1,043,704 00
Florida.....	33,795	664,542 55	533	9,807 26	148 00	.....	634,208 81
Georgia.....	143,275	2,065,396 28	1,274	14,959 36	170 00	.....	2,357,058 28
Idaho.....	4,852	151,287 63	209	4,905 42	.....	.....	457,038 61
Illinois.....	1,043,488	11,983,248 39	4,898	61,532 82	62,283 25	.....	6,368,564 39
Indiana.....	261,374	3,543,803 57	2,413	25,068 74	496 88	.....	2,552,285 35
Indian Territory.....	572	13,098 15	30	486 18	76 77	.....	66,083 75
Iowa.....	349,926	4,676,551 14	3,964	42,454 93	1,096 52	.....	3,786,103 48
Kansas.....	205,602	3,283,655 45	3,109	41,022 39	.....	.....	2,825,738 23
Kentucky.....	172,891	2,456,507 69	840	11,748 67	64 00	.....	889,164 42
Louisiana.....	85,693	2,690,247 20	897	15,125 25	.....	.....	3,309,516 63
Maine.....	93,418	1,388,521 54	324	5,254 62	250 00	.....	762,986 92
Maryland.....	116,856	1,877,889 30	337	5,450 77	460 00	.....	624,921 50
Massachusetts.....	494,701	4,735,400 33	1,342	19,292 18	1,330 33	.....	1,083,791 00
Michigan.....	314,204	4,408,531 16	2,781	34,893 63	242 49	.....	3,927,326 02
Minnesota.....	132,839	1,994,469 01	1,556	19,928 54	67 63	.....	2,421,396 18
Mississippi.....	82,642	1,087,283 60	1,76	20,202 05	972 91	.....	1,728,436 34
Missouri.....	495,975	7,739,325 30	2,71	37,578 01	5,942 04	.....	6,456,522 87
Montana.....	7,935	170,533 55	34	7,996 97	.....	.....	826,772 15
Nebraska.....	93,181	1,470,526 09	1,46	17,229 13	336 41	.....	1,998,637 91
Nevada.....	10,698	243,542 71	268	5,211 67	49 12	.....	718,011 00
New Hampshire.....	38,943	573,956 62	284	3,626 08	82 00	.....	242,932 00
New Jersey.....	90,208	1,536,277 18	532	7,138 51	228 17	.....	510,768 30
New Mexico.....	5,975	121,486 70	200	3,037 99	75 00	.....	474,389 00
New York.....	1,416,130	15,086,255 76	3,921	57,331 13	622,606 31	\$11,437,588 63	11,395,298 71
North Carolina.....	56,417	872,570 84	890	11,950 50	220 55	.....	1,341,302 00
Ohio.....	649,200	7,626,513 22	3,929	44,845 03	377 07	.....	3,199,400 11
Oregon.....	50,463	1,198,351 37	687	12,603 28	.....	.....	2,300,488 00
Pennsylvania.....	540,001	6,286,134 42	2,928	36,857 64	1,558 81	.....	4,099,784 57
Rhode Island.....	23,441	341,807 67	200	2,796 30	.....	.....	280,453 06
South Carolina.....	43,670	637,380 26	575	8,032 81	7 44	.....	1,618,519 00
Tennessee.....	173,137	2,088,847 20	1,508	19,558 88	39,089 20	.....	1,903,435 00
Texas.....	251,429	4,789,275 53	4,736	66,076 18	734 34	.....	7,839,735 52
Utah.....	15,706	358,651 82	142	2,826 20	6 11	.....	848,079 00
Vermont.....	39,792	550,067 31	292	3,311 81	8 00	.....	321,850 00
Virginia.....	89,433	1,419,542 15	759	9,079 94	619 80	.....	1,868,539 85
Washington.....	16,747	415,087 09	410	7,408 60	69 78	.....	534,617 00
West Virginia.....	24,426	384,249 69	256	2,585 73	123 61	.....	341,199 00
Wisconsin.....	213,717	3,318,025 50	1,932	25,783 53	126 13	.....	3,614,362 15
Wyoming.....	2,461	86,900 88	105	1,492 90	.....	.....	221,565 44
Total.....	8,602,625	116,498,702 04	63,269	845,579 74	742,010 26	11,437,588 63	90,677,827 27

of the United States for the fiscal year ended June 30, 1883.

International.				Total.					
Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.	Loss.	Expenses.	Commissions.	Clerk-hire.	Balance due the United States.	Miscellaneous.
128	\$3,238 81	6	\$56 31	.....	\$227 77	\$8,816 85	\$297 17	\$22,817 26	\$16 62
42	1,506 90	2	80 00	.....	.....	1,514 97	.....	14,105 81	95 58
404	16,545 35	3	30 00	\$60 86	884 56	9,065 84	400 00	27,473 88	56 84
4,879	123,073 63	66	1,081 97	70 00	3,158 73	16,953 63	8,902 81	62,277 47	219 42
767	23,724 19	33	684 35	39 00	10 45	8,822 85	1,388 46	51,140 84	19 37
3,443	42,259 99	47	626 54	81 45	65 30	6,402 14	1,100 00	0,622 26	137 82
1,217	44,705 97	9	269 00	448 76	9 70	4,059 40	.....	14,778 30	10 83
155	2,792 97	7	100 65	.....	.....	853 92	.....	1,421 41	4 76
1,126	16,010 16	10	184 70	125 83	71,707 23	.....	5,360 00	4,181 38	.....
226	6,351 37	12	203 97	.....	123 66	4,723 44	.....	18,437 11	43 29
232	6,027 10	10	135 06	152 00	505 70	10,316 43	2,074 95	26,249 77	71 33
34	1,322 75	1	50 00	.....	737 11	1,641 12	.....	17,253 48	.....
13,577	306,572 31	212	3,007 10	1,190 81	3,685 31	36,992 60	29,903 54	97,858 13	714 04
1,765	43,207 13	35	6,062 53	338 84	541 89	21,427 92	2,300 00	28,573 27	454 26
.....	.....	.....	.....	.....	.....	234 60	.....	906 34	.....
2,954	94,384 36	49	592 15	294 63	3,348 40	31,947 07	1,297 69	54,817 64	405 29
1,306	42,202 85	15	320 85	288 41	468 85	24,815 48	386 39	44,703 57	430 63
586	15,183 60	10	189 06	608 49	1,625 38	7,387 20	3,850 00	12,362 02	316 24
1,968	32,862 46	15	307 86	150 00	1,382 26	5,646 29	3,700 00	96,171 91	18 54
2,499	38,266 78	16	182 84	.....	79 65	7,320 51	1,247 83	14,330 18	71 30
1,579	30,826 65	38	607 61	.....	12 00	2,646 70	5,307 88	7,234 85	206 43
13,792	228,071 62	157	2,298 68	.....	399 33	13,203 28	14,247 60	25,295 43	507 49
7,271	178,681 28	132	1,745 33	681 57	91 45	24,755 44	5,117 64	48,212 23	412 12
3,764	120,563 93	51	1,721 55	303 94	135 79	11,704 47	2,118 47	27,488 51	102 77
71	2,149 97	2	25 00	692 60	64 95	10,888 76	.....	28,570 56	552 53
3,380	90,739 03	70	1,434 16	384 32	281 48	18,880 23	16,711 52	107,448 22	513 67
123	4,771 36	6	117 00	.....	50 25	2,316 38	12 50	25,670 94	.....
1,679	58,098 08	22	242 43	433 36	18 55	10,532 41	800 00	84,088 36	133 17
91	3,401 52	3	101 00	.....	.....	2,992 04	.....	9,447 34	.....
496	7,944 26	18	360 00	331 37	23 85	3,760 66	.....	4,789 90	111 88
4,065	87,077 77	89	1,220 26	55 00	44 91	8,061 97	285 00	8,677 76	198 61
60	2,313 11	.....	.....	.....	30 00	1,286 40	.....	12,094 86	.....
46,928	723,318 30	527	7,020 20	824 42	6,743 05	28,622 51	74,574 39	53,844 77	1,006 00
163	4,726 77	4	65 18	1,067 00	3,282 01	7,862 47	.....	21,065 88	115 20
6,342	138,982 26	152	1,812 62	172 50	1,328 25	30,150 44	14,655 43	49,760 20	461 73
724	21,523 68	15	463 00	.....	587 18	6,316 54	730 00	100,279 66	32 01
11,188	199,641 42	166	2,411 22	1,281 50	359 19	22,499 40	14,471 76	53,637 15	802 23
912	17,315 18	20	216 78	.....	6 00	1,802 84	841 02	3,289 63	8 00
96	2,201 36	7	153 13	99 77	4 35	5,629 05	550 00	20,437 44	127 80
304	7,925 57	4	75 00	.....	52 62	11,864 25	3,049 92	28,546 96	77 57
1,719	54,973 85	48	1,067 67	2,835 33	3,181 47	30,829 02	1,787 50	119,724 89	391 33
1,170	4,523 09	6	23 59	.....	80 00	2,110 68	.....	26,327 12	2 83
539	10,306 25	9	75 87	3 15	.....	3,667 94	800 00	5,228 61	119 61
483	10,222 56	8	152 61	25 00	59 88	7,705 77	1,100 00	22,813 71	826 45
310	9,580 08	12	299 76	.....	75	8,456 84	.....	15,278 82	.....
185	5,181 49	5	51 09	207 47	38 35	3,042 14	.....	7,278 39	188 96
4,605	143,912 27	77	1,088 67	132 00	200 08	18,642 18	4,850 00	45,599 53	518 65
85	1,089 32	2	79 99	.....	8 20	1,068 61	.....	5,921 61	.....
148,452	3,030,400 71	2,208	32,786 84	13,878 88	105,685 89	504,400 68	223,519 27	1,533,894 66	9,990 70

No. 11 A.—Statement showing the number and amount of international money-orders

States and Territories.	International.					
	Canadian.			Great Britain and Ireland.		
	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
Alabama	99	\$2,665 80	\$43 30	494	\$8,811 24	\$234 40
Arizona	83	314 80	36 55	187	5,592 22	126 10
Arkansas	81	934 85	17 70	210	4,588 11	114 85
California	1,987	49,389 45	818 45	6,705	119,178 37	3,155 75
Colorado	1,182	32,097 71	518 70	9,014	200,489 08	2,997 65
Connecticut	1,016	18,300 52	319 00	7,458	91,838 85	2,774 45
Dakota	594	15,650 52	260 40	797	16,350 28	415 95
Delaware	39	571 85	10 45	760	7,129 08	216 05
District of Columbia	198	3,157 88	58 40	919	12,248 40	372 40
Florida	148	3,662 07	59 20	242	5,314 78	131 90
Georgia	257	6,410 20	103 40	603	12,420 28	317 65
Idaho	34	955 53	15 43	260	6,527 15	156 30
Illinois	3,231	63,807 49	1,096 25	16,768	251,671 63	7,107 35
Indiana	413	6,264 11	123 00	2,135	28,059 43	828 65
Iowa	428	6,785 93	127 45	2,258	32,367 73	934 50
Kansas	194	3,473 08	66 80	1,145	18,461 01	506 65
Kentucky	146	2,054 02	39 25	1,020	15,893 59	440 25
Louisiana	261	7,556 56	121 20	695	13,196 24	337 65
Maine	2,534	50,921 70	854 80	2,107	34,108 25	835 75
Maryland	222	4,508 32	78 85	1,505	19,694 60	590 70
Massachusetts	9,899	217,572 14	3,699 90	21,945	283,354 67	8,441 20
Michigan	9,083	121,890 38	2,085 30	7,918	119,057 57	3,372 75
Minnesota	2,106	51,946 83	858 60	2,364	43,826 23	1,147 15
Mississippi	19	374 50	6 65	144	2,783 32	72 50
Missouri	517	10,211 79	177 55	4,585	78,690 56	2,122 30
Montana	463	13,249 10	217 95	1,735	44,654 70	1,062 55
Nebraska	159	2,792 67	50 20	680	9,555 86	279 15
Nevada	396	12,422 80	197 65	788	17,143 58	421 10
New Hampshire	505	10,045 25	182 20	1,885	23,712 69	702 85
New Jersey	713	15,059 74	254 50	13,216	154,052 16	4,751 30
New Mexico	5	98 25	2 50	73	1,378 76	37 85
New York	6,582	118,800 18	2,089 40	50,126	744,184 58	21,940 85
North Carolina	35	680 74	12 05	153	2,781 11	72 00
Ohio	1,521	24,996 28	458 45	12,829	176,122 59	5,148 65
Oregon	392	9,241 13	156 80	835	19,977 45	502 20
Pennsylvania	1,876	38,612 40	665 45	26,419	346,336 09	10,312 95
Rhode Island	753	13,322 94	233 40	4,585	63,604 42	1,843 40
South Carolina	26	455 79	8 85	379	10,218 84	241 00
Tennessee	112	2,163 99	37 30	707	13,762 54	358 70
Texas	193	4,080 39	71 65	1,718	33,552 23	867 15
Utah	74	1,089 10	28 90	1,242	15,126 37	469 15
Vermont	321	4,594 84	90 40	966	14,680 90	411 50
Virginia	353	7,505 18	123 80	717	13,095 18	348 45
Washington	337	10,573 59	160 20	324	6,195 18	161 65
West Virginia	9	122 80	2 35	433	5,998 77	174 85
Wisconsin	1,542	41,402 94	680 95	2,281	38,343 54	1,039 40
Wyoming	63	1,196 90	23 05	420	8,051 81	207 50
Total	48,094	1,016,598 62	17,341 70	220,024	3,194,126 64	91,205 50

MONEY-ORDER BUSINESS.

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issued, paid and repaid, and fees collected during the year ended June 30, 1883.

International—Continued.

German Empire.			Swiss.			Italian.		
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.
443	\$8,950.41	\$152.85	17	\$193.88	\$3.60	38	\$1,135.66	\$18.00
116	2,953.45	47.85	4	110.00	1.65	66	2,601.00	39.75
308	4,853.02	86.60	44	375.00	8.20	33	681.13	11.70
6,146	130,014.17	2,175.55	755	19,694.22	316.75	783	18,840.39	306.70
1,072	23,033.68	368.05	128	3,647.79	57.45	342	11,318.52	176.10
2,538	38,654.99	708.25	131	1,940.12	34.95	1,141	25,593.94	411.90
295	6,346.46	109.95	9	258.76	4.20	5	82.00	1.50
242	3,554.44	65.70	21	236.14	4.65	14	552.28	8.70
772	13,487.67	236.40	83	1,022.40	19.95	93	1,583.69	28.05
250	6,089.28	99.85	4	150.00	2.40	80	2,085.53	46.65
697	17,217.94	286.90	24	608.55	10.25	56	1,912.78	30.00
124	3,243.37	52.65	10	300.50	4.95			
21,308	334,732.52	6,093.00	2,159	38,629.62	678.15	3,412	97,728.28	1,536.85
3,297	48,502.36	901.05	189	3,284.61	59.00	124	3,915.46	61.95
2,945	46,051.83	838.05	164	3,677.19	60.90	43	963.64	16.05
897	16,034.58	282.45	91	2,191.83	36.80	17	250.66	4.80
1,255	18,475.94	339.10	228	5,428.79	88.75	69	1,581.57	26.25
1,089	21,130.78	360.30	100	2,198.77	36.75	1,950	51,984.06	834.35
235	4,316.46	77.40	5	89.88	1.35	18	462.61	7.35
3,035	44,562.21	826.65	64	1,401.22	23.55	373	8,616.30	144.90
4,180	73,030.74	1,298.25	297	6,039.65	101.95	1,629	44,256.75	719.55
5,608	81,258.11	1,524.65	268	6,630.27	110.55	401	11,964.86	186.85
2,534	38,665.28	712.10	174	3,577.38	58.95	152	4,350.87	67.50
111	2,302.08	39.15	2	50.00	.90	34	535.90	9.45
4,910	85,160.29	1,504.60	719	14,856.59	247.90	967	31,239.14	489.75
209	5,809.65	83.95	8	221.00	3.45	130	4,650.00	71.70
1,001	16,318.08	988.80	24	458.62	7.65	27	512.07	8.85
190	5,791.78	91.05	22	733.00	11.25	76	2,809.40	43.35
386	5,568.93	102.50	11	268.88	4.35	2	22.17	.45
7,191	103,867.32	1,922.25	411	7,207.20	122.90	584	13,944.10	229.20
59	1,201.00	20.70	2	70.00	1.20	40	1,294.26	20.35
43,918	671,834.46	12,267.70	3,947	77,325.62	1,309.90	4,539	127,047.88	2,017.80
390	11,600.22	188.15	2	40.15	.75	13	532.00	8.25
10,240	156,123.60	2,862.20	1,082	20,567.25	361.05	654	19,639.87	313.06
975	24,997.36	403.80	101	2,694.23	43.05	76	2,343.23	36.75
11,105	170,048.91	3,144.15	1,051	24,948.87	415.95	4,159	114,115.06	1,803.20
564	8,891.38	162.90	61	1,154.16	18.90	173	3,665.55	61.80
575	16,824.61	268.05	2	20.00	.30	15	300.24	4.80
402	7,720.38	135.60	207	3,915.90	66.15	120	2,586.97	42.60
2,618	50,856.60	874.30	192	3,774.40	64.15	488	14,682.65	232.75
148	4,001.06	65.50	23	255.15	5.25	22	739.00	11.85
125	1,915.24	39.60	6	117.00	2.10	28	411.14	6.75
521	11,633.17	190.95	28	689.96	11.65	153	4,061.97	65.25
214	5,561.57	89.05	3	89.38	1.80	2	30.00	.45
271	3,839.33	72.15	34	815.68	13.35	14	351.90	4.80
6,490	92,570.61	1,726.60	632	10,737.02	191.50	61	1,198.01	20.55
85	1,363.11	24.90	1	10.00	.15	2	60.86	1.05
151,962	2,450,969.43	44,249.10	13,541	272,512.83	4,631.20	23,418	640,035.35	10,190.25

No. 11 A.—Statement showing the number and amount of international money.

States and Territories.	International—Continued.					
	French.			Jamaica.		
	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
Alabama	49	\$950 77	\$17 25			
Arizona	54	857 14	14 95			
Arkansas	5	23 81	75	1	\$14 29	\$0 30
California	680	9,904 80	181 45	38	670 18	11 25
Colorado	77	1,705 24	28 35			
Connecticut	96	1,571 93	28 80			
Dakota	4	20 25	60			
Delaware	12	302 69	4 95			
District of Columbia	139	2,215 57	41 55	2	9 88	30
Florida	59	1,225 45	19 95			
Georgia	62	1,029 97	18 00	1	29 22	45
Idaho	17	598 32	9 15			
Illinois	340	5,259 10	97 20	1	24 45	45
Indiana	81	1,053 22	20 10	1	1 22	25
Iowa	46	716 02	13 50	2	100 00	1 50
Kansas	31	616 39	10 35			
Kentucky	89	1,395 77	25 50	7	61 91	1 50
Louisiana	464	7,061 87	126 75	5	84 07	1 50
Maine	36	607 14	11 05	1	8 00	15
Maryland	113	1,412 58	27 90	2	22 48	45
Massachusetts	500	6,951 70	134 15	5	86 14	1 75
Michigan	129	1,948 38	36 65	1	50 00	75
Minnesota	92	1,599 96	28 80			
Mississippi	13	272 82	4 35			
Missouri	167	2,624 83	48 85	5	54 08	1 05
Montana	19	441 49	7 05			
Nebraska	7	29 43	1 05			
Nevada	9	175 00	2 70			
New Hampshire	26	519 08	9 30			
New Jersey	297	5,522 64	93 75	2	36 30	70
New Mexico	6	74 85	1 50			
New York	2,785	42,547 19	784 30	34	806 23	14 90
North Carolina	15	240 87	4 65			
Ohio	231	3,953 00	71 80	3	54 99	90
Oregon	54	869 97	16 20			
Pennsylvania	425	7,330 43	133 15	7	212 59	3 75
Rhode Island	134	2,643 90	45 90	1	19 48	30
South Carolina	24	372 28	6 90	2	100 00	1 50
Tennessee	30	531 69	9 75			
Texas	129	2,389 96	42 60	14	91 61	2 25
Utah	4	52 80	1 05			
Vermont	17	349 36	6 25			
Virginia	41	679 06	12 00	1	1 50	15
Washington	3	48 00	90			
West Virginia	15	315 90	6 05			
Wisconsin	39	688 29	12 15			
Wyoming	7	95 00	1 50			
Total	7,672	121,895 30	2,221 40	136	2,628 62	46 25

orders issued, paid and repaid, and fees collected, &c.—Continued.

International—Continued.

New Zealand.			New South Wales.			Victoria.		
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.
61	\$1,682 74	\$28 85	48	\$802 04	\$15 60	44	\$304 28	\$15 30
1	4 87	15	5	170 45	2 85	4	150 74	2 40
			1	48 70	75	4	56 79	1 45
			1	24 35	45	1	2 07	15
			3	147 61	2 25			
9	216 51	3 75	2	85 00	1 35	10	252 48	4 20
1	24 35	45				2	6 20	30
2	87 66	1 35	2	58 44	1 10			
1	4 99	15	1	37 99	60	1	4 99	15
5	91 19	1 70	15	540 06	10 10	3	97 40	1 00
2	100 00	1 50	1	9 74	15	4	62 68	1 30
						2	20 00	30
						4	96 00	2 00
8	217 52	3 45	4	100 61	2 15			
1	48 70	75				1	50 00	75
5	114 11	2 20	3	83 05	1 45	1	19 48	30
38	1,180 93	18 60	21	485 13	8 65	24	592 90	10 30
2	9 74	30	1	1 25	15	4	31 36	1 00
19	797 35	14 05				1	5 64	15
6	64 02	1 35	5	137 41	2 40	9	273 49	4 50
1	50 00	1 00				2	34 74	60
3	79 99	1 40				1	99	15
1	9 74	15						
3	52 00	1 05	2	11 74	30	2	14 02	30
169	4,837 41	82 20	115	2,804 47	50 30	124	2,675 35	47 10

No. 11 A.—Statement showing the number and amount of international money-

States and Territories.	International.					
	Belgium.			Tasmania.		
	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
Alabama.....						
Arizona.....	1	\$10 00	\$0 15			
Arkansas.....	11	532 24	8 10			
California.....	10	106 40	2 25	1	\$4 57	\$0 15
Colorado.....	4	48 00	1 05	2	68 18	1 26
Connecticut.....	4	119 88	1 95			
Dakota.....						
Delaware.....						
District of Columbia.....	12	193 90	3 30			
Florida.....						
Georgia.....						
Idaho.....	1	15 00	30			
Illinois.....	40	909 00	15 45			
Indiana.....	7	107 09	1 95			
Iowa.....	4	37 46	75			
Kansas.....	8	208 51	3 30			
Kentucky.....	5	76 37	1 35			
Louisiana.....	7	139 56	2 40			
Maine.....	1	2 37	15			
Maryland.....	7	81 10	1 50			
Massachusetts.....	16	188 45	3 90			
Michigan.....	16	202 37	3 90			
Minnesota.....	4	95 00	1 50			
Mississippi.....						
Missouri.....	24	691 41	11 25			
Montana.....						
Nebraska.....						
Nevada.....						
New Hampshire.....						
New Jersey.....	9	164 50	2 55			
New Mexico.....						
New York.....	121	1,780 45	32 55	1	8 77	15
North Carolina.....	1	40 00	60			
Ohio.....	15	312 05	5 25			
Oregon.....	9	163 19	2 85			
Pennsylvania.....	56	1,131 72	19 35			
Rhode Island.....	1	3 65	15			
South Carolina.....						
Tennessee.....	1	10 07	30			
Texas.....	7	229 63	3 70	1	10 00	15
Utah.....						
Vermont.....						
Virginia.....						
Washington.....	1	13 25	30			
West Virginia.....	1	10 00	15			
Wisconsin.....	9	241 03	4 05			
Wyoming.....						
Total.....	413	7,863 74	130 30	5	91 52	1 70

Orders issued, paid and repaid, and fees collected, &c.—Continued.

International—Continued.

India.			Totals.		
Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
			1,140	\$22,725 26	\$469 80
			491	14,438 61	267 00
			671	12,002 45	248 20
9	\$219 63	\$10 40	17,267	351,562 93	7,036 75
			11,807	272,743 26	6,171 00
2	12 46	70	12,348	178,138 18	4,282 20
			1,701	38,708 27	792 60
			918	12,346 48	310 50
1	4 87	35	2,221	83,948 77	759 30
			783	19,427 11	359 96
			1,700	39,637 94	766 65
			449	11,787 48	241 05
1	10 00	35	47,181	793,266 09	16,634 35
1	5 00	35	6,251	91,223 14	1,997 95
			5,888	90,699 80	1,992 70
			2,387	41,382 16	913 60
			2,820	44,974 95	962 10
			4,552	103,859 90	1,821 05
			4,938	90,562 40	1,888 60
			5,324	80,396 21	1,696 00
6	47 77	2 75	38,700	632,221 94	14,416 50
			20,399	343,036 68	7,323 95
			7,430	144,157 55	2,871 60
			323	6,818 62	133 06
6	58 01	3 10	11,892	223,904 88	4,611 95
			2,564	69,025 94	1,456 65
			1,898	29,666 73	635 70
			1,482	89,125 56	767 85
			2,766	40,185 70	1,002 50
			22,432	300,070 60	7,381 18
			185	4,117 12	83 60
4	65 87	2 70	118,150	1,786,730 19	40,497 80
			609	15,895 09	286 45
12	158 46	7 25	26,594	401,971 04	9,230 65
			2,562	61,069 55	1,175 85
9	169 52	6 20	45,127	703,380 51	16,512 40
1	1 24	85	6,263	93,306 72	2,367 10
			1,023	28,291 76	581 20
			1,579	30,691 54	650 40
			5,354	109,758 21	2,161 15
			1,517	21,943 46	583 25
			1,463	22,025 48	556 69
			1,814	37,631 64	757 95
			885	22,520 71	423 50
			777	11,364 58	273 80
2	80 00	1 05	11,063	185,289 20	3,677 98
			578	10,779 77	258 15
53	882 83	85 55	466,826	7,717,832 11	170,238 86

No. 11 A.—Statement showing the number and amount of international money

States and Territories.	International—Continued.							
	Canadian.				Great Britain and Ireland.			
	Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.
Alabama	92	\$639 85			30	\$552 22	1	\$2 42
Arizona	13	510 00	1	\$30 00	2	56 00		
Arkansas	32	1,029 44			43	1,227 80	1	10 00
California	2,527	61,301 98	5	48 50	859	17,051 65	20	259 93
Colorado	309	9,802 97	7	137 25	242	6,473 55	14	313 33
Connecticut	2,433	20,697 72	9	131 00	492	8,529 98	12	88 68
Dakota	577	20,992 64	4	167 00	103	2,692 65	2	60 00
Delaware	39	815 38			84	1,271 85	4	23 65
District of Columbia	609	8,592 73			249	3,000 55	4	43 05
Florida	94	2,609 64	1	2 00	69	1,838 88	3	15 97
Georgia	72	1,662 76			60	1,191 04	4	57 56
Idaho	11	480 00	1	50 00	6	194 80		
Illinois	5,404	80,380 40	22	296 78	2,136	38,240 63	49	654 09
Indiana	618	11,695 52	2	12 00	247	4,854 53	9	345 00
Indian Territory								
Iowa	389	9,409 10	5	65 00	511	11,071 19	13	122 42
Kansas	175	5,699 12	3	72 75	338	8,264 46		
Kentucky	149	2,836 81			112	1,858 07	2	44 88
Louisiana	1,092	8,536 79	1	5 00	186	4,054 09	2	34 98
Maine	2,304	34,653 46	9	90 12	137	2,475 99	4	58 00
Maryland	419	6,435 89			414	6,436 16	11	196 87
Massachusetts	9,961	155,738 69	60	849 50	2,454	37,074 79	53	632 66
Michigan	4,339	92,417 92	44	661 25	848	16,579 61	20	177 39
Minnesota	1,324	36,598 38	13	279 90	392	8,345 74	5	97 15
Mississippi	9	216 25			12	297 13	1	10 00
Missouri	501	9,835 58	3	81 15	627	12,606 55	24	701 36
Montana	66	2,739 21	5	80 00	18	583 63	1	37 00
Nebraska	173	5,206 72			258	6,888 84	2	41 00
Nevada	59	2,404 10			14	304 37		
New Hampshire	384	5,842 44	7	159 00	76	1,292 96	7	136 62
New Jersey	1,013	19,467 91	2	26 00	1,345	23,799 94	33	345 24
New Mexico	5	225 00			3	22 40		
New York	21,822	212,005 18	44	555 80	10,412	132,655 59	169	2,694 84
North Carolina	15	277 34	1	2 38	36	677 20		
Ohio	2,169	32,546 49	21	200 50	1,310	23,595 85	37	398 30
Oregon	491	13,925 27	5	168 00	88	2,414 40	1	20 00
Pennsylvania	3,920	47,336 61	15	294 00	3,549	56,509 77	68	1,022 98
Rhode Island	432	7,888 99	4	69 00	402	7,778 25	11	129 63
South Carolina	19	517 55			33	449 74	3	17 47
Tennessee	50	957 45			122	3,136 92	1	5 00
Texas	91	2,197 28	1	35 00	388	9,160 02	8	244 87
Utah	11	243 00			129	3,303 02	5	22 34
Vermont	477	9,102 29	3	20 21	39	788 12	4	40 66
Virginia	121	2,815 76			210	3,989 88	5	103 71
Washington	219	5,904 28	6	200 00	25	827 85	1	19 48
West Virginia	10	185 75			41	987 04	3	34 69
Wisconsin	821	20,837 40	6	138 00	400	7,552 06	6	50 91
Wyoming	19	672 75	2	79 99	4	81 98		
Total	65,809	1,014,887 79	312	5,007 08	29,546	483,142 94	623	8,681 02

orders issued, paid and repaid, and fees collected, &c.—Continued.

International—Continued.

German Empire.				Swiss.				Italian.			
Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.
58	\$1,834 51	3	\$39 00	9	\$291 90						
12	424 06	1	50 00	8	377 14						
307	10,522 80	2	20 00	61	2,062 58			5	\$152 64		
833	26,181 87	33	517 09	58	1,590 70	4	\$149 75	24	754 14		
168	5,767 09	10	197 57	14	469 34			5	204 65	1	\$30 00
386	10,219 92	18	342 71	32	764 59	2	5 00	5	209 47	6	59 75
466	18,464 52	3	42 00	68	2,608 97			2	28 62		
27	648 49	2	57 00	2	41 81	1	20 00				
152	3,009 86	2	22 13	12	231 87			6	177 47	1	5 00
47	1,592 54	9	276 00	7	222 72			1	1 90		
85	2,662 11	6	77 50	2	33 55			1	42 90		
12	409 90			5	238 05						
5,280	165,117 29	117	1,006 07	487	15,245 86	6	69 07	45	1,503 21	11	286 39
746	22,760 12	23	265 53	99	2,920 41	1	40 00	1	13 35		
1,865	67,918 31	31	394 73	131	4,344 38			3	43 80		
641	23,476 76	10	178 35	95	2,956 81	2	69 75	8	318 64		
256	8,478 80	8	144 20	33	874 88			1	1 90		
287	8,750 19	8	234 63	39	1,109 88			48	1,487 35	2	25 00
16	322 10	1	4 87	1	11 57	1	9 85	10	391 90		
606	14,878 23	23	319 78	61	1,508 97	3	84 96	7	192 58		
662	16,150 07	20	253 91	69	1,224 10	1	20 00	64	1,783 76	7	150 4
1,842	61,851 31	67	876 69	153	5,617 96	1	30 00	7	192 38		
1,880	70,684 66	31	331 50	119	3,493 11	2	13 00	3	24 39		
42	1,460 57	1	15 00	3	69 51			1	32 44		
1,865	57,480 16	39	605 85	234	6,765 27	3	42 00	15	429 64		
29	1,125 71			7	307 32			1	4 45		
948	35,215 95	17	166 43	277	10,063 14	1	5 00	1	7 15		
10	312 17	1	21 00							2	80 00
25	651 30	3	15 00								
1,473	37,383 83	46	706 76	115	3,475 31	3	24 00	17	381 22	3	98 99
40	1,611 02			1	28 57			3	126 32		
10,135	254,241 29	260	3,364 36	961	22,789 00	8	94 44	341	7,161 78	12	251 82
98	3,511 09	3	62 80	9	149 25			1	20 99		
2,379	69,723 60	82	988 29	311	9,264 64	8	135 65	42	1,555 62	3	50 00
105	3,865 60	8	255 00	16	518 57	1	20 00	5	184 58		
2,893	77,796 85	66	844 39	313	8,446 44	2	19 85	59	1,511 89	15	230 00
42	984 81			6	40 83			7	157 66	1	99
41	1,213 89	2	86 66	1	5 39			1	1 33		
76	1,740 30	2	60 00	43	1,649 21			10	403 54		10 00
1,062	38,062 32	33	681 90	100	3,307 76	3	40 90	12	421 30	3	65 00
24	692 70	1	1 25	3	111 92			1	5 72		
18	315 38	2	15 00	2	61 50						
74	1,600 34	1	15 00	4	39 97	1	4 90	7	134 33	1	30 00
46	2,020 13	5	80 28	4	132 66						
98	3,012 93	2	17 00	31	833 79						
3,023	104,155 21	60	844 16	264	8,004 16	2	19 60	4	24 79		
9	275 28			1	45 71						
41,187	1,242,478 84	1,062	15,008 00	4,271	124,880 07	66	918 62	724	10,979 89	69	1,403 36

No. 11 A.—Statement showing the number and amount of international money-

States and Territories.	International—Continued.							
	French.				Jamaica.			
	Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.
Alabama	5	\$79 72	2	\$14 88				
Arizona	6	133 98						
Arkansas	36	1,127 34						
California	200	5,806 78	3	55 80	5	\$129 71		
Colorado	20	823 81	1	6 00				
Connecticut	54	1,316 06			3	73 44		
Dakota	1	8 57						
Delaware								
District of Columbia	50	861 57	3	113 62	4	135 87		
Florida	1	19 04			4	52 34		
Georgia	10	357 34						
Idaho								
Illinois	131	3,241 71	5	34 70	23	263 29		
Indiana	23	553 61			1	30 01		
Indian Territory								
Iowa	29	638 50			1	9 74		
Kansas	38	1,068 09						
Kentucky	27	979 11			1	15 85		
Louisiana	292	8,294 99	2	8 25	14	224 63		
Maine	4	21 74	1	20 00	15	164 81		
Maryland	43	860 45	1	6 00	14	271 60		
Massachusetts	273	8,044 97	14	299 14	29	257 42	2	\$73 05
Michigan	36	894 57			6	33 98		
Minnesota	21	603 68						
Mississippi	3	24 85						
Missouri	78	1,806 99	1	4 00	2	51 93		
Montana	2	11 04						
Nebraska	7	266 22	1	30 00	3	14 61		
Nevada	8	380 88						
New Hampshire	9	138 08	1	49 38				
New Jersey	51	1,267 63	2	20 37	5	86 61		
New Mexico	8	299 80						
New York	1,243	20,862 91	32	618 94	562	14,661 61		
North Carolina	1	13 25						
Ohio	53	977 37	1	9 88	10	99 23		
Oregon	14	435 66						
Pennsylvania	169	3,241 08			65	1,454 22		
Rhode Island	14	205 32	4	17 16				
South Carolina	1	13 46	2	51 00				
Tennessee	2	13 80						
Texas	57	1,548 02			2	34 09		
Utah								
Vermont					1	4 87		
Virginia	30	1,002 12			4	110 70		
Washington	15	661 96						
West Virginia	6	113 28						
Wisconsin	56	2,271 98	3	36 00	1	24 35		
Wyoming	1	4 76						
Total	3,128	71,296 09	79	1,395 12	775	18,204 97	2	73 05

orders issued, paid and repaid, and fees collected, &c.—Continued.

International—Continued.

New Zealand.				New South Wales.				Victoria.			
Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.
				1	\$24 35						
201	\$4,168 34			86	2,092 50	1	\$50 00	69	\$1,464 93		
3	39 69			2	48 70			2	58 44		
10	84 55			3	43 26			6	175 55		
2	8 64										
5	70 72			2	9 98			29	1,117 21		
3	14 61										
1	73 05			1	24 35						
50	827 19			24	431 64	1	50 00	13	370 92		
5	47 96			3	88 71			13	594 62		
2	39 44							18	745 49		
4	148 53							1	19 48		
3	107 14							3	26 17		
1	9 74							1	48 70		
2	73 05							5	109 76		
4	99 46			1	24 35			1	4 87		
106	2,659 52			60	2,074 91			59	2,072 10		
13	314 87			8	191 33						
4	87 90			2	19 48						
				1	29 22						
24	612 25			4	170 45			11	418 82		
3	63 31			1	32 00						
1	9 74										
26	642 92			7	136 36			11	303 24		
649	7,440 80			268	4,742 29	2	100 00	172	2,204 23		
				1	48 70						
28	439 83			12	336 54			10	72 43		
1	24 35							3	112 01		
99	1,172 36			23	657 57			30	346 97		
5	170 45			3	83 76						
1	24 35										
6	121 75			1	29 22			5	50 01		
1	4 87			6	262 88				144 98		
				1	48 70			1	33 20		
3	53 84			1	24 35						
				1	9 74						
1,275	19,685 22			532	11,685 44	4	200 00	465	10,5 13		

No. 11 A.—Statement showing the number and amount of international money-

States and Territories.	International—Continued.							
	Belgium.				Tasmania.			
	Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.
Alabama	2	\$67 56						
Arizona	1	4 82						
Arkansas	10	422 75						
California	10	248 00						
Colorado	2	45 95						
Connecticut	3	18 47						
Dakota								
Delaware								
District of Columbia	8	202 33						
Florida								
Georgia								
Idaho								
Illinois	24	717 85						
Indiana	4	116 16			1	\$6 33		
Indian Territory								
Iowa	4	120 49						
Kansas	6	250 96						
Kentucky								
Louisiana	7	338 80			1	7 30		
Maine								
Maryland	7	144 09						
Massachusetts	16	139 02			2	97 40		
Michigan	15	519 52						
Minnesota	19	706 59						
Mississippi								
Missouri	18	454 58						
Montana								
Nebraska	8	340 14						
Nevada								
New Hampshire					1	9 74		
New Jersey	2	69 01						
New Mexico								
New York	121	2 248 83			17	241 99		
North Carolina	2	28 95						
Ohio	14	297 89						
Oregon	1	43 24						
Pennsylvania	30	670 23			2	11 20		
Rhode Island								
South Carolina								
Tennessee								
Texas	5	193 05						
Utah								
Vermont								
Virginia	1	18 15			2	97 40		
Washington								
West Virginia								
Wisconsin	31	962 67						
Wyoming								
Total	371	9,390 10			26	471 36		

orders issued, paid and repaid, and fees collected, &c.—Continued.

International—Continued.

India.				Totals.			
Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.
1	848 70			128	83,238 81	6	856 31
				42	1,506 90	2	80 00
				494	16,545 35	3	30 00
7	273 93			4,879	123,073 63	66	1,081 97
				767	23,734 19	33	684 35
7	127 58			3,443	42,259 99	47	626 54
				1,217	44,795 97	9	269 00
1	7 30			1,155	2,792 97	7	100 85
				1,126	16,010 16	10	184 70
				226	6,351 37	12	293 97
				232	8,027 10	10	135 06
				34	1,322 75	1	50 00
10	226 32	1	\$10 00	13,577	306,872 31	212	3,007 10
4	25 80			1,765	43,207 13	35	663 53
				2,954	94,384 36	49	592 15
1	43 83			1,306	42,202 85	15	320 85
				1,586	15,183 60	10	189 06
				1,968	32,862 46	15	307 86
5	42 40			2,499	33,266 78	16	183 84
				1,579	30,826 65	38	607 61
37	524 87			13,792	223,071 62	157	2,298 68
4	127 83			7,271	178,681 28	132	1,745 33
				3,764	120,563 93	51	721 55
				71	2,149 97	2	25 00
1	6 81			3,380	90,739 03	70	1,434 16
				123	4,771 36	6	117 00
				1,679	58,068 08	22	242 43
				91	3,401 52	3	101 00
				496	7,944 26	18	360 00
3	63 79			4,065	87,077 77	89	1,220 26
				60	2,313 11		
225	1,073 80			46,928	723,318 30	527	7,020 20
				163	4,726 77	4	65 18
4	73 27			6,342	138,982 26	152	1,812 62
				724	21,523 68	15	465 00
26	486 23			11,188	199,641 42	166	2,411 22
1	5 11			912	17,315 18	20	216 78
				96	2,201 36	7	155 13
				304	7,925 57	4	75 00
				1,719	54,973 85	48	1,067 67
				170	4,523 09	6	23 50
				599	10,306 25	9	75 87
4	150 97			463	10,222 56	8	152 61
				310	9,580 08	12	299 76
				185	5,181 49	5	51 09
1	1 46			4,605	143,912 27	77	1,088 67
				35	1,089 32	2	79 99
343	4,213 87	1	10 00	148,452	3,030,400 71	2,208	32,786 34

No. 12.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1883.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1882		\$1, 511, 549 21
Amount received for domestic money-orders issued..	\$117, 329, 406 31	
Amount received for Canadian international money-orders issued.....	1, 016, 598 62	
Amount received for British international money-orders issued.....	3, 194, 126 64	
Amount received for German international money-orders issued.....	2, 450, 969 43	
Amount received for Swiss international money-orders issued.....	272, 512 83	
Amount received for Italian international money-orders issued.....	640, 035 35	
Amount received for French international money-orders issued.....	121, 805 30	
Amount received for Jamaica international money-orders issued.....	2, 628 62	
Amount received for New Zealand international money-orders issued.....	4, 637 41	
Amount received for New South Wales international money-orders issued.....	2, 804 47	
Amount received for Victoria international money-orders issued.....	2, 675 35	
Amount received for Belgium international money-orders issued.....	7, 863 74	
Amount received for Tasmania international money-orders issued.....	91 52	
Amount received for India international money-orders issued.....	882 83	
Total issued.....	125, 047, 238 42	
Amount received for fees on domestic money-orders issued.....	1, 101, 821 80	
Amount received for fees on Canadian international money-orders issued.....	17, 341 70	
Amount received for fees on British international money-orders issued.....	91, 205 50	
Amount received for fees on German international money-orders issued.....	44, 249 10	
Amount received for fees on Swiss international money-orders issued.....	4, 631 20	
Amount received for fees on Italian international money-orders issued.....	10, 190 25	
Amount received for fees on French international money-orders issued.....	2, 221 40	
Amount received for fees on Jamaica international money-orders issued.....	46 50	
Amount received for fees on New Zealand international money-orders issued.....	82 20	
Amount received for fees on New South Wales international money-orders issued.....	50 30	
Amount received for fees on Victoria international money-orders issued.....	47 10	
Amount received for fees on Belgium international money-orders issued.....	136 30	
Amount received for fees on Tasmania international money-orders issued.....	1 70	
Amount received for fees on India international money-orders issued.....	35 55	
Total fees.....	1, 272, 060 60	
Amount received for premiums, &c. (premiums, \$437.93—profit, \$578.69)	1, 016 62	
Amount received for deposits.....	94, 929, 020 91	
Amount of drafts drawn on the postmaster at New York, N. Y.....	10, 945, 687 52	
Amount transferred from postage fund.....	934, 516 74	
Amount overpaid by postmasters.....	14, 675 25	
Total receipts.....	234, 655 765 27	

DISBURSEMENTS.

Amount of domestic money-orders paid.....	\$116,498,702 04
Amount of Canadian international money-orders paid.....	1,014,887 79
Amount of British international money-orders paid.....	483,142 94
Amount of German international money-orders paid.....	1,242,478 84
Amount of Swiss international money-orders paid.....	124,380 07
Amount of Italian international money-orders paid.....	19,979 89
Amount of French international money-orders paid.....	71,296 09
Amount of Jamaica international money-orders paid.....	18,204 97
Amount of New Zealand international money-orders paid.....	19,685 22
Amount of New South Wales international money-orders paid.....	11,685 44
Amount of Victoria international money-orders paid.....	10,584 13
Amount of Belgium international money-orders paid.....	9,390 10
Amount of Tasmania international money-orders paid.....	471 36
Amount of India international money-orders paid.....	4,213 87
Total paid.....	119,529,102 75
Amount of domestic money-orders repaid.....	\$845,579 74
Amount of Canadian international money-orders repaid.....	5,007 08
Amount of British international money-orders repaid.....	8,681 02
Amount of German international money-orders repaid.....	15,098 09
Amount of Swiss international money-orders repaid.....	918 62
Amount of Italian international money-orders repaid.....	1,403 36
Amount of French international money-orders repaid.....	1,395 12
Amount of Jamaica international money-orders repaid.....	73 05
Amount of New Zealand international money-orders repaid.....	
Amount of New South Wales international money-orders repaid.....	200 00
Amount of Victoria international money-orders repaid.....	
Amount of Belgium international money-orders repaid.....	
Amount of Tasmania international money-orders repaid.....	
Amount of India international money-orders repaid.....	10 00
Total repaid.....	878,366 08
Amount transferred to postage fund.....	742,010 26
Amount deposited at first-class offices.....	99,677,827 27
Amount paid for incidental expenses (incidental expenses, for \$105,685 89—loss \$13,378.88).....	119,064 77
Amount paid for commissions.....	504,400 68
Amount paid for clerk-hire.....	223,519 27
Amount of drafts paid by postmaster at New York, N. Y.....	11,437,528 63
Miscellaneous items.....	9,990 70
Balance in the hands of postmasters June 30, 1883.....	1,533,894 86
Total disbursements.....	\$234,655,765 27
No. 13.—Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1883.	
Amount received for fees on issued orders.....	\$1,101,821 80
Amount received for premiums.....	437 93
Profit.....	578 69
	1,102,838 42

Amount allowed postmasters—	
For commissions.....	\$492,929 88
For clerk-hire.....	185,595 63
For incidental expenses.....	99,229 36
Loss.....	13,378 88
Net revenue.....	311,704 67
	<u>\$1,102,838 42</u>

No. 14.—Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1882.

CANADIAN.

Amount received for fees on issued orders.....		\$17,244 56
Amount allowed postmasters:		
For commissions and clerk-hire (commissions, \$2,103.44 ;		
clerk-hire, \$3,613.33).....	\$5,716 77	
For incidental expenses.....	544 47	
Excess of commissions paid Canada.....	1,141 75	
Net revenue.....	9,841 56	
		<u>17,244 56</u>

BRITISH.

Amount received for fees on issued orders.....		\$78,526 30
Gain in exchange.....		1,428 03
		<u>79,954 33</u>
Amount allowed postmasters:		
For commissions and clerk-hire (commissions, \$3,877.01 ;		
clerk-hire, \$12,930.44).....	\$16,807 45	
For incidental expenses.....	1,638 09	
Excess of commissions paid Great Britain.....	17,418 65	
Net revenue.....	44,090 14	
		<u>79,954 33</u>

GERMAN.

Amount received for fees on issued orders.....		\$36,785 70
Gain in exchange.....		17,391 32
		<u>54,177 02</u>
Amount allowed postmasters:		
For commissions and clerk-hire (commissions, \$3,135.34 ;		
clerk-hire, \$12,682.40).....	\$15,817 74	
For incidental expenses.....	1,436 03	
Excess of commissions paid Germany.....	7,329 84	
Net revenue.....	29,593 41	
		<u>54,177 02</u>

SWISS.

Amount received for fees on issued orders.....		\$4,591 50
Gain in exchange.....		1,847 14
		<u>6,438 64</u>
Amount allowed postmasters:		
For commissions and clerk-hire (commissions, \$235.84 ;		
clerk-hire, \$1,519.73).....	\$1,755 57	
For incidental expenses.....	190 85	
Excess of commissions paid Switzerland.....	707 92	
Net revenue.....	3,784 30	
		<u>6,438 64</u>

ITALIAN.

Amount received for fees on issued orders.....		\$6,579 60
Gain in exchange.....		8,706 26
		<u>15,285 86</u>

Amount allowed postmasters:

For commissions and clerk-hire (commissions, \$246.84 ; clerk-hire, \$1,051.65)	\$1,298 49	
For incidental expenses	87 28	
Excess of commissions paid Italy	2,905 34	
Net revenue	10,994 75	\$15,285 86

FRENCH.

Amount received for fees on orders issued	\$1,815 45	
Gain in exchange	996 15	
		2,811 60

Amount allowed postmasters:

For commissions and clerk-hire (commissions, \$105.46 ; clerk-hire, \$800.87)	\$906 33	
For incidental expenses	46 60	
Excess of commissions paid France	299 38	
Net revenue	1,559 29	2,811 60

JAMAICA.

Amount received for fees on issued orders	\$16 65	
Excess of commissions received	60 35	
		77 00

Amount allowed postmasters:

For commissions	\$0 96	
For incidental expenses	76 17	
	77 13	
Less loss in transactions	13	77 00

NEW ZEALAND.

Amount received for fees on issued orders	\$27 80	
Excess of commissions received	83 27	
		111 07

Amount allowed postmasters:

For commissions	\$4 58	
For incidental expenses	46 65	
Net revenue	59 84	111 07

NEW SOUTH WALES.

Amount received for fees on issued orders	\$36 75	
Excess of commissions received	5 36	
		42 11

Amount allowed postmasters:

For commissions	\$2 23	
For incidental expenses	46 66	
	48 89	
Less loss in transactions	6 78	42 11

VICTORIA.

Amount received for fees on issued orders	\$19 95	
Excess of commissions received	25 57	
		45 52

Amount allowed postmasters:

For commissions	\$0 44	
For incidental expenses	46 66	
	47 10	
Less loss in transactions	1 58	45 52

RECAPITULATION OF NET REVENUE.

On domestic money-order transactions for the fiscal year ended June 30, 1883.....	\$311,704 67	
On Canadian international money-order transactions for the fiscal year ended June 30, 1882.....		\$9,841 56
On British international money-order transactions for the fiscal year ended June 30, 1882.....		44,090 14
On German international money-order transactions for the fiscal year ended June 30, 1882.....		29,593 41
On Swiss international money-order transactions for the fiscal year ended June 30, 1882.....		3,784 30
On Italian international money-order transactions for the fiscal year ended June 30, 1882.....		10,994 75
On French international money-order transactions for the fiscal year ended June 30, 1882.....		1,559 29
On New Zealand international money-order transactions for the fiscal year ended June 30, 1882.....		59 84
		<u>\$411,627 96</u>
Less loss on international money-order transactions with:		
Jamaica for the fiscal year ended June 30, 1882. \$0 13		
New South Wales for the fiscal year ended June 30, 1882.....	6 78	
Victoria for the fiscal year ended June 30, 1882. 1 68		
		<u>8 59</u>
		<u>\$411,619 37</u>

No. 15.—Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1883.

Amount transferred from postage to money-order account.....	\$334,516 74
Amount transferred from money-order to postage account ..	\$742,010 26
Less balance due postage account from June 30, 1882 (transferred September 27, 1882)	618,007 80
	<u>124,002 46</u>
Balance due postage account June 30, 1883 (transferred October 2, 1883)	810,514 28
	<u>934,516 74</u>

No. 16.—Statement of assets and liabilities June 30, 1883.

ASSETS.

Balance in the hands of the assistant United States treasurer at New York, N. Y., June 30, 1883	\$2,783,812 93
Balance in the hands of postmasters June 30, 1883.....	1,533,894 86
	<u>4,317,707 79</u>

LIABILITIES.

Revenue on domestic money-order account.....	\$311,704 67
Revenue on international money-order account.....	99,914 70
Amount due postage account.....	810,514 28
Unpaid domestic and international money-orders and balance of unadjusted international accounts.....	3,095,574 14
	<u>4,317,707 79</u>

No. 17.—Statement showing the money-order transactions with the United States assistant treasurer at New York, N. Y., during the fiscal year ended June 30, 1883.

Balance in the hands of the United States assistant treasurer June 30, 1882.....	\$2,623,055 41
Amount deposited with the United States assistant treasurer.....	1,865,002 09
	<u>4,488,057 50</u>
Amount of drafts paid by the United States assistant treasurer.....	\$1,704,244 57
Balance in hands of the United States assistant treasurer June 30, 1883.....	2,783,812 93
	<u>4,488,057 50</u>

No. 18.—Weight of letters, European newspapers, &c., sent from the United States to countries during the fiscal year ending June 30, 1883.

Steamship lines.	England.		Germany.		France.		Italy.		Belgium.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
Cunard	Grams. 17,969,793	Grams. 72,528,571	Grams. 6,479,916	Grams. 15,742,669	Grams. 770,131	Grams. 1,385,904	Grams. 1,378,480	Grams. 4,083,390	Grams. 250,845	Grams. 908,621
White Star	20,171,093	88,216,714	2,041,820	3,442,660	2,292,217	9,587,807	1,715,330	7,982,240	369,245	1,692,671
Liverpool and Great Western Steam Company	33,611,437	98,264,977	12,212,581	38,692,427	2,796,253	15,353,458	2,098,560	6,478,270	399,565	1,631,972
Hamburg-American Packet Company	3,306,290	13,950,875	9,584,973	33,812,812	1,436,361	8,651,938	301,880	1,343,100	54,590	282,763
North German Lloyd of Bremen.	6,678,019	34,467,270	18,635,133	66,973,001	1,001,290	3,536,591	936,713	3,949,680	168,700	713,202
Inman	13,673,584	56,042,021	1,087,560	1,675,410	1,347,133	6,390,693	884,540	5,435,930	211,090	1,077,316
Anchor	3,843,582	15,951,708	294,969	556,050	1,84,040	970,361	107,590	558,010	24,665	124,768
Canadian	137,404	724,136								
American Steamship Company	852,813	4,697,051	7,616	22,650	2,534	9,116			11,638	5,661
Red Star										
French										
Netherlands Steam Navigation Company										
Total	90,234,006	384,753,323	50,254,553	160,917,079	11,836,842	56,282,623	7,523,380	30,430,030	1,430,403	6,496,974
Increase compared with last fiscal year.	10,118,259	21,503,437	4,178,422	10,178,480	728,241	4,047,721	2,437,732	5,453,115	177,008	971,476
Steamship lines.	Denmark.		Netherlands.		Switzerland.		Spain.		Portugal.	
Cunard	Grams. 357,040	Grams. 560,000	Grams. 492,220	Grams. 973,500	Grams. 664,650	Grams. 2,210,760	Grams. 192,430	Grams. 1,240,030	Grams. 123,850	Grams. 214,237
White Star	25,090	57,880	659,110	2,471,040	993,240	4,368,370	546,670	2,415,780	136,920	473,300
Liverpool and Great Western Steam Company	899,469	1,563,600	612,430	1,944,830	976,210	4,498,890	291,330	1,768,270	192,870	439,890
Hamburg-American Packet Company	641,860	1,093,960	101,880	336,480	169,570	732,080	56,060	519,070	29,150	53,973
North German Lloyd of Bremen.	1,166,540	4,068,730	289,570	1,029,890	443,350	2,023,220	139,620	1,056,620	67,820	256,360
Inman			371,420	1,352,200	335,680	2,013,210	183,320	1,353,960	72,750	233,300
Anchor	7,780	12,460	42,010	197,330	65,560	231,840	20,100	183,010	9,820	36,380
Canadian										
American Steamship Company										
Red Star										
French										
Netherlands Steam Navigation Company			3,300							
Total	3,095,790	5,282,630	2,501,540	8,336,270	3,796,210	16,647,970	1,229,740	8,543,790	682,590	1,765,660
Increase compared with last fiscal year	685,870	1,357,597	106,104	1,278,763	641,806	1,756,162	98,181	784,745	433,657	1,569,196

No. 18. — *Weight of letters, newspapers, &c., sent from the United States to European countries, &c.—Continued.*

Steamship lines.	Sweden.		Norway.		Austria.		Turkey.		Russia.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
	Grams.	Grams.	Grams.	Grams.	Grams.	Grams.	Grams.	Grams.	Grams.	Grams.
Cunard.....	1,419,960	2,500,480	570,110	855,370	760,010	1,687,870	64,250	773,690	347,160	581,390
White Star.....	92,400	115,060	43,980	43,260	161,070	312,230	82,170	1,115,350	490,390	971,380
Liverpool and Great Western Steam Company.....	3,539,000	8,973,950	1,895,400	3,431,790	1,468,810	3,839,860	89,230	939,340	528,780	1,029,610
Hamburg-American Packet Company.....	2,782,620	4,661,930	1,340,820	2,165,240	918,715	2,330,380	16,530	171,470	60,010	121,080
North German Lloyd of Bremen.....	4,717,010	9,055,070	2,646,710	3,778,520	1,961,120	6,402,010	41,940	563,910	301,120	673,950
Ymca.....	28,950	54,360			70,400	6,117,060	49,480	660,090	228,710	528,530
Anchor.....			15,760	35,330	6,060	13,800	4,710	59,550	18,070	49,430
Canadian.....										
American Steamship Company.....										
Red Star.....										
French.....										
Netherlands Steam Navigation Company.....										
Total.....	12,579,940	25,361,750	6,412,760	10,309,510	5,376,185	14,774,160	348,280	4,313,400	1,963,220	3,963,860
Increase compared with last fiscal year.....	2,127,866	5,016,719	915,140	1,318,214	3,045,366	8,274,205	53,030	192,106		

RECAPITULATION.

Countries.	Letters.		Papers, &c.	
	Grams.	Grams.	Grams.	Grams.
Great Britain.....	90,224,006	384,753,323	90,224,006	384,753,323
Germany.....	50,254,553	180,917,079	50,254,553	180,917,079
France.....	11,836,642	56,282,623	11,836,642	56,282,623
Italy.....	7,523,080	30,430,020	7,523,080	30,430,020
Belgium.....	1,430,403	6,486,974	1,430,403	6,486,974
Denmark.....	3,085,780	5,282,630	3,085,780	5,282,630
Netherlands.....	2,401,540	8,358,270	2,401,540	8,358,270
Switzerland.....	3,706,210	16,647,970	3,706,210	16,647,970
Spain.....	1,229,740	8,543,790	1,229,740	8,543,790
Portugal.....	7,523,660	1,765,660	7,523,660	1,765,660
Sweden.....	12,579,940	25,361,750	12,579,940	25,361,750
Norway.....	6,412,760	10,309,510	6,412,760	10,309,510
Austria.....	5,376,185	14,774,160	5,376,185	14,774,160
Turkey.....	348,280	4,313,400	348,280	4,313,400
Russia.....	848,280	3,963,860	848,280	3,963,860
Total.....	196,266,159	786,168,519	196,266,159	786,168,519
Increase compared with last fiscal year.....	27,739,689	67,595,325	27,739,689	67,595,325

No. 19.—*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, 1883.*

Countries.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cuba and Porto Rico.....	4,915,030	31,626,510
Mexico.....	3,221,256	40,982,281
Sandwich Islands.....	1,359,283	15,806,949
United States of Colombia.....	1,199,350	12,395,940
Japan.....	1,067,066	12,492,353
Hong Kong.....	1,004,250	4,520,899
Brazil.....	858,424	9,314,056
Shanghai, via Japan.....	495,478	6,752,667
Bermuda.....	467,320	4,779,541
Jamaica.....	426,850	4,010,190
Chili.....	401,959	6,928,144
Windward Islands.....	530,750	4,943,840
Peru.....	373,173	8,002,117
Venezuela.....	338,450	3,407,120
Newfoundland.....	304,250	3,488,509
Haiti.....	222,440	3,154,090
St. Thomas.....	230,886	2,069,836
Honduras.....	220,400	1,963,129
Guatemala.....	199,296	2,765,084
Salvador.....	173,995	1,972,219
Ecuador.....	173,239	1,542,110
Curaçoa.....	166,900	1,809,510
Bahamas.....	162,050	1,910,770
St. Domingo.....	117,200	1,619,200
Nicaragua.....	117,084	1,316,842
Argentine Republic.....	71,165	679,930
Manila.....	49,981	193,334
Costa Rica.....	48,822	931,622
St. Pierre and Miquelon.....	36,865	365,473
Tahiti and Marquesas Islands.....	59,842	921,188
Turk's Island.....	26,180	159,600
Uruguay and Paraguay.....	35,500	120,230
Java.....	11,502	69,746
Singapore.....	10,047	115,148
New Caledonia.....	4,871	84,783
Cochin China.....	2,156	7,502
Total.....	19,132,990	192,263,062
Increase compared with last fiscal year.....	2,702,734	51,231,105

No. 20.—*Number of letters exchanged between the United States and non-postal union countries during the fiscal year ended June 30, 1883.*

Countries.	Received.	Sent.
	<i>Letters.</i>	<i>Letters.</i>
Shanghai, China.....	12,152	42,382
Panama, Central America, &c.....	14,146	5,368
New Zealand, Australia, &c.....	16,162	185,979
British Columbia.....		117,573
Nova Scotia.....		16,728
Total.....	42,570	368,020
Increase compared with last fiscal year.....		272,861
Decrease compared with last fiscal year.....	31,093	

In submitting the foregoing statements I am prompted to add one or two suggestions. This Bureau depends upon the Treasury for its working force, while its working quarters are in the Post-Office Department building, and in the new building used for the money-order business. In the near future the Post-Office Department will need the room in the Post-Office building, now occupied by the Auditor of the Treasury for the Post-Office Department. The new building is not

large enough to accommodate the clerks now required to settle the money-order accounts, and there is no space in it for the proper storage of the files and books in current use. The narrow hallways are occupied with casing for this purpose, after removing tons of books to the hall-ways of the Post-Office Department building. There is immediate need for additional room to accommodate the money-order division of this office, and I venture the suggestion that, on the square where the new leased building is located, is the convenient and proper place for a building which should be made large enough to accommodate the Auditor's office. The old money-order guard books, and money-order vouchers are now occupying a great deal of storage room. They contain the record evidence relating to unpaid money-orders from the commencement of the system. The cost of copying this evidence and verifying it will be much more than is ever likely to be required for the payment of orders outstanding over five years. To prevent further accumulation of these books and papers, and to avoid the cost of making copies relating to those unpaid, I would suggest the procurement of legislation making void all money-orders unpaid and outstanding for more than six years, and providing that all orders heretofore issued and outstanding for more than six years when presented for payment be reported to Congress for an appropriation.

Respectfully,

J. H. ELA,
Auditor.

Hon. W. Q. GRESHAM,
Postmaster-General.

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